



The EMSA staff wish you a merry Christmas and a happy new year.

INTERNAL RESTRUCTURING: FROM 4 UNITS TO 6. – In order to be able to absorb the growth provided by the establishment plan for 2005, the EMSA organisation chart has been amended as from 1st December. So, the Agency now has two administrative units (Resources and Operations Support) and four operational units: Safety Assessments & Inspections, Implementation of EU Maritime Legislation, Technical Co-operation and Development and Oil Pollution Response.

PORT RECEPTION FACILITIES 2004. – As a result of the publication in the Official Journal, in June 2004, of a call for tenders for a study on port reception facilities within the European Community, EMSA received 10 proposals. Following the evaluation process, the contract was awarded to Carlbros of Denmark. They now have 10 months to submit a report which contains, amongst other things, a chapter dedicated to the structure of the cost recovery systems (fee systems) in a range of European ports.

172 HYPERLINKS TO LEARN MORE ABOUT OIL POLLUTION RESPONSE. – The EMSA website now contains much more information on oil pollution response and prevention. By clicking on <http://emsa.eu.int/end902d003d008d001.html> you can find basic information and facts on oil properties, maritime accidents, prevention and response measures, risk assessments and impacts, R&D, legal instruments, spill compensation funds, publications, glossaries, images, etc. This is only the beginning and the next step is to insert further links with EU, industrial and national resources.

MR BARROT AND MR DE RUITER PRESENT THE EU MARITIME SAFETY APPROACH. – On 6 December, Mr. Jacques Barrot, vice-president of the European Commission, gave a speech in Brussels on

improvements in transport safety which have been influenced by EU action. The new Commissioner for Transport was invited to speak at an event organised by the Friends of Europe Association and the Fondation Schuman. In order to illustrate progress in maritime safety, he asked Willem de Ruyter to present EMSA's activities and achievements to date. This provided EMSA's Executive Director with the opportunity to highlight the advances made in the monitoring of classification societies and port state control, as well as the progress in setting up an operational oil pollution response capability. Mr Barrot said it will be "necessary to consolidate our agencies" and praised the "EU method... without which you cannot manage."

OIL POLLUTION RESPONSE: COLLECTING INPUT FOR THE TECHNICAL REQUIREMENTS. – In response to a request from the Administrative board, EMSA organised 3 different workshops in early December. The purpose was to obtain expert input on the technical requirements for the EMSA contracted stand-by oil pollution recovery vessels, taking into account regional characteristics. These well attended meetings provided the opportunity to discuss vessel and crew specifications, response equipment and vessel mobilisation. The attendees were representatives of Member States and Regional Agreements.

ZEPPELIN USE IN MARITIME SAFETY: NOT OBVIOUS. – EMSA sometimes gets surprising proposals. The latest example was a proposal, from industry, that EMSA should invest in the manufacture of airships. On this occasion, the company did not have a clear understanding of the Agency's present tasks and technical requirements, although who knows what may happen in the future.

If you wish to subscribe to this electronic newsletter, please contact EMSA External Communications: Louis Baumard (louis.baumard@cec.eu.int) or Andrew Stimpson (andrew.stimpson@cec.eu.int)