

TRACKING SHIPS FROM SPACE: ESA AND EMSA SAT-AIS INITIATIVE

Tracking of ships using shore-based AIS receivers is now being boosted by an ability to 'listen' for ship broadcasts from space. On 26 January, the second SAT-AIS information



EMSA Executive Director Willem de Ruiter, ESA delegates and EMSA Head of Department Leendert Bal at the Satellite AIS meeting.

meeting was held in Lisbon. Attendees from EU and European Space Agency Member States, together with the European Commission, received updates on the ESA-EMSA SAT-AIS project. EMSA presented a recently-commissioned User Benefit Analysis on European space-based AIS. Participants were also informed about the possible set-up of a SAT-AIS Data Processing Centre, and plans for an ESA/EMSA Operational Demonstration Mission (ODEM). The Norwegian Space Centre (NSC) showcased its *Norwegian AIS-Sat* program, with EMSA giving a live demonstration of the Norwegian Satellite AIS data stream embedded into SafeSeaNet. Member States confirmed their willingness to receive data from EMSA once it becomes available. On 27 January, a User Requirements Consolidation meeting was held, with industry representatives attending alongside representatives of the EU and ESA Member States, and other EU institutions (the Commission's DG MOVE, DG ENTR, plus JRC and Europol). A dedicated User Group meeting will now be established by ESA for its Member States, with EMSA possibly attending as an observer.

EXHIBITIONISTS! EU AGENCIES BARE ALL IN BRUSSELS

From January 31-February 4, EMSA participated in the exhibition *EU Agencies: The Way Ahead*, at the European Parliament in Brussels. The exhibition featured the 28 regulatory Agencies of the European Union. On 1 February, EMSA led a 'Transport and satellite infrastructure' cluster, showcasing the three transports agencies: EMSA, EASA (the European Aviation Safety Agency) and ERA (the European Railways Agency), together with the GNSS Supervisory Authority. Alfons Guinier, Secretary General of the European Community Shipowner's Association (ECSA), gave a short presentation on current challenges and opportunities in the shipping industry. The four-day exhibition presented the diverse EU Agencies to MEPs, at the nerve centre of the EU.

EMSA STUDIES RO-PAX STABILITY

EMSA's study on ro-ro passenger vessel stability is in the home straight. Between 7-11 February, the University of Strathclyde organised the final model test series in the premises of Vienna Model Basin Ltd, Austria, concluding nearly seven weeks of tests. Two appointed EMSA experts (Andrew Scott from MCA and Sifis Papageorgiou from EMSA Unit B.1.2) witnessed these tests, which should validate the new stability criteria to be proposed by the contractor.



Stability testing the ro-pax model.

ENSURING POLLUTERS PAY: CLEANSEANET LEGAL WORKSHOP



From detection to penalties: legal and technical experts meet to discuss how enforcement of fines for ship-sourced pollution can be improved.

The rationale behind Directive 2005/35/EC on ship-source pollution – and the CleanSeaNet service that supports it – is similar to that of speed cameras on roads. By increasing the risk of being 'caught in the act', shipowners are discouraged from polluting the seas, rules are better-respected, and, overall, behaviour is changed for the better. With a view to ensuring effective enforcement, EMSA organised a workshop on 15-16 February to discuss how the illegal discharge 'enforcement chain' could be improved. The workshop gathered operational actors responsible for spill detection and response, including CleanSeaNet users, authorities responsible for vessel inspections in ports, and administrative and judicial enforcement authorities. Other representatives included the Regional Agreements, informal networks of prosecutors and global law enforcement, together with a representative from the EU Commission.

US COAST GUARD LRIT-IDE TEAM VISITS EMSA

A United States Coast Guard team, responsible for the operations of the International LRIT Data Exchange (IDE), visited EMSA in the week of 21-25 February. The aim of the visit was to transfer the technical knowledge



Greg Mason and the US Coast Guard team meet their EMSA counterparts.

on the IDE system that will be hosted and operated by EMSA by the end of 2011. Several workshops were conducted with the EMSA ICT and IDE staff. The USCG team, led by Greg Mason, also discussed the next steps of this important project, including the status report to be presented at Maritime Safety Committee (MSC 89) in May. The outcome of the visit was very positive and the good cooperation was appreciated by all participants.

ON THE EMSA WEBSITE

EMSA documents: *The Pollution Preparedness and Response Activities of the European Maritime Safety Agency - Report 2010; Network of Stand-by Oil Spill Response Vessels: Drills and Exercises Annual Report 2010.*

Procurement: *Service contracts for stand-by oil spill recovery vessels (deadline: 16/03/2011).*

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