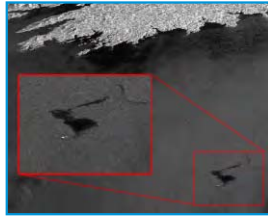


OPR VESSEL GALWAY FISHER MOBILISED

CleanSeaNet spotted an oil spill on 14 February, 80 km off the West Cork coast. The Irish authorities, immediately informed, estimated the



spill to be between 400-500 tonnes. As a result, the EMSA contracted oil pollution recovery (OPR) vessel Galway Fisher was mobilised on 17 February and oil recovery equipment loaded on board the vessel. The image, on the basis of which the Irish authorities learned about the spill, was one of the routine images acquired by CleanSeaNet for EU Member States. Following the drift eastwards and gradual break-up of the slick, the Irish authorities decided to request that the Galway Fisher be stood down on 19 February.

POTENTIAL FUTURE COOPERATION WITH FRONTEX EXPLORED



From left: Zdravko Kolev, Lawrence Sciberras, Leszek Szymanski, Lazaros Aichmalotidis (co-chairman EMSA), Georgios Vourekas (co-chairman Frontex) and Paul Wilkins.

Representatives of EMSA/Frontex met in Lisbon for a first meeting of the joint technical working group created under the Cooperation Arrangement agreed between the two agencies in December 2008 and proving to be a positive exploration and analysis of the work of the two agencies. Several areas of potential future cooperation were identified, principally concerning operational surveillance systems including SafeSeaNet; and these will be examined in more detail up to and during their next talks in Warsaw.

FIRST WORKSHOP ON GREENHOUSE GAS EMISSIONS FROM SHIPS

On 17-18 February, EMSA took its first initiative in the field of climate change by organising a workshop on greenhouse gas emissions. Some 50 participants from 27 Member States and Candidate Countries participated. There are no international or EU rules governing the emission of greenhouse gases from shipping yet, but both IMO and the UN Framework for Climate Change are

expected to adopt some rules on this topic later this year. Later this year the Commission will also present proposals on how to deal with this issue in the EU. The scope and content of all these rules are still



open, and these were discussed at the workshop. The main topics discussed were the energy efficiency design and operational indexes for ships with also a general discussion on market-based instruments to reduce CO₂ emissions, such as a maritime emission trading scheme and an international greenhouse gas fund.

FRENCH PREFET MARITIME VISITS EMSA



French delegation listens to explanations on LRIT.

On 17 February, Admiral de Saint-Salvy, recently nominated as 'préfet maritime' in charge of safety over the French Atlantic coast and approaches to the Channel, paid a visit to the Agency. Several presentations were offered on EMSA operational activities.

ON THE EMSA WEBSITE

The Pollution Preparedness and Response Activities Report 2008 has been published.



New procurement for additional stand-by oil recovery vessels. Covering two areas: the Northern part of the Baltic Sea and the Western approaches of the Channel and Atlantic. The 2009 tender will be similar to previous tenders, with the aim to maintain EMSA's network of stand-by oil recovery vessels through three-year renewable contracts with commercial ship owners, operators, spill response organisations and/or manufacturers.

Current EMSA vacancies can be seen at: Recruitment.



In order to subscribe to this newsletter, please contact louis.baumard@emsa.europa.eu or peter.thomas@emsa.europa.eu