




European Maritime Safety Agency

The European Maritime Safety Agency






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• 12 December 1999 off the coast of Brittany

Erika sinks




Decision to reinforce the EU maritime legislation

- Erika I safety package
- Erika II safety package

How?


• EMSA establishment

Reg. EC 1406/2002



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Legal basis



- Reg. EC 1406/2002
 - EMSA established as part of the Erika II safety package
- Reg. EC 1644/2003
 - Administrative & budgetary provisions
- Reg. EC 724/2004
 - Ship security
 - Technical/scientific assistance for oil pollution
- Reg. EC 2038/2006
 - Funding on the field of response to marine pollution



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Location & staff



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Location



From the establishment to April 2006:
Brussels,
Rue de Genève




From May 2006 to May 2009: Lisbon,
Avenida Dom João II



From May 2009: Lisbon,
Cais do Sôdre

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Staff

2002

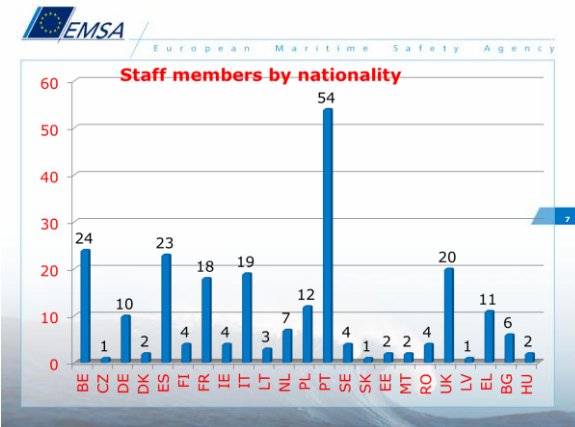
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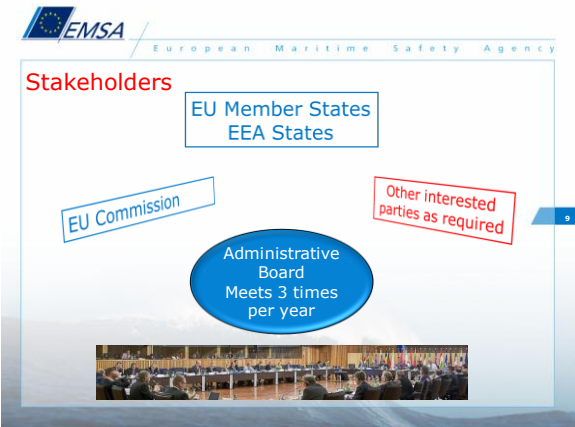
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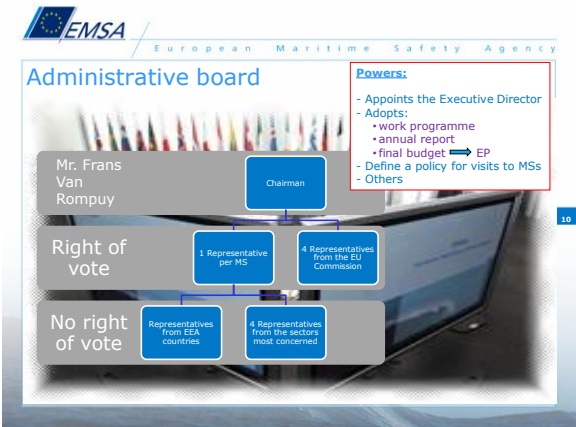
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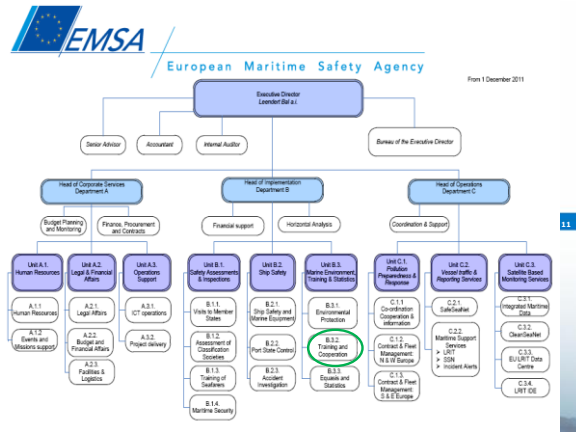
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HOW?



Provides technical advice to Commission and MS's



Ensures the proper implementation of the EU maritime legislation



Provides technical assistance to COM, in respect of ship security, relevant companies & RSOs



Manages operational tools
SafeSeaNet, LRIT, CleanSeaNet, THETIS


Tasks

↓

To improve maritime safety


To ensure ship security

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HOW?



- By providing technical and scientific assistance in the field of ship source pollution »
- CTG MPPR
- Action plans for Oil and HNS Pollution Preparedness and Response
- Co-operation with IMO



- By supporting with additional means in a cost efficient way, via the Community mechanism in the field of civil protection the MS' pollution response actions.
- CleanSeaNet satellite service

Tasks

↓

To improve prevention of pollution

To top up the response to pollution at sea

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Action Plan For Oil Pollution Preparedness and Response

The report is incorporated in the strategy of Member States Oil Pollution Response strategy

Overall strategy : oil spills

1. Introduction
2. Existing structures for oil pollution response
3. Marine pollution risk in European waters
4. Spill response options and case studies
5. Operational developments in Member States
6. EMSA's Oil Pollution Response Activities



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Overall strategy : chemical releases



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1. Existing structures for HNS pollution preparedness and response at international, regional, national (Member States) and European Community level;


2. Indication of HNS trade and seaborne transportation in European waters;

3. Potential hazards, risks and impacts linked to HNS marine pollution;

4. Past HNS incidents and case studies;

5. HNS pollution response options;

6. The framework for the development of EMSA's HNS-related activities.



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Operational support:
Network of Stand-by Oil Recovery Vessels

- « **top up** » philosophy: supporting existing National structures
- At **request** of affected Member State
- Channeled **through** « EU Community Mechanism » (DG Env – M.I.C)
- EMSA resources **under** operational command of the requesting MS during the incident



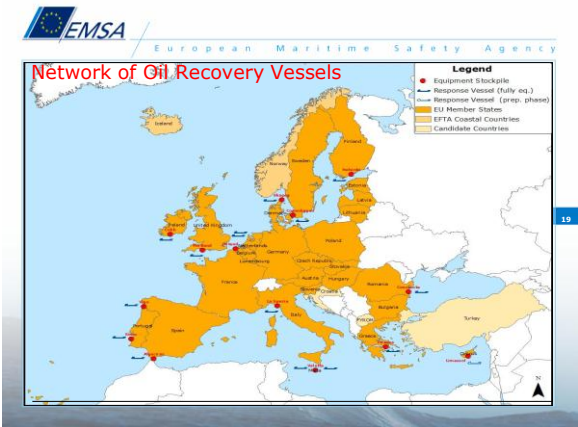
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EMSA's operational tools
Network of Oil-recovery vessels



EMSA

INC N° 0010716





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A European Public/Private Initiative

Concept:

- Vessel carries out normal commercial service
- Request from Member State for assistance
- Short notice transformation into oil recovery vessel



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EMSA contracted vessels



Aktea OSRV	Bahia Tres
Storage Capacity: 3,003 m ³	Storage Capacity: 7,413 m ³
Sweeping Arms: Rigid, 15 m	Sweeping Arms: Rigid, 12 m
Booms (1 set): 500 m Self-Inflatable	Booms (1 set): 500 m Self-Inflatable
Skimmer: Weir, remote control	Skimmer: Brush, remote control
Slick Detection Radar	Slick Detection Radar

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Proposal for modifying the EMSA mandate
(adopted by the Commission on 28/10/2010)

- Clarify that the stand-by oil spill response vessels under contract by EMSA can intervene **also in case of pollution caused by off-shore installation**
- Increase of **EMSA involvement in EU research** (analysis of research projects and identification of research priorities)
- **Extend EMSA's technical assistance to all European Neighbouring Policy countries** in order to promote the EU maritime safety policy in all regional seas bordering the EU
- Emphasise the role of EMSA's operational vessel traffic monitoring services as basis for **extended transport and maritime information services**
- Extend EMSA's assistance in the **development and implementation of EU policies**, such as motorways of the sea, e-maritime and environmental aspects including climate changes

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