

## RECENTLY PUBLISHED 'SOUNDS' STUDY LOOKS AT UNDERWATER NOISE FROM SHIPPING, ITS ENVIRONMENTAL IMPACT AND POSSIBLE MITIGATION MEASURES

EMSA has published a study on underwater radiated noise (URN) from shipping which consolidates information on the topic and puts forward recommendations to eventually feed into a future multi-stakeholder strategy. Levels of underwater radiated noise have increased faster than the size of the world fleet in a trend that is set to continue if no mitigating action is taken. The Sounds study focused on four main subject areas, with noise sources, environmental impact and policy providing the basis for the main goal – mitigation. Recognising the important role of a wide range of stakeholders, an extensive literature review was combined with stakeholder consultation in the form of a questionnaire and interviews. In the EU, underwater noise is addressed in the Marine Strategy Framework Directive's Good Environmental Status descriptor 11, where threshold limits are currently being proposed. There is also further impetus to make progress on the issue within the context of the new European Green Deal. Find out more by consulting the [study here](#).



The Sounds study looks at the impact of continuous underwater noise from shipping

## EMSA ADDS RPAS CAPABILITY FOR MARITIME SURVEILLANCE OVER AN EXTENDED COASTAL RANGE

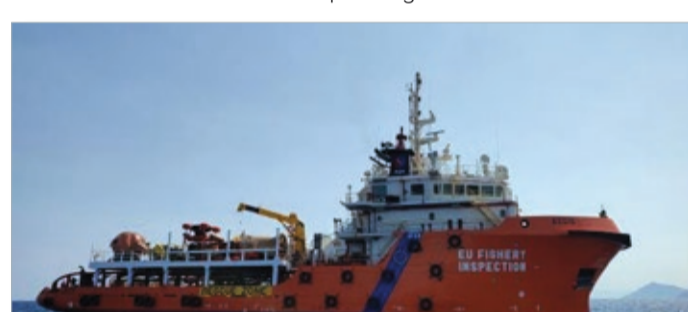
EMSA has signed a framework contract for RPAS maritime surveillance services covering an extended coastal range with a fixed wing aircraft for multipurpose use. While the maximum distance of the remotely piloted aircraft in Radio Line of Sight will be 140 km, ground relay stations will extend its coastal range up to 400km along the coast in both directions from the deployment site. Other characteristics of the fixed wing aircraft that will be used for this service include: maximum take-off weight of 40kg; low logistical footprint as the RPAS is launched from a catapult and recovered with a net; equipped with electro-optical and infrared cameras, radar and AIS receiver; and, an endurance of approximately 10 hours. The new framework contract also includes the possibility of 24/7 emergency activation during those periods of the year when short notice operations are more frequently required. The service will be particularly useful for operations of a regional nature, where deployment is of common operational interest for more than one member state and where the orography of the coast requires more than one antenna to maintain live data transmission to and from the aircraft.



No runway is needed for this particular fixed wing RPAS which is launched from a catapult and recovered with a net

## EMSA BACK-UP VESSEL DEPLOYED FOR FISHERIES CONTROL AND SURVEILLANCE ACTIVITIES IN SUPPORT OF EFCA

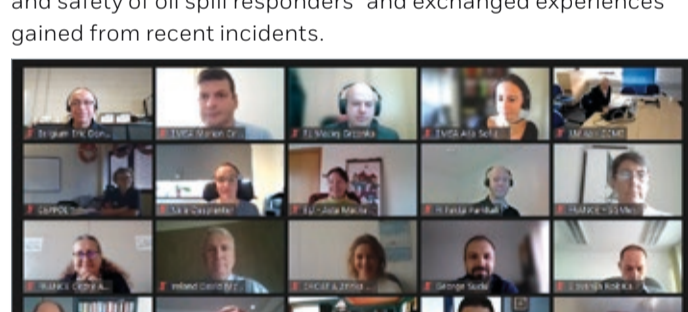
EMSA has made the AEGIS offshore support vessel available to EFCA, following the Agency's request to activate the Service Level Agreement. The AEGIS is EMSA's back-up standby oil spill response vessel for the Aegean Sea. The vessel was delivered to EFCA in the port of Piraeus in Greece on 10 September, after vessel preparations were complete and the contractual and legal requirements fulfilled. Under the agreement which is expected to run until 31 March 2022, the AEGIS will perform fisheries control and surveillance activities in the Atlantic led by EFCA. The back-up vessel will nevertheless carry EMSA's oil spill response equipment on board at all times in the event that it would be needed for a pollution incident, in which case the service to EFCA would be interrupted while the vessel performs emergency oil pollution response operations under the command of the requesting state.



EMSA back-up vessel now engaged in fisheries control and surveillance activities

## EMSA ANNUAL MEETINGS WITH THE POLLUTION RESPONSE COMMUNITY HELD ONLINE

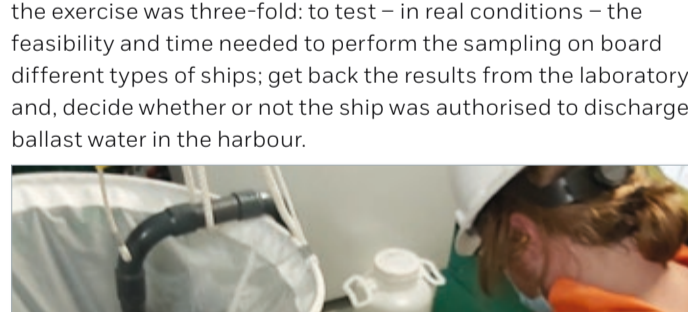
The 11<sup>th</sup> Pollution Response Services User Group (PRS-UG) and 15<sup>th</sup> meeting of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) were held virtually on 13-14 October. Fifty marine pollution experts from EU, EEA/EFTA, European enlargement countries and the European Commission (DG ECHO) joined EMSA online to participate in this unique platform provided at EU level, aiming to exchange information, share good practices and define relevant priority actions on topics of common interest across the EU. The two meetings addressed operational updates regarding EMSA's oil and HNS pollution response services, including a dedicated brainstorming session on HNS priorities, discussed progress made on the various projects conducted under the CTG MPPR work programme, such as the final drafts of the "Interdisciplinary practical guidelines on oil spill sampling in Europe" and the "Practical guidelines on health and safety of oil spill responders" and exchanged experiences gained from recent incidents.



Pollution response community meets to exchange information, share good practices and define priority actions

## EMSA ATTENDS BALLAST WATER SAMPLING EXERCISE RUN BY SPANISH PORT AUTHORITY

EMSA was invited to observe a Ballast Water Sampling Exercise run by the Spanish Port Authority in Algeciras. The authorities used EMSA's Ballast Water Sampling Guidelines as the basis for the exercise and the results will be submitted to the IMO for consideration during their experience-building phase, set up to help make the IMO's Ballast Water Management Convention and its Guidance more robust. The purpose of the exercise was three-fold: to test – in real conditions – the feasibility and time needed to perform the sampling on board different types of ships; get back the results from the laboratory; and, decide whether or not the ship was authorised to discharge ballast water in the harbour.



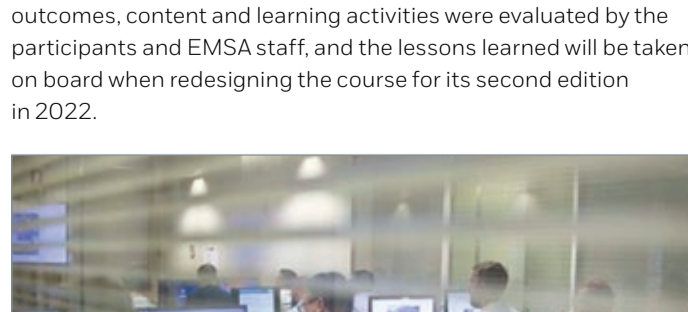
Putting the EMSA Ballast Water Sampling Guidelines into practice

## MARINE EQUIPMENT: 43 MARED HORIZONTAL COMMITTEE MEETING

The 43<sup>rd</sup> Horizontal Committee meeting of the MarED Group of work was held by video conference on 20-21 October. The meeting was organised by EMSA as technical secretariat to the group whose members act on behalf of EU member states for the certification of equipment with a view to its lawful installation onboard EU-flagged ships. The 50 participants also included European Commission officials, observers from EU maritime administrations and equipment manufacturer associations. The work is being facilitated by the new functionalities of the EMSA MED Portal, which include a document repository, a recommendation section, and a discussion board. The productive meeting, chaired by Mr Laurent Courregeloungue from Bureau Veritas, saw more than 20 technical documents analysed by the group in areas such as life-saving appliances, fire safety, MARPOL, and radio and navigation equipment. The main output of the meeting was the finalisation of four technical recommendations, i.e., interpretations of standards to ensure a harmonised approach in their implementation. These recommendations will be sent to the Committee of Safe Seas (COSS), which will take place in November, with a view to be endorsed and then applied by EU Notified Bodies in future certification processes.

## EMSA ACADEMY OFFERS FIRST EDITION OF EU INSTITUTIONS & MARITIME LEGISLATION COURSE

EMSA has delivered the first edition of a part-time online course on EU institutions and EU maritime legislation through the EMSA Academy. The online course had a total duration of nine weeks, with learners attending one or two live-broadcasting sessions per day, for up to a maximum of two hours per day from Monday to Thursday. Friday consisted of an online meeting where the learners could join a questions and answers session and a quiz related to the material covered during the week. The course included five blocks encompassing International Safety Management, maritime security, the human element, maritime safety, sustainability, digitalisation and simplification. Experts from across the Agency contributed to the development of the learning material as well as to the delivery of the course which was attended by 48 participants (officials of EU member states and members of staff of Frontex and EFCA). The course falls within the provision of learning services outside formal education to support the professional development and training of staff from competent authorities in the member states. Course learning outcomes, content and learning activities were evaluated by the participants and EMSA staff, and the lessons learned will be taken on board when redesigning the course for its second edition in 2022.



Online Courses

The EMSA Academy is increasingly offering opportunities for learning beyond the classroom

## EMSA DIRECTOR ADDRESSES EU PARLIAMENT TRANSPORT COMMITTEE ON HIGHLIGHTS OF AGENCY'S WORK IN 2021

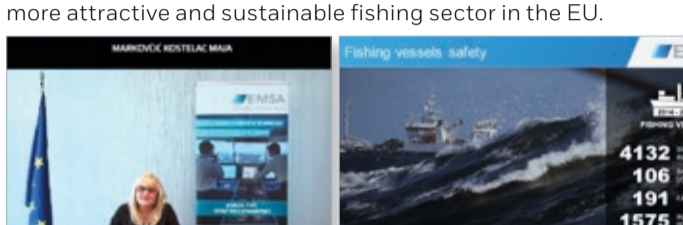
After almost 18 months of virtual meetings, EMSA's Executive Director appeared in person before the European Parliament's Transport Committee on 27 October to share the main highlights of the Agency's activities in 2021. The Agency's ongoing role as the main provider of the maritime picture was underlined with its basis in EMSA's Integrated Maritime Services and its 6000 users; the Agency's contingency plan has already been activated 17 this year; more than 1000 operational days of remotely piloted aircraft services were delivered; and, training was delivered to almost 1000 officers in the EU and beyond thanks to the Agency's leveraging of new technology like virtual reality. Sustainability was also in the spotlight as the first European Maritime Transport Environmental Report - jointly produced by EMSA and the EEA - was launched. This was also the opportunity to address specific questions which covered a range of different topics and particularly the 'Fit for 55' initiative and package and EMSA's contribution to its implementation.



"EMSA has continued to be an efficient and reliable partner to the European maritime stakeholders" Ms Markovčić Kostelac said. Image: © European Union, 2021

## EMSA DIRECTOR SPEAKS AT 'FISHERS FOR THE FUTURE' HEARING HELD BY EU PARLIAMENT FISHERIES COMMITTEE

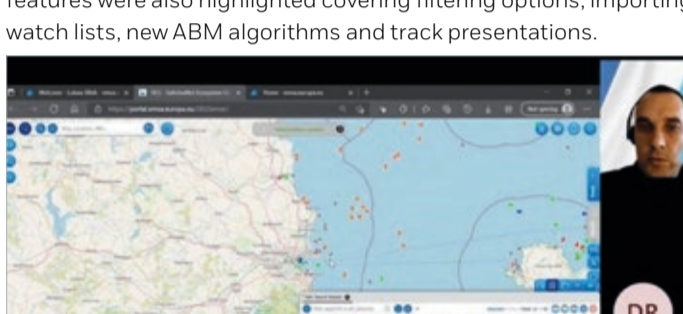
On 11 October, Ms Maja Markovčić Kostelac spoke before the EU Parliament's Fisheries Committee on the occasion of a public hearing under the heading of 'Fishers for the Future, attracting a new generation of labour to the fishing industry and generating employment in coastal communities'. The parliamentary hearing followed the Parliament's 'Fishers for the future' initiative report and was designed to help in the understanding of the realities facing the sector, something which the Parliament holds as paramount to good policymaking. Ms Markovčić Kostelac underlined EMSA's willingness to offer the Agency's traditional expertise to add value in addressing the fisheries agenda and further build up the partnership for a safer, more attractive and sustainable fishing sector in the EU.



EMSA's 2018 study on the safety of fishing vessels demonstrated that fishing vessels are more vulnerable than any other type of vessel

## EMSA MARITIME PICTURE HELPING IRISH COAST GUARD TO DELIVER VALUABLE SEARCH AND RESCUE, MARITIME CASUALTY AND POLLUTION RESPONSE SERVICES

EMSA has been actively supporting the Irish Coast Guard by providing tailor-made, practical webinar sessions, as was the case on 13 October during their Search And Rescue Mission Coordinator Refresher Course. To ensure the maritime picture is as complete as possible EMSA offers frequent training and refresher courses on the Integrated Maritime Services, its related graphical interfaces (SEG and the mobile app) as well as on Automated Behaviour Monitoring (ABM). For this, EMSA contributes to the national training plan by providing tailor-made, practical webinar sessions which focus on the operational use of SEG during Search and Rescue (SAR) and vessel monitoring (VTMIS). During the October SAR Mission Coordinator Refresher Course, practical use cases were demonstrated and discussed. New functionalities and features were also highlighted covering filtering options, importing watch lists, new ABM algorithms and track presentations.



EMSA offers frequent training and refresher courses on the Agency's Integrated Maritime Services

## PILOT PROJECT ON THE FACILITATION OF SHIP-TO-SHORE REPORTING ENTERS FINAL PHASE

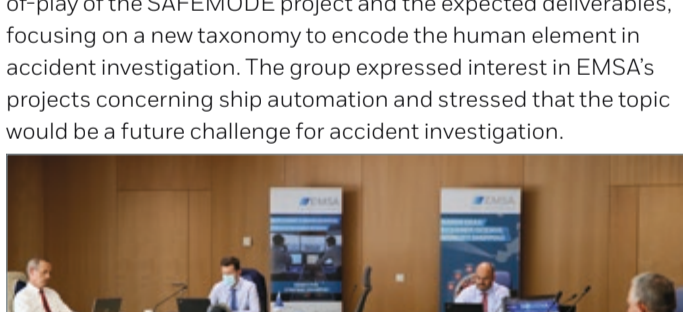
The seventh meeting of the pilot project on the facilitation of ship-to-shore reporting executed using European Maritime and Fisheries Funds took place on 14 October. EMSA has been running this project with 14 volunteering member states to identify possible solutions involving the re-use of available information in order to facilitate and minimise the reporting procedures from ship to shore and at the same time to improve coastal stations' situational awareness. The Integrated Reports Distribution (IRD) service has been developed within the project to prepare and distribute to member state coastal stations Integrated Ship Reports (ISR) on ships sailing in their areas of interest and to provide an interface for ships to submit Mandatory Ship Reporting System and Vessel Traffic Service reports to coastal stations by electronic means (via internet or using new VDES technology that will be tested in cooperation with the European Space Agency and Space Norway). The project is currently in its final phase with operational tests and demonstrations taking place in the last quarter of 2021.



The Permanent Cooperation Framework for the investigation of accidents in the maritime transport sector offers a valuable platform for member state accident investigation bodies.

## ONLINE MEET-UP FOR COOPERATION FRAMEWORK OF ACCIDENT INVESTIGATION BODIES

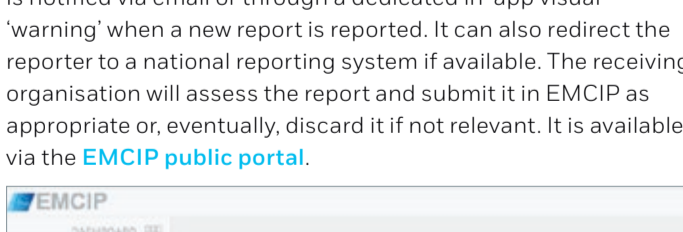
EMSA held the annual meeting of the Permanent Cooperation Framework (PCF) for Accident Investigation in September, gathering experts from 22 EU/EEA member states and the European Commission. On the agenda were several topics related to technical cooperation, safety issues identified during investigations and the ongoing revision of Directive 2009/18/EC. The delegates discussed the investigations undertaken and safety studies, particularly on ECDIS-related issues and maritime falls. The group reached a significant milestone, by validating a methodology to improve how human and organisational factors are captured in safety investigations. Discussions also looked at EMSA maritime applications and services that could be used in the context of accident investigation, particularly the Copernicus Maritime Services. Delegates also shared their thoughts on the value and limitations of integrating underwater surveys in Accident Investigation for evidence collection and damage assessment for sunken ships. Possible initiatives for the Agency in providing operational support were considered. The HELCOM Secretariat gave a summary of the data provided in the context of the EMSA-HELCOM MoU and acknowledged the added value of EMCIP data. The University of Strathclyde provided an update on the state-of-play of the SAFEMODE project and the expected deliverables, focusing on a new taxonomy to encode the human element in accident investigation. The group expressed interest in EMSA's projects concerning ship automation and stressed that the topic would be a future challenge for accident investigation.



The Permanent Cooperation Framework for the investigation of accidents in the maritime transport sector offers a valuable platform for member state accident investigation bodies.

## EMCIP INCIDENT REPORTING TOOL FOR NON-REGISTERED USERS GOES LIVE

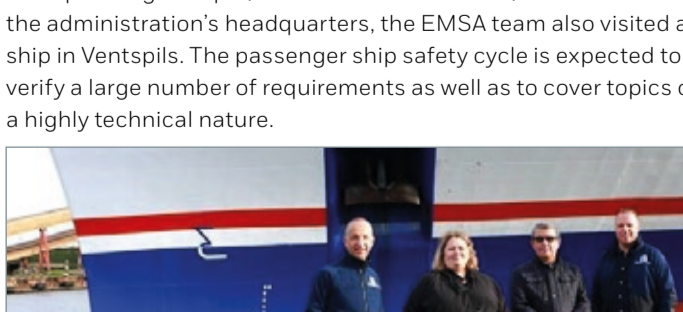
A new feature allowing EMCIP unregistered users (e.g. ship masters, agents, passengers, etc.) to notify national authorities of factual information on marine casualties and incidents - using a web-based form - is now up and running. This voluntary tool can be configured at the request of the relevant competent authorities, and is expected to achieve two main goals: reducing the reporting burden when populating EMCIP; and; improving the notification flow to the competent Accident Investigation body. Depending on the user's preferences, the competent authority is notified via email or through a dedicated in-app visual 'warning' when a new report is reported. It can also redirect the reporter to a national reporting system if available. The receiving organisation will assess the report and submit it in EMCIP as appropriate or, eventually, discard it if not relevant. It is available via the [EMCIP public portal](#).



Incident reporting in EMCIP now extended to non-registered users

## PASSENGER SHIP SAFETY: FIELD VISIT CONDUCTED IN LATVIA

The first field visit of the Passenger Ship Safety cycle took place in Latvia in September. It is the first time a cycle of visits looks at the implementation of three EU Directives: safety standards of passenger ships (Directive 2009/45/EC); registration of passengers on board passenger ships (Directive 98/41/EC); and, specific stability requirements for ro-ro passenger ships (Directive 2000/325/EC). In addition to the administration's headquarters, the EMSA team also visited a ship in Ventspils. The passenger ship safety cycle is expected to verify a large number of requirements as well as to cover topics of a highly technical nature.



Field visit enabling EMSA staff to see first hand how EU rules in the area of passenger ship safety are being implemented

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**VACANCIES:** Maritime Support Services Duty Officer (SNE) (18/11/2021); Maritime Security Officer (SNE) (18/11/2021); Ship Safety and Accident Investigation Officer (SNE) (18/11/2021); Sustainability Officer (SNE) (18/11/2021). See website for more.

**PROCUREMENT:** Development and Maintenance Services for Earth Observation Data Centre (EODC) (23/11/2021); Study for Identification of Competences for MASS Operators in Remote Control Centres (7/12/2021). See website for more.