

**EMSA OIL RESPONSE ON THE FRONTLINE**

Fedra against cliff at Europa Point

Following the grounding and break-up of the bulk carrier *Fedra* off Europa Point, Gibraltar, and the grounding and holing of the bulk carrier *Tawe* in Algeciras Bay (both in the same storm on 10<sup>th</sup> October), the Spanish authorities asked EMSA to provide at-sea oil recovery services. The EMSA contracted response vessel *Bahia Tres* was rapidly mobilised and it recovered around 50 tonnes of heavy oil from the waters around Algeciras Bay. The bunker oil that remained in the wreck was pumped out by salvors.

**MAR-ICE AGREEMENT SIGNED**

Joachim Krüger (left), Pierre Maille and Willem de Ruyter sign the MAR-ICE agreement.

On 17 October, Willem de Ruyter, EMSA Executive Director, Joachim Krüger, Executive Director of the Energy, HSE and Logistics Programme of the European Chemical Industry Council (Cefic) and Pierre Maille, Chairman of the Board of the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre) signed an agreement establishing the MAR-ICE (Marine Intervention in Chemical Transport Emergencies) network. Under this agreement, a network of experts has been created so that the best available advice on chemical substances can be given to EU/EFTA states during marine pollution emergencies in and around EU waters. This network will be available 24 hours per day, and forms part of the implementation of the EMSA Action Plan for Hazardous and Noxious Substances (HNS) Pollution Preparedness and Response. Further information can be obtained by reading the joint press release at: <http://www.emsa.europa.eu/ennews20081017145854.html>

**MARITIME ACCIDENT REVIEW 2007**

A review of accidents in and around EU waters in 2007 has been produced by EMSA, and made available on the website. The document highlights the fact that, although the maritime safety situation has improved significantly in recent years, in that there have been no passenger ship or oil tanker disasters, the total number and financial cost of accidents is rising at an unprecedented rate. This is reflected in insurance costs, which are passed on to the citizen.

The review covers accidents involving all types of commercial vessels, and deals with such things as types of accident (inc sinkings, collisions, groundings, fires, loss of life and oil spills), ship types involved and regional aspects. One of the most significant findings was that, according to the accident data sources used, the total number of vessels involved in accidents rose from 535 (in 2006) to 762 (in 2007), and almost 70% of the accidents occurred in the Atlantic and North Sea regions. Also, the estimated amount of oil accidentally spilled in and around EU waters in 2007 was in the region of 7-8,000 tonnes (which is a fraction of that spilled in most oil spill disasters), and only a small proportion of this reached the coastline. However, deliberate spills are a significant concern, and EMSA is looking at this via its satellite monitoring service. This is the first of a series of annual reviews, and it can be seen at:

<http://www.emsa.eu.int/Docs/other/annual2007.html>

**INTEROPERABILITY OF INTERNATIONAL ACCIDENT RECORDING SYSTEMS**

On 30 September, representatives from EMSA, the International Maritime Organization (IMO) and the European Commission (Joint Research Centre) met in London to discuss the transfer of accident data between the European Casualty Information Platform (EMCIP), which is run by EMSA, and the IMO run Global Integrated Shipping Information System (GISIS). When this is in operation, it will both minimise Member State data input work and allow improved data availability for end users.

**Current EMSA open calls for tender:**

<http://www.emsa.europa.eu/end182.html>

**Current EMSA vacancies:**

<http://www.emsa.europa.eu/end179d006.html>

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