

**MARITIME SURVEILLANCE SERVICES TO BENEFIT FROM LATEST SENTINEL-1 LAUNCH**



Image courtesy of ESA

Sentinel-1 represents a breakthrough not just for Copernicus but also for CleanSeaNet

Maritime applications are set to benefit from the first satellite launch of the EU Copernicus programme on 3 April, from Kourou, French Guyana. The Sentinel-1 satellite carries a Synthetic Aperture Radar (SAR) whose images allow oil spills and vessels to be clearly detected, regardless of the time of day and weather conditions. It is expected that this satellite will be an important source of images for EMSA's oil spill and vessel detection service, CleanSeaNet, as well as for maritime surveillance services in general. The Sentinel-1 launch marks a new phase in cooperation between EMSA and the European Space Agency's earth observation site, ESRIN. Later this year, EMSA and the European Commission will discuss the specifics of how maritime surveillance and border control services can be organised under the Copernicus programme.

**CASUALTY INFORMATION FLOW MORE STREAMLINED AS CONNECTION BRIDGES EMSA'S EMCIP AND IMO'S GISIS**

Since 17 June 2011, EU countries have been uploading marine casualty data to the [European Marine Casualty Information Platform](#), EMCIP, to improve data collection and analysis. At the same time, at international level, countries are required to send accident investigation data and reports to the IMO's Global Integrated Shipping Information System, GISIS. To avoid the duplication of work entailed in reporting casualty data to two different systems, EU countries proposed the development of a mechanism to enable the mandatory accident investigation data required by GISIS to be transferred to the IMO by EMCIP. This mechanism was developed at EMSA and, since April, data has been transferred automatically from EMCIP to GISIS. EU countries are now able to report to GISIS using EMCIP, without any additional workload.

**NEW SAFESEANET INCIDENT REPORTING FUNCTION IN PRACTICE**



Image courtesy of Gdynia Maritime Office

Responding to pollution threats rapidly and effectively

A recent case of pollution in the Baltic Sea has shed light on how the new SafeSeaNet incident report module can bring added operational value to cross-border communication in an emergency. On 2 April, lumps of oil several metres wide were found in bands along the coastline of the Baltic Sea, north-eastern Germany. Drift modelling showed that the pollution was also likely to affect the neighbouring Polish coast, so German services sent an incident report through SafeSeaNet to their counterparts in Poland. The Polish authorities activated local pollution response services, and directed aerial surveillance to the area. Their pollution prevention actions were then fed into the initial SafeSeaNet incident report, which was sent back through the central SafeSeaNet system to Germany. This example shows clearly how cross-border communication through SafeSeaNet can be effective in fighting pollution.

**IN MEMORY OF TIMOTHY HUDSON (1963-2014)**



Our dear colleague, Tim Hudson, sadly passed away on 17 April, after a long and courageous fight against cancer. Tim was a senior project officer for the marine environment and port state control unit. He was at the heart of the EMSA family from its earliest beginnings in Brussels. A service is to be held at EMSA premises in his memory.

**ON THE WEBSITE**

**Procurement:** Implementation of Mobile Applications for Integrated Maritime Services (deadline: 19/05/2014)

**Careers:** SNE Project Officer for Pollution Response (08/05/2014); SNE Project Officer for Quality Management (19/05/2014); SNE Maritime Support Services Duty Officer with IT Background (19/05/2014); SNE Project Officer for Marine Accident Investigation (30/05/2014)

**Publications:** Maritime surveillance in practice - Using integrated maritime services