

This newsletter marks a milestone for us here at EMSA and for you, our readers. It is the 100th edition of our monthly newsletter which has seen subscriber numbers grow to 1192 since it began in October 2004. This slightly longer July edition reflects on the diversity of our current and upcoming activities and reports back on the recent inauguration of the Praça Europa on EMSA's very own doorstep.

PRAÇA EUROPA COMES TO EMSA



Unveiling the plaque – Mr Götz, EMCCDA Director, Mr Schulz, President of the European Parliament, Mr Costa, Mayor of Lisbon and Mr Mylly, EMSA Executive Director (left to right)

The inauguration ceremony of the newly designated Praça Europa which adjoins the EU's maritime agency and drug addiction observatory took place on 20 June. A well-attended ceremony, with a short musical interlude, was led by the Mayor of Lisbon, Antonio Costa and the President of the European Parliament, Martin Schulz. The directors of both EU agencies, Wolfgang Götz (EMCCDA) and Markku Mylly (EMSA), joined in the unveiling of the square's new plaques. The agencies took this opportunity to open their doors to members of the general public interested in finding out more about our respective activities through presentations, videos and conversations with staff.

EURO-MEDITERRANEAN COOPERATION ENTERS NEW PHASE



A wider reach for maritime safety and security

The SAFEMED project designed to boost maritime safety and security in non-EU Mediterranean countries has entered a new phase as of 16 June. Over the next three years, EMSA will be responsible for stepping up cooperation

with the project's beneficiaries – Algeria, Egypt, Israel, Jordan, Lebanon, Lybia, Morocco, Palestine, Syria and Tunisia. An advisory committee meeting will be held in Lisbon in September, giving a unique opportunity to the countries involved to sit down together and draw up plans for cooperation activities (six training courses are expected to be organised by the end of 2013).

SCRUBBER USE EXPLORED AS SULPHUR LIMIT LOOMS

EMSA and the European Commission's DG MOVE held their first working group on scrubber technology on 3 June in the context of the Sustainable Waterborne Transport Toolbox. Scrubbers are seen as one of the alternative ways of cutting sulphur emissions and thereby as one of the ways to comply with the latest low sulphur fuel requirements. About 80 representatives from member countries and the wider maritime industry gathered in Brussels to discuss potential barriers to the use of scrubbers in European waters. Following the recently revised Sulphur Directive and in the Baltic and North Sea, ships have to comply with a ceiling of 0.1% sulphur in fuel requirement as of January 2015. Depending on the individual ship and its trading patterns, scrubbers may be a more cost-effective solution than low sulphur fuels (distillates) to comply with this stringent requirement. The working group set out to identify all regulatory, technical and operational barriers that could hamper the full potential of scrubbers in EU waters. Following the outcome of the meeting, the Commission, together with EMSA, will determine how and when it can effectively address these barriers.



A ro-ro vessel equipped with scrubbers

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ON THE EMSA WEBSITE

Procurement: Provision of services for the development of the corporate identity of EMSA (deadline: 15 July); Provision of a study assessing the acceptable and practicable risk level of passenger ships related to damage stability (deadline: 22 August)

Careers: Project Officer for Integrated Services to Frontex (deadline: 26 July); National Experts in Professional Training (deadline: 31 July); EMSA Traineeship Autumn 2013 (deadline: 24 July)

BUILDING UP ACCIDENT INVESTIGATION SKILLS



A five-day intensive course on core accident investigation skills was held in Lisbon on 17-21 June. Thirteen participants from the investigative bodies of ten EU countries attended the course which is the sixth of its kind. The participants were investigators whose duties include assessing and analysing marine casualties in line with [Directive 2009/18/EC](#). The course gave participants the opportunity to learn more about best practices in the domain, in particular on the collection and analysis of evidence, investigation reporting and human performance analysis.

VESSEL TRAFFIC MONITORING DIRECTIVE COMES UNDER REVIEW



A stakeholder consultation conference on the revision of the Vessel Traffic Monitoring and Information System Directive took place on 7 June in Lisbon. Jointly hosted by the European Commission's DG MOVE

and EMSA, the conference brought together around 100 member country and industry representatives. This is an important step in the impact assessment process which involves studying the problems and their causes, and suggesting possible changes. The conference included a detailed presentation of EMSA's existing information systems, as well as of some of its pilot services. Presentations were also given by the Commission on related initiatives and stakeholders gave feedback on certain areas of the Directive.

BREZZAMARE JOINS OIL SPILL RESPONSE NETWORK



Luca Stegagnini, Director of Ottavio Novella SpA and Markku Mylly, after signing the *Brazzamare* contract



EMSA has strengthened its [network of stand-by oil spill response vessels](#) in the Western Mediterranean Sea by signing a contract with the Italian consortia [Ciane/Novella](#). The contracted oil tanker *Brezzamare* was built in 2009 and has a storage capacity for recovered oil of 3288m³. She is engaged mainly in bunkering operations in the port of Genoa and its vicinity. The vessel will be pre-fitted with pollution response equipment that is to be kept on board permanently. It is expected the vessel will enter into operation by the end of 2013. EMSA's Executive Director, Markku Mylly, expressed his satisfaction that EMSA has reinforced its response capacity in this important geographical area.

JOINT ACTION ON ILLEGAL DISCHARGES



EMSA held a workshop on 4-5 June on ship-source illegal discharges in the marine environment, bringing together participants from three different stakeholder groups: operational actors responsible for

[spill detection and response](#); authorities responsible for [vessel inspections in port](#); and administrative and [judicial enforcement](#) authorities. The workshop consisted of presentations, exercises and roundtable discussions, focusing on areas where an exchange of views between the three communities would bring added value, and on particular enforcement challenges. During the workshop, the draft document 'Addressing illegal ship-source pollution in the marine environment' was presented, and participants gave feedback and suggestions for improvement. The document will be published on the EMSA website in the summer.