ACCIDENT INVESTIGATION EXPERTS AND MARITIME ADMINISTRATIONS LOOK AT FIRE SAFETY ON BOARD RO-RO FERRY DECKS

The second workshop on the subject of fire on Ro-Ro ferry decks was held at EMSA on 29 and 30 November. Representatives of accident investigation bodies and national maritime administrations gathered together and shared experiences and lessons learned. Representatives from industry, research and national authorities provided valuable contributions based on their experiences. The Firesafe study, commissioned by EMSA and delivered by a consortium composed of the SP Technical Research Institute of Sweden, Stena Line and Bureau Veritas was also the subject of extensive discussions. The initiative was warmly welcomed by all participants. Work will continue in 2017, with EMSA as facilitator, taking into consideration that at the recent MSC 97 held in November, IMO also decided to start working on this issue following a submission by EU member states and the European Commission.

DATABASE TO SUPPORT INFO EXCHANGE ON DANGEROUS & POLLUTING GOODS

The accurate reporting and timely exchange of information on a ship's cargo is vital to minimise safety risks and ensure quick and effective response to maritime incidents. Improving the quality of information on dangerous and polluting goods reported in SafeSeaNet is the aim of the recently developed Central Hazmat Database. Available on EMSA’s maritime portal, this database lists the dangerous and polluting goods whose transportation must be notified by European law and international convention. The CHD can be used as a reference and a verification tool during the Hazmat reporting process, both at national and central level. In the near future it will also include a link to the relevant entries in the MAR-CIS database, which is also being developed by EMSA and includes information on the associated hazards and risks of dangerous and polluting goods.

EMSA STUDIES COST-EFFECTIVENESS OF MEASURES TAKEN TO IMPLEMENT PORT STATE CONTROL DIRECTIVE

On 18 November, EMSA presented its first cost-effectiveness analysis of member states’ implementation of the Port State Control Directive. This pilot study follows on from a stipulation made in EMSA’s founding regulation to produce horizontal findings and conclusions on the cost-effectiveness of member states’ measures to implement EU maritime legislation. The analysis identified effectiveness/efficiency ratios, subsequently identifying and comparing individual member state’s key cost-efficiency elements. Data was gathered from sources such as THETIS, EMSA member state visit reports and ad-hoc questionnaires. With this study EMSA demonstrated the feasibility and benefit of analysing effectiveness/efficiency measures to implement EU maritime legislation. The administrative board commended EMSA on the quality of the analysis and agreed that this approach should be applied to future visits cycles relating to the implementation of other directives.

NEW RPAS CONTRACTS TO STRENGTHEN MARITIME SURVEILLANCE CAPABILITIES

Providing operational maritime surveillance services to member states and other EU stakeholders on the domain of operational RPAS services with a range of consortia/companies including the REACT consortium (Tekever with CLS), a consortium of the Portuguese Airforce with DEMOS and UAVISION as well as separately AtlanTec and Markit. The services are expected to be operational in the second quarter of 2017 and will complement member state action in the fields of oil spill detection and the monitoring of air emissions from ships. In parallel, EMSA is finalising procurement related to providing maritime surveillance services on multipurpose RPAS to EU agencies or similar institutions as well as to the member states. These services are expected to be fully operational mid-2017. EMSA also expects to contract, before the end of the year, the development of an RPAS Data Centre. This will be the ICT hub for integrating the information (data and video) collected by the RPAS sensors with other maritime surveillance information available to EMSA e.g. AIS, LRIT, satelite imagery. This will provide users with a more comprehensive and relevant operational picture. At the recent EMSA Administrative Board meeting on 2 November, the representatives of the member states and the European Commission confirmed the importance of developing its RPAS based services in cooperation with national authorities.

EMSA HOLDS COPERNICUS MARITIME SURVEILLANCE SERVICE USER WORKSHOP

The Copernicus Maritime Service provides satellite images and derived data to support a better understanding and improved monitoring of activities at sea, for the purposes of maritime safety and security, fisheries control, customs, law enforcement, and the marine environment. EMSA is responsible on behalf of the Commission for implementing the service, which entered into operation in September 2016. In order to gather and clarify user needs for existing and future applications, a User Requirements Workshop was hosted at EMSA on 15 November. It was attended by 120 participants from EU/ETM state administrations, FRONTEX, EDA, EEAS, EFCA, ESA, EU SatCen, MAGIC, and the European Commission. It was a dynamic and interactive event, which provided valuable input for the roll-out of the service. Workshop conclusions will be made available in the form of a report. In the meantime, more information can be found online and in the EMSA brochure Copernicus Maritime Surveillance: Service Overview.

EMSA STUDIES COST-EFFECTIVENESS OF MEASURES TAKEN TO IMPLEMENT PORT STATE CONTROL DIRECTIVE

On 18 November, EMSA presented its first cost-effectiveness analysis of member states’ implementation of the Port State Control Directive. This pilot study follows on from a stipulation made in EMSA’s founding regulation to produce horizontal findings and conclusions on the cost-effectiveness of member states’ measures to implement EU maritime legislation. The analysis identified effectiveness/efficiency ratios, subsequently identifying and comparing individual member state’s key cost-efficiency elements. Data was gathered from sources such as THETIS, EMSA member state visit reports and ad-hoc questionnaires. With this study EMSA demonstrated the feasibility and benefit of analysing effectiveness/efficiency measures to implement EU maritime legislation. The administrative board commended EMSA on the quality of the analysis and agreed that this approach should be applied to future visits cycles relating to the implementation of other directives.

EMSA NEWSLETTER No. 141
DECEMBER 2016

VACANCIES: Ship inspection support officer; Satellite communications officer; Legal officer; Facility Management officer and更多职位。

PUBLICATIONS: Maritime Information Services Catalogue

EMSA.europa.eu

QUALITY SHIPPING, SAFER SEAS, CLEANER OCEANS

THE FIESA study, commissioned by EMSA and delivered by a consortium composed of the SP Technical Research Institute of Sweden, Stena Line and Bureau Veritas was also the subject of extensive discussions. The initiative was warmly welcomed by all participants. Work will continue in 2017, with EMSA as facilitator, taking into consideration that at the recent MSC 97 held in November, IMO also decided to start working on this issue following a submission by EU member states and the European Commission.

DATABASE TO SUPPORT INFO EXCHANGE ON DANGEROUS & POLLUTING GOODS

The accurate reporting and timely exchange of information on a ship’s cargo is vital to minimise safety risks and ensure quick and effective response to maritime incidents. Improving the quality of information on dangerous and polluting goods reported in SafeSeaNet is the aim of the recently developed Central Hazmat Database. Available on EMSA’s maritime portal, this database lists the dangerous and polluting goods whose transportation must be notified by European law and international convention. The CHD can be used as a reference and a verification tool during the Hazmat reporting process, both at national and central level. In the near future it will also include a link to the relevant entries in the MAR-CIS database, which is also being developed by EMSA and includes information on the associated hazards and risks of dangerous and polluting goods.

EMSA STUDIES COST-EFFECTIVENESS OF MEASURES TAKEN TO IMPLEMENT PORT STATE CONTROL DIRECTIVE

On 18 November, EMSA presented its first cost-effectiveness analysis of member states’ implementation of the Port State Control Directive. This pilot study follows on from a stipulation made in EMSA’s founding regulation to produce horizontal findings and conclusions on the cost-effectiveness of member states’ measures to implement EU maritime legislation. The analysis identified effectiveness/efficiency ratios, subsequently identifying and comparing individual member state’s key cost-efficiency elements. Data was gathered from sources such as THETIS, EMSA member state visit reports and ad-hoc questionnaires. With this study EMSA demonstrated the feasibility and benefit of analysing effectiveness/efficiency measures to implement EU maritime legislation. The administrative board commended EMSA on the quality of the analysis and agreed that this approach should be applied to future visits cycles relating to the implementation of other directives.

EMSA.europa.eu

VACANCIES: Ship inspection support officer; Satellite communications officer; Legal officer; Facility Management officer and more positions.

PUBLICATIONS: Maritime Information Services Catalogue

EMSA.europa.eu