

PORT RECEPTION FACILITIES DIRECTIVE REVIEWED



Protecting the environment is a responsibility for all. Just as towns across Europe have improved how citizens handle their domestic waste by providing recycling and rubbish processing facilities, so ports are being encouraged to improve their port reception facilities, to ensure that waste from shipping can be delivered in port.

A review is under way of [Directive 2000/59/EC on port reception facilities](#) (PRF) for ship-generated waste and cargo residues. On 13-14 April, EMSA organised a workshop on the subject with EU Member States. The workshop began with the European Commission clarifying the review process. EMSA then briefed participants on some of the focus areas for the review, including a first technical exchange of views on possible ways of further improving the implementation of the Directive. This included: Waste Reception and Handling Plans; cost recovery systems; and monitoring and enforcement. There was also a discussion on the issue of cargo residues.

MALTA PLAYS HOST TO SAFESEANET AND LRIT TRAINING



Training participants take time out for a photo call in the Maltese sun. On 15-17 March, EMSA gave a training course for users of both the [EU LRIT Cooperative Data Centre](#) (EU CDC) and [SafeSeaNet V.2](#) (SSN). The course involved practical exercises to explain the possible use of maritime traffic monitoring information available in the two EU systems, and to clarify the reporting obligations for coastal authorities. The course was hosted by Transport Malta and was attended by 30 participants from 10 countries: Bulgaria, Cyprus, France, Greece, Italy, Malta, Portugal, Romania, Slovenia and Spain. Participants were drawn from maritime authorities, coast guards, VTS centres, and MRCCs.

WEBSITE MAKEOVER FOR EMSA

In case you had not noticed yet, EMSA has just re-launched its [website](#). Featuring the Agency's traditional blue colours, the launch has been focused on balancing continuity with the flexibility to add new features. Our more technically-minded readers will be interested in features such as: multiple RSS newfeeds; search engine friendly URLs; a YouTube presence (aimed specifically at building visibility in secondary classrooms and maritime schools); and easy linkage to social networking sites such as Facebook. As well as being user-friendly, the site is also taxpayer-friendly: using the Joomla open source CMS, EMSA's is one of the best-value websites on the europa.eu domain!



The new website is a one-stop shop for information on the Agency's activities.

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EMSA NOW TRAINING OVER 500 EXPERTS A YEAR



More and more experts are passing through EMSA's doors for technical training: the end goal is to ensure that legislation is properly understood and coherently applied by those 'in the front line'.

Lots of readers of our newsletter have attended training events at EMSA. But how many people exactly receive training from EMSA each year? The answer is that 543 participants, both from Member States (307) and potential candidate countries (236) took advantage of 26 technical assistance trainings in 2010. These figures increased from 2009 when a total of 442 officials attended training. Key areas covered are EU and international maritime legislation; specific technical matters under the responsibility of flag States and port States; promoting best practices in the implementation of EU or international obligations; accident investigation. The number of participants has been increasing since the training sector was created in 2004: in total, 2,183 officials have been trained by EMSA. Of course, as EMSA's approach is generally to 'train the trainer', this figure can be multiplied by those who, indirectly, receive training at the Member State level via an EMSA-trained expert. To reach out to this growing community of trainees, EMSA publishes a training and cooperation [newsletter](#), available on the Agency's website.

EMSA-CONTRACTED VESSELS NOW ON EU'S MARATLAS

In April, the European Commission's DG-MARE released a new version of the [European Atlas of the Seas](#). The new version includes some EMSA-related maps: major oil spill incidents, accident density, and EMSA-contracted oil spill response vessels. Other new maps include [Natura 2000](#) protected maritime sites and the EU's coastal GDP.



A DG-MARE initiative, the Atlas of the Seas offers huge amounts of information on marine activities in Europe.

ON THE EMSA WEBSITE

EMSA documents: Blue Belt Pilot Project - Information for customs officials, ship owners, masters, agents and operators of ships calling at EU ports and participating in the Blue Belt pilot project.

Recruitment: Head of Department A, Corporate Services (deadline: 18/05).

Procurement: Large account reseller (LAR) Microsoft products (deadline: 10/05); Framework contract(s) for the supply of oil pollution response equipment (deadline 17/06); Study on the potential use and limits of biofuels to propel commercial ships (deadline: 16/05); Delivery of ASP / CSP services for the EU LRIT Data Centre (deadline: 25/05).

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