

## NIR FOR PORT STATE CONTROL: REDUCING THE BURDEN, IMPROVING EFFECTIVENESS



Rustbuckets will not be tolerated: Port State Control is a vital for maritime safety, ensuring ships are well managed and maintained.

The **New Inspection Regime** (NIR) for Port State Control has been in place since 1 January 2011, and some stocktaking is in order. By 31 July this year, Paris MoU Member States had performed 10,971 inspections, 22.6% less than the 14,177 reported for the same period in 2010. This figure is very close to the estimated reduction of 'necessary inspections' that was predicted for the NIR, clearly demonstrating the benefits of the new regime. For the same period the detention rate slightly increased from 3.6% in 2010 to 3.7% in 2011. This increase was also expected, and reveals how the targeting of inspections - using company performance as a new element - is helping to 'zoom in' on problem vessels. The most dramatic change is the increase in use of 'refusal of access' or 'banning' provisions: in 2010 no ships were banned for multiple detentions, while in 2011, so far 11 cases have been recorded.

## TOMASSINI NEW HEAD OF CORPORATE SERVICES

As from 1 August 2011 Manuela Tomassini has taken up functions as Head of Department A - Corporate Services. She started working for EMSA in 2007 as Policy Adviser, following a long period in Brussels as Transport Attaché for the Permanent Representation of Italy to the EU. She has been involved in International and EU Maritime Affairs since the very beginning of her career in the Italian administration. In her new function she will continue to provide support to the Administrative Board of the Agency. She will also ensure planning and monitoring activities, coordinate and supervise the Human Resources, Legal and Financial Affairs and IT Services units within EMSA.



Mrs Tomassini will be a familiar face to members of EMSA's Administrative Board.

## ALEXANDRIA ENHANCES EMSA OIL RESPONSE FLEET IN THE EASTERN MED

The acceptance test of the Stand-by Oil Spill Response Vessel (SOSRV) M/T **Alexandria** was successfully conducted by EMSA on 2-4 August in Cyprus. With a storage capacity of 7,458 m<sup>3</sup>, the bunker vessel has been pre-fitted and equipped to become part of EMSA **network of oil pollution response vessels**. After a comprehensive testing procedure to verify the performance and suitability of both crew and equipment, the Alexandria is now ready to provide services to any Member State and Accession State of the European Union. Contracted from the Cyprus company Petronav, the Alexandria reinforces EMSA's response capacity in the eastern Mediterranean, a major conduit for hydrocarbons reaching Europe via North Africa, the Middle East, Suez Canal and Black Sea.



## VACANCY NOTICE FOR NEW EMSA DIRECTOR PUBLISHED

A new Captain for EMSA?! An official **vacancy notice** has just been published to find a successor to EMSA Executive Director Willem de Ruiter. Mr de Ruiter, is moving after 8-and-a-half years at EMSA, a tenure which included the entire start-up of the Agency. With some 240 staff, EMSA now provides a full range of



Have you got what it takes to captain the good ship EMSA? The deadline is 30 September 2011.

services to the maritime community for the benefit of maritime safety, security and prevention and response to pollution. Full details of this challenging post are given in the vacancy notice in the Official Journal of the EU, and is available via the Agency's **website**.

A maritime safety conference to mark the farewell of Mr de Ruiter, together with EMSA Administrative Board Chairman Jørg Hammer Hansen, will be organised on 11 November in Lisbon.

## EMSA'S MARITIME SUPPORT SERVICES (MSS) CELEBRATE THEIR SECOND BIRTHDAY



On 1 September, EMSA's **Maritime Support Services** (MSS), the agency's 'eye' on shipping, celebrated their second birthday. From the start, the MSS have seen their workload increase as maritime administrations around Europe make more use of the available services. Today, the work of the MSS ranges from anti-piracy information tools (**MARSURV**), through oil spill detection (**CleanSeaNet**) and the long range tracking of ships (**LRIT**), to more day-to-day enquiries about vessel port movements in European waters (**SafeSeaNet**). Until the beginning of 2011 the main MSS activity was related to SafeSeaNet (58%), LRIT (29%) and CleanSeaNet (13%). Today, activities are distributed more evenly across all services, and the MSS is also involved in projects such as the **Blue Belt** pilot and MARSURV.

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