

## CLICKING ALL THE BOXES: SAFESEANET WORKSHOP

18-19 October saw the latest Member State workshop aimed at progressing work on improving the EU's [SafeSeaNet](#) (SSN) vessel and hazardous cargo tracking system took place. SSN is being continually updated, with new functions being made available to a rapidly growing user base using a graphical interface. At the workshop, the great majority of the issues relating to the first review of the Interface and Functionalities Control Document (IFCD) were approved for submission to the High Level Steering Group. The IFCD is the controlling document for the SafeSeaNet system, and will continue to be updated as the system evolves. In addition, the SSN Incident Report Guidelines were approved, and this will lead to improved, standardised incident information being supplied to the system by Member States. Among other issues, the status of the study to ensure a high level of security for the system was discussed, as well as the issues relating to the inclusion of security and waste messages in SSN.

## THETIS EXPERT GROUP: FEEDBACK AND EVOLUTION



Thetis is the information system that enables the New Inspection Regime for Port State Control in the Paris MoU countries.

The 12th [THETIS](#) Expert Group meeting took place at EMSA premises in Lisbon on 25-26 October. All Member States were represented by one or more delegates involved in the daily operations of the new [Port State Control](#) regime. The purpose of the meeting was to collect feedback from users of the system, demonstrate new Thetis features such as the mobile unit, and the data interrogation function, and to agree on new features to be incorporated. The feedback and outlook sessions were highly appreciated.

## SPILLS, DRILLS AND BILLS DISCUSSED AT VUG WORKSHOP



The people behind the network of EMSA-contracted oil spill response vessel in Europe meet to share experiences and best practices.

On 25 October, the first meeting of the Vessel User Group (VUG) was held at the EMSA premises in Lisbon. 25 delegates representing 19 EU Member States, Candidate Countries and EFTA Coastal States shared their expertise on technical and operational aspects in the area of [at-sea oil pollution response](#). A number of opportunities for improvement to the Agency's at-sea oil recovery service were identified; these will constitute the starting point for the next meeting of the VUG scheduled for October 2012.

## TRAWLING FOR FISHING VESSEL DATA USING VMS AND AIS

By 31 May 2014, fishing vessels with a length above 15 metres are obliged to broadcast AIS messages, and preparations are well underway. October 2011 the kick-off of the operational phase of EMSA's six-month [SSN/VMS Synergies Pilot Project](#). The project aims to overlay data obtained from VMS systems – currently used to monitor fishing vessel movements – with AIS data, and to bring both data sources within the single tool for vessel traffic monitoring: SafeSeaNet.



The aim of this pilot project is to explore how Fisheries Monitoring Centres (FMCs) will benefit from the integration of VMS and AIS data. Each participating FMC will nominate at least five fishing vessels which have been fitted with 'blue box' and AIS systems. SafeSeaNet will receive AIS data from the vessels and distribute it to the FMCs. The benefits to fishing vessel monitoring users will be: improved vessel position monitoring capability (every 6 minutes, instead of 2 hours); increased level of confidence based on correlating two different types of information; no requirement for technical or organisational intervention by FMCs; information provided on a free of charge basis; potentially significant cost reductions in comparison to the current VMS system. A brochure on the pilot project has been published on the EMSA website.

## ITALIAN REPORTERS VISIT RAMOGEPOL 2011 OIL SPILL EXERCISE



Press visits on-board vessels enable the local maritime community to get to know the oil-spill preparedness activities on Europe's coastlines.

Following on from a press visit aboard the UK-based Oil Spill Response Vessel (OSRV) *Sara* in July, on 25 October EMSA invited the Italian media aboard the La Spezia (Italy)-based vessel *Salina Bay*. Journalists from the Italian publications [Shipping on line](#), [Il Giornale](#) and [Il Corriere Mercantile](#) were able to witness the practical side of an oil spill exercise, and get a hands-on view of oil spill equipment such as booms and the oil detection radar. The visit also provided an opportunity to deliver info on EMSA's wider tasks, and in particular the use of [SafeSeaNet](#) and [CleanSeaNet](#) in the Mediterranean.

### ON THE EMSA WEBSITE

Follow EMSA on Twitter: Simply log on to Twitter and choose to follow [EMSA\\_Lisbon](#) to receive news, job vacancies and new EMSA publications.

Documents: [Training Plan 2012](#); [Training of Seafarers Overview](#); [SafeSeaNet - Vessel Monitoring System Synergies Pilot Project](#)

Press Release: [EMSA takes over the LRIT-IDE, ensuring ship position information flows between data centres worldwide as part of the LRIT system](#)