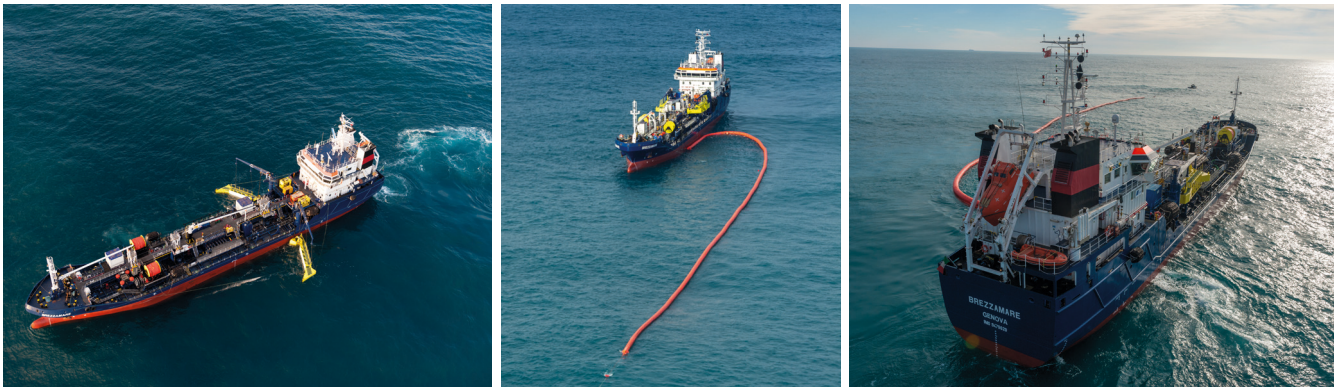


EMSA pollution response measures mobilised following collision in the Mediterranean

EMSA is assisting French and Italian authorities as they engage in clean-up operations following a collision between Tunisian ro-ro vessel Ulysse and Cypriot general cargo ship CSL Virginia in the Mediterranean, some 28 km north of Corsica, on 7 October. EMSA's oil spill response vessel Brezzamare arrived on site on the morning of 9 October and has joined the response operations to handle the ensuing oil slick which is reported to be some 50 km long.

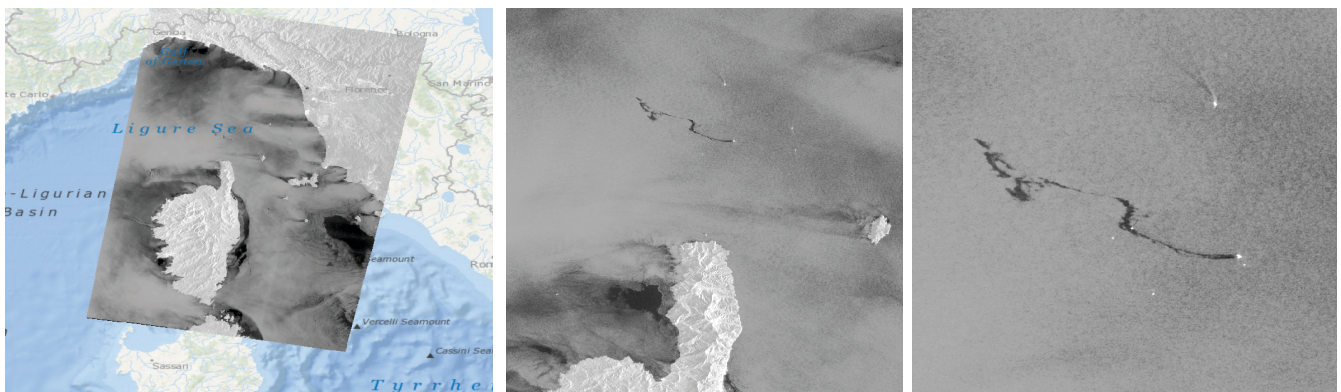
Brezzamare is one of 18 standby oil spill response vessels operating for EMSA around European waters and was requested by the French authorities on 8 October to assist in the ongoing clean-up operations. The ship which now comes under French command is well equipped to recover oil with a storage capacity of more than 3 000 cubic meters.



The Brezzamare standby oil spill response vessel ceased its commercial activities and was rapidly mobilised to the scene

In addition, the specialised equipment on board includes an oil slick radar detection system, a pair of rigid sweeping arms with a weir skimmer, 500 meters of high sea boom, and a weir/brush/disc skimmer. A mini laboratory also on board enables the crew to test the pollutant's viscosity and flashpoint to determine the best equipment and safety measures to deploy.

Satellite images were requested from EMSA by the French and Italian authorities to support them in handling the incident. As a result, [CleanSeaNet satellite-based images](#) are being used to help in monitoring the extent and spread of the oil slick. Specifically, synthetic aperture radar (SAR) images are being used to cover the general evolution of the oil slick, and optical images from the Copernicus Maritime Surveillance service to monitor the ships affected.



*Satellite images zooming in on the oil slick which appears as a dark patch north of the French island of Corsica
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