

Motorways of the Sea - MoS Digest #7  
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## Ports, Logistics and Economic Development Conference @ Barcelona

**Keywords:** *Port, Logistic, Port of Barcelona, Port of Valencia, International Propeller clubs Italia, SRM, GNV, Grimaldi, Gruppo Messina, Corsta Crociere.*



On 25-27 of April, the **International Propeller clubs Italia** with scientific partnership of SRM organized the Conference titled: **Ports, Logistics and Economic Development**, in Barcelona.

The Conference took place with two sessions: “**Shipping and Motorways of the Sea**” and “**Ports and infrastructures**”. The first one saw the participation of **Francesco BENEVOLO**, Manager, RAM – Rete Autostrade Mediterranee, **Matteo DE CANDIA**, Representative Grandi Navi Veloci, Barcelona, **Mario MASSAROTTI**, Director, Grimaldi Terminal Barcelona, **Eduard RODÈS**, Director of European School of Short Sea Shipping, and **Federico SPINNATO**, Country Manager, Messina Group Barcelona.

During the second session the involved speakers were: Giambattista D’ASTE, General Secretary, Port Authority of Genoa, Paolo FERRANDINO, General Secretary, Assoporti, Alvaro RODRIGUEZ DAPENA, Technical Director, Puertos del Estado, and Emilio SQUILLANTE, General Secretary, Port Authority of Naples.

Alessandro Panaro – Head of Maritime & Mediterranean Economy Dept. in SRM – presented the study: “The challenges of the Mediterranean: economic scenario and forecasts”.

The visit to Spain foresaw guided calls to Barcelona and Valencia Ports with local Propeller.

Spain was chosen for its important relationships with Italy, and as the Spanish maritime economy and governance of ports are actually leader at European level. At the event, the most important shipping lines – GNV, Costa Crociere, Grimaldi, Gruppo Messina – were invited to participate for their relevant role into the ro-ro and cruise sectors.

Below the full programme:

### **PORTS, LOGISTICS AND ECONOMIC DEVELOPMENT**

**The International Propeller Clubs with the scientific partnership of SRM**

**Barcelona, 25th April 2016 – 15.30 -18.00**

**Port Authority Barcelona**

15.30 – Opening ceremony

Umberto MASUCCI, President, The International Propeller Clubs

Albert OÑATE, President, Propeller Club Barcelona

16.00 – Introductory speech

“The challenges of the Mediterranean: economic scenario and forecasts”

Alessandro PANARO, Head of Maritime Dept., SRM (Intesa Sanpaolo Banking Group)

16.20 – Speakers (in alphabetical order )

Chairmen: Umberto MASUCCI & Albert OÑATE

**Session I: Shipping and Motorways of the Sea**

Francesco BENEVOLO, Manager, RAM – Rete Autostrade Mediterranee

Matteo DE CANDIA, Representative Grandi Navi Veloci, Barcelona

Mario MASSAROTTI, Director, Grimaldi Terminal Barcelona

Eduard RODÈS, Director of European School of Short Sea Shipping

Federico SPINNATO, Country Manager, Messina Group Barcelona

**Session II: Ports and infrastructures**

Giambattista D'ASTE, General Secretary, Port Authority of Genoa

Paolo FERRANDINO, General Secretary, Assoport

Alvaro RODRIGUEZ DAPENA, Technical Director, Puertos del Estado

Emilio SQUILLANTE, General Secretary, Port Authority of Naples

**18.00 Conclusions**

Santiago GARCÍA-MILÀ, Vice General Manager of Strategic Department of Port of Barcelona, and President of European Sea Ports Organization

Source: On The MoS Way

Link: <http://bit.ly/1Wbqded>

## Progress on CO2 reduction

**Keywords:** *Maritime Environment Protection Committee, International Maritime Organization, fuel, International Convention for the Prevention of Pollution from Ships, International Chamber of Shipping*



The **Marine Environment Protection Committee (MEPC)** of the **International Maritime Organization (IMO)** has approved mandatory requirements for ships to record and report **their fuel consumption**.

This **mandatory data collection system** is intended to be the first in a three-step process of analysis to allow a decision to be made on whether any further measures are needed to address greenhouse gas emissions from shipping.

IMO Secretary-General Kitack Lim said: *“The unanimous agreement to take forward a mandatory data collection system for ships’ fuel consumption is a significant step. It will provide a solid basis on which to consider, armed with information, whether further measures may be required in future to mitigate GHG emissions from shipping.”*

Under the system, ships of 5,000 gross tonnage and above will be required to collect consumption data for each type of fuel they use, as well as other, additional, specified data including proxies for transport work.

The anonymous aggregated data will be reported to the **flag State after the end of each calendar year and the flag State**, which will be required to subsequently transfer this data to the **IMO Ship Fuel Consumption Database**.

This data collection system is enshrined in draft amendments to the **International Convention for the Prevention of Pollution from Ships (MARPOL)**, which were approved at the meeting.

The draft mandatory data collection requirements will be put forward for adoption at the **70th MEPC session in October this year and could enter into force in 2018**.

The **International Chamber of Shipping (ICS)** welcomed the progress made at **MEPC 69**. Speaking from **IMO**, **Mr Hinchliffe** said that the priority now is to persuade the **European Union** to adjust its unilateral regulation on the reporting and verification of individual ship emissions to make it compatible with what has now been agreed **at IMO**.

Source: Green Port

Link: <http://bit.ly/1SPnhB2>

## Shipping to be key ingredient of the EU's Africa agenda

**Keywords:** *African economy, international trade, EU Commissioner for Trade, ECSA, European Shipping, European Commission, Member States*

The **African economy** has become **one of the most promising global growth markets**. **Shipping is taking care of the largest part of international trade and in Africa this is even more the case due to less developed land infrastructure**. European shipowners strongly believe that maritime services are enablers of trade and development, particularly in Sub-Saharan Africa. This is the core message **ECSA** sent earlier this week in a **letter to EU Commissioner for Trade Cecilia Malmström**, inviting her to include maritime transport services in the **EU Africa agenda**.

“Efficient maritime transport is critical to the region’s trade and economic growth. Shipping is the backbone of the mobile supply chain which ties **European and African economies together**”, says **Patrick Verhoeven, ECSA Secretary General**, “We need to ensure that **European shipping** is able to keep its strong presence in **the region** and the **EU representations** should continue to play an important role in supporting this”, he added.

**European Community Shipowners’ Associations** recently organised a stakeholder roundtable to discuss the challenges and opportunities shipping companies face in Africa. European shipping companies are important partners to African governments and businesses and ensure that the countries are connected to world trade. At the same time **EU shipowners** are **increasingly confronted with market access barriers targeting foreign logistics and maritime services**. In some **African countries** for example, it is not possible to get a license to operate anymore unless the business is fully owned by locals.

A shared interest and willingness to address the challenges shipping companies face in **Africa** emerged from **this meeting with the shipping companies and associations, the European Commission and Member States representatives**. For **European shipping**, the end goal should be to *include shipping, and logistics services at large*, in any development and trade discussions carried out with African partners. This in order to ensure mutually benefiting business conditions in **Africa**, including a level playing field **interms of investment opportunities for European companies**. EU representations in Africa should indeed grow, as planned, into fully-fledged economic diplomacy delegations as their leverage towards African governments is larger than the **one of individual Member States**.

Source: Hellenic Shipping News

Link: <http://bit.ly/21Az0FL>

## Green transport target will be scrapped post-2020, EU confirms

Keywords: *EU, Member States, green fuels, renewable energy, biofuels, transport, biomass, food-based biofuels.*



EU laws requiring member states to use “at least 10%” renewable energy in transport will be scrapped after 2020, the European Commission confirmed, hoping to set aside a protracted controversy surrounding the environmental damage caused by biofuels.

The European Commission will table a revision of the Renewable Energy Directive at the end of 2016, aiming to further push renewable sources like wind and solar across the European Union.

On transport, “we will look specifically at the challenges and opportunities of renewable fuels including biofuels”, said Marie C. Donnelly, Director for Renewables at the European Commission.

The current directive, adopted in 2008, requires each EU member state to have “at least 10%” renewable energy used in transport by 2020 – including from biofuels and other sources like green electricity.

This has drawn criticism in Britain, where reaching the 10% target will require doubling current biofuel supply, adding a further penny per litre on pump prices, according to a leaked memo by the Department for Transport.

But the 10% target will be dropped in the new directive, Donnelly told a breakfast seminar organised at the European Parliament on Tuesday (3 May).

“What’s not going to be in the text is a target for the transport sector,” she said, confirming a decision by EU leaders in October 2014 to have only one target for renewable energies across the 28 EU member states that “will not be translated into nationally binding targets”.

“The continuation of the sub-target for the transport sector is something that has not been accepted and will not be continued in our proposal at the end of this year,” she told the event, organised by Kaidi, a Finnish firm producing biodiesel from wood-based biomass.

For more information click [here](#)

Source: EuroActiv.com

Link: <http://bit.ly/23smaZD>

## Iceland road transport rules below EU standards

Keywords: *Transport, European Union, European Economic Area, European Free Trade Area*



**Iceland is to be taken to court for failure to comply with European rules on road transport safety.**

Despite several warnings, Iceland has failed to satisfactorily incorporate into national law **European Union** (EU) directives on the transport of dangerous goods by road and on the roadside inspection of commercial vehicles.

As a member of the European Economic Area (EEA) and a beneficiary of the European internal market, Iceland is obliged to implement all **EU legislation** “with EEA

**relevance**”, such as the two directives in question.

A statement from the supervisory authority of the **European Free Trade Area** (EFTA) indicates that “Icelandic legislation and practice are not in line with EEA law”.

**Current Icelandic regulations allegedly do not meet European standards** on the safe transport of flammable, explosive and toxic substances, and Iceland does not carry out regular technical inspections on vehicle roadworthiness, the statement suggests.

Since Iceland has not taken the opportunity to remedy these issues or bring forward any mitigating arguments, the supervisory authority has decided to take the matter to **the EFTA court**.

Source: Iceland Monitor

Link: <http://bit.ly/1VLqPXA>

## Mixed reviews for North European ports

**Keywords:** North European Ports, Global port tracker, container traffic volumes, GDP



This year has started out to be a particularly bad one in terms of the negative affect that the downturn in GDP is having on North European Ports, according to Hackett Associates' latest Global Port Tracker.

Preliminary figures indicate that total container volumes across the six port range decreased by 30,000 teu (or 0.9%) in February compared to January with 3.26 million teu, equating to a 1% year-on-year decrease.

For incoming volumes, **the North Range** as a whole posted a 1.1% decrease from January and a 0.1% dip year-on-year. Outgoing volumes posted a 0.7% dip from January and a 2% slide year-on-year.

The doom and gloom doesn't stop there because if **Hackett Associate's** current estimate for the first quarter of 2016 is confirmed, port traffic in the range will have decreased by 1.9% compared with the first quarter of 2015.

So why is it that the firm is actually forecasting an increase of 0.1%? This is because, as **Sönke Maatsch points out**, when the figures are adjusted, container traffic declined throughout 2015, so the first quarter of 2016 will still be above average.

“Right now – and especially after the latest first quarter results – there is no reason to believe that **container traffic volumes** will go down in the same manner as in 2015. Simply maintaining the (seasonally adjusted) level reached in the first quarter would mean solid year-on-year growth compared with 2015.”

Now all that's needed is a little more consumer spending in order to help those GDP figures to pick up.

Source: Port Strategy

Link: <http://bit.ly/1q27piW>

## Rotterdam celebrates golden jubilee as a European container port

**Keywords:** *Port of Rotterdam, European Ports, container, Gulf Shipbuilding Corp, Euromax Terminal Rotterdam, Europe Container Terminals*



Rotterdam is celebrating 50 years as the largest container port in Europe.

On 3 May 1966, the MS Fairland, built in 1942 at **Gulf Shipbuilding Corp** in the US, called at Rotterdam. Owned by **Malcolm McLean**, famed founder of the containerised freight trade, the vessel was converted in 1957 to carry containerised cargo and was one of the first ships to carry this cargo across the Atlantic.

Today's commemoration, however, took place onboard the 2015-built UASC Al Zubara, moored at the automated **Euromax Terminal Rotterdam**. Euromax is owned by parent company **Europe Container Terminals (ECT)**, the container transshipment company founded after the arrival of the MS Fairland. However, at 19,870 teu, the UASC vessel is somewhat larger than its 226 teu American predecessor.

Emile Hoogsteden, director of containers, breakbulk & logistics at the Port of Rotterdam Authority (pictured, right), handed a "container cake" to the captain and Rob Bagchus of the ECT (left), in keeping with the celebration's theme.

*Source:* Sea Trade Maritime News

*Link:* <http://bit.ly/1UCdsaZ>

## Industry Unites for Prestige Captain

**Keywords:** *European Transport Workers Federation, European Community Shipowners' Associations, Prestige, fuel oil, ECSA, Provincial Court of La Coruña, IMO/ILO Guidelines, International Chamber of Shipping, International Oil Pollution Compensation Funds*



In a show of solidarity, the **European Transport Workers Federation** (ETF) and the **European Community Shipowners' Associations** (ECSA) have united to condemn the recent sentencing of *Prestige* master Apostolos Mangouras.

Spain's Supreme Court sentenced the captain of the *Prestige* oil tanker, which sank off Spain's northwestern coast in 2002, covering thousands of kilometers of coastline in fuel oil, to two years in prison in

**January.** Mangouras was convicted of recklessness resulting in catastrophic environmental damage, according to a statement by the court, overturning a previous sentence which cleared him of criminal responsibility.

The two organizations have stated that they stand ready to show their full support for Mangouras and are **willing to travel to Greece to meet with him and make it publicly clear they remain determined to stand firm against the trend in criminalization of seafarers.**

The **European Social Partners in Maritime Transport – ETF and ECSA** – are extremely concerned about the recent court decision in the *Prestige* case as it unexpectedly overturned the judgment by the **Provincial Court of La Coruña** (Galicia) which had yet cleared both the master and the chief engineer of criminal responsibility.

Judges have now convicted Mangouras of gross negligence for his decisions during the voyage and his actions as events unfolded. But this decision is nothing less than a further proof – *one time too many* – of the ill-treatment of seafarers that began as early at the time of accident and which, in the case of Mangouras, has continued for an agonizing period of fourteen long and stressful years of judicial harassment, says the **Social Partners.**

The Provincial **Court judgment found Mangouras innocent** for the simple reason that he bravely fulfilled his professional duty in attempting to save his ship. Confronted with a refusal by the Spanish authorities to give the damaged ship a place of refuge (where an oil spill could have been contained), not only the master but also the chief engineer and the chief officer remained on board the vessel, whilst the hull was breached and the risk of capsizing was dramatically increasing.

Under pressure from the **Spanish authorities**, the **master had to take a series of actions against his will that resulted in the damaged tanker being forced to remain out at sea in dreadful conditions, where it eventually broke in two and sank off the coast of Galicia.**

The **Social Partners cannot accept that seafarers should have to pay such a heavy price whilst the Maritime Authority**, who had been exempted from any liability, ordered the vessel away from any port of refuge, with well-known catastrophic effects upon the natural environment.

It is beyond dispute that seafarers are too often used as easy scapegoats upon whom to shift all **the responsibility for possible environmental damages, and unfairly sued - sometimes in flagrant breach of their fundamental rights, say the Social Partners.**

In addition, the Social Partners fear that such a ruling will impact negatively on the attractiveness of a seafaring career and hence on the future recruitment of young competent seafarers. **At a time when ECSA and ETF – together with the European Commission – are looking to promote the European maritime profession and render it attractive to young Europeans, the Supreme Court’s judgement sends entirely the wrong signal.**

Against this background, it is the industry’s duty to condemn and rebut in the strongest terms the **Supreme Court’s judgement.** It criminalizes seafarers with no evidence and makes it clearer than ever that there is a strong case for securing the supervision and implementation of the **IMO/ILO Guidelines** on fair treatment of seafarers in the event of a maritime accident of June 12, 2006, and the new **E.U. Operational Guidelines on Places of Refuge of November 13, 2015.** The latter have been developed jointly with the shipping industry, with the specific aim of avoiding a repetition of the mistakes made during the *Prestige* and *MSC Flaminia* incidents. It is therefore ironic that this judgment just comes at a time when the proper implementation of these guidelines could have prevented the worst from happening.

**ETF and ECSA sincerely hope that this wholly unjustified sentence will not be served, as logic suggests a man who is past 80 and deeply marked by injustice cannot again be pointlessly sent to jail.**

At a meeting of the **International Oil Pollution Compensation Funds (IOPCF)** last week, the **International Chamber of Shipping (ICS)** also strongly criticized the judgement of the Spanish Supreme Court.

“The Supreme Court’s decision was extremely surprising in that it overturned a lower court’s acquittal of the master, in his absence, and without hearing any new evidence as to his knowledge about the condition of the ship. This raises fundamental questions as to whether it was a fair trial,” said the ICS statement.

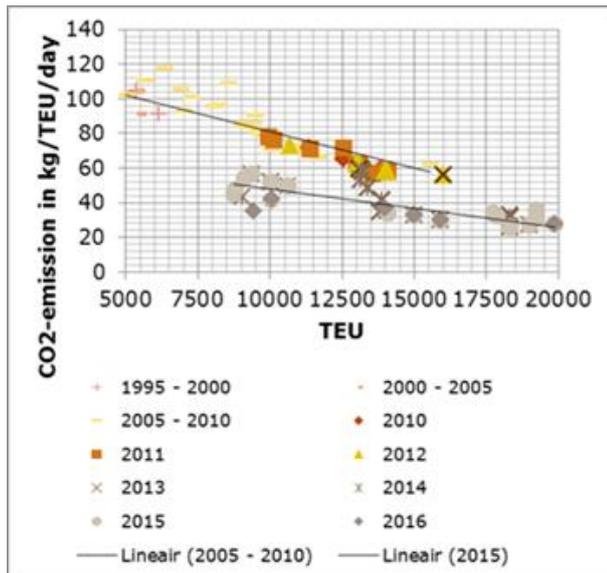
ICS says that the actions by the Spanish government to pursue its claims against the shipowner, for what are expected to be enormous amounts in excess of the shipowner’s limits of liability, could seriously undermine the system of shared liability that has been agreed under the CLC/Fund liability and compensation regime.

Source: The Maritime Executive

Link: <http://bit.ly/1WbSP78>

## Transport via Northern European ports more sustainable

**Keywords:** *the European continent, container, European Ports, environment, transport, Port of Rotterdam Authority, Sulphur Emission Control Area, North Sea and the Baltic Sea than the Mediterranean, LNG as transportation fuel in logistics*



On the European continent, the Alps form a natural barrier for international transport. Containers can be transported to Southern Germany, the Czech Republic or Poland cheaper as well as more sustainably via North European ports than via Southern European ports. This is despite the fact that the container ships between Asia and Europe always take the Suez Canal with the ensuing shorter sailing route to southern ports such as Koper, Constanta and Genoa. Research by Panteia into the environmental footprint logistics chains in Europe proves this. Panteia also has identified opportunities for making the transport more sustainable.

Allard Castelein, CEO Port of Rotterdam Authority: *'The Northern European ports perform well because many large container vessels call here, and much of the hinterland transport is done by inland shipping and rail. This provides for a relatively small ecological footprint, even though the route is longer. But the report also shows that further improvement is possible, especially by using LNG as a transport fuel and making logistics more efficient through IT. These are two important challenges for the coming years.'*

According to the study, the daily emissions of a 20,000 TEU vessel (TEU is a standard unit for container capacity), as measured by container, are far lower than those of a 10,000 TEU vessel. The difference in CO<sub>2</sub> emissions can be as high as 50%. Using large vessels therefore reduces the footprint. These large vessels call relatively more frequently at the large North European ports than at the smaller **Southern European ports**, because more goods are shipped to and from this densely populated region.

The report concludes that imposing a **Sulphur Emission Control Area (SECA)** on the Mediterranean will result in reduced emission of sulphur dioxide, but in practically no changes to the market share of the various ports. The researchers call this a 'quick win' in the fight against air pollution. Currently the rules for emissions from shipping are stricter in the **North Sea and the Baltic Sea than the Mediterranean**. The researchers believe that the southern ports do not gain any competitive advantage from this.

The use of **LNG as transportation fuel in logistics** (shipping, inland shipping, truck) has a positive effect mainly on inland shipping and coastal shipping. This makes logistics chains more sustainable via ports which have a large percentage of their hinterland transport organized by barges and coastal shipping, such as the port of Rotterdam. Trains are able to run on 100% renewable energy.

A broad application of IT can improve the efficiency of logistics and the load factor of containers and transport modalities. Panteia estimates a maximum CO2 reduction of 5% to 10%.

Major shippers and logistics companies were interviewed for the study. Price is the most important criterion for them, followed by service and reliability. Sustainability is not an important criterion. Sustainability is a deal maker, but not a deal breaker yet.

This means that legislation and incentives are important in ensuring that logistics are made more sustainable. Port authorities, transport companies and governments play an important part in this. For example, they can stimulate the use of LNG instead of diesel or fuel oil, stimulate inland shipping and rail, and develop IT to make logistics chains more efficient. Sea ports can use incentives for cleaner ships to contribute effectively to more sustainable logistics. Measures which reduce costs as well as the emissions are therefore very interesting.

The research of Panteia was commissioned by the **Port of Rotterdam Authority and Deltalinqs**. The Port Authority wants to play a leading role in the transition to reduce the environmental footprint of transport and believes decisions on this topic should be based on facts.

Source: Marine Link

Link: <http://bit.ly/1TuNMYQ>

## Asia-N.Europe container freight rates jump 170 pct

**Keywords:** *transport, container, ports, Asia, North Europe, Maersk Line*

Shipping freight rates for transporting containers from ports in Asia to Northern Europe jumped 170 percent to \$732 per 20-foot container (TEU) in the week ended on Friday, data from the Shanghai Containerized Freight Index showed.

Spot freight rates on the world's busiest routes soared as a result of planned rate increases announced earlier in April by the majority of the largest shipping companies.

The shipping industry has been battling over-capacity linked to a glut of new vessels ordered during a boom period before the global financial crisis of 2007-2009.

In the week to Friday, container **freight rates increased 138 percent from Asia to ports in the Mediterranean, 18 percent to ports on the U.S. West Coast and 6 percent to ports on the U.S. East Coast.**

**Maersk Line**, the global market leader with a market share around 15 percent and part of **Danish shipping and oil group A.P. Moller-Maersk**, reported in February a loss of \$182 million for the fourth quarter.

It is expected the group will report another loss when it publishes its first-quarter results on Wednesday.

**Maersk controls** around one fifth of all **transported containers from Asia to Europe.**

*Source:* Hellenic Shipping News

*Link:* <http://bit.ly/1WbUE40>

## European groups seek uniform approach on container weighing

**Keywords:** SOLAS, FEPORT, CLECAT, European Sea Ports Organization, European Shippers Council, logistics chain, verified gross mass

*A collective appeal has been made to national authorities by European shippers, freight forwarders, port authorities and terminal operators for a coordinated implementation of the International Maritime Organization's SOLAS convention, which requires all containers to be weighed before they are loaded and comes into force from July 1.*

"Supply chain actors and national authorities should work towards commonly accepted guidelines in order to minimise distortion of competition and ensure smooth functioning of **the SOLAS requirements**," according to the statement issued by the **Federation of European Private Port Operators**, CLECAT (the European freight forwarding association), **European Sea Ports Organization** and the **European Shippers Council**.

Each of the **four organisations** has **campaigned for a coordinated** approach to the new regulation, with little success amid growing concerns in the industry over the potential for disruption and distortion of competition in the supply chain from July 1.

The joint statement focuses on national guidelines for the two methods of weighing containers: Method 1, which requires that the container is weighed after it has been packed, and Method 2, which requires weighing all the cargo and packing materials in the container and adding them to the container's tare weight.

The groups said **European governments should focus on two main elements: tolerances applying to weighing equipment and the certification of those shippers approved to use verified gross mass certificates using Method 2.**

"National authorities need to be aware that excessive requirements can have an adverse impact on the logistics chain," the statement said.

An over-reliance on weighbridges for **Method 1** risks creating unnecessary bottlenecks that could be avoided by using other devices, such as spreader mounted weighing devices.

An over-complicated system for the regulation of **Methods 1 and 2** could also lead to delays in their authorisation.

The statement adds that to avoid market distortions, **European governments must adopt similar standards on certification that are not overly restrictive and do not have an adverse impact on the functioning of the logistics chain.**

"So as to ensure transparency and certainty for all actors in the supply chain, evidence should be available when required of the shipper's authorisation to provide a **verified gross mass (VGM).**"

The associations added that European authorities should also aim for a flexible tolerance level for weighing equipment that takes into account differences that may occur through natural weight variations, inaccurate tare weights on official plates, or through the use of different equipment, so as to not create blockages to the supply chain by unduly refusing carriage, while also not jeopardising safety and therefore the purpose of the rules.

*Source:* Heavy Lift

*Link:* <http://bit.ly/1VLsRqB>

## EMSA tender for surveillance UAV

**Keywords:** *European Maritime Safety Agency, Offshore Patrol and Surveillance, vessels, ship safety, AIS monitoring, pollution observation, port security, Port State Control*

The European Maritime Safety Agency (EMSA) will issue a tender for the procurement of a UAV to assist with its data and information gathering efforts, with the intention to expand its range of unmanned capabilities in the future.

At the **Offshore Patrol and Surveillance** conference on 20 April Markku Mylly, EMSA executive director, told delegates that a tender had been signed the previous week for the provision of an unmanned system to aid in its information gathering activities.

Potential **UAS activities discussed included monitoring emission controls among maritime users and fishing vessel movements.**

'We are looking for a medium or large UAS initially used to monitor the environment, but in the long run we will want it for multi-purpose operations. The system would be contractor operated,' Mylly confirmed to *Shephard*.

'[Drones] can provide a comprehensive picture and 24/7 coverage. This is the first time we are putting a drone tender out and let's see what the offer brings,' he told delegates.

At present the **organisation gathers much of its data through four data hubs across Europe**, which serve to gather information specific to the maritime sector, such as **ship safety issues, AIS monitoring, pollution observation and port security.**

In addition, around port state control officers regularly interact with its information database and THETIS system.

The system supports the new **Port State Control (PSC) inspection regime that monitors maritime affairs in the EU and the wider region of the Paris Memorandum of Understanding (MoU) on PSC which includes Canada, Iceland, Norway and the Russian Federation.**

The Paris MoU was signed by **14 European countries** in a bid to improve maritime enforcement and safety checks, following the sinking of the *Amoco Cadiz* (pictured above) in 1978 and the spill of nearly 220,000 tons of light crude oil and 4,000 tons of fuel oil into the sea off the coast of Brittany, France.

Around 20,000 inspections per year are recorded in the system by 600 authorised users from 27 connected countries. Each day more than 3,000 arrivals at any port in the region are recorded in the system, collected through **SafeSeaNet.**

The organisation has also recently worked with Frontex, an agency that organises border management and particularly active in the Mediterranean Sea dealing with **migrants crossing from North Africa.**

In addition, EMSA has coordinated with EUNAVFOR's **counter-piracy mission** off the Horn of Africa.

[www.onthemosway.eu](http://www.onthemosway.eu)



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*Source:* Shephard

*Link:* <http://bit.ly/1UChH6e>