

## IMDatE OPERATIONAL TESTS START EARLY 2013



Combining and correlating maritime data

The second **Integrated Maritime Data Environment (IMDatE)** user group meeting was held at EMSA on 19 October. Representatives of

23 European coastal states and the European Commission attended the meeting. The goal was to present an update of the IMDatE project, to give a live demonstration of the prototype and to show potential uses of integrated maritime data for the maritime community. Member States were requested to provide their input. Issues such as access rights and governance were extensively discussed and clarified. The outcome of the meeting was positive. Member States acknowledged the potential of this new capability, facilitating integrated maritime monitoring services. Furthermore, several Member States volunteered to take part in the first operational tests of the platform starting in early 2013.

## ASSURING CONTINUITY FOR THETIS INFORMATION SYSTEM

EMSA's main information system for port state control inspections **Thetis** has passed through an important stage in the validation of its Business Continuity Facility in Porto, Portugal. Following a period of preparation both of the site and the application, including multiple simulations of the transfer, the application



Continuous support for vessel inspections

passed a full scale transition test on 12-14 September. Given the successful completion of the exercise, the site and the application are now considered fit for use in the event of an emergency. Further work will be done to ensure that controlled changeover can be done as needed at any time as required for final certification.

## CLEAR GUIDANCE OVER MARITIME CLAIMS



Claim handler experts from 21 European coastal states gathered in EMSA on 10-11 October for the EU States Claims Management workshop. The workshop was led by six experts from Belgium, Germany, Netherlands, Norway, Spain and UK who developed the **EU States Claims Management Guidelines**. The aim of the workshop was to present the updated guidelines, to run through a practical case scenario of cost recovery using the guidelines, and to share experiences. The initial guidelines were endorsed by the Consultative Technical Group for Maritime Pollution Preparedness and Response in 2010 and are published on EMSA's website.

## OIL SPILL RESPONSE VESSEL GETS NEW HIGH CAPACITY SKIMMER

EMSA's **contracted vessel Aktea OSRV** is now better equipped for oil spill recovery, thanks to a recent upgrade by the contractor Environmental Protection Engineering.



Working towards best achievable protection

This Greece-based response vessel has been fitted with a high capacity skimmer whose advantages over more traditional offshore skimmers include increased recovery capacity, an integrated telescopic crane and a flowmeter to monitor oil recovery rate. The new device is an autonomous one person operation system, equipped with two different skimmer heads (weir and brush) for optimal use in various oil viscosity levels and weather conditions.

ON OUR WEBSITE

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**Documents:** MAR-ICE Network: Marine Chemical Emergency Information Service

**Careers:** Seconded National Expert: Project Officer for Marine Accident Investigation (Deadline: 23 November)