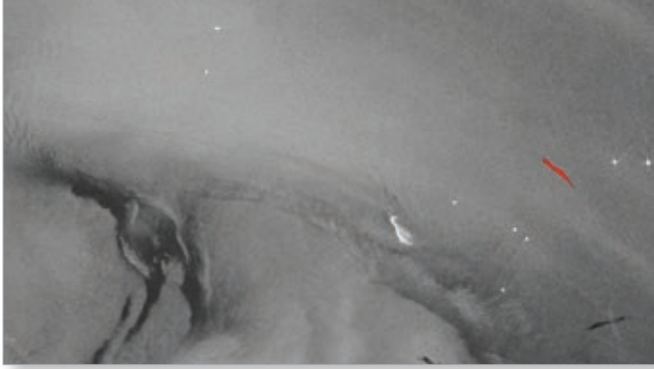


GREEK AUTHORITIES ACTIVATE CLEANSEANET AFTER SEA BIRD CARGO TANKER COLLIDES WITH SMALL ISLAND

On 28 August, Togo-flagged cargo tanker Sea Bird (IMO 8202941) collided with the rocky islet of Karavi, sinking immediately in the surrounding Greek waters. In order to support in the emergency response and detect any possible oil spills around the wreck, Greek authorities activated EMSA's **CleanSeaNet satellite service**. Sixteen synthetic aperture radar (SAR) images and one optical image were delivered and a possible oil spill identified. CleanSeaNet satellite services continued to monitor the area around the wreck to track the evolution of the spill. EMSA also mobilised the Agency's Oil Spill **Response Vessel Aktea**, along with the vessel's on-board Remotely Piloted Aircraft System (RPAS). The RPAS can identify areas of pollution and make clean-up operations more efficient by providing indications of the slick thickness. The RPAS flew frequently, and provided valuable support to the oil spill recovery operations by positively identifying pollution forming on the sea surface to estimate the position of wreck, and by providing a reference point for the OSRV Aktea to manoeuvre for pollution recovery activities. Over a 7-day period, the Aktea oil spill response vessel performed selective mechanical recovery operations using sweeping arms and integrated skimmers. After consulting with EMSA, the Greek authorities allowed the Aktea to discharge excess water resulting from the decanting process of the recovered oil water mixture, a practice which is recommended in such circumstances as it allows the spill recovery vessel to remain longer in recovery operations on site without causing further damage to the marine environment.



CleanSeaNet products ©European Maritime Safety Agency, contains modified Copernicus Sentinel-1 data, 2021

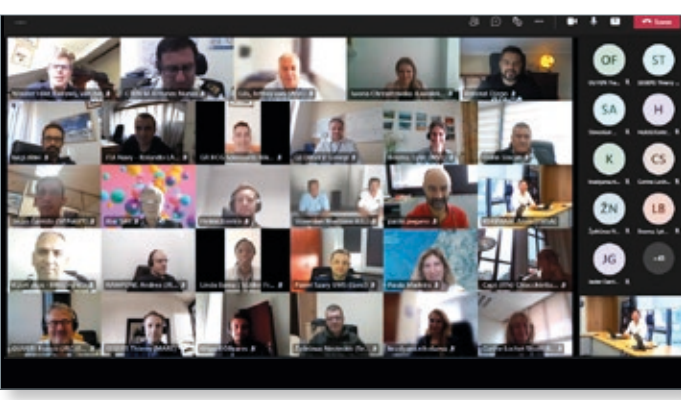
COUNCIL OF THE EU CALLS FOR WIDESPREAD IMPLEMENTATION OF CISE INTEROPERABILITY SOLUTIONS

In the latest **conclusions on maritime security** adopted on 22 June, the Council welcomed the progress made in developing the Common Information Sharing Environment (CISE) and encouraged further efforts to set up a fully operational network. The Council also highlighted the importance of the current Transitional Phase to Operations managed by EMSA and invited member states to actively participate in this undertaking. In addition to that, the establishment on 1 July of a new Council preparatory body – **the working party on maritime issues** – marked an important step for the further development of CISE. The scope of work of this new body includes the European Union Maritime Security Strategy and its Action Plan which promotes the implementation of CISE.



WORKSHOP HELD ON NEW FUNDING OPPORTUNITIES FOR CISE IMPLEMENTATION

The recently adopted **European Maritime, Fisheries and Aquaculture Fund (EMFAF)** brings in new funding opportunities to support member states in the implementation of the Common Information Sharing Environment (CISE). During the workshop, various experts from the European Commission (DG MARE) and EMSA explained how member states can use the EMFAF fund to co-finance their CISE-related activities by including them in their EMFAF National Operational Programme to be submitted to the European Commission. Another option, presented by CINEA (the European Climate, Infrastructure and Environment Executive Agency), is to participate in the new **Call for proposals** "Action for a CISE incident alerting system". This was launched on 26 August and aims to enhance the cooperation between public maritime authorities by promoting the development of at least two services at pre-operational phase and to foster the uptake of CISE in view of its operationalisation.



CISE aims to make European and national maritime surveillance systems interoperable, enabling secure information exchange

PREPAREDNESS FOR CHEMICAL SPILLS AT SEA: EMSA HOLDS WORKSHOP ON HAZARDOUS AND NOXIOUS SUBSTANCES

On 15 and 16 September, EMSA hosted a high level workshop bringing together national and local experts from relevant Member State administrations, regional agreement Secretariats, IMO and relevant industry associations for an online workshop on **chemical spill response**. Chemical spills at sea can quickly become complex incidents and require preparedness and the ability to respond quickly and effectively, with accurate information on the chemical substances involved. Aiming to raise awareness, the workshop addressed different perspectives on HNS incident management and response, gave an overview of recent incident statistics, focused on lessons learnt and associated key challenges, and explored EMSA's HNS services and planned work, as well as national and regional priorities and needs in the field. With four online modules over two days and around 100 registered participants, the workshop included participation from industry associations including the salvage industry, chemical industry, port authorities, shipowners, insurers, as well as other relevant key players in HNS incident management. Also featured in one of the modules was a dedicated webinar on the **MAR-ICE service**, hosted jointly by **Cefic**, **Cedre** and EMSA.



Experts gathered from national administrations, regional and international organisations and industry for this online workshop

EQUIPMENT ASSISTANCE SERVICE - HANDS-ON TRAINING IN ROTTERDAM

On 6-9 September in Rotterdam, the Netherlands, EMSA organised a hands-on training session for equipment operators from EU/EFTA Member States. Over the course of three days, representatives from Denmark, Finland, Greece, Germany, Ireland and Norway were trained in the use of selected oil pollution response equipment systems that are part of EMSA's **Equipment Assistance Service (EAS)**. The EAS service is meant to top-up Member State capacities to respond to a pollution event at sea, and is part of our toolbox of pollution response services that we maintain in full operational readiness.



EU MARITIME PROFILE GOES LIVE OFFERING UP-TO-DATE STATISTICS ON INDIVIDUAL ASPECTS OF THE MARITIME TRANSPORT SECTOR IN THE EU

The **EU Maritime Profile** is now available in a dedicated section on the EMSA website as a unique one-stop-shop for relevant and up-to-date statistics highlighting the details and importance of individual aspects of the maritime transport sector in the EU. The data used is extracted from EMSA's own databases as well as from information from external sources. All data sources are attributed in the charts, with links added where relevant. The EU Maritime Profile will be regularly updated with new data and analytics as they become available. Any questions about the data, or the EU Maritime Profile itself, can be sent to: EUMaritimeProfile@emsa.europa.eu



The EU Maritime Profile brings together data and statistics on the maritime sector in the EU for the very first time

MARITIME SECURITY GUIDANCE ADOPTED DRAWING ON YEARS OF INSPECTION EXPERIENCE FOR PRACTICAL USE

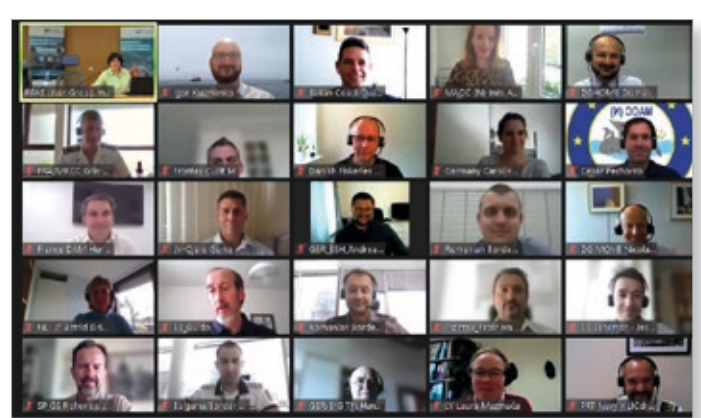
The first version of the "Interim Guidance on Maritime Security for Member States' Competent Authorities" was approved by the 83rd MARSEC Committee meeting held on 9 September. This document is the common effort of the European Commission's DG MOVE and EMSA to reflect the experience gained through years of EU Commission Maritime Security inspections to the member states' competent authorities. The guidance document presents a practical approach for the implementation of the relevant EU regulatory framework. It introduces common issues found during the inspections along with best practices to facilitate the sharing of knowledge among member states. The guidance document will be reviewed annually to adapt to the changing and evolving reality in the field of maritime security. This document represents an additional important step towards achieving a more harmonised approach for implementing maritime security legislation and measures among all member states while allowing for the integration of each member state's particularities in the implementation of the common body of legislation.



The interim guidance document is intended for practical purposes and draws from years of experience in maritime security inspections

RPAS USER GROUP MEETS VIRTUALLY TO DISCUSS EXPERIENCE SO FAR & OPPORTUNITIES FOR FUTURE SERVICES

The 4th RPAS User Group meeting took place virtually over two half days on 30 September and 1 October. The purpose of the meeting was to enable participants to share how the RPAS services have contributed to their operational activities; to learn more about past, current and upcoming **EMSA RPAS operations**; and to gather lessons learnt from experience with the service to date. There were a number of interesting presentations from users of the service, ranging from emissions monitoring, to maritime surveillance, to port monitoring, and covering both single and multi-purpose operations. In addition, breakout groups on both days allowed participants to explore in more depth the topic of regional cooperation and to reflect on lessons learnt. The User Group meeting was attended by more than 60 participants, including representatives from member states, EU Agencies, and the European Commission.



The RPAS user group gave participants the opportunity to explore in more depth possibilities for regional cooperation

EMSA PARTICIPATES IN ANED POLMAR EXERCISE LED BY FRENCH AUTHORITIES OFF THE COAST OF LE HAVRE

The ANED POLMAR exercise, which took place on 29-30 September, was based on a scenario in which an oil tanker collided with another vessel outside Le Havre, spilling oil into the sea. This exercise, organised by the Maritime Prefecture of the North Sea and Channel, aimed to train the parties involved to respond in case of an incident, including providing assistance to a vessel in distress and combating an oil spill at sea. A standalone service for lightweight RPAS from on board vessels was requested by the French authorities, and EMSA provided an RPAS to be used from on board the French Navy vessel Aragonaute. The purpose of the on-board RPAS is to assist in the exercise response operations under the command of the On-Scene Commander. The RPAS can identify areas of pollution and make clean-up operations more efficient by providing indications of the slick thickness, in line with the Bonn Agreement Oil Appearance Code.



The exercise organisers were also able to view activities occurring at sea in real time through a live RPAS video stream

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VACANCIES: Maritime Support Services Duty Officer (SNE) (4/11/2021); Maritime Security Officer (SNE) (4/11/2021); Ship Safety and Accident Investigation Officer (SNE) (4/11/2021); Sustainability Officer (SNE) (4/11/2021). See website for more.

PROCUREMENT: Development and Maintenance Services for Earth Observation Data Centre (EODC) (23/11/2021); ICT Services for EODC (10/10/2021); Provision of Enhancement and Maintenance of the European Marine Casualty Information Platform (3/11/2021). See website for more.