A European level of prevention of and Response to Marine pollution.

ADRIATIC 2017 conference

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Split 1October2017

EMSA
European Maritime Safety Agency

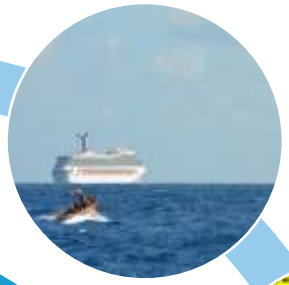
EMSA - Purpose and Objectives (Art. 1 of Reg. 1402/2002 as amended)

TECHNICAL BODY

ensuring

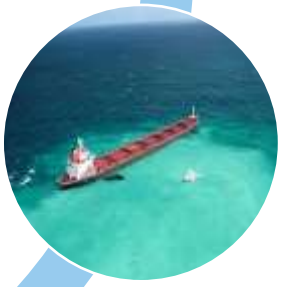
high, **uniform** &

effective level of:



maritime safety

maritime security



prevention of, & response to pollution from ships

response to marine pollution from oil and gas installations

Implementation tasks

- providing **technical and scientific assistance** to MS and the Commission in **development and proper implementation of EU legislation**
- **monitoring the implementation** of EU legislation through visits and inspections

Capacity building

- **capacity building** and improving cooperation with, and between, MS
- providing **technical and operational assistance to non-EU countries** around EU sea basins at the request of the Commission

EMSA's actions address:

1. Port Reception Facilities
2. Air pollution (Sox + Nox)
3. Greenhouse gases & MRV
4. Ship Recycling – Title II
5. Ship source pollution prevention
6. Insurance of ship-owners for maritime claims
7. Ballast Water and invasive species

Operational tasks

- providing **operational assistance**, including developing, managing and maintaining **maritime services** related to ships, ships' monitoring and enforcement

- carrying out **operational preparedness**, detection and response tasks with respect to **pollution** caused by ships and marine pollution by oil and gas installations

EMSA

-1999: « ERIKA » incident

-2002: Regulation 1406/2002 establishing an European Maritime Safety Agency

-2002: « PRESTIGE » incident

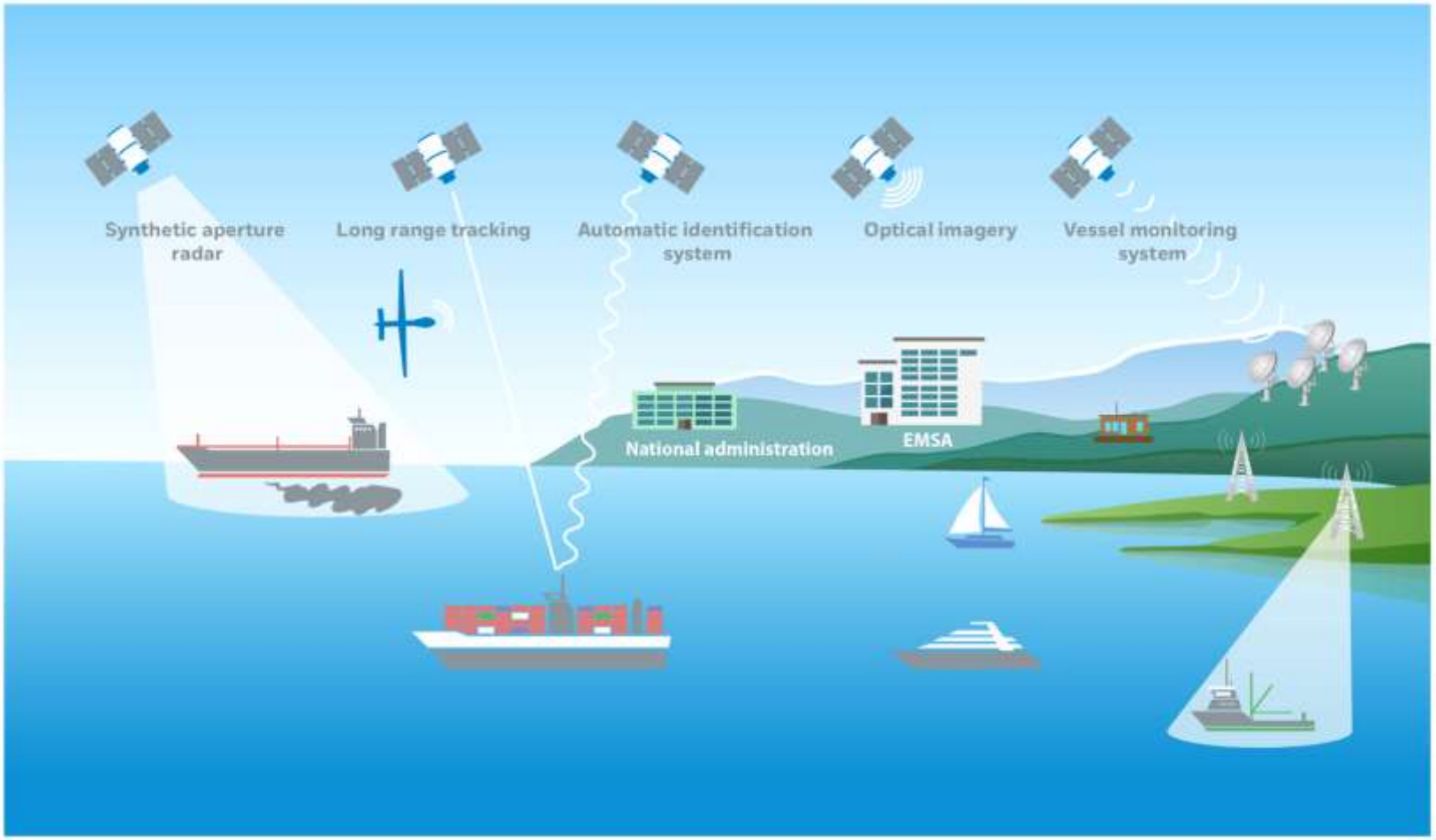
-2004: Regulation amended to cover pollution response operations

-2010: « DEEP WATER HORIZON » blow out

-2013: Regulation amended to include pollution response to spill from oil and gas installations

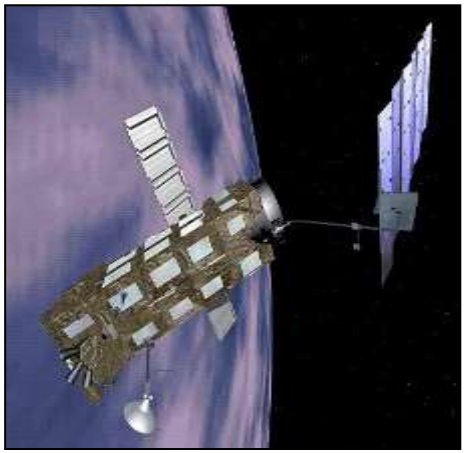
-2016: Regulation amended to assist in Coast Guard Functions

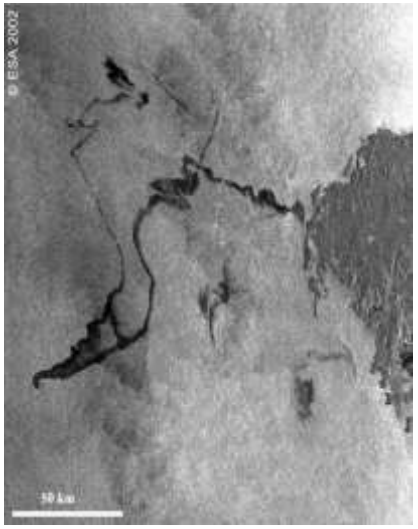
information/ detection



Information/ detection: CleanSeaNet

- European Service for Satellite oil pollution detection and monitoring and Satellite vessel detection and monitoring
- Provides indication of possible oil spills and potential polluters
- Linked into national/regional response chain
- Service Results are delivered in Near Real Time (NRT): approx. 30 minutes after image acquisition





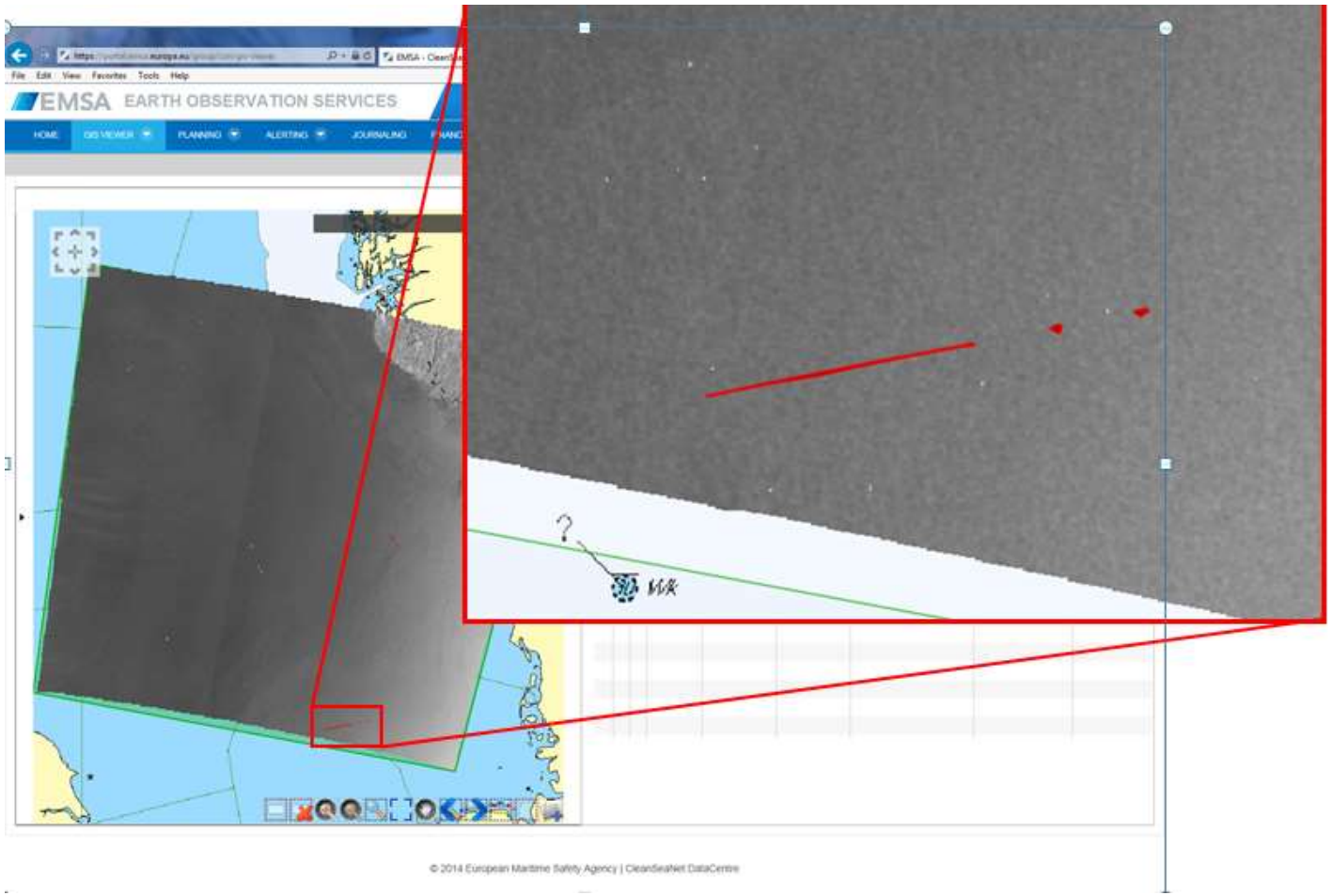
Information/ detection: CleanSeaNet

- **CleanSeaNet Routine Monitoring of Europe**
  - For 2016:
    - 3057 Satellite images have been delivered.
    - > 641 000 000 km2 have been monitored.
    - 3168 possible oil spills have been detected.

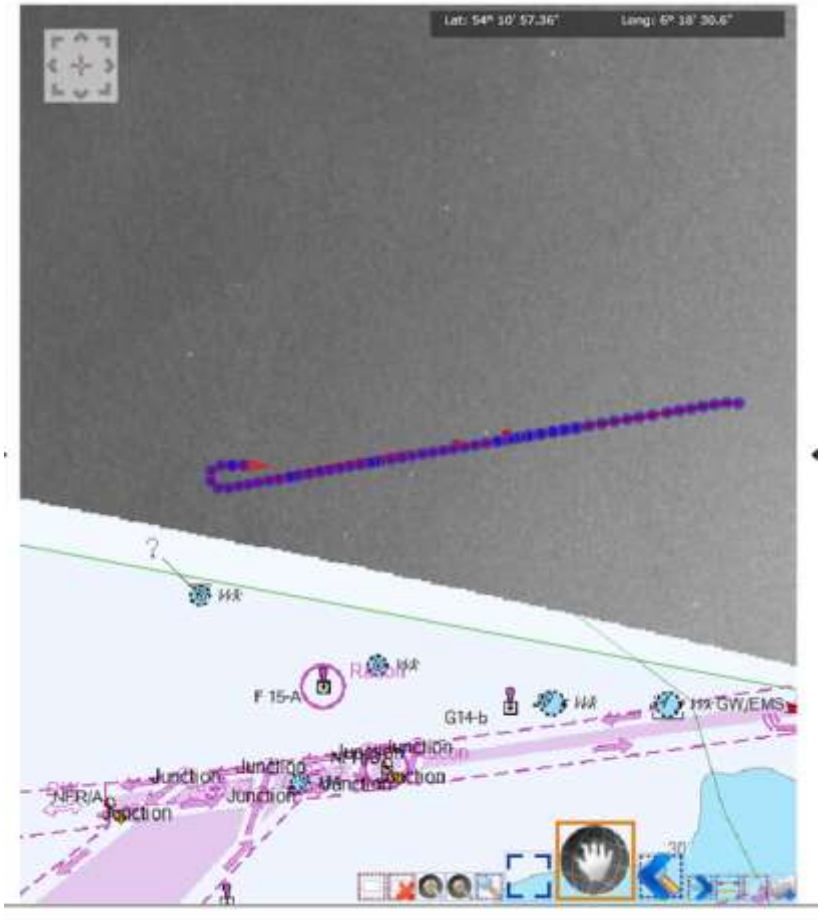
- **Crisis management support in case of Emergencies**
  - Request to be addressed through the Maritime Services Support (MSS) 24/7 center at EMSA or through the Emergency Response Coordination Centre (ERCC). of DG ECHO

- **Additional support for operations**
  - Ex: Tour D'Horizon operations

CleanSeaNet real case



CleanSeaNet real case



CleanSeaNet real case

New activity: 8 RPAS contracts provide:

- Heavy lifters with radar for maritime pollution detection



- Emission monitoring



- Maritime surveillance




- Vertical-take-off-and-landing (VTOL)


Operations: pollution response services

Parameters

- Provide Member Stares with additional means
- Taking into account the Regional Agreements
- High sea response vs shoreline response
- Ship sourced and oil and gas offshore installations
- Using the union Civil protection mechanism
- In a cost effective way (Multi Annual Funding regulation)

Pollution response services: users

Primarily:

-EU Member States and EFTA countries

-Acceding countries and candidate countries

2013 amendments:

-third countries sharing a regional sea basin with the Union

Administrative Board:

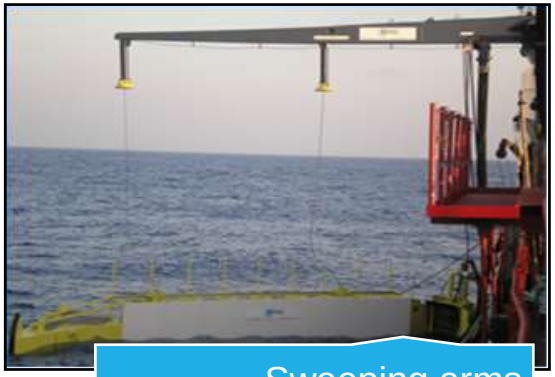
- Private entities that may cause a pollution but with the agreement of potentially affected States

Operations: network of oil spill response vessels

Network of oil spill response vessels contracted for a 4 year period renewable once:

- Vessels engaged in commercial operations within a dedicated area, adapted for oil spill response (classification as « occasional oil spill response vessel ») and ready to be mobilized under a maximum of 24H
- Minimum storage, pumping and heating capacity requirements
- All of them equipped for oil recovery with fixed sweeping arms and skimmers, and an alternative set of high sea boom and skimmer (High capacity).
- Some of them (4) equipped for dispersant spraying capacities and with associated dispersant stockpiles.
- Majority adapted to deal with substances with a flashpoint below 60°C

Oil spill response Vessels and Mechanical recovery equipment



Sweeping arms

Booms

Skimmers

Supported with Oil Slick Detection system

Operations: network of oil spill response vessels

Operations: network of oil spill response vessels

- Crew undergo IMO OPRC training and regular refresher courses
- Mandatory quaterly drills
- Participation in exercises with Member States (10 days/year)
- Regular maintenance and overhauling of equipment
- Once activated, the vessels are under the command and control of the requesting State (if the requesting Party is a private entity its action has to be endorsed by the potentially affected State)

- EMSA supports the yearly availability fee and the cost of equipment; Requesting party choses the equipment configuration needed and pay a daily operational fee plus fuel,port dues and cleaning costs

Operations: Equipment assistance service

Aim: **to provide additional equipment to be used by non oil spill response vessels during response operations**

- High sea standalone equipment, not frequently found in MS stockpiles
- Accessible through an EMSA contractor
- Fully containerised, ready to depart from the warehouse under 12 hours
- Technical staff able to provide quick handover
- Training programme for Member States 'operators

Operations:Equipment assistance service

- Equipment provided at no cost but**:**
- Should be returned in full operational condition;
- Mobilisation lumpsum and transport costs to be born by the requesting State
- Requesting State to provide necessary unloading means

Status: currently 2 operational EAS, one in the North sea (Aberdeen) and one in the Baltic Sea (Gdansk), a 3rd one for Southern Europe (Ravenna) is in its preparation phase.

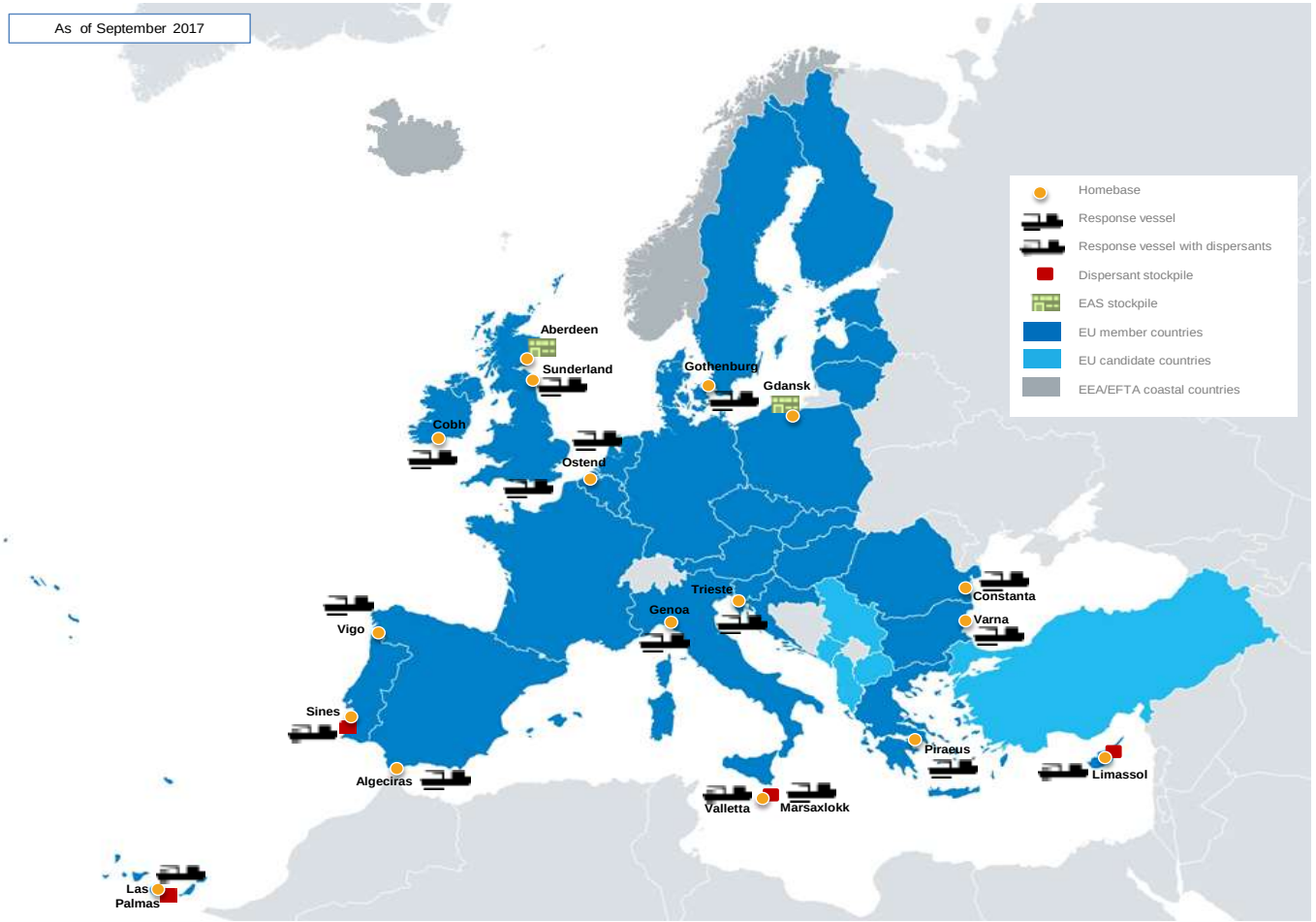
Equipment systems

Integrated containment and recovery systems

Fire booms

Trawl nets

overview


As of September 2017
Homebase
Response vessel
Response vessel with dispersants
Dispersant stockpile
EAS stockpile
EU member countries
EU candidate countries
EEA/EFTA coastal countries
Aberdeen
Sunderland
Gothenburg
Gdansk
Cobh
Ostend
Trieste
Genoa
Vigo
Constanta
Varna
Sines
Algeciras
Piraeus
Limassol
Valletta
Marsaxlokk
Las Palmas

Operations: information services

- **MAR ICE: Marine Intervention in Chemical Emergency**
- **MARCIS: Marine Chemical information Sheets**

EMSA MAR-ICE
Marine Chemical Emergency Information Service

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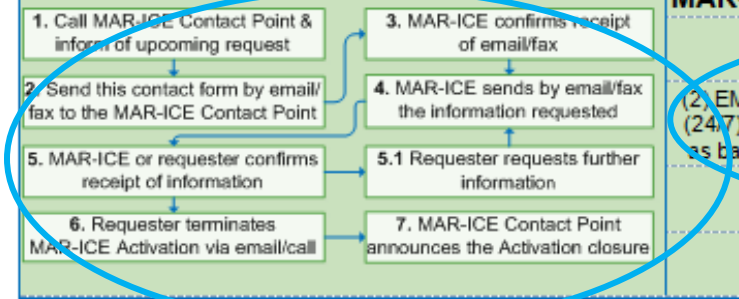
EMSA

MAR-ICE CONTACT FORM (v.2016)

A. Procedure summary for activating the MAR-ICE Network



MAR-ICE Network contact details:

(1) MAR-ICE Contact Point phone number:	T: 0033 298 33 1010
(2) EMSA's Maritime Support Services (24/7) phone number - to be used only as backup in case (1) is not reachable	T: 00351 21 1209 415
MAR-ICE Contact Point Fax number:	F: 0033 298 44 9138
MAR-ICE Contact Point Email address:	MAR-ICE@cedre.fr

B. Information about the request

Real incident	☐
Date:	

E.1 Product-specific information requested (to be provided within 1 hour from receipt of this Form)

Physical and chemical properties	☐	Personal protection equipment (PPE)	☐
Substance composition	☐	Immediate emergency & response actions	☐
Substance stability & reactivity	☐	Exposure information relevant for responders	☐
Physical behaviour (e.g. E, F, D, S)	☐	Firefighting measures	☐
Hazards identification & prioritisation	☐		
If required, contact the manufacturer or other relevant chemical company?			☐

E.2 Additional information requested (to be provided on a case-by-case basis)

Trajectory and fate of the substance dispersion (the provision of this information is not mandatory & additional incident data may be requested from you)	☐
Risk assessment (the provision of this information is not mandatory & additional incident data may be requested from you)	☐
Information on transportation requirements (IMO codes)	☐
Other information needed: (free text – please be specific)	

F. Additional comments (free text)

MAR-CIS Marine Chemical Information Sheets

- MAR-CIS datasheets provide **maritime relevant** information for the **initial** stage of **chemical** incidents.

- There are **213** datasheets, covering **critical** information needed for **emergency** response at sea:
  - Substance identification
  - Shipping information
  - Hazards and risks
  - Emergency measures
  - …

- MAR-CIS database was already distributed to MSs MPPR authorities, now accessible through the MARCIS web-portal (EMSA maritime applications web-portal)

HNS Services: MAR-CIS Marine Chemical Information Sheets

EMSA

EMSA MAR-CIS
Marine Chemical Information Sheets

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Acetic acid

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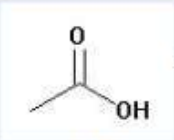
Identification | Substance properties | Shipping information | Hazards & risks | Emergency measures | Case histories | **Physical & chemical properties** | Other names

Physical and chemical properties

Structure :



[42]

Formula :	$C_2H_4O_2$ [18]		
Molar mass :	60.5 g/mol [10]	Vapour pressure (at 20 °C) :	16 hPa [10]
Melting point :	16.6 °C [10]	Vapour density (air=1) :	2.070 [10]
		Liquid surface tension (at 20 °C) :	27.8 mN/m [10]
Boiling point :	118.1 °C [10]		
Viscosity (at 20 °C) :	1.26 mPa*s [10]	COD :	1.03 g O2/g [55]
Density (at 20 °C) :	1.05 g/cm³ [10]	BOD :	0.6/0.74 g O2/g [55]
Physical state (at 20 °C) :	Liquid [10]	Flammability limits in air :	4 / 17 % [10]
		Flash point (ABEL closed vessel) :	38.5 °C [55]
Auto flammability :	485 °C [18]		
Flash point (TAG closed vessel) :	40 °C [18]		
		Decomposition temperature :	500 °C [52]
Partition coefficient log (octanol/water) :	-0.17 [18]	Solubility in fresh water (at 20 °C) :	Indefinite [10]

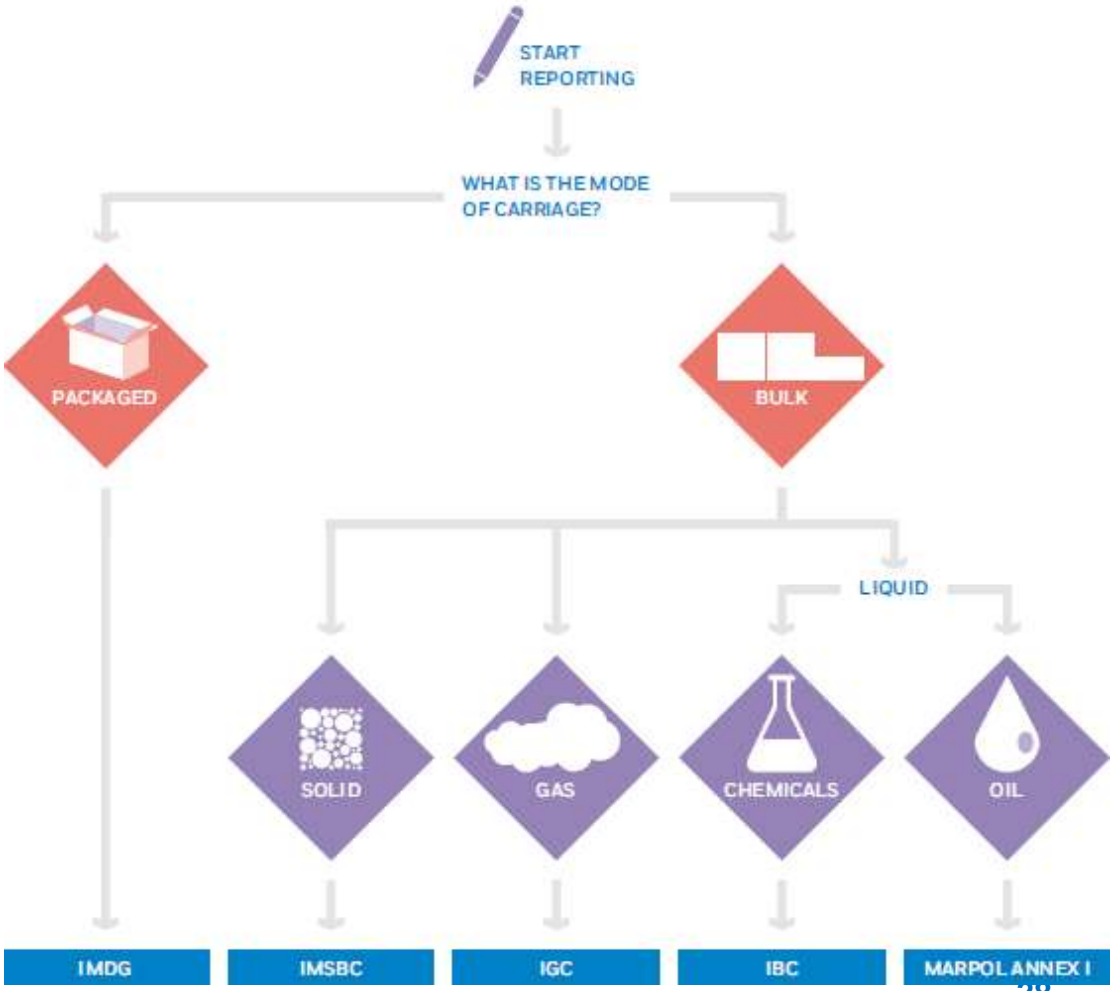
*Physical and chemical properties parameters of the substances may vary depending on the content of impurities. The values given here are only an indication.

The purpose of CHD (Central Hazmat Database) is:

- To improve the data quality of dangerous and polluting goods notifications
- To minimise the administrative burden of ship reporting
- To support Member States emergency services, by providing **MAR-CIS information**.

Collects all lists of dangerous /polluting goods in one database.

To be used as a reference by the industry and competent authorities for verification of HazMat reporting.



EMSA pollution response services: costs efficiency and recovery policy

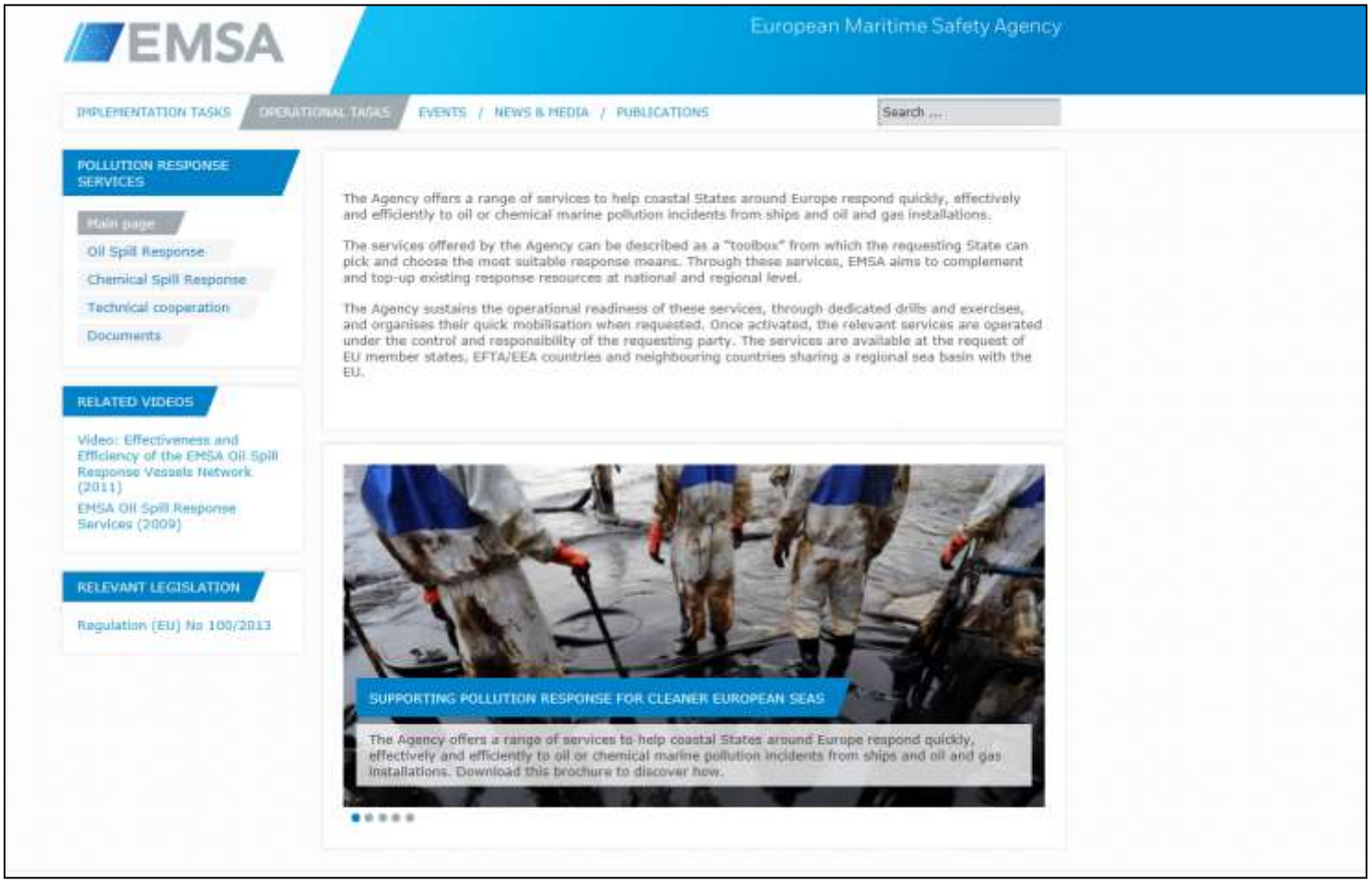
-Distinction between subsidiarity and solidarity and

The « Polluter pays principle »

- Costs born by EMSA/ costs born by RP

- As regards EMSA's assets, a MoU has been discussed with the IOPC Funds and the IG of P&I associations for the hire rate of EMSA's assets, with the technical assistance of ITOPF.

EMSA's website



http://emsa.europa.eu/operations/pollution-response-services.html

THANK YOU

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EMSA

European Maritime Safety Agency