

WILLEM DE RUITER ATTENDS MARITIME SECURITY EVENT

EMSA Executive Director, Willem de Ruyter, attended the First International Conference on Maritime Security in Nantes (France) on 23-24 June 2005. While there, he explained the role of EMSA in the implementation of EU legislation relating to security. During the visit, he pointed out that the European Commission is setting up its own inspection service for security matters, and that specialised EMSA staff will provide it with assistance on maritime issues. He said that the Agency's task is restricted to aspects related to ships, shipping companies and recognised organisations. He also made it clear that the EMSA role is to "inspect the inspectors". Other EMSA work was also discussed during the visit and, in particular, in a region which was severely affected by the Erika and Prestige oil spills, there was great interest in what was said with respect to EMSA's Action Plan for Oil Pollution Preparedness and Response.

SAFESEANET BULLETIN LAUNCHED

Those interested in the SafeSeaNet ship monitoring system can now read the new SafeSeaNet Bulletin. This will provide updates on all the relevant issues soon after they occur. The first issue provides information on SafeSeaNet events (training sessions and workshops), operational site statistics, participating countries, test results and the current status of the system. Lithuania, the Netherlands and Norway are now operational, with 13 other Member States in the test phase. The bulletin can be accessed via the Ship Reporting page on the website.

CROATIA FIRST FOR MARITIME TRAINING ASSESSMENT

As part of the Agency's work on assessing the training of seafarers in third countries, a team of EMSA assessors recently assisted the European Commission in assessing the Croatian system for maritime education, training and certification. The objective of the assessment was to verify whether the Croatian system meets all the requirements of the STCW 78/95 Convention. On the basis of a positive assessment result, EU Member States can recognise, or continue to recognise, the seafarers' certificates of the country concerned, so that those possessing them can obtain work on EU registered vessels. From 13-18th June, the EMSA team, together with an official from the European Commission, visited the maritime administration in Zagreb and key training establishments. Assessment

activities were carried out in all of these, which included inspection of training facilities, workshops and simulators, as well as interviews with the personnel responsible for the issue and registration of certificates.

WORKSHOP ON THE OIL POLLUTION RESPONSE CHAIN

EMSA's latest oil pollution response workshop, which focused on the response chain, took place in Brussels from 30 June – 1 July. There were 42 participants from 21 Member States and Turkey, all of whom had the opportunity to share information and ideas on the different ways to deal with oil spills, and to air their points of view. EMSA took the opportunity to remind the participants that, in the area of oil pollution response, its primary role is to use the vessels and other resources at its disposal to provide support to Member States at their request, although it will also facilitate cooperation and provide individual advice where necessary. Workshop participants also received information on EMSA oil pollution response priorities for 2006, which cover: satellite imagery, chemical pollution response and the extension of the network of contracted stand-by recovery vessels. Presentations of the workshop may be seen on:

<http://emsanet/dev.internet/?l=en&p=d904d003d008&publish=0>

3 KEY STUDIES LAUNCHED

The Agency has recently published three invitations to tender, with deadlines over the next two months, for studies which will make an important contribution to its work. One study aims to promote the development or improvement of traffic monitoring system infrastructure throughout the EU, including the design of Real Time Data Exchange Information Systems (RTDEIS). Another aims to assess green technologies, management systems and incentive schemes in order to develop the most effective means to encourage the development of cleaner ships. The third aims to compare EU and US legislation and procedures relating to marine equipment, so that the Mutual Recognition Agreement between the two can be made as effective as possible.

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