

# **EMSA**

## **European Maritime Safety Agency**





- 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

Legal basis

- EMSA established

Reg EC 1406/2002

## Legal basis



Reg EC  
1406/2002

- EMSA established as part of the Erika II safety package

Reg EC  
1644/2003

- Administrative and budgetary provisions

Reg EC  
724/2004

- Ship security
- Technical/scientific assistance for oil pollution

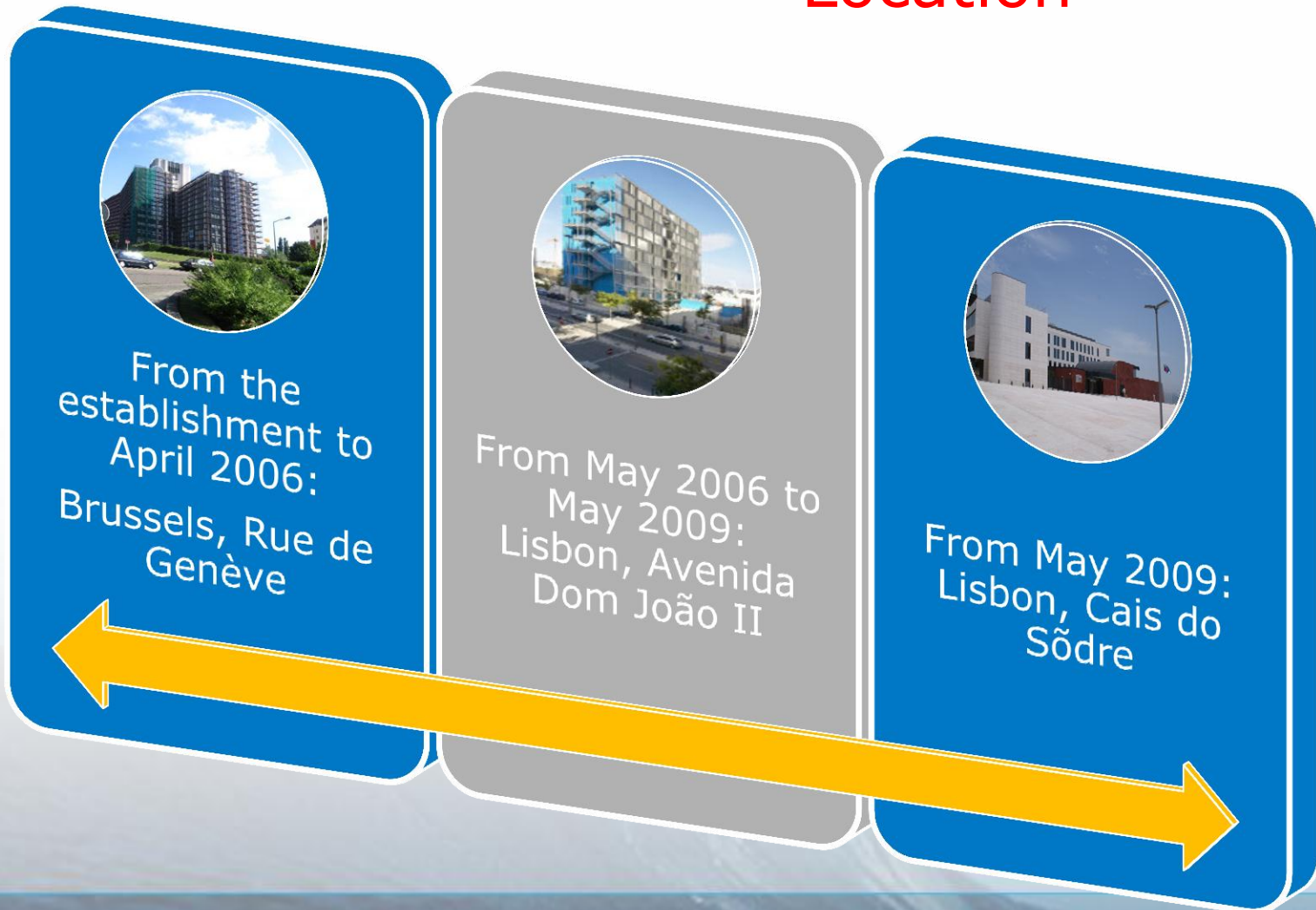
Reg EC  
2038/2006

- Funding on the field of response to marine pollution

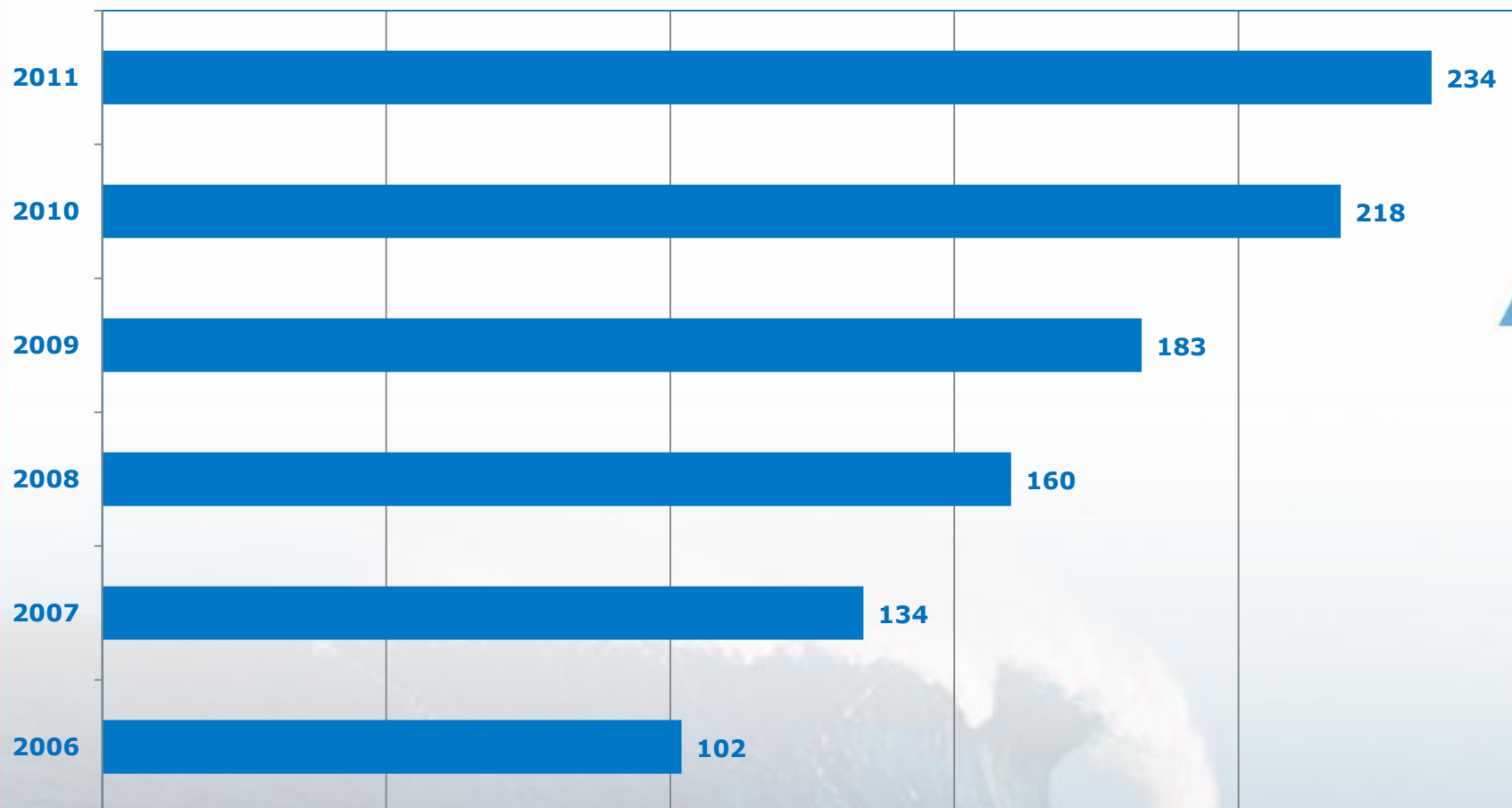
- EMSA's mother regulation
- Amendments

# EMSA's location and staff

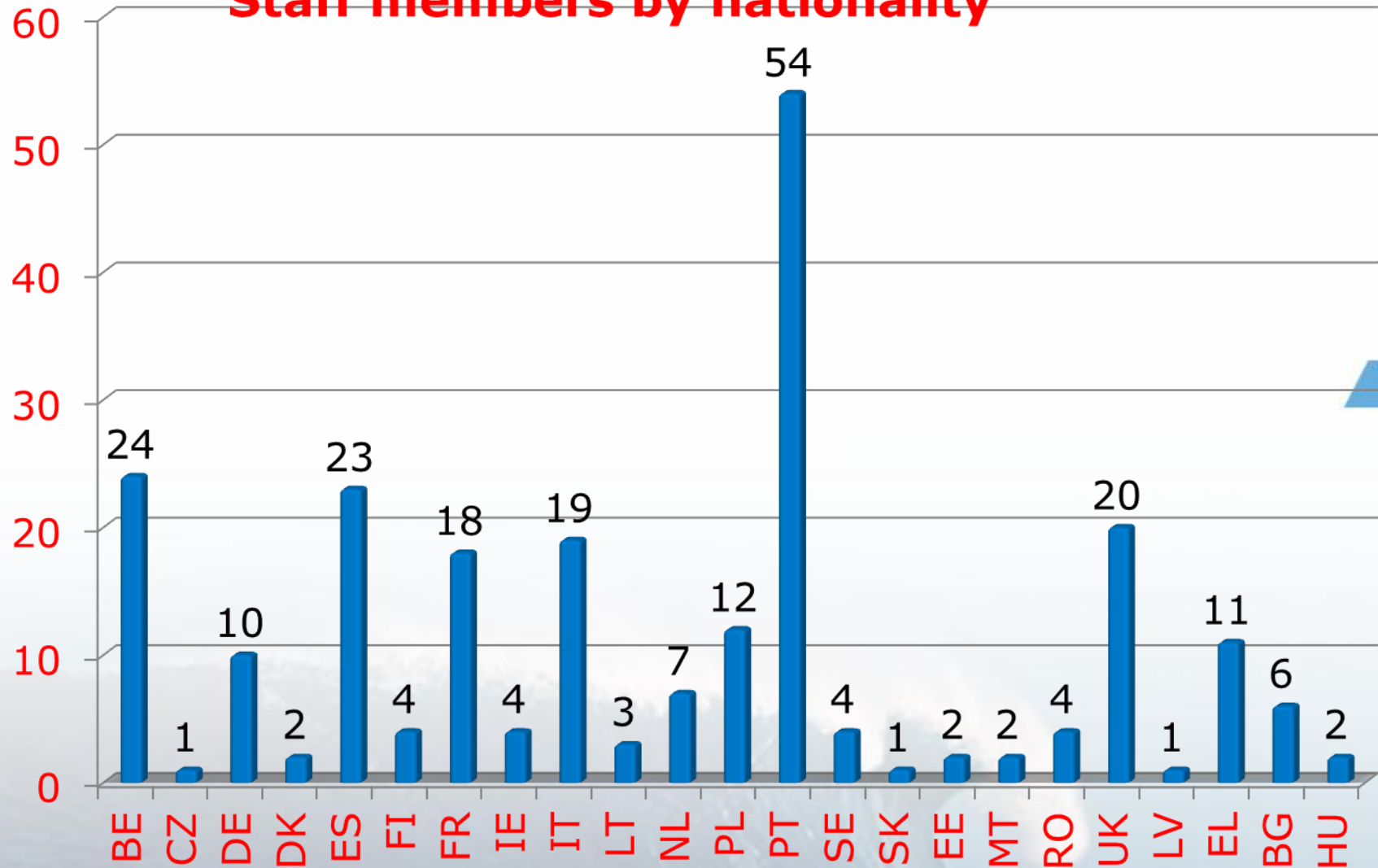
## Location



## EMSA staff (total 234 on 31 March 2011)



## Staff members by nationality



# EMSA's stakeholders, structure and tasks

## Stakeholders

EU Member States  
EEA States

EU Commission (4)

Sectors most  
concerned (4)

Administrative  
Board



# Administrative board

## Powers:

Appoint the Executive Director

Adopt:

- the work programme
- the annual report
- the final budget

Define a policy for visits to MSs

Others

Mr. Frans  
Van  
Rompuy

Chairman

Right of  
vote

1 representative  
per MS

4 representatives  
from the EU  
Commission

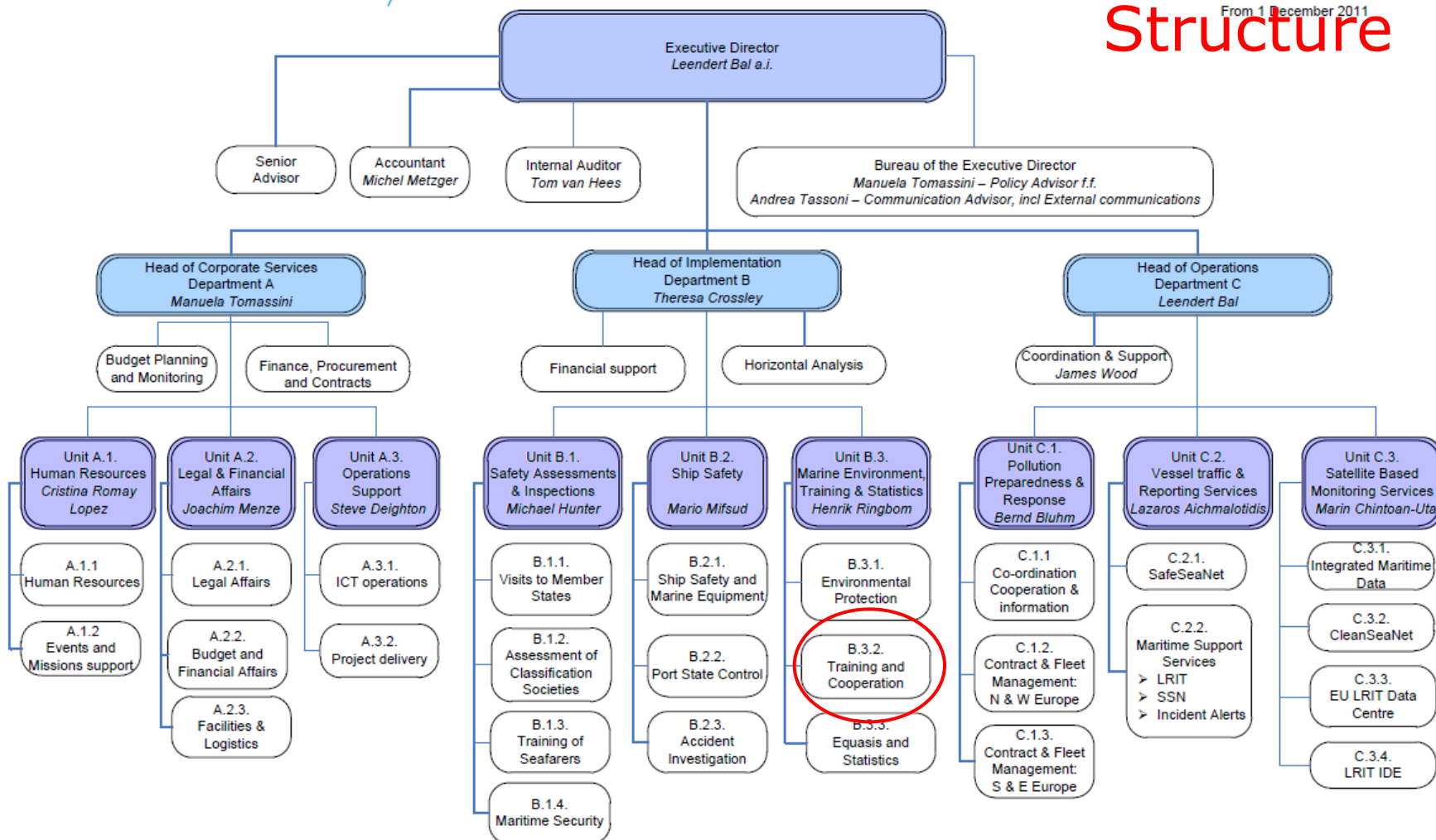
No right of  
vote

1 representative  
from EEA  
countries

4 representatives  
from the sectors  
most concerned

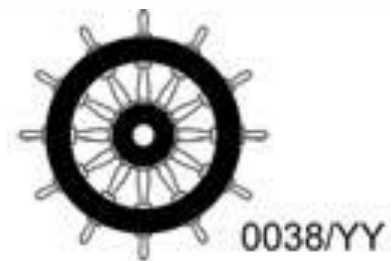
## European Maritime Safety Agency

From 1 December 2011  
**Structure**



# Tasks

Improving  
maritime  
safety



YY Denotes last two digits of year the  
Wheelmark is affixed to damper

Ensuring  
maritime  
security  
(ship)

## EMSA's Tasks

Improving  
prevention  
of pollution  
at sea

Topping up  
the  
response  
to pollution  
at sea





Provides technical advice to EU Comm and MS's



Ensures the proper implementation of the EU maritime legislation



Fosters technical co-operation and disseminate best practice



Manages operational tools  
SafeSeaNet, LRIT,  
CleanSeaNet,  
THETIS



To «provide technical and scientific assistance in the field of ship source pollution»



Operational support

- Oil recovery vessels network
- CleanSeaNet Satellite Service



To « support with additional means in a cost efficient way, via the Community mechanism in the field of civil protection the MS' pollution response actions»

## Tasks

**1. Improving maritime safety**

**2. Improving prevention of pollution**

**3. Ensuring ship security**

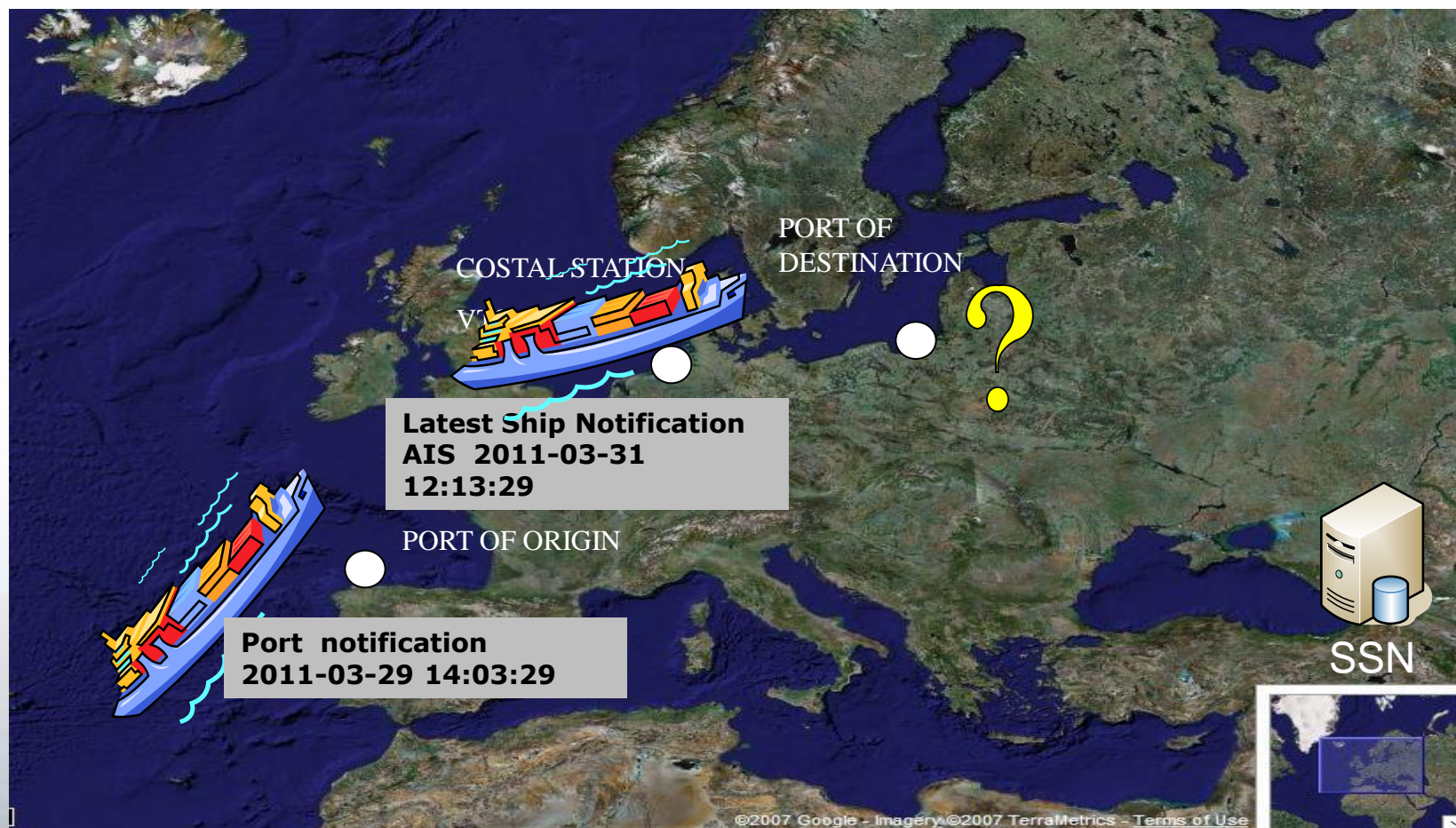
**4. Topping up the response to pollution at sea**

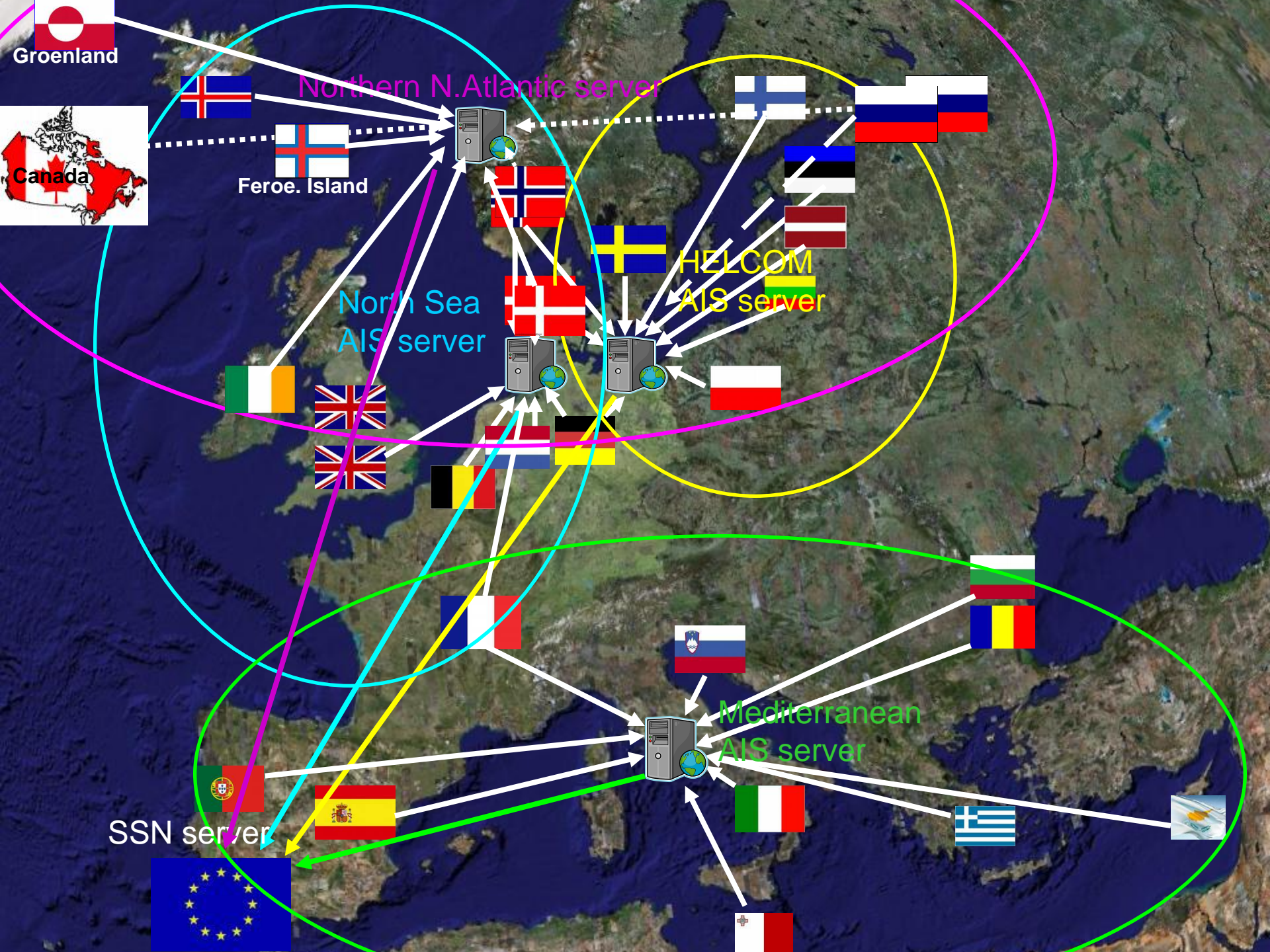
## EMSA's operational tools

### **SAFESEANET**

- Maritime information management system
- Legal basis in article 22a of Directive 2002/59/EC
- Information to be exchanged:
  - Port notification art 4 and Annex I
  - Hazmat notification artt 12-13 and Annex I
  - AIS data artt. 6-9
- Waste notification (directive on PRF and FAL directive by 1 June 2015)
- Security notification (EU reg on ISPS Code and FAL directive by 1 June 2015)

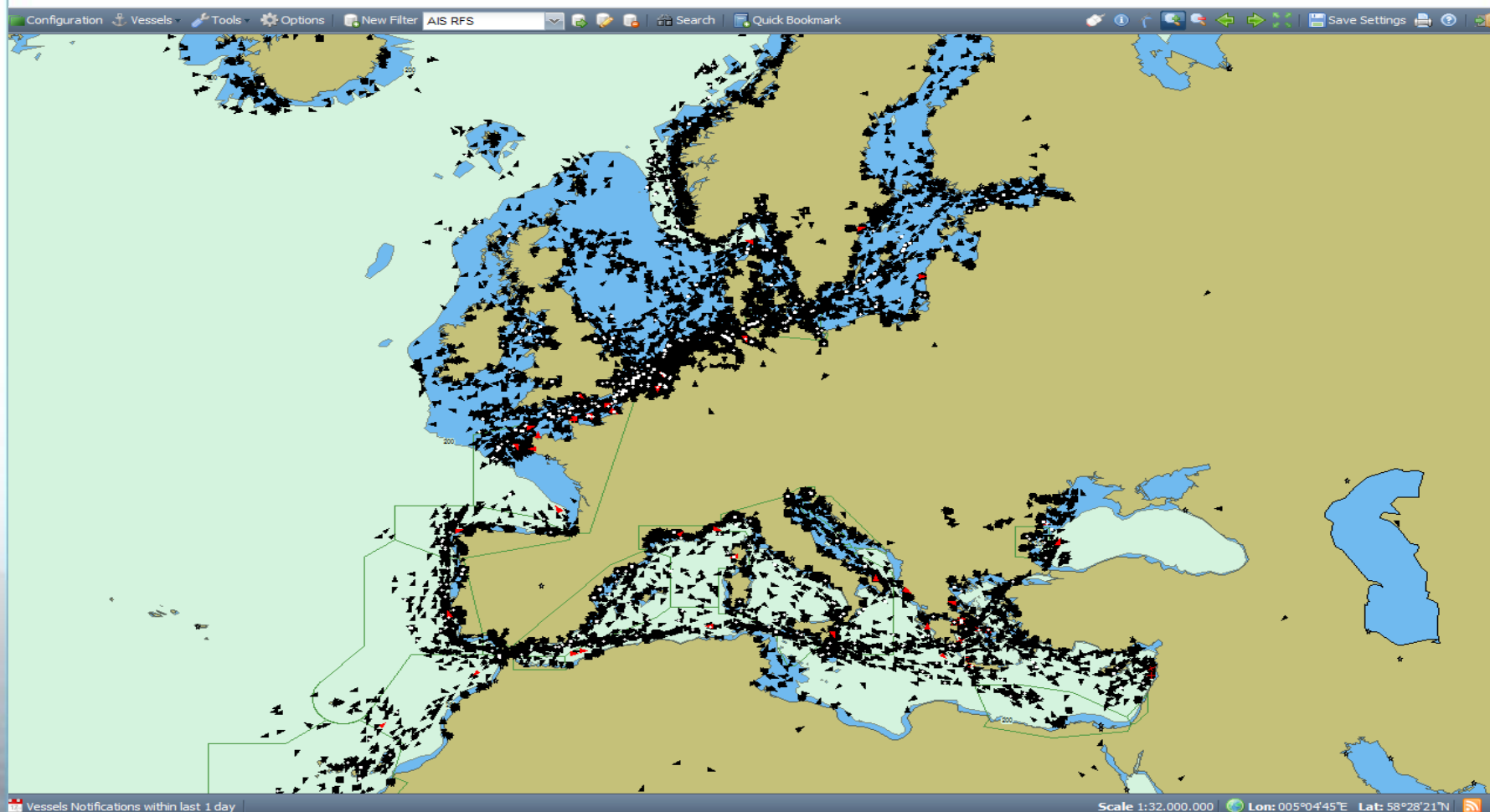
# SafeSeaNet as an evolving and co-operative system v 1.9





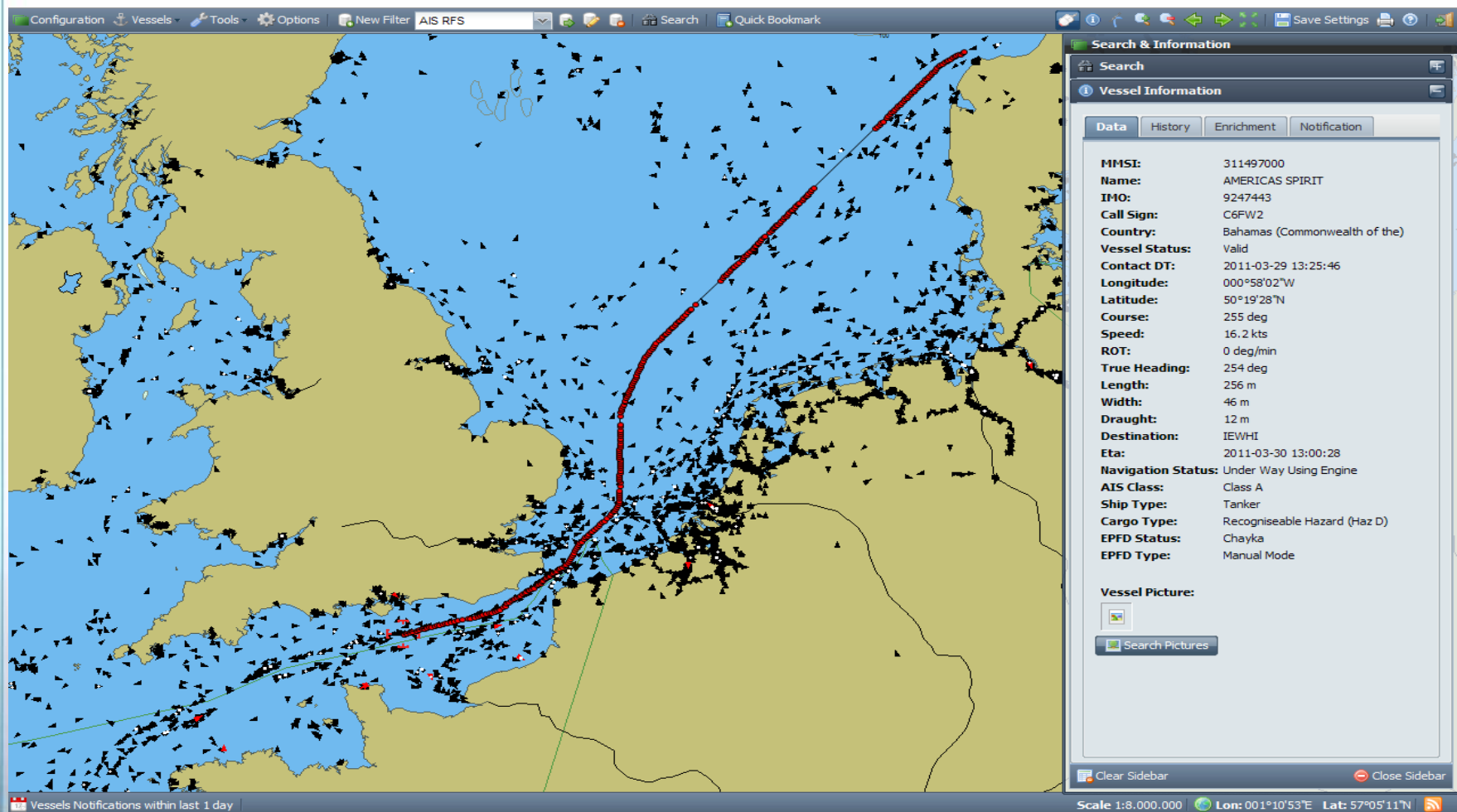
## EMSA's operational tools

### **AIS GRAPHIC INTERFACE**



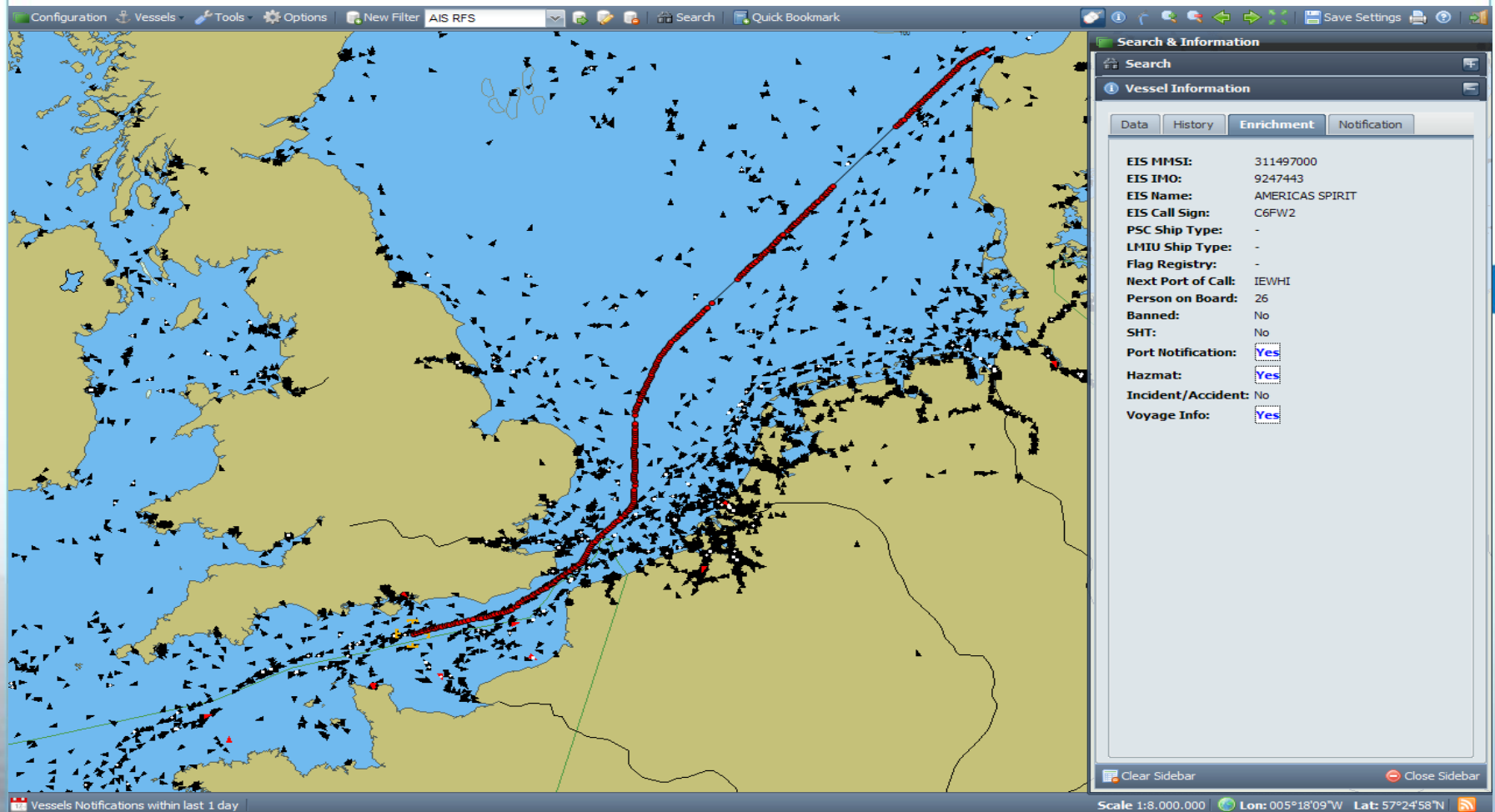
## EMSA's operational tools

### AIS GRAPHIC INTERFACE



## EMSA's operational tools

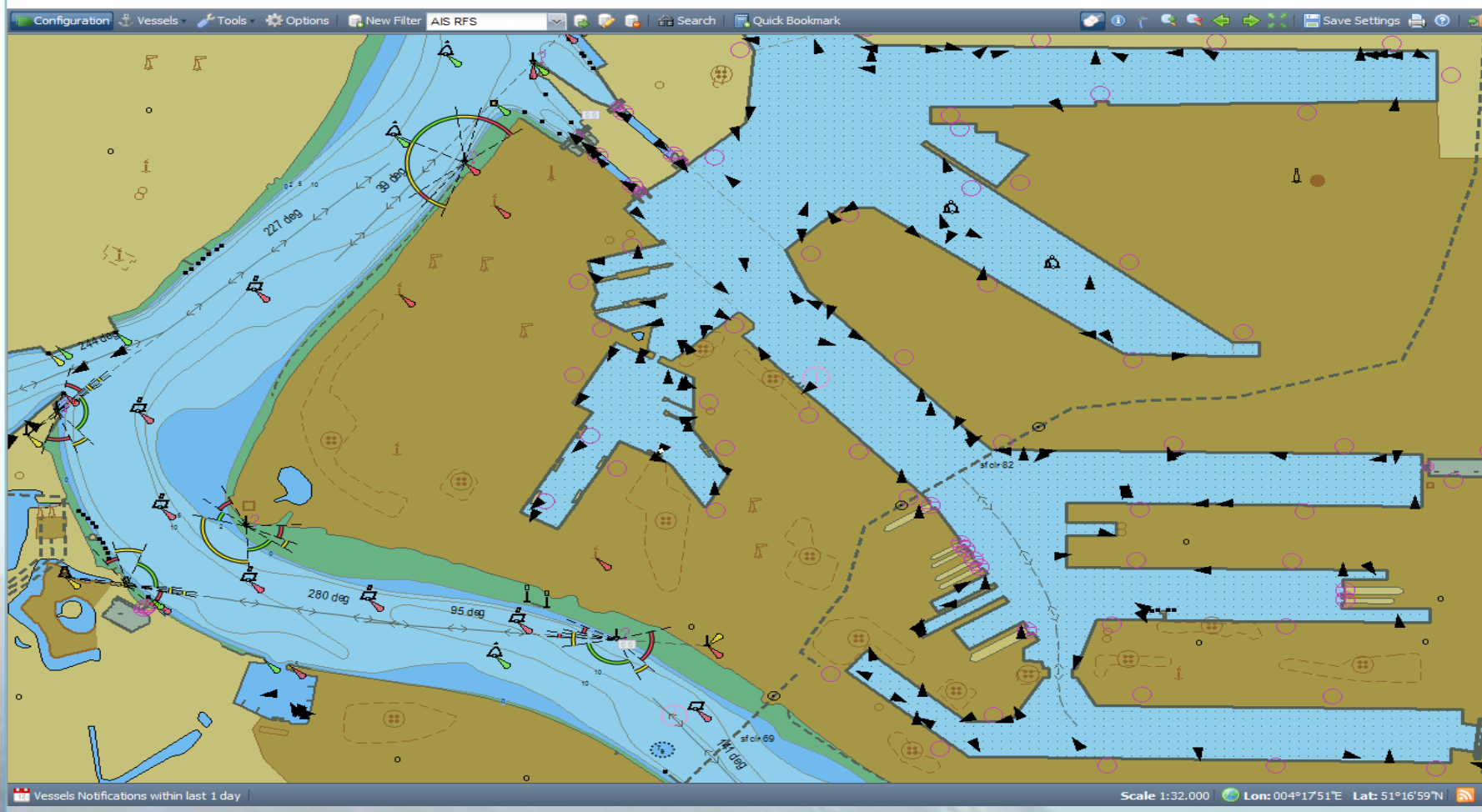
# AIS GRAPHIC INTERFACE



EMSA's operational tools

Port level – Quay level

## **AIS GRAPHIC INTERFACE**





# Operational tools

## Legal basis

Directive 2002/59/EC, article 6.2

The Commission shall co-operate with MS to establish an LRIT European Data Centre in charge of processing long-range identification and tracking information

Council Resolution of 2 October 2007

Collective approach, implementation by EMSA

Council Resolution of 9 December 2008

Participation of third countries, condition of use, clarifying (cost of) SAR messages

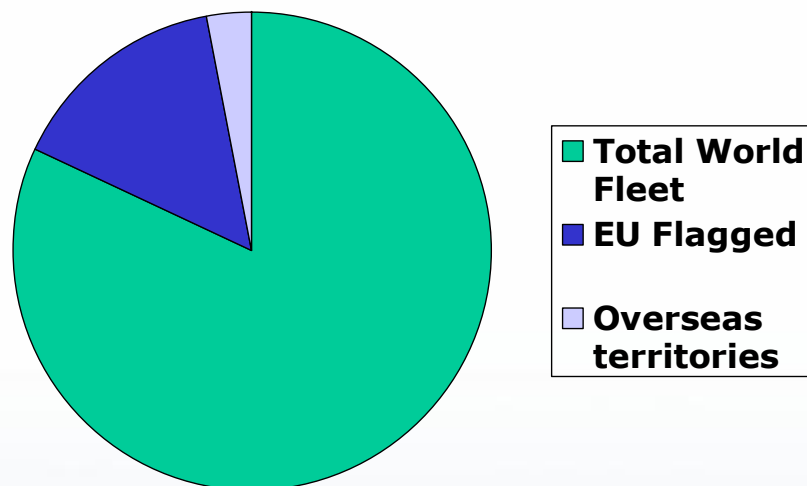
# Operational tools

- **EU flagged ships** (incl. Iceland and Norway)  
8442\* vessels

\*only vessels engaged in international voyages

- **Overseas Territories and Third Countries**  
(Gibraltar, Croatia, British Virgin Islands, Falkland Islands) 443 vessels

## Significance of EU LRIT DC



EU DC to cover about 20-25 % of world's fleet

# Operational tools

## Tasks

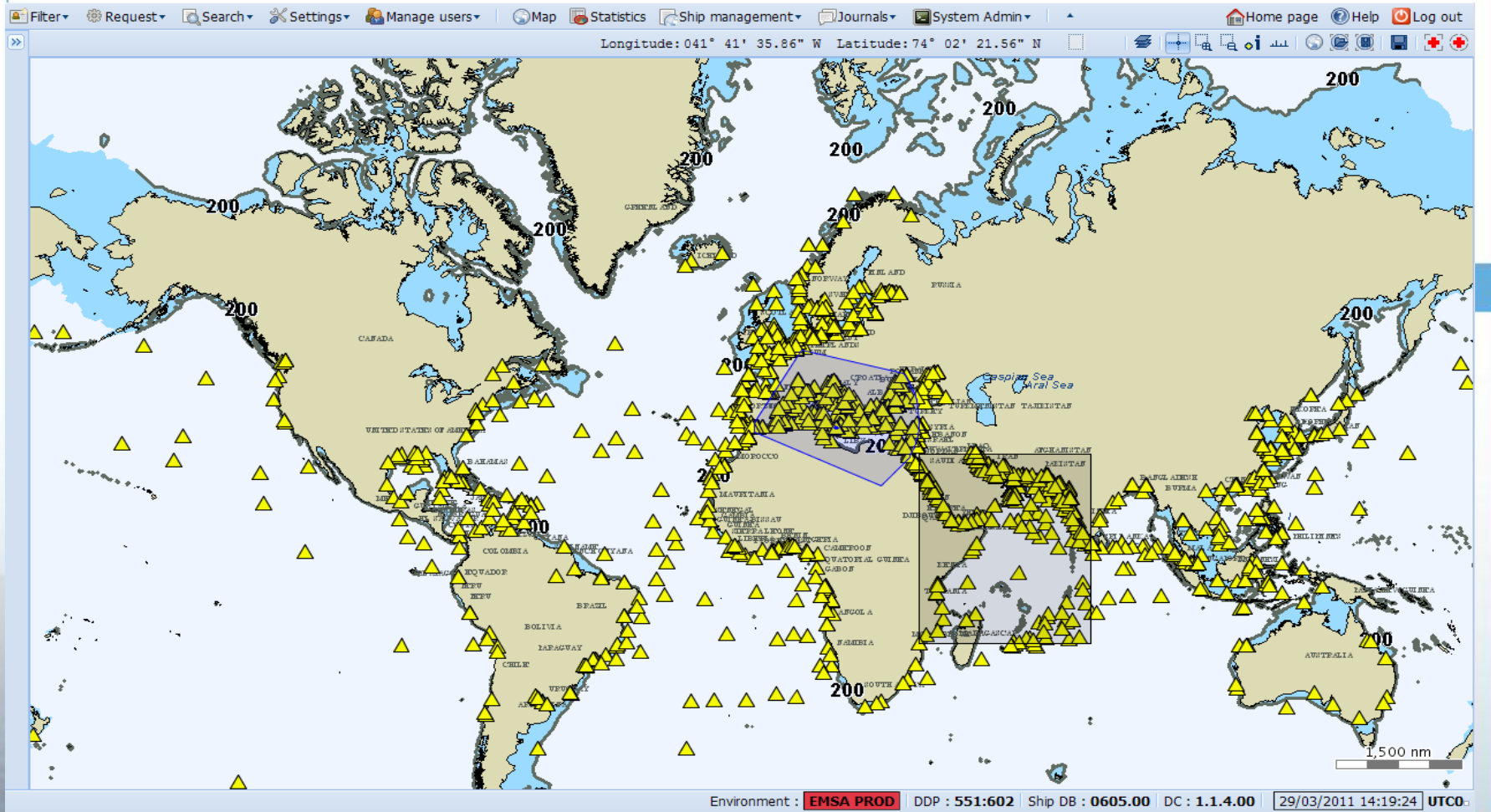
### Long Range Identification and Tracking (LRIT)

EMSA is responsible for the operation and maintenance of the EU LRIT DC

It is also responsible for the associated LRIT Invoicing and Billing system and for the preparation and conducting of annual auditing of the EU LRIT DC by the LRIT Co-ordinator (IMSO)

## EMSA's operational tools

### LRIT GRAPHIC INTERFACE



# Operational tools

## **Future Developments**

### **Long Range Identification and Tracking (LRIT)**

Since last June LRIT data have been integrated into the SSN through the SSN Graphic Interface

Once agreed on the “users”, data will be made available for MSs

## More on LRIT .....

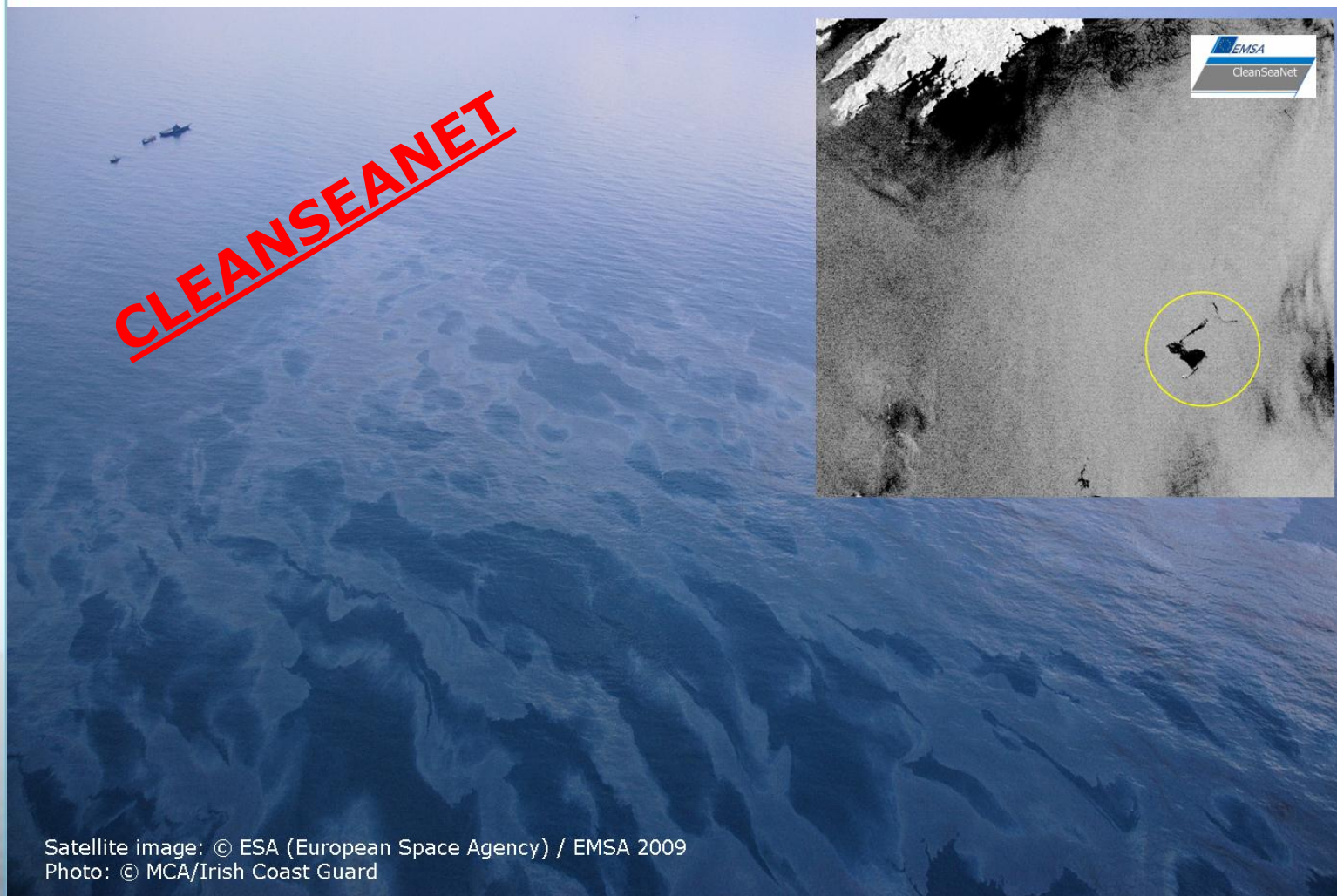
Management of  
**LRIT IDE** has been  
taken over by the  
USCG and is now  
managed by  
EMDSA since 18  
October 2011



LRIT

International  
**Data**  
Exchange

## EMSA's operational tools



## Legal basis

Mandated by Directive 2005/35/EC of 7 September 2005 on  
**Ship-source pollution and on the introduction  
of penalties for infringements**

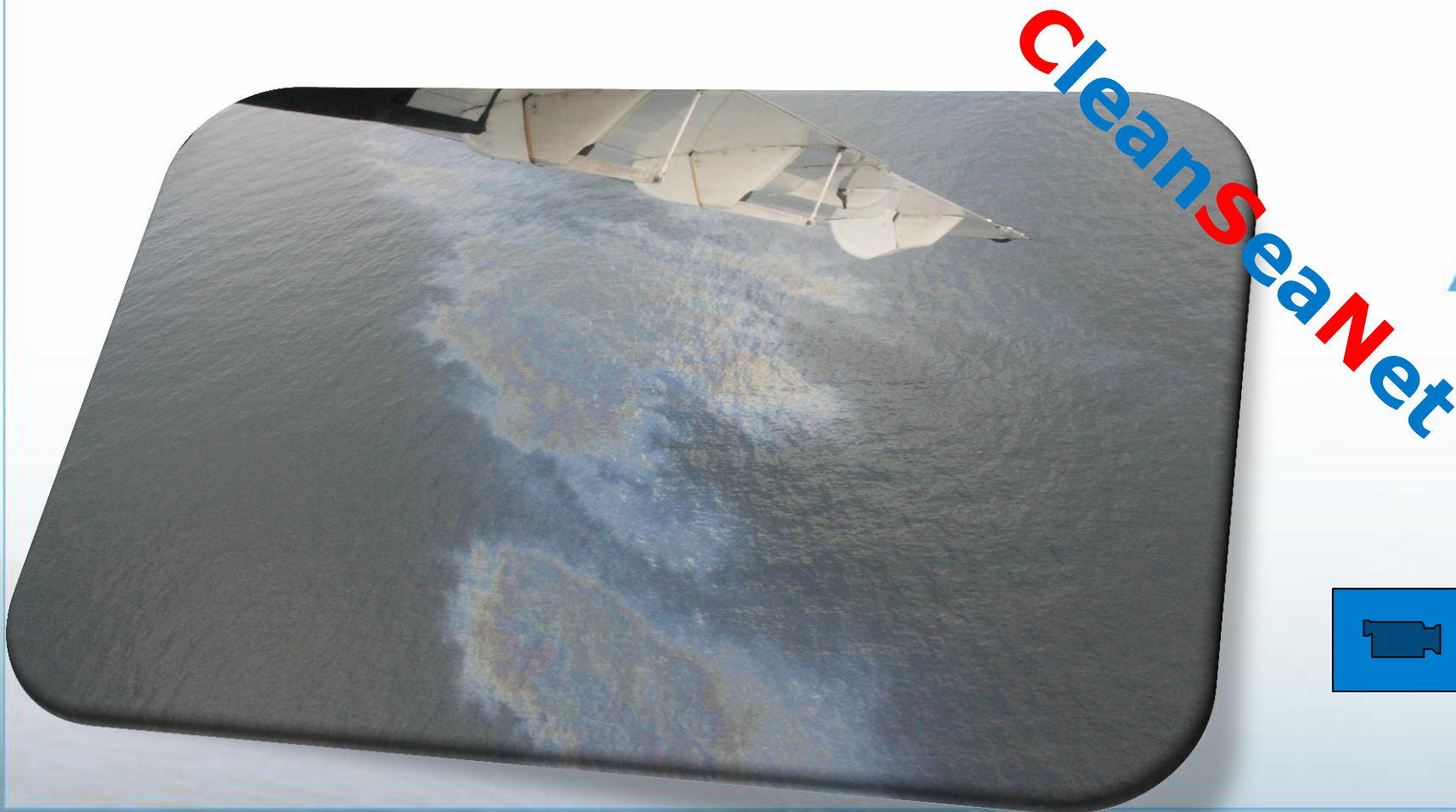
### Article 10

(entering into force on 1 March 2007)

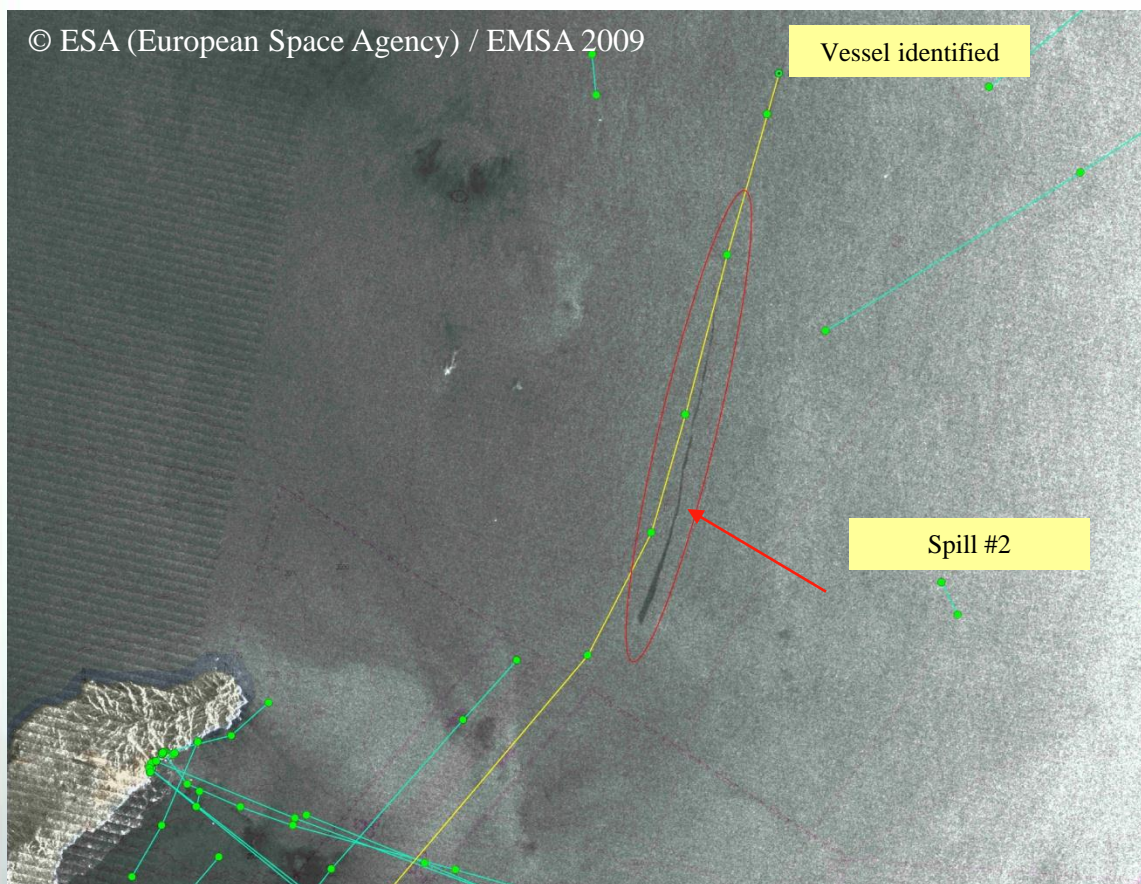
...the European Maritime Safety Agency shall:

- (a) 'work with the Member States in developing technical solutions and providing technical assistance ...in actions such as **tracing discharges by satellite monitoring and surveillance**'

## EMSA's operational tools



## CleanSeaNet– Catching polluters



3 possible spills reported confirmed by aircraft as being mineral oil:

1. 154 km long
2. 42 km long
3. 14 km long

34

2 polluters identified using AIS information

One polluter caught in the act (154 km long spill)

ENVISAT image acquired over the Canary Islands on 15 September 2009 by the Azores ground station

# THETIS PSC Database

THETIS

[Home](#) [Current detentions](#) [Preventions of operation](#) [Refusal of access](#) [Inspections](#) [Ship Risk Profile](#)

Public Site Inspection Portlet(1.5.2.1@24.01.2011\_14:51)

Search ↑

IMO Number\*

Classification Society

Type of inspection

Name

RO performing statutory work

Port State

Flag

ISM company number

Port of inspection

Type

Period

 To 

Result

- ☐ Detention
- ☐ Prevention of operation
- ☐ Refusal of access (Ban)

Gross Tonnage

 To 

Inspection regime

- ☒ Port State Control
- ☐ RO-RO Ferries And High Speed Passenger Craft (Ropax)

Number of deficiencies

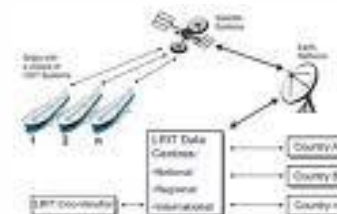
Duration of detention

Search

Reset

## Operational tools

SafeSeaNet  
CleanSeaNet  
EU LRIT datacentre  
Thetis



## Maritime Support Services

**Monitors:** SSN, CSN, EU LRIT DC, Emergency system for mobilising pollution response actions

**Functions:** permanent helpdesk for users, ensure that data flow is not interrupted, verify the quality of data provided, to assist MSs

## Future

### Proposal for modifying the EMSA mandate adopted by the Commission on 28 October 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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**THANK YOU FOR  
LISTENING**

