

## TRANSPORT COMMISSIONER BULC SENDS IMPORTANT MESSAGE TO EMSA

On 3 November, European Commissioner for Mobility and Transport, Violeta Bulc, paid a visit to EMSA for the first time. She had a brief tour of the building, met senior management and then addressed all staff. In a vibrant speech and homage to EMSA's work, she explained the Commission's plans for maritime transport and what she expects from EMSA. Her key words included "simplification", "decarbonisation" and "digitalisation". She is strongly in favour of placing Europe at the forefront of technological development, and said she was "pleased to be challenged by EMSA's technologies." She expressed her interest in the recent development to explore the use of drones for maritime surveillance and advocated an innovative and proactive approach.



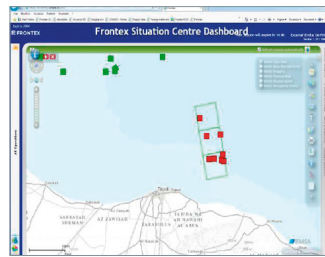
## EMBRACING WHAT TECHNOLOGY HAS TO OFFER FOR MARITIME SURVEILLANCE

A workshop on 'Remotely Piloted Airborne Systems for Maritime Surveillance' organised by EMSA and the European Space Agency (ESA) took place on 28-29 October at EMSA. The objective of the event was twofold: to provide participants with an update on the current status of RPAS technology for maritime surveillance; and to present interesting RPAS projects currently being undertaken in the maritime domain. EMSA contributed with an overview of the two pilot projects being co-financed by ESA: RAPSODY, which will demonstrate the technical capabilities of RPAS for operational maritime surveillance; and STEAM, which will look at measuring SOx emissions using RPAS. There were over 80 participants, including representatives from member states and relevant EU bodies. The workshop concluded that RPAS is a valuable tool to complement satellite surveillance and in-situ monitoring in the maritime domain. EMSA and ESA highlighted their intention to collaborate on the development of pilot RPAS services in the maritime domain. A user-benefit study is currently being undertaken, and pilot services will be contracted for the second half of 2016. In this context, ESA and EMSA will convene an **Industry Consultation** meeting on 25 November at ESA-ESTEC, in Noordwijk, Netherlands. The objective of the meeting is to explore the market and its availability, capability and readiness to provide pilot RPAS based services.



## EMSA SATELLITE SERVICES USED IN MIGRANT RESCUE OPERATION

On 6 and 7 October, more than 370 people were rescued off the Libyan coast after their vessels were detected on satellite images taken as part of Frontex's Eurosur Fusion Services. The operation was made possible by the cooperation between Frontex and EMSA, Italian authorities and **EUNAVFOR MED**. On 6 October, the Frontex Situation Centre in cooperation with EMSA spotted several small boats on a satellite scan of an area close to the Libyan coast where migrant boats in distress are often detected. The information was passed on to the Italian authorities, which informed the EUNAVFOR MED flagship, Cavour, present in the area. As a result, more than 370 migrants aboard three rubber boats were rescued and brought to the Italian shores. **Eurosur** is an information exchange framework designed to improve the management of Europe's external borders. The Eurosur services already include automated large vessel tracking and detection capabilities. Recent upgrades of their technical capabilities make it possible to spot smaller vessels.



## BRAINSTORMING ON EMISSION ABATEMENT METHODS

EMSA held a two-day workshop on Emission Abatement Methods on 14-15 October, gathering 46 participants from 22 EU countries and one EFTA country. Emission Abatement Methods (EAMs) can be used as an alternative means of compliance with the Sulphur Directive, as long as they achieve reductions of sulphur dioxide emissions that are equivalent to the reductions achieved by using compliant marine fuels. The workshop offered the opportunity to exchange experiences in using alternative means of compliance. The main topics addressed included: the environmental impact of EAMs; the approval process; inspections and enforcement; alternatives to Exhaust Gas Cleaning Systems. Various scenarios involving ships with EAMs on board were analysed and the best course of action for competent authorities identified. EMSA's continued support, in particular in preparing relevant guidance notes, was also encouraged.



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**PROCUREMENT:** Supply of office furniture and associated services (deadline: 13/11/2015); Development of EMSA's mobile applications for Integrated Maritime Services (deadline: 16/11/2015)