

FOCUS ON RO-RO DECK FIRE CONTINUES AS FOURTH WORKSHOP IS HELD IN EMSA

The fourth workshop on the subject of fires on board ro-ro ferry decks was held at EMSA on 28 November. Representatives of accident investigation bodies, national maritime administrations and the European Commission gathered to share experiences and lessons learned. The representatives provided valuable contributions based on their extensive experience. The main purpose of the workshop was to share the extensive results of the Firesafe II study which covers a range of sub-topics, such as detection, decision, containment and evacuation in relation to fires on ro-ro decks. The main results of the study will also be presented at IMO in March 2019, while EMSA will continue to assist member states and the European Commission on the topic.

COLLECTING EVIDENCE ON HUMAN FACTORS IN MARINE ACCIDENTS

On 29 November, EMSA hosted the third intersessional workshop of the Permanent Cooperation Framework (PCF) in which delegates from 22 countries discussed aspects related to the collection of evidence regarding human and organisational factors in marine accident investigation. A number of experts delivered presentations on the topic, including several use cases stemming from real investigations. PCF expressed interest in broadening the understanding of this complex topic and underlined its central role in high quality accident investigation. Presentations from the UK Rail Accident Investigation Branch and Lund University (Sweden) were highly appreciated. Participants debated technical topics, such as the principles of local rationality, methodologies to gather evidence on human factors, interactions between individuals, machines and environment, investigating safety culture and situational awareness. Based on the discussions, the PCF (with EMSA as its secretariat) will work together to develop a common understanding on the approach for investigating human factors following marine casualties and incidents.



COPERNICUS MARITIME SURVEILLANCE SUPPORTS AFRICAN 'NEMO' OPERATIONS

The Copernicus Maritime Surveillance service has provided satellite imagery and value added products for five African NEMO exercises this year, most recently in November 2018. The operational exercises, known as NEMO (Navy's Exercise for Maritime Operations) are coordinated by the French Navy in partnership with UNODC and others. They are designed to bolster coastal states' maritime security capabilities in the Gulf of Guinea, including counter-piracy and maritime capacity-building. Find out more about joint cooperation in the [EEAS factsheet](#).



DEVELOPING SATELLITE AIS CAPACITIES AT NATIONAL LEVEL

On 15 November, EMSA hosted the sixth EU Satellite-AIS Collaborative Forum meeting. The forum, which is open to any EU member state and/or public national administration with a programme or interest in the development of a satellite AIS capacity at national level, was attended by representatives from Germany, Norway, and Poland. The forum discussed technical details related to existing Sat-AIS operational services including national plans for the deployment of new satellites with AIS and VDES payloads, sharing of national Sat-AIS data, future technological developments, and potential cooperation in using ground segment infrastructure.

EMSA CONTRACTS ADDITIONAL RPAS DRONES FOR MARITIME SURVEILLANCE SERVICES

EMSA has recently secured four RPAS contracts for services related to maritime surveillance, emissions monitoring and pollution response. These contracts will provide increased maritime surveillance capabilities to European agencies and member states within the context of their coast guard functions. While EMSA has already been providing Remotely Piloted Aircraft System services since 2017, these new contracts come in direct response to increased user demand. 1/ Long range-long endurance maritime surveillance (more than 12 hours) will be provided by CEIIA-Centro de Engenharia e Desenvolvimento. 2/ Vertical take-off and landing RPAS services will be provided by Schiebel Aircraft GmbH, allowing for direct operation from ships and therefore a broader range of surveillance. 3/ Emissions monitoring will be provided by a three-party consortium comprising Nordic Unmanned AS, UMS Skeldar Sweden AB and Norut Noterhn Research Institute AS. 4/ Support to surveillance operations from vessels will be provided by ten INDAGO2 quadcopters from Lockheed Martin. See [press release](#) for more.



TUNISIA TO BECOME PART OF THE EU LRIT COOPERATIVE DATA CENTRE

The European Commission has accepted Tunisia's request to become part of the [EU LRIT Cooperative Data Centre](#). The application made in September 2017 was considered in accordance with the criteria listed in the Council Resolution concerning the EU LRIT CDC, and was accepted in June 2018. After Croatia (which only joined the EU in 2013) and Montenegro, Tunisia is the third country to join the EU LRIT Cooperative Data Centre. A similar request was received by Georgia in November 2018 and evaluation is ongoing.

LNG BUNKERING FOR PORT AUTHORITIES AND ADMINISTRATIONS

Following almost one year of the publication of EMSA's [Guidance on LNG Bunkering for Port Authorities and Administrations](#), a three-day training and workshop was held in EMSA on 29-31 October. This back-to-back event gathered 40 representatives from member state administrations, port authorities and competent bodies for national LNG fuel frameworks. One year on, this was the opportunity to examine best practice and assess areas for improvement. Topics such as Simultaneous Operations (SIMOPs) and Safety Distances were discussed with certain modifications highlighted for inclusion in an upcoming revision of the guidance document. The LNG bunkering market is undergoing significant change. There are almost 300 LNG fuelled ships worldwide today, 70% of which are operating in Europe. LNG fuel capacities currently exceed several thousands of cubic meters per ship (up to 18,600m³ in each of the nine CMA-CGM mega container carriers confirmed). In tandem with this growth comes the need to develop higher capacity and throughput for LNG bunkering systems and operations. Some ports will be required to rapidly develop substantial LNG bunkering services. The EMSA Guidance on LNG Bunkering for Port Authorities and Administrations is expected to evolve as best practices are consolidated, assisting ports with the challenge of developing adequate control measures for a fast developing market.



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VACANCIES: Project Officer for Accident Investigation (deadline: 10/12/2018)

PROCUREMENT: Call for expression of interest for the setting up of a database of external experts (deadline: 19/12/2020); see website for more.