

BUCKETLOADS OF BALLAST WATER TRAINING AT EMSA



Beyond the pail: sampling ballast water plays a part in moves by the shipping industry to prevent the transfer of potentially harmful organisms from one part of the world to another.

On 23 September, pedestrians on the Lisbon riverfront became curious as to why a group of adults in suits were 'playing' with buckets of water collected from the Tagus. The exercise was part of an EMSA-organised workshop entitled 'Ballast Water Management (Sampling for Compliance)'. The development of guidelines for sampling is a key part of EMSA's [Ballast Water Action Programme](#). The training was targeted at officials in Member States who are responsible for the compliance, monitoring and enforcement regimes for the International Convention for the Control and Management of Ships' Ballast Water and Sediments.

POORLY-MAINTAINED SHIPS BEWARE: ANOTHER 42 PSC NEWCOMERS TRAINED



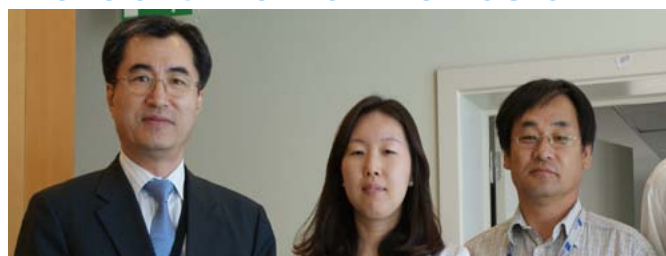
PSC officers inside the EMSA courtyard: by working together, a common approach to port state control can be ensured.

Port state control (PSC) represents the 'front line' in how Europe monitors vessel safety. From 6-10 September, 42 PSC officers attended the 'Syllabus of Competency for PSC Officers (PSCOs)' training in Lisbon. The aim of these seminars, targeted at new entrants to the profession, together with refresher courses for experienced PSCOs, is to harmonise the procedures throughout the Paris MOU region. 800 PSCOs have attended training with EMSA since 2008, when the seminars started. Full details on [EMSA's training programmes](#) can be found on the EMSA website.

RENEWED LRIT CONTRACT SIGNED WITH CLS OF TOULOUSE

September saw a kick-off meeting where EMSA signed a new contract with [Collecte Localisation Satellites](#) of Toulouse, France, for the continued provision of services as the Communication Service Provider/Application Service Provider to the EU LRIT Cooperative Data Centre for another three years. This new contract will continue from the existing service to ensure communications from the ship to the EU CDC as well as simplifying the billing for users of the system, other DCs and for EMSA.

KOREAN MARITIME 'THINK TANK' STUDIES EMSA'S ORGANISATIONAL STRUCTURE



Cooperation with the Korean Maritime Institute is likely to continue after a productive meeting with researchers.

On 7-9 September, EMSA received a visit from two Korean researchers, Mr Choe Jung-Hee and Ms Kim Hye Ju, who work for the Korea Maritime Institute. The KMI is a state-funded research institution, a type of 'maritime think tank' that deals with both fisheries and maritime policy. The visitors were provided with a comprehensive presentation of the Agency, covering the entire EMSA organisation 'from A to C.3.4'. Korea is currently cooperating with China and Japan in the field of maritime safety, and this cooperation looks set to be improved and expanded to other Asian countries. The researchers were seeking in particular to understand EMSA's development over the years and the practical 'mechanics' of intergovernmental cooperation in the maritime safety field. Organisational issues were a major focus of discussion: agency governance, multi-stakeholder participation, inspections and their follow-up actions, together with the supporting role played by EMSA vis-a-vis the Commission and Member States. As the role of South East Asia in the global shipping industry grows, it is likely that EMSA will be hearing again from the [Korea Maritime Institute](#) (KMI).

EVENTS CALENDAR AND QR-CODES NOW ON THE EMSA WEBSITE

The new EMSA web platform is enabling the Agency to overhaul the way we deliver information. The website now has a much-improved calendar of events, which includes upcoming workshops, training sessions and board meetings. Another innovation is the use of 'QR-codes' on the website. These are 'Quick Response' codes... for technical beginners, these are the blocky black-and-white graphics at the top of EMSA's web pages. A bit like scanning a bar code, EMSA stakeholders with smartphones can simply take a photo of a QR-code: the address of the page will be stored for future reference.



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Procurement: Acquisition of Scanners, Options, Accessories, Consumables and Additional Services (deadline: 12 October); Development and maintenance of Electronic Nautical Chart Web Services (deadline: 14 October); Sale of Oil Pollution Response Equipment: Two Side Collector Sweeping Arm Systems (deadline: 14 October).