

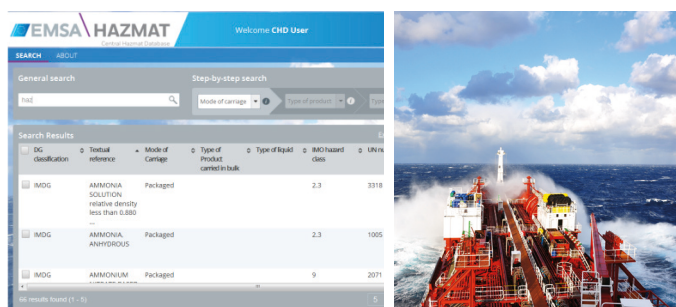
ACCIDENT INVESTIGATION EXPERTS AND MARITIME ADMINISTRATIONS LOOK AT FIRE SAFETY ON BOARD RO-RO FERRY DECKS

The second workshop on the subject of fires 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.



SUPPORT IN MAINTAINING A HAZARDOUS MATERIALS INVENTORY IN LIGHT OF THE EU'S SHIP RECYCLING REGULATION

EMSA is helping member states and relevant stakeholders in their development of a reliable inventory of hazardous materials. The recently published [Best Practice Guidance on the Inventory of Hazardous Materials](#) document will also help to encourage the creation of a level playing field throughout the Europe. Included are best practices, technical information and procedural guidance for the development and maintenance of the Inventory of Hazardous Materials (IHM) to ensure compliance with the requirements of the [Ship Recycling Regulation](#). The document also provides guidance for a harmonised and effective approach to the inspection of ships in accordance with the provisions of the Ship Recycling Regulation and [Port State Control Directive](#). The document was developed by EMSA and has been agreed on with the competent authorities from member states, industry and the European Commission (DG ENV).



NEW RPAS CONTRACTS TO STRENGTHEN MARITIME SURVEILLANCE CAPABILITIES

Providing operational maritime surveillance services to member states and other EU stakeholders is one of EMSA's core activities. Recent weeks have seen the coming to fruition of months of work in this field. The first material results were the signing of four contracts for the provision of operational RPAS services with a range of consortia/companies including the REACT consortium (Tekever with CLS), a consortium of the Portuguese Airforce with DEIMOS and UAVISION as well as separately Altus and Martek. 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 based 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, satellite imagery. This will provide users with a more comprehensive and relevant operational picture. At the recent EMSA Administrative Board meeting in November,



the representatives of the member states and the European Commission further encouraged EMSA to continue developing its RPAS based services in cooperation with national authorities.

EMSA HOLDS COPERNICUS MARITIME SURVEILLANCE SERVICE USER WORKSHOP

The Copernicus Maritime Surveillance 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/EFTA member state administrations, FRONTEX, EDA, EEAS, EFCA, ESA, EU SatCen, MAOC(N), 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 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 indicators related to PSC Directive compliance. Various elements of cost and outcomes — numbers of PSC inspections conducted, PSC officers employed, training effort and ship inspection times — helped define 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 and efficiency of member state 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 visit cycles relating to the implementation of other directives.

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VACANCIES: Ship inspection support officer; Satellite communications officer; Legal officer; Facility Management officer (deadline: 09/01/2017)

PUBLICATIONS: Maritime Information Services Catalogue