

EMSA TAKES ACTIVE ROLE IN EUROPE'S LEADING OIL SPILL CONFERENCE & EXHIBITION - INTERSPILL 2022

Interspill returned to Amsterdam on 21-23 June in its 9th edition, offering a unique opportunity for oil and HNS spill professionals to gather together in this face-to-face event comprising both a conference and exhibition as part of a triennial series of international events in the field. The opening keynotes set the tone for the event with interventions from Sander Winckels (Rijkswaterstaat), Morten Mikkelsen (chair of IPIECA) and our Executive Director, Maja Markovčić Kostelac. The conference covered a range of contemporary topics, including contingency planning and preparedness, as well as shoreline, subsea, inland and offshore response, with special sessions on outreach and communication as spills always affect communities and stakeholders. EMSA participated fully: leading a workshop with the European Commission's Directorate-General for European Civil Protection and Humanitarian Aid Operations (DG ECHO), focused on emergency response in the event of a chemical incident; chairing a session on shipping risks; acting as moderator at the diversity and inclusion event; and, delivering presentations on alternative fuels, the evolution of the CleanSeaNet service; the use of Remotely Piloted Aircraft in oil pollution response, and the MAR-ICE Network set up in conjunction with Cedre and Cefic to help in the critical risk assessment of chemical incidents at sea. EMSA staff were also on hand at the exhibition stand offering insight into the Agency in its 20th anniversary year, EMSA services in action, and virtual reality ship inspections.

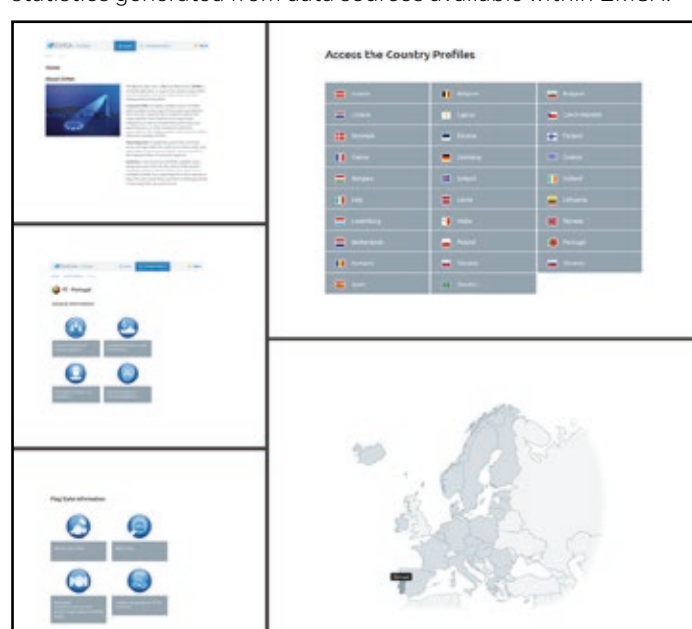


Back to a face-to-face setting for Interspill 2022 in Amsterdam



FIRST RELEASE OF EMSA'S DONA APPLICATION NOW AVAILABLE - OFFERING A DYNAMIC OVERVIEW OF NATIONAL AUTHORITIES IN THEIR CAPACITIES AS FLAG, PORT AND COASTAL STATE

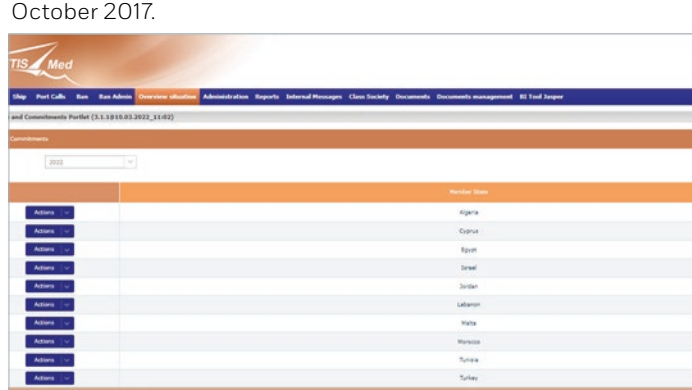
On 8 June, the first release of EMSA's application DONA (Dynamic Overview of National Authorities) became available to the public with an extended, restricted access area for Member State national authorities. This first release encompasses several interesting features. The **Country Profile** section offers information on how Member States organise their competent authorities for Flag, Port and Coastal State obligations. The **Reporting Gate** is a single-entry portal with restricted access, through which Member States can fulfil their reporting obligations under EU maritime law. For this first release, three pieces of legislation are covered: Directive (EU) 2016/802 on Sulphur Content in Fuels; Regulation (EU) 1257/2013 on Ship Recycling; and, Directive 2001/96/EC on Safe Loading and Unloading of Bulk Carriers. In the second release, expected in 2023, there will be a **Statistics** section for designated Member State users providing maritime-related statistics generated from data sources available within EMSA.



A snapshot of the DONA application and its publicly available country profile feature

AGREEMENT WITH MED MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL SEES EMSA TAKE ON ROLE OF INFORMATION SYSTEM MANAGER

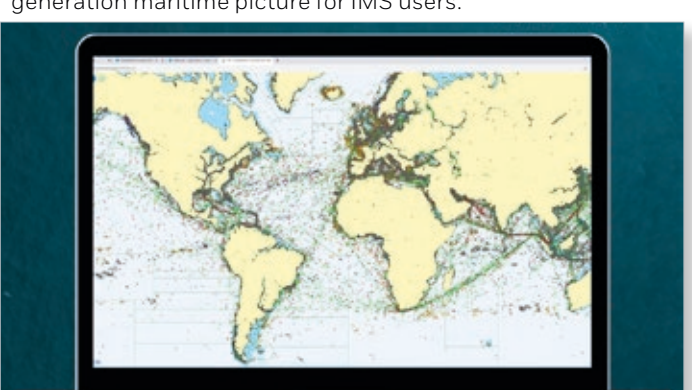
EMSA has signed an administrative agreement with the Mediterranean Memorandum of Understanding on Port State Control (Med MoU) setting out the Agency's role as THETIS-Med information system manager. As information system manager, EMSA has access to all parts of the system, and performs overall system maintenance and operational support making adjustments as necessary. Training of end users is a joint responsibility between Med MoU member countries and EMSA. THETIS-Med offers the possibility to simulate operations, ensuring that the main operation is not disrupted while allowing users to be trained. EMSA provides user manuals and other instructions to support training activities. Inspection and port call data entered by authorised users, either directly or through other systems, remains the property of the respective Med MoU member country. The Med MoU country is responsible for validating its own data at the data-entry stage and amending it as appropriate at a subsequent stage. EMSA developed the THETIS-Med information system to support the members of the Med MoU within the context of the SAFEMED IV project, following a decision of the Mediterranean Memorandum of Understanding on Port State Control Committee at its 19th session held in Limassol (Cyprus) on 9-11 October 2017.



A screenshot of the THETIS-MED information system

IMPROVED PERFORMANCE AND FILTERING CAPABILITIES FOR THE GLOBAL MARITIME TRAFFIC PICTURE

A new release of the SafeSeaNet Ecosystem Graphical User Interface (SEG) brings users closer to the next generation maritime traffic picture. The SEG interface undergoes regular changes and improvements in line with user needs, providing access to EMSA's maritime applications and data sets, including SafeSeaNet (SSN), Integrated Maritime Services (IMS), Long Sea Identification and Tracking (LRIT), Vessel Monitoring System (VMS) and CleanSeaNet (CSN). The main objectives of the latest version were to bring performance improvements and add a number of new functionalities to the maritime picture. To support the members operationally, users can now easily monitor their own-flagged vessels at a global level. Filtering vessels per type, flag or 'special interest' is also possible, with the underlying technology allowing for an integration of a customised maritime picture into national command and control and traffic monitoring applications. The new SEG release is the first major step towards the next generation maritime picture for IMS users.



EMSA brings an increasingly complete and customisable global integrated maritime traffic picture to users

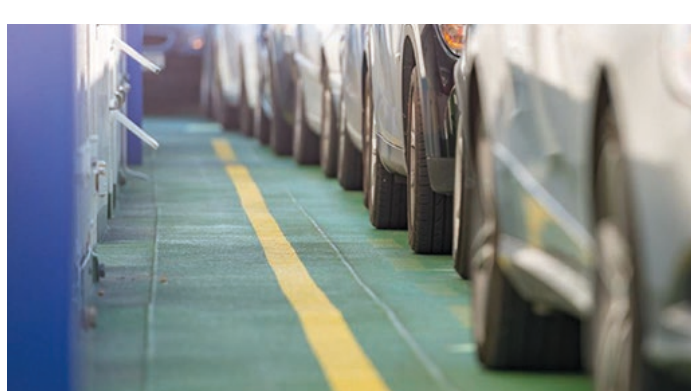
2022 UNITED NATIONS OCEAN CONFERENCE HELD IN LISBON WITH SPECIAL SIDE EVENT AT EMSA

On 27 June-1 July in Lisbon, the governments of Kenya and Portugal co-hosted the second UN Conference aimed at the sustainable use and conservation of the world's oceans, seas and marine resources under the UN's Sustainable Development Goal #14. The event brought together world leaders, scientists, business executives, NGOs and activists to mobilise action towards a new chapter of global ocean action and propel much needed science-based innovative solutions. One of the official side events took place in EMSA's premises on 29 June and was **broadcast live on YouTube**. This side event was held together with the European Space Agency (ESA) and explored the opportunities space technologies bring in tackling pollution and facilitating greater sustainability in the maritime transport sector.



EMSA PUBLISHES GUIDANCE ON THE CARRIAGE OF ALTERNATIVE FUEL VEHICLES IN RO-RO SPACES

EMSA has published **guidance for the carriage of alternative fuel vehicles (AFV)** in ro-ro spaces onboard ships which draws on fruitful cooperation with an extensive network of stakeholders and comes in response to a request from the European Commission (DG MOVE). The document addresses an important topic gaining in relevance as the number of AFV bought and used in Europe has increased significantly in recent years. The guidance includes recommendations for any ship type that may carry AFV in its ro-ro spaces and for any AFV, e.g. electric vehicles, gas vehicles, hydrogen, etc. The main focus of the document is to be able to safely tackle the new challenges that AFV present, especially in relation to fire protection. The recommendations included in the document are based on various research projects that have been conducted on this subject. EMSA plans to hold a workshop in the autumn to, among other things, present and discuss this guidance document.



Guidance released by EMSA designed to safely tackle the challenges posed by the carriage of alternative fuel vehicles on board ro-ro vessels particularly in relation to fire protection

EMSA'S INTEGRATED MARITIME SERVICES CONFIRM THEIR ADDED VALUE FOR LAW ENFORCEMENT

A recent online meeting held between EMSA and Europol confirmed the added value of EMSA's Integrated Maritime Services (IMS) for law enforcement following a pilot project which saw Germany's Federal Criminal Police Law Enforcement Unit make active use of the platform and particularly SafeSeaNet information. The pilot project, during which Europol used IMS, demonstrated the added value for law enforcement purposes. SafeSeaNet information was shown to contribute to better investigation of cases connected to environmental crime, transportation of illicit goods and other criminal investigations in the maritime domain. Europol also noted that the number of user accounts of EMSA's IMS increased significantly in 2021 and 2022. In addition, other Member State Law Enforcement Authorities (Lithuania's Criminal Police Bureau, Federal Criminal Police of Germany, Bulgarian General Police Directorate) have requested access for the second phase of the pilot project. The results of the pilot project will be further discussed to decide the best way forward to make the most of the EMSA's IMS across Member State law enforcement authorities.



The EMSA IMS-Europol service is gradually being rolled out and was used by a Member State for the first time in April 2021 as part of a pilot project

EMSA RPAS OFFERING INCREASED MARITIME SURVEILLANCE IN OPERATIONS ACROSS EUROPE

EMSA RPAS are being deployed from the very north to the south of Europe this summer catering to the needs of coast guard authorities by increasing operational maritime awareness across a broad range of operational tasks. Flights are in operation over Iceland's extensive exclusive economic zone taking off from on board coast guard patrol vessels; regional support is being provided to multiple national authorities over the East Baltic Sea; emissions monitoring is ongoing for France and Germany; and, EMSA RPAS are enabling the protection of whales within the Pelagos Sanctuary in the Mediterranean Sea. The flights are multipurpose in nature, serving multiple national authorities and complementing existing surveillance mechanisms. In this way, national authorities can see exactly how remotely piloted aircraft can be deployed as part of their standard operating procedures.



A variety of remotely piloted aircraft are available to accommodate the specific nature and scope of each operation.

emsa.europa.eu

VACANCIES: SNE-Project Officer for Sustainability (22/7/2022); VANCE-MSS Duty Officer (22/7/2022); SNE-Project Officer for PSC and FS implementation (22/7/2022); National Experts in Professional Training (31/10/22); See website for more.

PROCUREMENT: VTOL RPAS services for multipurpose maritime surveillance with medium range and endurance (25/7/22); Call for expression of interest database of experts (18/2/26); See website for more.