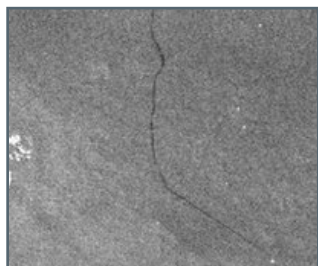


## SATELLITE EVIDENCE USED IN POLLUTION CASE



A satellite image has been used as primary evidence in a maritime pollution court decision for the first time in the UK. The *Kiera Maersk* Singapore was caught by an ENVISAT satellite on 25 February 2012, while discharging in the waters between Land's End and the

Scilly Isles. Following [CleanSeaNet detection](#), the Falmouth Coastguard contacted the vessel to enquire about the spill. The master reported that the tanker had been discharging palm oil but had stopped at 13.5 nautical miles from the coast. However, the CleanSeaNet image and alert report clearly showed that the discharge had continued within the 12 nm limit and was therefore illegal. As a consequence, the vessel was fined £15,000 and charged £7,500 for investigative and legal costs.

## GUIDING ACTION AGAINST ILLEGAL DISCHARGES

Two regional training courses on the use of surveillance systems for marine pollution detection and assessment took place in 2013. These courses were developed by EMSA as an activity of the [Consultative Technical Group](#) on marine pollution preparedness and response (CTG-MPPR), and organised jointly with the local host organisations - SYKE environmental agency in Finland and Cedre in France. In addition, the overview document '[Addressing Illegal Discharges in the Marine Environment](#)' has been published on EMSA's website. Aimed at authorities involved in investigating and prosecuting violations of anti-pollution regulations, it provides a step-by-step overview from the initial indication of a possible pollution offence through the collection of additional evidence to the decision on whether to prosecute. The document will support users by identifying effective actions, as well the structures and tools in place to facilitate cooperation and exchange of information.

## INTEREST GROWS IN SATELLITE-BASED AIS



The second meeting of the EU Satellite-AIS Collaborative Forum took place at EMSA on 30 October 2013. The forum is open to EU national administrations with a programme or interest in the development of a Sat-AIS capacity for non-commercial purposes. The current members of the forum are Norway, Denmark, Germany and Poland. The forum aims to foster the knowledge and expertise of Sat-AIS programmes and services in Europe. It also aims to establish an EU Sat-AIS data service through the merging of national Sat-AIS data via EMSA. Germany announced that the launch of their first satellite (AISat) will take place in early 2014. During the same period, Norway also hopes to launch their second satellite (AISat-2). The third meeting is scheduled to be held in April 2014.

## CONVERTING EU SULPHUR REQUIREMENTS INTO NATIONAL LAW

On 21-22 October, EMSA held a workshop for member states and the European Commission on the implementation of the [revised Sulphur Directive](#). The first day covered background information on the Sulphur Directive followed by a presentation from the Commission's transport department on action to support the industry. EMSA presented three papers: one addressing the analysis of the annual reports of the member states as required by the Sulphur Directive (year 2011 and 2012); one analysing the responses of member states on enforcement, fuel sampling and analysis; and finally, one relating to future action to ease standardisation. The second day began with a presentation from the Commission's environment department on the EU's air emission policy. Later on, member states were invited to share best practices and, after very positive discussion, it was agreed that EMSA would further assist member states and the Commission with the implementation of the Sulphur Directive. A similar workshop is planned for the first half of 2014, before the deadline for transposing the revised Sulphur Directive into national law.

## PRINCELY VISIT AT RAMOGEPOL EXERCISE



From 8 to 10 October EMSA participated in the international pollution response exercise 'Ramogepol 2013', held at the Strait of Bonifacio, Corsica (France). This exercise was hosted and organised by France within the framework of the [Ramoge](#) agreement signed between France, Italy and Monaco. EMSA provided satellite imagery and deployed the *Monte Anaga*, part of the network of [stand-by oil spill response vessels](#), a ship usually based in Algeciras (Spain). The interest of His Serene Highness Prince Albert II of Monaco, who headed a visit to the *Monte Anaga*, reflects the importance of this exercise. At sea, in very demanding weather conditions, the oil response capabilities of the *Monte Anaga* were positively tested in coordination with other aerial and nautical units.

## ON THE WEBSITE

**Careers:** Project Officer in Training & Certification of Seafarers (Seconded National Expert). Deadline: 13/11/2013

**Procurement:** Framework contract for the core skills for accident investigators course. Deadline: 21/11/2013

**Publications:** [Addressing Illegal Discharges in the Marine Environment](#); [Second review and evaluation of the MAR-ICE Network covering its operation from January 2011 to June 2013](#)