

### ESPO MEETS EMSA

On 16-17 April, EMSA hosted a meeting of the Maritime Affairs and Security Committee of the [European Sea Port Organisation](#) (ESPO). On day one, members of the Committee discussed issues relating to port and supply chain security. The European Commission ([DG-TREN](#)) provided the committee with a description of ongoing electronic data exchange projects. On day two, EMSA experts presented the status of the [SafeSeaNet](#) (SSN) project, and ESPO presented the position of European port authorities with respect to the future development of the system and its relationship with Port State Control (PSC). The meeting provided an opportunity to exchange views on the 3rd Maritime Safety Package and to update ESPO representatives on the [Waste Reception Facilities Directive](#).



Representing ports: the ESPO delegation meets in Lisbon

### COUNTDOWN TO EU LRIT DATA CENTRE LAUNCH

The EU LRIT Data Centre is reaching finalisation. Following the successful set-up and testing of the architecture at the end of March, on 7 April EMSA submitted to the [IMO Secretariat](#) the official request to start developmental testing. The IMO has designated the Bahamas and Canada National Data Centres as testing partners. These partners, together with the International Data Exchange (US-operated) and the Data Distribution Plan (IMO-operated), will compose the testing environment for the [EU LRIT Data Centre](#). Developmental testing began on 20 April. Following this phase, integration of the EU LRIT Data Centre into the LRIT international production environment is expected to be completed by the end of May.



### EMSA ON THE ROAD IN GENOA AND MARSEILLE

EMSA attends two external events in May: the [Mediterranean Coast Guard Services Forum](#) (6-7 May, Genoa) and [Interspill](#) (12-14 May, Marseilles).

### NEW VESSEL IN THE ATLANTIC

The EMSA-contracted vessel *Ria de Vigo* is now ready to respond to oil pollution at sea. This follows a period for adapting the vessel for equipment installation, crew training and system testing. Based in Galicia, Spain (the area of the *Prestige* spill), the ship strengthens the EMSA network of pollution response vessels in the Atlantic area, offering contracted recovered oil storage capacity of 1,522 m<sup>3</sup>. Specialised oil pollution response equipment is permanently stored on board. Additional ships contracted by the Agency are currently in their preparation phase. Specifically, two hopper dredgers and a supply ship will join the EMSA fleet, respectively in the North Sea and the Black Sea, over the next few months.



### TURKISH MEDIA SEES EU POLICIES AT WORK

On 22 April, the Agency received a visit of 12 Turkish journalists (photo), who were given a briefing on EMSA's activities in the framework of 'EU Policies at Work' seminar of the European Commission's [DG-Enlargement](#).



### EMPOLLEX EXCHANGE SCHEME ENABLES CROSS-BORDER KNOWLEDGE TRANSFER

Early 2009 saw first exchanges under EMSA's [EMPOLLEX](#) (Marine Pollution Exchange of Experts) programme. EMPOLLEX enables experts from participating states to travel to 'host centres of expertise' in other countries to gain experience in the field of pollution response at sea. So far, experts have visited [SASEMAR](#) and the [Swedish Coastguard](#) to learn about aerial surveillance programmes, equipment and/or evidence collection procedures. Other exchange applications will focus on topics such as maintenance of response equipment, cost recovery and chemical oil spill identification techniques.

### ON THE EMSA WEBSITE

Read about EMSA's new [MAR-ICE](#) service for information on hazardous chemicals in maritime emergencies.

New [tenders](#) and [job vacancies](#) have also been published.



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