

PRACTICAL GUIDE FOR EUROPEAN COOPERATION ON COAST GUARD ACTIVITIES ADOPTED BY EU COMMISSION

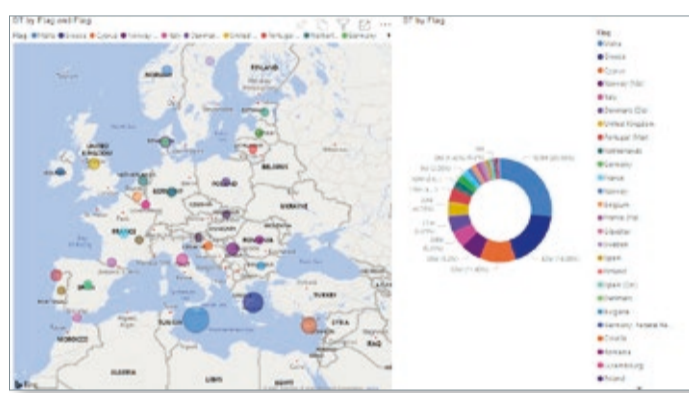
The European Commission has adopted a 'Practical Handbook' for European cooperation on coast guard activities to facilitate the cooperation of EU civilian and military authorities in their efforts to increase safety and security at sea. The document was developed by the European Maritime Safety Agency (EMSA), the European Fisheries Control Agency (EFCA) and the European Border and Coast Guard Agency (Frontex) in close cooperation with EU member states, the European Free Trade Association (EFTA) states and with the support of the European Commission. All three agencies are involved to varying extents in European cooperation on coast guard functions, which includes tasks such as search and rescue, maritime safety, border control, fisheries control, customs activities, law enforcement and environmental protection. The guide includes information on the services provided by the three agencies, cooperation frameworks, best practice guidelines, as well as country factsheets with details on the structure and organisation of coast guard functions in both EU countries and EFTA states. Later this year, an online platform will be launched by the three agencies and the European Commission, with input from the national authorities.



The new handbook will make it easier for member states and EU agencies to coordinate their efforts in making the seas around Europe safer.

EMSA LAUNCHES NEW CLOUD-BASED MARINFO SERVICE WITH EXPANDED DATASETS AND CAPABILITIES

Using emerging cloud capabilities, EMSA has developed a new and improved Marinfo service giving authorised users access to datasets that further enhance their maritime awareness picture, including information on vessel identifiers, ownership, incidents, inspections and the mapping of company fleets. While Marinfo provides ship-related information, it also allows for the production of statistics on ships, regardless area of activity, ownership, or flag. The new service is designed to be scalable, robust and high-performance, building on state-of-the-art technologies. The processed data is being made available using standard web-based services and can be used by EMSA to build custom reports. The service will improve insight into ship operations and can be used to support decision-making at the European Commission and member state level. Initially developed by EMSA in 2007, Marinfo brings together maritime-related, ship-centred data compiled from various external providers into a comprehensive database and reliable reference point for users. In 2020, the service was opened up allowing for broader access both in terms of data type and user community, and is increasingly supporting operational activities directly from EMSA's existing user interfaces.



Sample screenshot from the Marinfo service showing the distribution of gross tonnage by EU flag state

EMSA INSPECTION DATABASE COVERS NEW LEGAL PROVISIONS GOVERNING PORT FACILITIES FOR WASTE FROM SHIPS

On 8 July, EMSA's THETIS-EU Port Reception Facilities inspection database was adapted to accommodate the provisions of Directive (EU) 2019/883 in terms of new non-compliances, inspection activities and waste type definitions. This adaptation was a result of an informal consultation with the volunteer member states who participated in the workshop on port reception facilities on 7 April. The THETIS-EU PRF inspection database, developed and hosted by EMSA, has been in operation since 2016. Until now, it has only been used on a voluntary basis for the reporting of inspections performed under Directive 2000/59/EC (now repealed). With the entry into force of the new port reception facilities directive, the THETIS-EU PRF inspection database will become the primary tool for the mandatory reporting of PRF inspections. This new development will facilitate information sharing and a harmonised reporting of inspections among the competent authorities. The THETIS-EU PRF inspection database will continue to be enhanced with new features, such as additional waste-related information provided by SafeSeaNet and further adaptation to accommodate implementing acts of Directive (EU) 2019/883.



EMSA CHAIRS IMO WORKING GROUP ON PORT STATE CONTROL HARMONISATION

On behalf of the European Commission, EMSA chaired the working group on measures to harmonise port state control activities and procedures worldwide. The working group met within the framework of the seventh session of the IMO's sub-committee on the implementation of IMO Instruments (III 7) held on 12-16 July. The main task was to amend the draft Assembly Resolution of Procedures for Port State Control (2021) to revoke resolution A.1138(31). This is then to be submitted for consideration to the IMO's committees for maritime safety (MSC 104) and marine environment protection (MEPC 77). This task was achieved by the working group and the sub-committee agreed to put forward the text – acknowledging the substantial preparatory work carried out beforehand by the correspondence group. The chair of the sub-committee, Ms Claudia Grant from Jamaica thanked EMSA for coordinating the correspondence group and for taking on the task of chairing the working group during this session. The correspondence group will continue to be coordinated by EMSA as it works inter-sessionally ahead of the next session (III 8).



EMSA SUPPORTS BREEZE OPERATIONAL EXERCISE IN BULGARIA WITH BROAD RANGE OF POLLUTION RESPONSE ASSETS

It was all hands on deck during the Breeze exercise on 16 July in Varna, Bulgaria. EMSA took an active role deploying pollution response assets to support Bulgaria's Navy and Maritime Administration who organised the exercise. EMSA mobilised two stand-by oil spill response vessels in the Black Sea: the **Galaxy Eco**, based in Varna, Bulgaria, and the **Amalthia**, based in Constanta, Romania. The vessels simulated oil spill recovery under different operational configurations, deploying sweeping arms, booms and skimmers. During the exercise, EMSA's at-sea dispersant spraying capabilities were demonstrated from the Galaxy Eco. The organisers were also able to deploy an inflatable storage barge from EMSA's Equipment Assistance Service stockpile based in Frederikshavn, Denmark. All this was observed by the Prime Minister of Bulgaria from on board a VIP vessel, thanks to live streaming captured by an EMSA lightweight drone.



EMSA stand-by oil spill response vessels simulating a clean-up operation as seen by the RPAS cameras.

EMSA STAND-BY VESSEL THE MONTE ANAGA BECOMES THE NINTH VESSEL OF THE FLEET TO BE EQUIPPED WITH RPAS

After successfully completing the acceptance test, EMSA's stand-by vessel the Monte Anaga will now be able to deploy RPAS at sea to assist in its oil spill response activities. The Monte Anaga which is stationed in Algeciras (Spain) became the ninth vessel of EMSA's stand-by fleet to be equipped with RPAS as part of a programme to enhance the overall oil slick detection capabilities. By the end of 2021, the plan is to have ten of the 17 vessels equipped with RPAS on board. While all EMSA contracted vessels have radar-based oil slick detection systems, the data acquired on oil spill characteristics has certain operational limitations. The RPAS overcomes these by providing an aerial view of the oil spill. Using Electro-Optical and Infra-Red cameras, the RPAS is able to enhance oil spill identification and categorisation, and therefore to optimise the response.



RPAS landing on board the Monte Anaga

RPAS FLIGHTS CONTINUE THROUGHOUT THE SUMMER SUPPORTING MEMBER STATE AUTHORITIES ACROSS EUROPE

All across Europe EMSA's RPAS service is being used by member state authorities to enhance their maritime surveillance capabilities. Over the Baltic Sea, EMSA RPAS are flying from bases in Estonia and Finland to support regional efforts serving also authorities in both Latvia and Sweden. Over the Black Sea, EMSA RPAS are flying from land (Mangalia) and sea (Stefan Cel Mare vessel) bases and will support a search and rescue exercise under the coordination of both Bulgarian and Romanian authorities with close cooperation also from EFCA and Frontex. Off the Galician coast, EMSA RPAS continue to monitor the waters to support Spanish authorities' efforts in the areas of maritime traffic control and pollution prevention. In the area of emissions monitoring, EMSA RPAS operations started near Gibraltar, continued for French authorities over the Channel, and concluded in Lithuania.



Spain's Nestor Perales speaks to Galicia TV about the measures currently underway to combat pollution using EMSA RPAS and satellite-based CleanSeaNet service in addition to national resources.

REPRESENTATIVES FROM EL PACCTO EUROPEAN COOPERATION PROGRAMME INTRODUCED TO EMSA'S LAW ENFORCEMENT SUPPORT CAPABILITIES

On 12 July EMSA welcomed to its premises representatives from the member countries of the EU-funded, EL PACCTO programme which supports various law enforcement authorities across Latin America. The visit gave participants the opportunity to learn more about how EMSA's activities are supporting EU member state authorities in certain law enforcement tasks. Special emphasis was on Earth Observation and the Copernicus Maritime Surveillance. The visit culminated with a tour of the Maritime Support Services operations centre where participants were able to view live the various services provided to EMSA users from different law enforcement communities. The following day, 13 July, EL PACCTO launched its first threat evaluation report for Latin America which highlighted drug trafficking as a major concern. This is one area in which EMSA – through the Copernicus Maritime Surveillance service – is giving invaluable support to member states.



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VACANCIES: Reserve List for a Maritime Support Services Officer (MSS) Duty Officer (8/9/2021); Project Officer for Maritime Security (SNE) (31/8/21); Project Officer for Ship Safety and Accident Investigation (SNE) (31/8/21). See website for more.

PROCUREMENT: Modelling of Continuous Underwater Radiated Noise (URN) from Ships (25/8/2021); Study Investigating Cost Efficient Measures for Reducing the Risk from Cargo Fires on Container Vessels (20/8/2021). See website for more.