

LATEST EMSA OIL RECOVERY VESSELS



EMSA has just finalised contracts to strengthen the coverage by oil recovery vessels in two priority EU regions. Under the new arrangements, the Portuguese based stand-by vessel *Galp Marine* (above), which was constructed only last year, will reinforce the already established arrangement in the Atlantic. In addition, the stand-by vessel *Santa Maria*, based in Malta, will support existing arrangements in the Mediterranean Sea. Both vessels are bunker tankers with the storage capacity of the *Galp Marine* being 3023m³ and that of the *Santa Maria* being 2421m³. They will normally be able to be mobilised within a maximum of 24 hours. They will be equipped with rigid sweeping arms and boom and skimmer systems, as well as having large oil storage and heating capacities, local radar based oil slick detection systems and other systems which will improve the efficiency of at-sea operations. Crews will be trained at IMO recognised organisations for pollution response. Despite EMSA's efforts to increase the means in the Atlantic and the Mediterranean, the present resources are still not sufficient, so a third strengthening phase is planned for 2007 to provide further back-up coverage for the Atlantic, Mediterranean and Black Sea areas.

POLLUTION RESPONSE FAQ ONLINE

A new publication containing "Frequently Asked Questions" (FAQ) on EMSA oil pollution assistance is now available on the website. This covers the different types of assistance available and the associated procedures, as well as information on who is eligible to request the assistance of the Agency. It also deals with satellite monitoring and surveillance services, pollution response expertise and decision support and tools.

WORK PROGRAMME AND BUDGET 2007 APPROVED BY ADMINISTRATIVE BOARD

At its 16th meeting on November 24th, the Administrative Board approved the EMSA Work Programme and budget for 2007, subject to receiving the formal opinion of the European Commission. The final versions will be

published in early 2007. At the same meeting, the Agency's accounts for 2005 were approved, as well as a series of implementing rules for the application of the Staff Regulation. The Board also initiated preparatory steps for the external evaluation of EMSA, by setting up a dedicated working group led by Vice-Chairman Mr. Francis Vallat to prepare and guide the process. Such evaluation is required by legislation to take place after 5 years.

EU MEMBER STATES' HNS WORKSHOP

On 21st November, the second in a series of workshops on the HNS Convention took place at EMSA headquarters in Lisbon. The objectives were to exchange the experiences of different Member States in ratifying the Convention, and also to discuss the possibilities for amending Directive 2002/59 on vessel traffic monitoring in order to use the SafeSeaNet system as a verification mechanism for HNS reporting. In relation to the latter, further work is still needed to clarify certain issues. On 20th November, prior to the workshop, an HNS Convention training session was also organised for Bulgarian and Romanian officials. The objective was to exchange experience in relation to the implementation of the HNS Convention in these two accession countries.

WORK ON PERMANENT EMSA HQ BEGINS



Work began in mid October on the permanent EMSA headquarters at Cais do Sodré in the historic centre of Lisbon. The initial works involve the construction of purpose-built wells for lowering the ground water in the area, the destruction of an old warehouse (above) and the preparation of the ground for the next phases of construction.

If you wish to subscribe to this electronic newsletter, please contact EMSA External Communications: Louis Baumard (louis.baumard@emsa.eu.int) or Andrew Stimpson (andrew.stimpson@emsa.eu.int).



European Maritime Safety Agency