



**User Group Report**  
**20<sup>th</sup> CleanSeaNet User Group Meeting**  
**Held via Video Conference**  
**10 March 2021**

**Date: April 2021**



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## Background

The meeting was chaired by Ms Helena Ramón Jarraud, Head of Unit 2.2 Surveillance and was held via videoconference.

Delegations from **Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, Germany, Greece, Iceland, Ireland, Latvia, Lithuania, Malta, Netherlands, Poland, Portugal, Romania, Spain and Sweden** attended the meeting. Representatives from states applying for accession to the European Union from **Albania, Montenegro and Turkey** also attended the meeting.

The meeting documents (agenda, papers and presentations) are available at EMSA's password protected extranet site. Once approved, the final report will be available at EMSA's public website <http://www.emsa.europa.eu/csn-menu/csn-user-group.html>.

## 1. Opening and Introduction

The chairman welcomed the participants to the 20<sup>th</sup> CleanSeaNet (CSN) User Group meeting. The importance of the meeting was highlighted, notwithstanding its virtual format. Ms Ramón Jarraud underlined that, although the previous year the User Group meeting was cancelled, the CSN service, which is a core service within the European Maritime Safety Agency (EMSA) since its implementation, remained fully operational during the pandemic crisis. The role of Coastal States user's in providing feedback and ensuring CSN's status as a priority service was also mentioned.

### 1.1 Approval of the agenda and the list of documents

The agenda of the meeting (Annex 2) was approved with no further topics to be discussed.

### 1.2 Updated Rules of Procedure

**EMSA** presented the Updated Rules of Procedure of CSN User Group. Main changes include:

- New section entitled 'Background' on the legal basis for CSN;
- Reference to states applying for accession to the European Union under 'Representation' section;
- Alignment of deadlines for the submission of documents;
- New section about protection of personal data, and
- new layout.

The document was approved without objections.

## 2. CleanSeaNet Service Overview

### 2.1 CSN 2020 Service results

#### 2.1.1 Member States 2020 results

**EMSA** presented the results and performance of the CSN service during 2020.

The presentation included:

- Service results.
- Quasi-real time (QRT) performance.
- CSN detections.
- 2020 key facts and figures.

In terms of service results in 2020, 7930 SAR and optical images were delivered out of 8245 ordered images. Six out of the eight ordered optical images were delivered in support to four distinct oil spill emergencies and one exercise. When comparing with 2019 figures, there was an increase of 15% in terms of the number of images delivered and an increase of 2% in the service delivery ratio.

It was also emphasised how much the service relies on Sentinel-1 mission, based on its high quality for oil spills detection and its reduced costs due to the license agreement with the European Commission (EC). Sentinel-1 was used for 88% of all CSN images and had a 97% delivery ratio, figuring higher than the remaining satellites, RADARSAT-2 and TerraSAR-X.

Following the presentation, interventions from the participants took place as follows:

1. **Germany** inquired the reasons for TerraSAR-X not having a delivery time as good as the remaining satellites. **EMSA** acknowledge the lower performance of the mission, which is also linked with the geographical area where the acquisitions take place (mostly outside of direct coverage of contracted ground stations). Moreover, **EMSA** mentioned that there were significant improvements made in the past years to improve the delivery timeliness of this mission, as well as an expansion of the number of ground stations capable of receiving data in near real time from this satellite. It is therefore expected that the NRT performance continues to improve in the coming years.
2. **The Netherlands** asked a question about the density of areas monitored. **EMSA** clarified that there were no significant changes in the areas covered, but rather on the frequency. The use of Sentinel-1 mission allowed a higher frequency with the same budget. Planning satellite images in advance also allows to book satellite capacity and significantly reduces the number of conflicts.

### 2.1.2 ENP countries 2020 Results

**EMSA** presented the service results for SAFEMED IV and BCSEA projects.

The countries involved in these projects have access to the CSN Earth Observation (EO) products crossing their areas of interest and S-AIS (satellite automatic identification system) through SEG (SafeSeaNet Ecosystem GUI). All SAFEMED IV and BCSEA ordered services are visible to the CSN community in the SEG interface.

Services to SAFEMED IV were provided exclusively through Sentinel-1. For BCSEA, the three SAR missions used were: RADARSAT-2 for Azerbaijan and Georgia; Sentinel-1 for Turkey and Georgia and TerraSAR-X for Iran.

The verification results for both projects were displayed. It was noted that ENP beneficiary countries do not provide feedback using the standard EMSA's feedback mechanism in SEG but filling instead a feedback document containing similar fields.

**EMSA** commented that besides the results showed, Copernicus Maritime Surveillance service (CMS) also provides oil spill detections in third countries, particularly in Greenland and around São Tomé and Príncipe.

## 2.2 CleanSeaNet 2020 verification results

**EMSA** presented statistics on the CSN oil spill feedbacks provided, including the geographical distribution and verification results, per Coastal State. Several assumptions were outlined as a baseline for the presented statistics. A list of the verification results per country was shown and participants were reminded that the provision of feedback is fundamental, and without it, there is a significant risk to the long-term perspective of the service.

Concerning feedback and in particular the time of observation, **EMSA** informed that a request for change in SEG application is ongoing, in order to enable that the time/date of observation becomes a mandatory field to be inserted by the user providing feedback rather than having it filled by default (**follow-up action n°1** in Annex 1).

Following the presentation, interventions from the participants took place as follows:

1. **Germany** asked if the verification results displayed on the 'Verification results per Coastal State' table were based on the country providing the feedback or if it was instead based on a country's Exclusive Economic Zone (EEZ). **EMSA** clarified that it refers to the country providing the feedback.

**Germany** expressed concern towards the verification results being aggregated by the country providing feedback, stating that also Bonn Agreement and HELCOM have difficulties interpreting CSN statistics, due to this issue. **EMSA** explained that in the context of the CSN statistics for coastal states, since some of the alert areas overlap, it is difficult to assign an oil spill to a country. **Germany** proposed that the verification results shall be aggregated by countries' EEZs instead of CSN Alert Areas. **Denmark, The Netherlands** and **Belgium** supported the request from **Germany** (via meeting chat). **EMSA** expressed concerns linked with this approach for countries that do not have EEZs declared.

Following the above discussions, **EMSA** will submit for User Group member's approval (**follow-up action n°2** in Annex 1) a new layer that will be used to produce CleanSeaNet service statistics. This layer will consist of:

- a) EU Member States EEZs when these are declared.
- b) When EEZs are not declared, the median line will be used (the line connecting points which are located at equal distance from both coastal states).

To be noted that this new layer will be exclusively used for CSN service statistics production, is not legally binding and does not represent a position of the Agency concerning legal boundaries of coastal States.

Coastal States are requested to verify the layer provided by EMSA and provide any updates if required. The layer will become official for statistics from 2021 onwards (**follow-up action n°2** in Annex 1).

2. **Germany** requested a clarification regarding the in-situ platforms. **EMSA** explained that the field "In situ-platform" is selected by the user when the possible source of the spill is a platform.
3. **Iceland** raised a question on the relative time when a verification is performed and asked if the time recorded in the statistics concern the feedback timestamp or if this is given by a more qualitative method after reading the text.

**EMSA** explained that SEG records the date and time when the information is submitted ("submission date/time") as well as the date and time when the oil spill was observed, through a field named "observation date/time". SEG presents the date/time of the acquisition as default value for "observation date/time". **EMSA** explained that a technical change is currently on-going (**follow-up action n°1** in Annex 1).

4. **Denmark** suggested to allow the Member States to have access to the feedback data for their own statistics. A request to allow that this information can be extracted from SEG was placed and is under technical assessment. **EMSA** confirmed that while this functionality is not available to the users, EMSA may provide feedback information on a yearly basis and following an agreed delivery date and format. (**follow-up action n°3** in Annex 1).
5. **Denmark** suggested that SEG should allow feedback update already inserted by a user in the same organisation. **EMSA** stated that currently, only the user who has inserted the feedback can edit it. If there are no objections to this update, EMSA will prepare a Request for Change (**follow-up action n°4** in Annex 1).

### 3. CSN Support to Operations, Exercises and Emergencies

#### 3.1 Procedure to request CSN support

**EMSA** delivered a presentation on the procedures that Member States should follow when requesting CSN services for supporting emergencies, specific operations and exercises. Regarding emergencies, as in the case of a pollution accident or major oil spill, users can request support from EMSA, which will then activate the Agency's Contingency Plan.

For specific operations, the users may contact the MSS directly. It is recommended that EMSA receives such requests three months ahead of the operations, to ensure adequate planning and reduce the number of operational conflicts. The information to be provided entails the operation name, description, start and end date, area of interest and participating Member States.

Concerning support to exercises, EMSA has in place the Exercise Coordination Procedure document which provides guidance on how to request support in the planning, execution, and subsequent evaluation of an exercise. Requests for supporting exercises are recommended to be sent to EMSA three months before the exercises take place.

#### 3.2 Support to operations, exercises and emergencies overview

**EMSA** presented an overview of the CSN support to operations, exercises and emergencies in 2020.

CSN services are mainly provided through SAR images acquired by Sentinel-1, RADARSAT-2 and TerraSAR-X. In case of emergencies, optical images can be delivered, depending on the needs and conditions linked with the support required.

In 2020, EMSA supported the Tour D'Horizon (TdH) operation in the North Sea: 23 SAR images were delivered at the request of Belgium.

Four pollution response exercises were supported in 2020, namely in Bulgaria, Cyprus, Estonia and France. Two SAR images were delivered to Estonia in support of the BALEX Bravo exercise and one optical image to Cyprus in the context of the Nemesis exercise.

During 2020, CSN provided support to the Coastal States in 12 distinct pollution-related emergencies. These events involved the activation of the Agency's Contingency Plan, triggering the emergency tasking of satellite

images. When compared with 2019, there is a significant increase from 7 to 12 emergencies supported. In 2020, EMSA replied positively to all Member States' requests to support emergencies, operations and scheduled exercises.

**Ireland** asked how quickly an emergency request can be processed. **EMSA** explained that satellite tasking timelines depends on the nature of the request (i.e. type of satellite/sensor to be used), the time the request was submitted (due to cut-off times for programming the satellite) and the latitude of the area being monitored. Nonetheless, the response time (i.e. time from request until the first image is delivered) is on average between 12 and 24 hours after the initial request.

## 4. Presentations from Coastal States

### 4.1 Operational use of CSN – Portugal

**Portugal** presented an overview of the incident that occurred on 8 November 2020, which ended with the sinking of the general cargo vessel *MV Southwestern*, on the north coast of Portugal. The presentation also referred to the operational use of CSN service during the salvage operation.

The combination of CSN data, aerial mission observations and the production of regular drift forecasts were defined as crucial to support the incident management. No oil spills reached the Portuguese coast, with mainly low concentrations of non-persistent oil remaining at sea.

**EMSA** underlined the comprehensive use of CSN services and complete monitoring made by the Portuguese authorities during the incident. It was also stated that it would be appreciated if the verification activities would have been inserted in the SEG platform for validation purposes and to be reflected on EMSA's statistics.

**Portugal** acknowledged this and reinforcement their commitment concerning the validation of the data.

### 4.2 Operational use of CSN – Malta

**Malta** delivered a presentation about the CSN support to Maltese authorities in the aftermath of the *M/T Lady Sandra* sinking occurred on 25 March 2020.

During this emergency, the Maltese authorities requested CSN satellite images to assess possible oil spills in the area. Six SAR images were delivered between 27 and 30 March, (three were planned before the incident). No possible oil spills were detected in the images provided by CSN. Malta requested the owner to remove the fore part of the vessel from its territorial waters, which happened in June of the past year.

**Malta** thanked EMSA for its support, considering its top-up services to be widely beneficial in such SAR operations. It was also mentioned that CSN was pivotal during the incident and is considered an essential monitoring tool in general, and in this particular case due to the pandemic situation that affected severely the conventional surveillance assets.

The **Netherlands** asked if near shore tankers are usually in Malta's waters. It was stated that this kind of vessels, such as *M/T Lady Sandra*, is not usually seen in the country and that its presence was related to plans to trade the ship.



## 5. CleanSeaNet role in Regional Agreements

### 5.1 HELCOM Response/Informal Working Group on Aerial Surveillance (IWGAS)

**Germany** delivered a presentation on the role of CSN in support of HELCOM and presented statistics of the number of flights performed and oil spills detected between 2000 and 2019.

It was noted that the maritime community is aware of the high level of surveillance performed in the Baltic Sea, which has contributed to the low level of illegal oil discharges detected in the last decades.

**Germany** stated that in HELCOM Response and the Bonn Agreement, flight crews must fill in a standardised pollution reporting format, indicating the nature of the flight mission, the involved crew and the type of pollution detected. The collected information is then used to submit feedback in SEG.

Regarding future improvements of the service, it was said that it would be helpful to activate a drift model in SEG. This would integrate life feed measurements from high-frequency radar.

**Germany** informed that HELCOM would like to provide early warning for the SeaTrackWeb system based on satellite images. They intend to use the satellite detections to start automatic simulations that will notify the users if the oil drifts to a predefined area (e.g. special alert areas such as wind farms, fish farms, etc.). **EMSA's** comment was that this future integration of SeaTrackWeb in CSN service is a topic currently under discussion in the HELCOM Response meetings.

### 5.2 Bonn Agreement/OTSOPA

**Belgium** delivered a presentation on the support of CSN to the Belgian Tour d'Horizon mission in 2020. The TdH mission is a Bonn Agreement regional mission type, being part of the Joint Action Program. Within this framework, Coastal States agreed in performing periodic surveillance of offshore oil and gas installations in the central North Sea for oil pollution detection. It was stated that CSN improves the efficiency of surveillance flights.

Before the missions, EMSA was contacted three months in advance for the acquisition of additional satellite images. Following the request, a selection was made by EMSA, which was then assessed by the user, based on the mission track and time frame.

During the missions a liaison officer was appointed to evaluate the satellite images and to report to operations. It was emphasized that this appointment is important, as the SEG portal does not display a layer that indicates the different platforms and the CSN alert does not provide a link to it. Since the spills are not linked to the platforms, it takes considerable time to investigate which spill is linked to which platform. In this regard, **EMSA** pointed out that SEG includes nautical charts maps, C-MAP S52 standard and base, including information of offshore platforms location.

**Belgium** stated that the feedback on the mission is always inserted in SEG. A list containing the images acquired by CSN was displayed. An assessment was made to link each image to a specific flight and noted if an image is received prior to or after the flight.

After the mission, a comparison is performed between the CSN detections and the detections confirmed by the mission. An example of feedback delivered in SEG was shown, relating to an oil spill linked with an offshore platform.

A few suggestions requested by Bonn Agreement and agreed with EMSA for the improvement of the CSN service for the TdH and CEPSCO (Coordinated Extended Pollution Control Operation) missions were given. These improvements entail:

- Integrating offshore installations in the CSN alert report. **EMSA** noted that the integration of the offshore platforms in SEG is pending receipt of the relevant oil platform information layer from Bonn Agreement secretariat.
- The addition of a new category in the feedback module for the identification of TdH and CEPSCO operations. Concerning this topic **EMSA** informed that under the scope of a request received from Bonn Agreement, a request for change in SEG interface is currently ongoing. While this change is not implemented, a manual insertion of the acronyms CEPSCO/TdH in the SEG feedback module is currently being done.

**Germany** commented that the Bonn Agreement secretariat well received EMSA's request for the provision of the offshore platforms information layer and when this is available it will be sent to the Agency.

## 6. Service governance

### 6.1 CSN data disclosure

**EMSA** made a presentation on CSN data disclosure. Throughout the past years, EMSA has been receiving a growing number of external requests for the provision of CSN data. These requests entail provision of satellite images, CSN detections and CSN feedbacks.

**EMSA** clarified that:

- Data related to CSN feedback is provided and owned by the Coastal States, regardless of this information being stored at EMSA systems. It was stated that the Agency does not disclose data related to verification activities without the CleanSeaNet User prior consent.
- Satellite imagery property rights are retained by the satellite owners. EMSA has the right to distribute this data to authorised users only.
- The CSN detections, as analysed products of satellite images, are full property of EMSA.
- The legal basis for data disclosure, Regulation 1049/2001 of the European Parliament and the European Council, was also cited as the guideline for accessing European documents and regulation of transparency of disclosure procedures.

**EMSA** proposed that CSN detections, including the location, satellite used and detection parameters, will be made available at EMSA's webpage. Data concerning feedback provided fall under an exception of the abovementioned regulation and so **EMSA** requested CSN UG members for the authorisation to include it in the dataset to be published.

According to EMSA's proposal, data would be published on the public EMSA webpage on a yearly basis, accompanied by the following disclaimer:

*"CleanSeaNet detections can be caused by mineral oil but may also indicate other pollutants (e.g. sewage, garbage) or naturally occurring features (e.g. algae blooms, areas of upwelling, etc.). Additionally, not oil spills detected by CleanSeaNet are illegal (e.g. discharges outside of special areas, with oil content less than 15 parts per million and located more than 50 nautical miles from shore)".*

A detailed list of the type of information to be disclosed by EMSA was presented.

Following the presentation, interventions from the participants took place as follows:

1. **Denmark** expressed concerns about making public the feedback related data. **EMSA** clarified that under Regulation 1049/2001, the Agency is obliged to make detection data public. While it would be appropriate to add feedbacks for contextual information, this can only be done with the CSN User group members approval.

**EMSA** underlined the need to agree on a common set of information that could be provided following an external request for CSN data, rather than approach it on a case by case basis.

2. **Bulgaria** asked about the start of the public release of the service's data. **EMSA** explained that this is a matter to be discussed with the CSN UG members. Papers to be discussed at the CSN User Group will always be sent beforehand for revision by the participants. The end of first half of each year was pointed out as a tentative date for the publication of the relevant data.
3. **Portugal** also expressed concern regarding the disclosure of detailed information of each case to the general public and how it could reveal the profile of performed operations. It was asked how the Member States would be involved in this discussion.
4. **Sweden** (via the meeting chat) agreed with the proposal for feedback data disclosure.
5. **Denmark** asked (via the meeting chat) if it would be possible to only show some of the feedback (i.e. restricted feedback from a certain area).

**EMSA** replied (in the meeting chat) that in principle yes. EMSA needs clear criteria to remove certain feedbacks from the dataset, so that the process is not subjective. Removing all feedbacks from a certain area seems feasible (will have to be technically assessed but upfront seems feasible). Furthermore, **EMSA** requested that **Denmark** includes this request, and potentially already the area for exclusion, as a formal comment to the Data disclosure agenda item, so EMSA can then analyse all the comments systematically (see **follow-up action no 5** in Annex 1).

6. Following the User Group meeting, by email dated 7 April **Portugal** informed **EMSA** about the position of the Portuguese NCA on CSN data disclosure topic, as follows:
  - “No authorization to disclose the *TIME\_STAMP* data on feedback information (time of the observation related with the feedback) because we consider it is operational information that should not be available to the general public.
  - The other feedback information could be disclosed (i.e., *REPORT TYPE*; *REPORT SUB-TYPE*; *OBSERVATION\_METHOD*).
  - Regarding the detection information, our proposal is that the time of detection should not be disclosed because the study of that allows to extract the daily intervals of satellite detection decreasing the dissuasive effect on possible polluters.”
7. The **Netherlands** informed by email dated 12 April that “The Netherlands has no objection to the publication of the Dutch feedback as presented at the 20<sup>th</sup> CSNUG meeting.

## 7. Training and communication activities

### 7.1 CSN training activities

**EMSA** presented a list of the recently delivered CSN trainings and the planned sessions for 2021. Due to the Covid-19 restrictions last year, all training sessions were provided online.

During the last year, training on the CSN service was provided to 47 participants from EU Member-States and EFTA countries. These sessions were extended to IPA and SAFEMED countries, with additional 29 participants attending. The overall training feedback was positive, albeit presential trainings are preferred over virtual sessions.

Following the presentation, interventions from the participants took place as follows:

1. **Germany** raised a question on the date of the upcoming trainings. **EMSA** clarified that the CSN training for Member States will take place on 13,14,15 and 20 April 2021.
2. **Ireland** asked about the possibility to request exclusive training for its staff. EMSA informed that these trainings can be requested by the NCA representative's through an email to [csnug@emsa.europa.eu](mailto:csnug@emsa.europa.eu)

### 7.2 CSN new leaflet

**EMSA** presented an overview of the newly published CSN leaflet available at <http://emsa.europa.eu/publications/item/4322-cleanseanet-european-satellite-based-oil-spill-monitoring-and-vessel-detection-service.html>

Lastly, the audience was reminded of other relevant brochures and the upcoming publication of the CSN Service Catalogue.

## 8. Alerts and feedback

### 8.1 Alerting areas configuration

**EMSA** provided a presentation on the alert areas configuration, focusing on coverage requirements, alert areas and Regional Agreement areas.

A broad description of service's coverage requirements was given. It was also indicated that if a Member State needs to change the coverage requirements it should contact EMSA, who will then evaluate if this is technically, operationally and financially feasible. A geographical map representation of the areas of interest for coverage requirements was shown.

Participants were informed about the definition of alert areas which are defined as areas where the Member States would like to be alerted for any detected oil spills or Clean Sea reports. They can coincide or not with the area defined for the coverage requirements (e.g. include coastal areas of neighbour countries that are of interest in case of large spill that could end up drifting into main area of interest of the member State).

**EMSA** mentioned that the definition of alert areas is merely operational, not bearing any legal base or link with formal maritime boundaries. The alert areas can be updated at any time by EMSA upon request of the Member State.

Following the presentation, **Germany** requested the possibility to have access to density maps of satellite images.

In response to this request, a density map displaying the average number of CSN images delivered per month is attached this report. Member States are requested to provide feedback on the draft density map by 10 May (see meeting **follow action No 6** in Annex 1). If agreed density maps will be included in the annual service result paper and presentation, delivered by EMSA.

## 8.2 Alert notifications and Feedback

**EMSA** delivered a presentation on the current alert configurations rules. These are divided into three colours, based on the combination of three factors: likelihood (confidence level), culprit (probability of a clear culprit being identified) and impact (level of potential damage to the environment).

Alert levels differ in the several Coastal States depending on the parameters defined at a given time. **EMSA** provides support to users in the management of their alert configurations.

**EMSA** reminded that the feedback inserted by the Coastal States can be divided into two categories: the feedback provided for CSN detections and the feedback provided on spills that were not identified by CSN. In the latter case a new spill is inserted in the system.

To conclude, **EMSA** stated that feedback is an important task under the responsibility of the Coastal States. Moreover, the quality of the feedback data introduced by Coastal States is fundamental for the reliability of statistics and paramount for the sustainability and evolution of the CSN service.

# 9. New Capabilities

## 9.1 New SAR missions and capabilities

**EMSA** provided an update on the deployment of the PAZ satellite into the EO Services portfolio and EMSA's assessment on new satellite missions.

Since the beginning of March 2021, EMSA started to use images from PAZ satellite, complementing the SAR images already provided by Sentinel-1, TerraSAR-X and TanDEM-X.

Regarding new capabilities, EMSA is assessing the ICEYE constellation regarding the use of 18 SAR microsatellites. The future constellation can observe a location at different times of the day. It is expected to provide new imaging capabilities and access, allowing quick tactic acquisitions and global revisit rates of three hours on average.

The second constellation presented was Capella. It consists of 36 SAR microsatellites that will be launched in the upcoming years. Fully implemented, it will provide on average, an image revisit time of less than one hour.

EMSA highlighted the fact that these two missions can be very useful to emergencies by being able to be programmed within a few minutes before the acquisition takes place.

Albeit not yet ready to provide NRT services, EMSA is accessing both missions, in close cooperation with the satellite owners, to ensure that fulfils the Agency's and user's needs.

## 10. Any other business and follow-up actions

Under AOB **EMSA** informed that the European Commission started the revision of the Directive 2005/35 on Ship-source Pollution as amended.

The Netherlands expressed its wishes to monitor ships linked to CSN alerts to define a pattern regarding the type of vessel originating the pollution. **EMSA** offered support concerning data extraction from SEG.

A list of the meeting follow-up actions is provided in Annex1.

## 11. Meeting closure

EMSA informed that the next CSN User Group meeting will take place on 9 March 2022.

The meeting was concluded, and the chairperson thanked the participants for their attendance and contributions.

## Annexes

Annex 1 – List of follow-up actions resulting from the 20<sup>th</sup> CSN User Group

Annex 2 – Meeting Agenda

Annex 3 – Acronyms and abbreviations

## Annex 1 – List of follow-up actions resulting from the 20<sup>th</sup> CSN User Group

Action Point #	Topic and Action	Resp.	Status	Comments
1	<u>Update Feedback form Observation date/time field:</u> To increase accuracy of the data gathered in the "Observation date/time" field of the feedback form, a request for change is ongoing to implement the following update in SEG: <ul style="list-style-type: none"> <li>○ mandatory (i.e. feedback cannot be submitted without inserting this information);</li> <li>○ empty by default (so the user shall insert it manually in the feedback form).</li> </ul>	EMSA	Ongoing	RFC (SEG-3190)
2	<u>CleanSeaNet service statistics (new layer)</u> Germany proposal: the verification results (feedback) shall be aggregated by countries' EEZs (when available).	CSN UG members	CSN UG members to provide comments to statistics layer proposed by EMSA (timeline: 30 days after draft report distribution).  After agreement, the layer will be the reference to produce CSN related statistics (for 2021 onwards).	See file with the CleanSeaNet service statistics layer attached to this report in format KML (more commonly used) and shape file.
3	<u>Verification results download:</u> Denmark proposal: to allow authorized users to extract feedback data for their own statistics  A request for change was already placed to SEG.  Until this change is implemented, EMSA will submit the bulk of feedback data to Member States before the User Group meeting, as annex to the CleanSeaNet Feedback results paper that is submitted every year.	EMSA	CSN UG members to provide comments to the scheduled date for the delivery of this info and format in excel (timeline: 30 days after draft report distribution).	RFC (SEG-2607)  See file with the proposed format attached to this report
4	<u>Update feedback user permissions</u> Denmark proposal: to allow updating of feedbacks inserted	EMSA	CSN UG members to provide comments. (timeline: 30 days after draft report distribution).	



	<p>by users of the same organisation</p> <p>EMSA may prepare a Request for Change to SEG following CSN UG member's approval.</p>			
5	<p><u>Data disclosure:</u></p> <p>EMSA proposes to publish at EMSA website on a yearly (April each year, after CSN UG) basis information about CSN detections and feedback.</p>	CSN UG members	<p>CSN UG members to provide comments to the scheduled date for the delivery of this info and format</p> <p>CSN UG members to provide comments within. (timeline: 30 days after draft report distribution).</p>	See example (excel file) of data set presented in EMSA's paper "20.6.1 Data Disclosure"
6	<p><u>Density Maps:</u></p> <p>Germany proposal: a draft density map displaying the average number of CSN images delivered per month to be included in the CSN statistics</p> <p>If the proposal is agreed, EMSA will submit the yearly density maps to Member States before the User Group meeting, as annex to the CleanSeaNet Service results paper that is submitted every year.</p>	CSN UG members	<p>CSN UG members to provide comments to the scheduled date for the delivery of this info.</p> <p>CSN UG members to provide comments within. (timeline: 30 days after draft report distribution).</p>	See draft Density Map (TIF file) attached to this report

## Annex 2 – Meeting Agenda

### Online meeting via MS Teams, 10 March 2021

Wednesday, 10 March 2021

Lisbon Time (UTC)	Agenda Item	Speaker(s)
<b>Part I – CleanSeaNet Service Overview</b>		
<b>08:50 – 09:00</b>	Log-in at the meeting	All
<b>09:00 – 09:20</b>	<b>Opening and Introduction</b> <ul style="list-style-type: none"> <li>■ CSN 20.1.1 Approval of the agenda and the list of documents</li> <li>■ CSN 20.1.2 Updated Rules of Procedure</li> </ul>	EMSA
<b>09:20 – 09:50</b>	<b>CleanSeaNet service overview</b> <ul style="list-style-type: none"> <li>■ CSN 20.2.1 CSN 2020 Service results.</li> <li>■ CSN 20.2.2 CSN 2020 Oil spill feedback</li> </ul>	EMSA
<b>09:50 – 10:10</b>	<b>CleanSeaNet support to operations, exercises and emergencies</b> <ul style="list-style-type: none"> <li>■ CSN 20.3.1 Procedure to request CSN support</li> <li>■ CSN 20.3.2 Support to operations, exercises and emergencies overview</li> </ul>	EMSA
<b>10:10 – 10:40</b>	<b>Presentations from Coastal States</b> <ul style="list-style-type: none"> <li>■ CSN 20.4.1 Operational use of CSN – Portugal</li> <li>■ CSN 20.4.2 Operational use of CSN – Malta</li> </ul>	MS
<b>10:40 – 11:00</b>	<b>CleanSeaNet role in Regional Agreements</b> <ul style="list-style-type: none"> <li>■ CSN 20.5.1 HELCOM Response/IWGAS</li> <li>■ CSN 20.5.2 Bonn Agreement/OTSOPA</li> </ul>	MS
<b>Part II – CSN Service Operational Aspects</b>		
<b>13:00 – 13:30</b>	<b>Service Governance</b> <ul style="list-style-type: none"> <li>■ CSN 20.6.1 CSN data disclosure</li> </ul>	EMSA
<b>13:30 – 13:40</b>	<b>Training and communication activities</b> <ul style="list-style-type: none"> <li>■ CSN 20.7.1 CSN training activities</li> <li>■ CSN 20.7.2 CSN new leaflet</li> </ul>	EMSA
<b>13:40 – 14:00</b>	Alerts and feedback	EMSA

Lisbon Time (UTC)	Agenda Item	Speaker(s)
<b>Part I – CleanSeaNet Service Overview</b>		
	<ul style="list-style-type: none"> <li>■ CSN 20.8.1 Alerting areas configuration</li> <li>■ CSN 20.8.2 Alert notifications and Feedback</li> </ul>	
<b>14:00 – 14:30</b>	<b>New Capabilities</b> <ul style="list-style-type: none"> <li>■ CSN 20.9.1 New SAR missions and capabilities</li> </ul>	EMSA
<b>14:30 – 14:50</b>	<b>AOB and follow-up actions</b>	All
<b>14:50 – 15:00</b>	<b>Meeting closure</b>	All

### Annex 3 – Acronyms and abbreviations

Acronym	Description
AIS	Automatic Identification System
BCSEA	Black and Caspian Sea
CECIS	Common Emergency Communication and Information System
CEPCO	Coordinated Extended Pollution Control Operation
CMS	Copernicus Maritime Surveillance
CSN	CleanSeaNet
EC	European Commission
EEZ	Exclusive Economic Zone
EFTA	European Free Trade Association
EMSA	European Maritime Safety Agency
ENP	European Neighbourhood Policy
EO	Earth Observation
MRCC	Maritime Rescue Coordination Centre
NRT	Near Real Time
RCC	Rescue Coordination Centre
RFC	Request for Change
RPAS	Remotely Piloted Aircraft Systems
SAR	Synthetic Aperture Radar (satellite sensor)
S-AIS	Satellite Automatic Identification System
SEG	SafeSeaNet Ecosystem Graphical User Interface
TdH	Tour d'Horizon
VTS	Vessel Traffic Service



**European Maritime Safety Agency**

Praça Europa 4  
1249-206 Lisbon, Portugal  
Tel +351 21 1209 200  
Fax +351 21 1209 210  
[emsa.europa.eu](http://emsa.europa.eu)

