

**“EMSA’s role of Maritime Safety,
Contingency & Pollution Response
Operations”**

**“Baltic Maritime Safety” Seminar
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EMSA Regulation

Legal Background:

- The European Maritime Safety Agency (EMSA) was established by Regulation (EC) 1406/2002 of the European Parliament and of the Council of 27th June 2002 and was tasked in April 2004 to *“support on request with additional means, in a cost efficient way, the pollution response mechanisms of Member States”* (Art. 2 c) (iii) of Regulation (EC) 1406/2002 as amended.

EMSA Regulation

Even before the Agency was up and running, the EMSA Regulation was already being amended.

Since 2002, Regulation 1406/2002 has been amended twice:

22 July 2003 – Updating the Financial rules

31 March 2004 – Adding tasks in the field of assessing training facilities of seafarers, security and oil pollution response

EMSA Tasks

Within the fields of maritime safety, pollution prevention from ships and ship security, EMSA has the following main tasks:

- To provide technical advice to the Commission and MS with a view to ensuring the proper implementation of EU maritime legislation
- To foster technical cooperation between Member States and disseminate best practice
- To provide operational capabilities, in particular to top up Member State's capabilities for oil pollution response

EMSA Tasks

Its main goal is to play a leading role in reducing the risk of:

- maritime accidents
- pollution from ships
- loss of life at sea
- security

EMSA Tasks

Common positions – Convergence in minds and policies

EMSA fosters the further development of the common maritime safety policy by :

- studies and scientific reports to the Commission, including advice on new legislation
- organising workshops with Member States, Commission and industry on policy issues of common interest
- coordinating the technical development of major projects of common interest (for ex: SafeSeaNet)

EMSA Tasks

EMSA to:

- Provide '**technical and scientific assistance** in the field of ship-sourced pollution' and
- '**support, on request, with additional means in a cost efficient way** the pollution response mechanisms of Member States'

EMSA Tasks

Operational tasks: pollution response & satellite monitoring

The EMSA Board adopted a detailed action plan on pollution response in October 2004

- Priority is to increase the available response capacity for large tanker spills of heavy oil
- EMSA to conclude stand-by contracts with operators of commercial vessels that can be converted rapidly into response vessels
- Identify polluters at sea by means of satellite imaging

EMSA's operational pollution response assistance

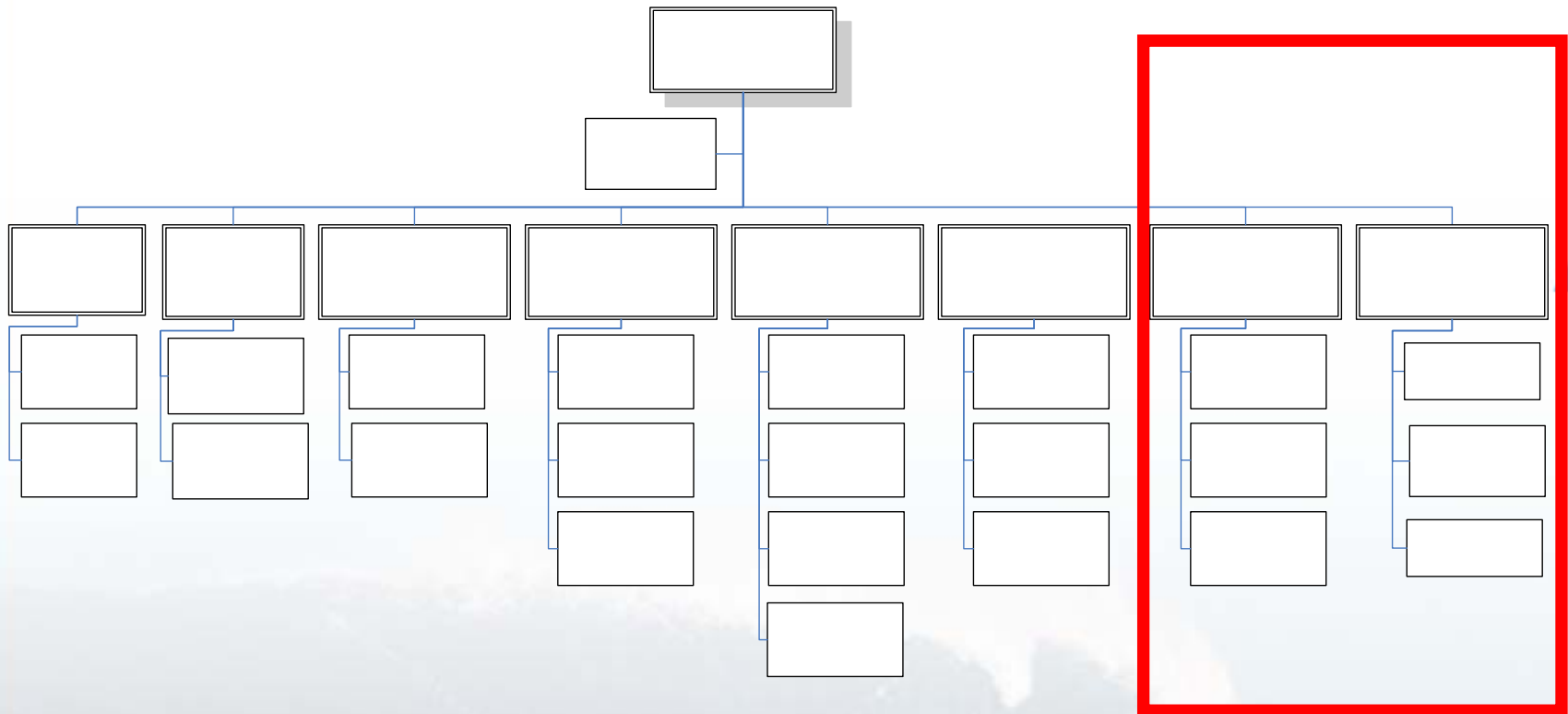
The Agency fulfils this operational role in the field of pollution response by:

- Making available at-sea oil recovery vessels for pollution response operations.
- Providing a satellite imagery service for monitoring spills to complement activities currently undertaken by aircraft (operational since 16 April 2007).
- Making available pollution response experts to assist national authorities operations. They can provide operational and technical support.

EMSA's Experts selected fields of expertise

- **Planning, organisation & co-ordination of the pollution response action at sea and on shore;**
- **Oil spill assessment, behaviour & fate of spilled oil, environmental impacts of oil pollution;**
- **Pollution response strategies & techniques;**
- **Pollution Response Equipment;**
- **Oil spill response management;**
- **Liaison between parties involved in pollution response at all levels;**
- **Aerial Surveillance with Remote Sensing Equipment;**
- **Satellite monitoring and data analyses.**

EMSA Structure



Operational Support: Network of stand-by Recovery Vessels

- “Top-up” MS’s pollution response capabilities
- Mechanical recovery of oil most appropriate at EU level
- Assistance provided at request of MS via MIC
- Under “command & control” of affected Member State
- Public/Private Partnership with industry
- Vessels: short notice transformation into oil recovery vessels
- Equipment: “State of the art” sweeping arms, booms and skimmers, slick detection systems, etc.

Vessels/Equipment stockpiles location

- **Baltic Sea:**

1 arrangement

- **Atlantic Coast:**

2 arrangements

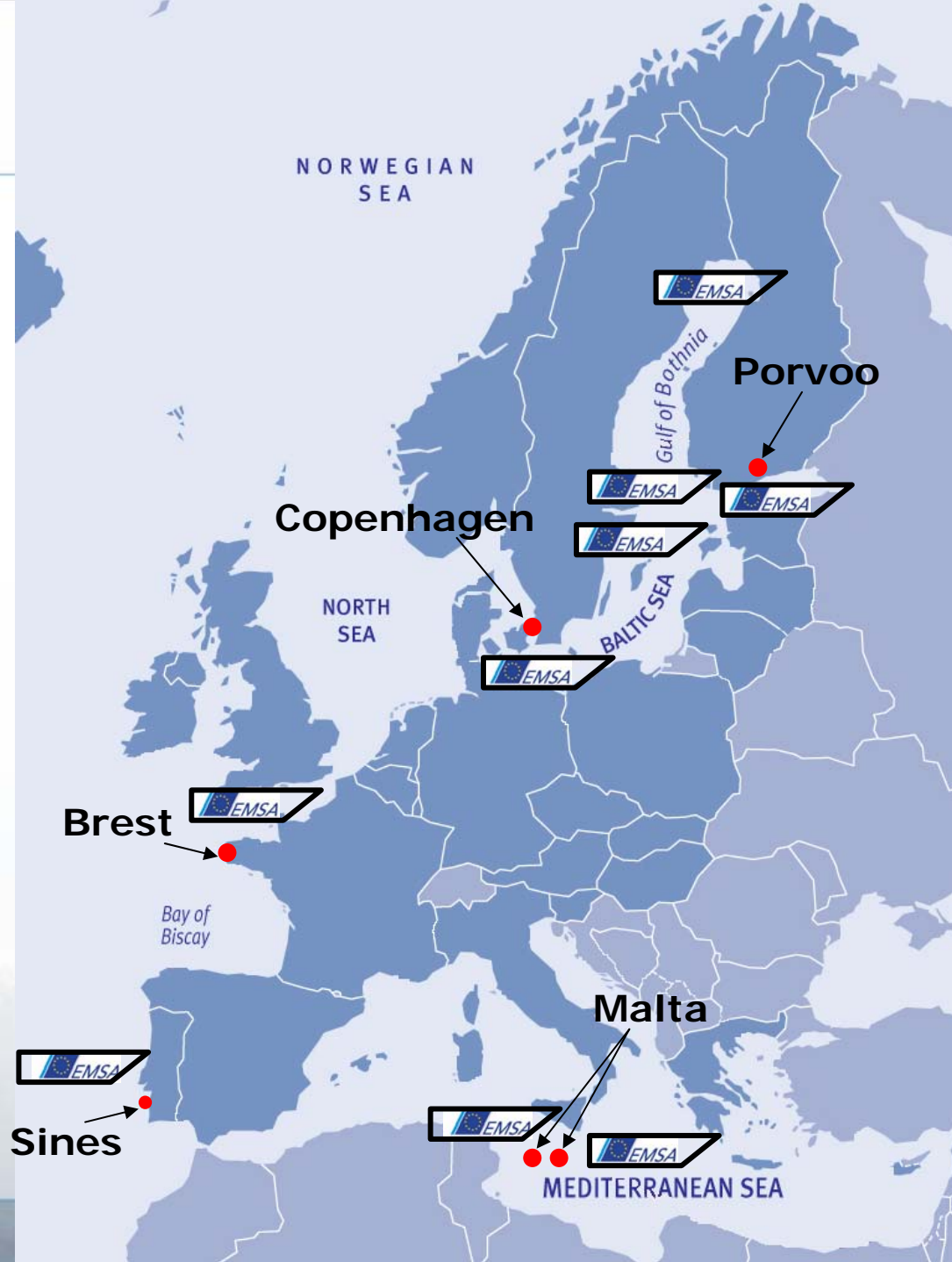
- **Mediterranean Sea:**

2 arrangements

2007: 3rd round of Contracts:

 - OSR Vessels

 - Equipment stockpiles



Baltic Sea vessels



M/T Tinka

Call sign: LAUF5
IMO Number: 7126152
Storage capacity 1800m³
Length 84.05m
Breadth 13.72m
Depth 6.00m
Draught 5.3m
Speed 13 knots
Heating 3096kW
Pumping rate 1225m³/h
Bow thruster 150kW



M/T Breeze

Call sign: LASV5
IMO Number: 7427659
Storage capacity 2005m³
Length 74.9m
Breadth 14.0m
Depth 6.85m
Draught 5.7m
Speed 13.5 knots
Heating 4648Kw
Pumping rate 1450m³/h
Bow thruster: 270Kw



M/T Otilia

Call sign: OVIP2
Imo Number: 8813697
Storage capacity 9889m³
Length 105.0m
Breadth 18.0m
Draught 7.925m
Speed 13.5 knots
Heating 6823kW
Pumping Rate 3150m³/h
Bow thruster 442kW

Baltic Sea vessels



M/T Kasla

Call sign: LAQQ5
IMO Number: 7347500
Storage capacity 8639m³
Length 124.39m
Breadth 17.60m
Depth 8.00m
Draught 6.28m
Speed 14.5 knots
Heating 5270kW
Pumping rate 2550m³/h
Bow thruster 650kW



M/T Ophelia

Call sign: LATF5
IMO Number: 8010427
Storage capacity 6936m³
Length 106.2m
Breadth 15.99m
Draught 7.17m
Speed 14.5 knots
Heating 5202kW
Pumping Rate 2330m³/h
Bow thruster 257kW

Western approaches to the Channel and Atlantic Coast vessels



Ile de Brehat

Call sign: FOUC
IMO Number: 9247053
Storage Capacity: 4000m³
Length: 123.9m, Breadth: 23.40m
Depth(1st Deck) : 12.00m, Draught : 8.02m
Speed (max.): 15.4 knots
Heating: 1000kW
Pumping Rate: 1125m³/h
Dynamic Position DP2 BV
Electrical Propulsion
Main Power: 17280kW
Bow thrusters: 2x1500kW
Aft thrusters: 2x1500kW
Retractable thruster: 1500kW
Bollard Pull: 130 tons



M/T Galp Marine

Call sign: CSAG
IMO Number: 9334222
Storage Capacity: 3023m³
Flashpoint < 60C
Double Hull
Built: 2005 (China)
Speed (max.): 13.25 kn
Bow thruster
Heating: 3200kW
Pumping: 1470m³/h

Mediterranean Sea vessels



M/T Mistra Bay

Call sign: 9HQ07
IMO Number: 8009430
Storage Capacity: 1805m³
Length: 86.03m
Breadth: 13.40m
Depth: 6.29m
Draught : 5.19m
Speed (max.): 12 knots
Heating: 2326kW
Pumping Rate: 1200m³/h
Bow thruster: 185kW



M/T Santa Maria

Call sign: 9HLQ8
IMO Number: 7423732
Storage Capacity: 2421m³
Speed (max.): 14 knots
CPP and Bow thruster
Lloyds Register
Heating: 3630kW
Unrestricted Navigation
Pumping: 1430m³/h

Baltic Sea equipment



Norlense Rough Weather Boom

Quantity: 400m

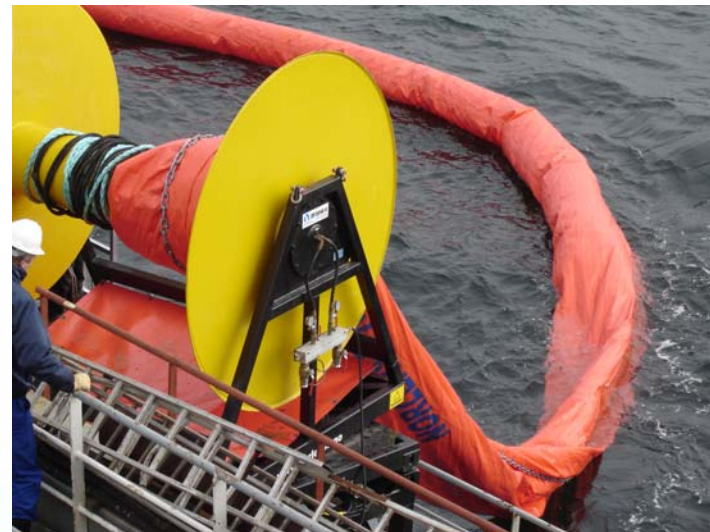
Type: Norlense NO-450S

Max. wave height: 1m

Freeboard: 450mm

Self-inflatable

Excellent performance in bad weather conditions



Norlense Rough Weather Boom

Quantity: 2 x 250m

Type: Norlense NO-800R

Max. wave height: 3m

Freeboard: 800mm

Self-inflatable

Excellent performance in bad weather conditions

Baltic Sea equipment



Arctic Skimmer

Quantity: 2
Type: Ice deflection
pipes/brush wheels
Skimmer flow: 115m³ /h
Max. pump flow: 115m³ /h
Max. pump pressure: 12bar
Free floating



Brush Skimmer

Quantity: 2
Type: Brush Wheels
Pump Type: PDAS with pre-
installed hot water current
radial system
Skimmer Flow: 150m³/h
Max. Pump Flow: 140m³/h
Max. Pump Pressure: 12bar
Remotely operated
Dedicated power-pack
with integrated crane

Baltic Sea equipment

Lamor Flexible Sweeping Arm Oil Recovery System (LSC-4 C/3500)

Quantity: 1 set Porvoo, 1
Copenhagen (both Port &
Starboard)

Type: inflatable with
integrated brush conveyor
belt skimmer

Pump Type: PDAS with pre-
installed hot water current
radial system

Skimmer Flow: 164m³/h

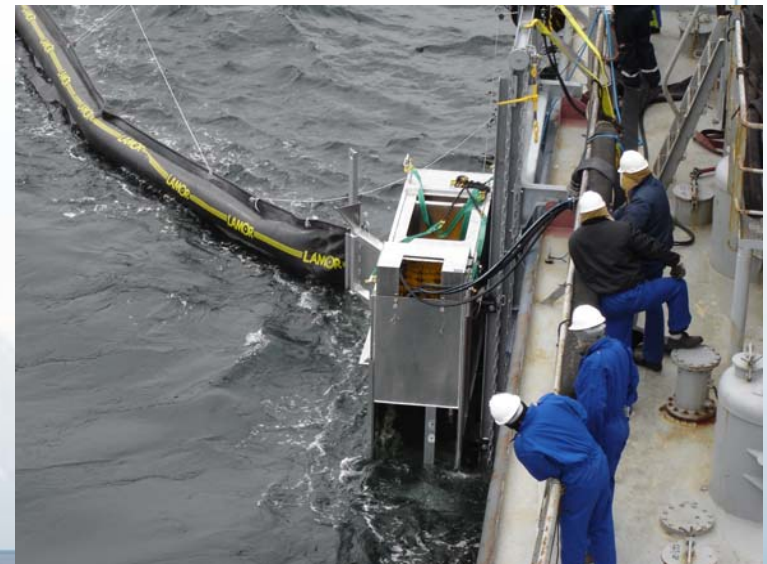
Max. Pump Flow: 140m³/h

Max. Pump Pressure: 12bar

Length 15.6m each

Semi-Automatic sweep boom
with out-rigging arm

Containerised



Baltic Sea equipment



SeaDarq Oil Slick Detection System

- Mobile system
- No necessity to stop operations during the night or in foggy conditions
- Prediction of Spill Motion
- Vessel Movement Compensation
- Estimation of Spill size



Western approaches to the Channel and Atlantic Coast equipment



Sweeping Arms

Quantity: 2

Type: Ice deflection pipes/brush wheels

Type: Rigid with adjustable weir skimmer

Length: 15m

Pump Type: PDAS with pre-installed hot water current radial system

Pump Cap.: 125m³/h@10bar

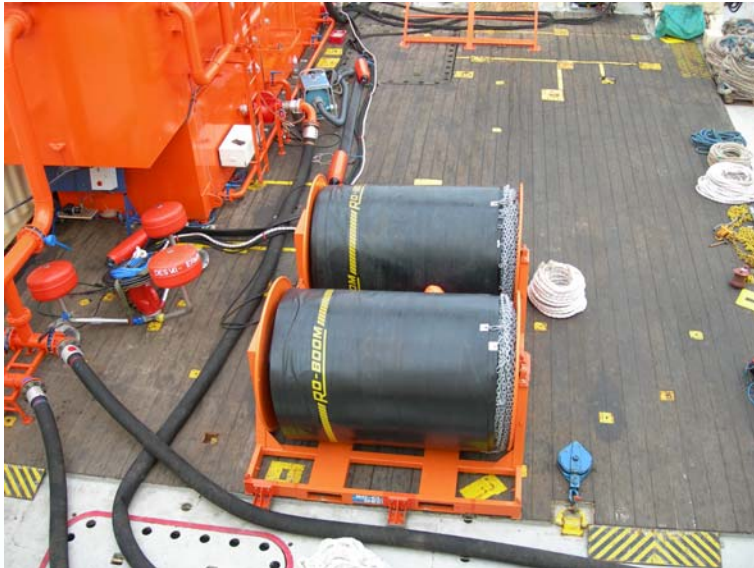
Remotely controlled

Not sensitive to Debris

Cranes for deployment and recovery



Western approaches to the Channel and Atlantic Coast equipment



Heavy duty boom

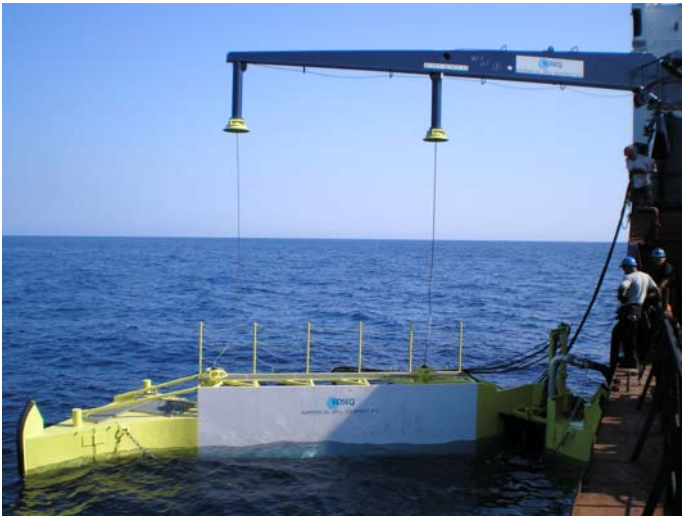
Type: Curtain
Height: 2000mm
Length: 2x250m
Material: vulcanised neoprene rubber
Standard ASTM Connector
Containerised



Ro-Clean Desmi Terminator Weir Skimmer

Quantity: 2 x 125m
Type: advancing weir skimmer
Pump type: PDAS with pre-installed hot water current radial system
Pump capacity: 125m³/h @ 10 bar
Self-Adjusting weir
Not sensitive to debris
Deployed with vessel A-frame
Remotely operated
Containerised

Mediterranean Sea equipment



Koseq Sweeping Arms

Type: Rigid with adjustable weir skimmer
Length: 12m
Pump Type: PDAS with pre-installed hot water current radial system
Pump Cap.: 125m³/h@10bar
Remotely controlled
Not sensitive to Debris
Davits integrated



Ro-Clean Desmi Tarantula Offshore Weir Skimmer

Type: Advancing weir skimmer
Pump type: 2xPDAS
Pump Cap.: 250m³/h @ 10 bar
Self-adjusting weir
Not sensitive to Debris
Deployed with dedicated crane integrated with power-pack
Remotely operated
Containerised

Mediterranean Sea equipment



Heavy duty boom

Type: Curtain

Height: 2000mm

Length: 2x250m

Material: vulcanised
neoprene rubber

Standard ASTM Connector

Containerised

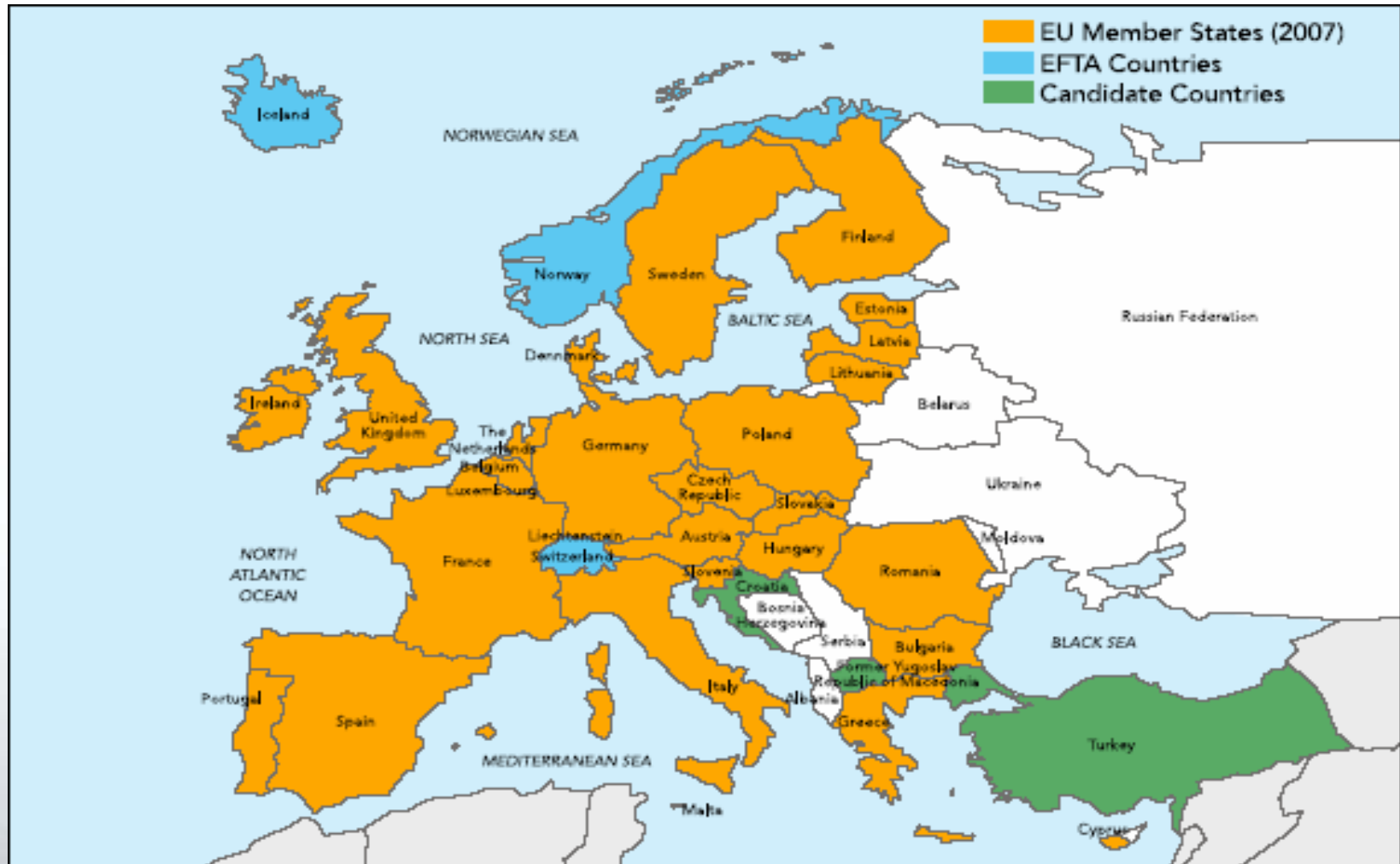
Basic requirements of the Contract Standby Phase

- Quarterly drills
 - Condition for payment of the availability fee
- Exercises in 2006
 - Balex Delta – 2 vessels
 - La Coruna – 1 vessel
 - Setubal – 1 vessel
- Equipment maintenance
 - Maintenance plan

PARTIES ENTITLED TO REQUEST POLLUTION RESPONSE ASSISTANCE FROM EMSA

- European Union (EU) Member States
- European Free Trade Agreement (EFTA) Contracting Parties
- European Union Candidate Countries
- European Commission

PARTIES ENTITLED TO REQUEST POLLUTION RESPONSE ASSISTANCE FROM EMSA

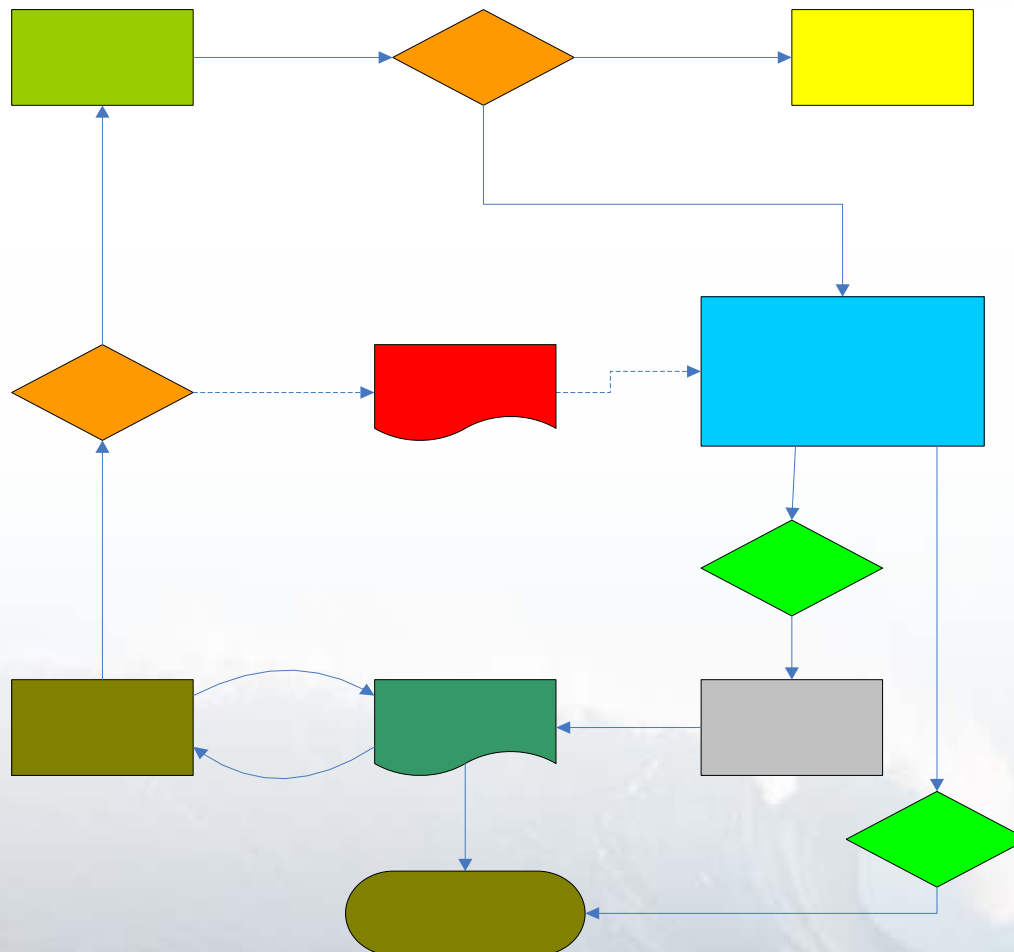


CHANNEL AND PROCESS TO REQUEST EMSA POLLUTION RESPONSE ASSISTANCE

- **Council Decision 2001/792/EC, Euratom of 23 October 2001 establishing a Community mechanism to facilitate reinforced cooperation in civil protection assistance interventions**
- **Community Monitoring and Information Centre (MIC).**

The MIC is accessible 24 hours a day and managed by the Directorate General for Environment of the European Commission in Brussels, Belgium

CHANNEL AND PROCESS TO REQUEST EMSA POLLUTION RESPONSE ASSISTANCE

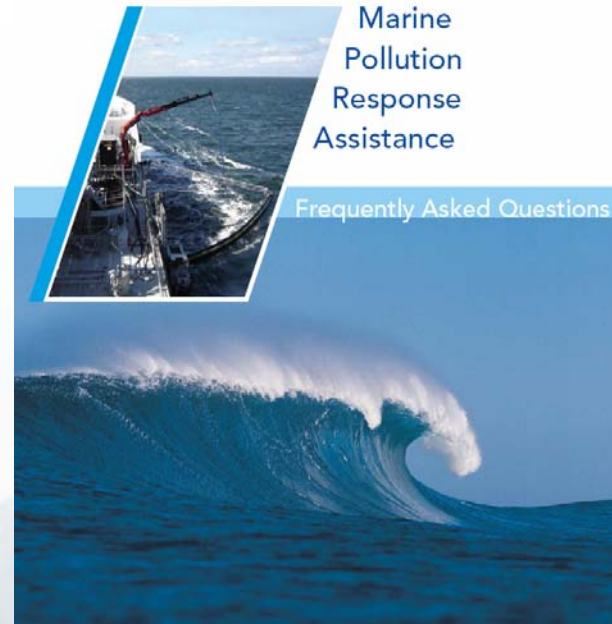


Information:



Website

www.emsa.europa.eu



***Thank you
for your attention***