

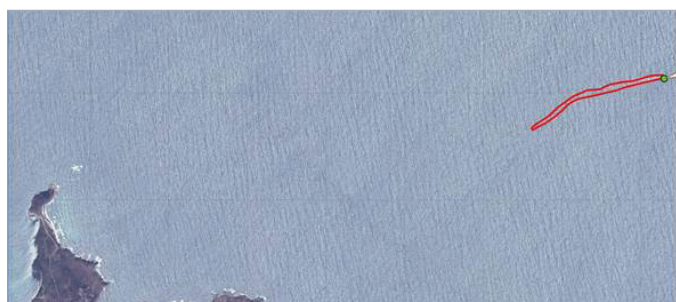
EMSA TO TAKE PART IN PORTUGAL SHIPPING WEEK

EMSA is holding a series of events as part of [Portugal Shipping Week](#) which kicks off on 17 September and is organised by Portugal's Ministry of the Sea and the global shipping event company Shipping Innovation. Open day tours of EMSA are scheduled on 17 and 19 September and will include an introduction to EMSA's role and responsibilities as well as a visit to EMSA's Maritime Support Services operation centre. An open ship event is being held on 19 September on board the Bahia Tres oil spill response vessel where participants will hear about the challenges of recovering oil at sea and the various techniques which can be deployed. Finally, two workshops will also be delivered on 19 September on accident investigation and maritime surveillance. See the website for [practical details on how to attend](#).



BULGARIA REQUESTS OIL SPILL MONITORING ASSISTANCE FROM EMSA

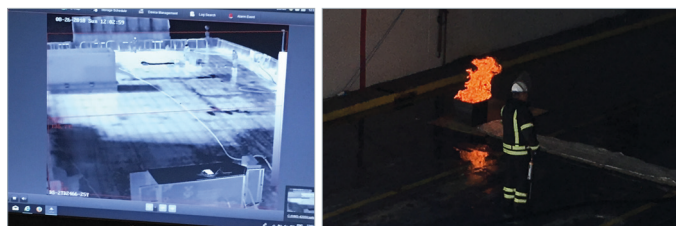
On 20 August the Bulgarian Maritime Administration contacted EMSA to report that oil was leaking from a sunken wreck off the Bulgarian coastline, six nautical miles from the port of Sozopol, and to request emergency assistance. The M/V Mopang, an American cargo ship, had sunk in 1921; and oil was observed in the area on 20 August. It was estimated that 60-70m³ of heavy fuel oil had been released into the marine environment, of an estimated 600m³ on board. EMSA immediately ordered more CleanSeaNet images to monitor the extent and spread of the oil. Between 20 and 31 August, EMSA delivered three optical and seven SAR images over the area. The Bulgarian authorities acted quickly to seal the hull of the vessel and started an underwater operation to pump-out the oil remaining into the wrecks. The operation is still in progress.



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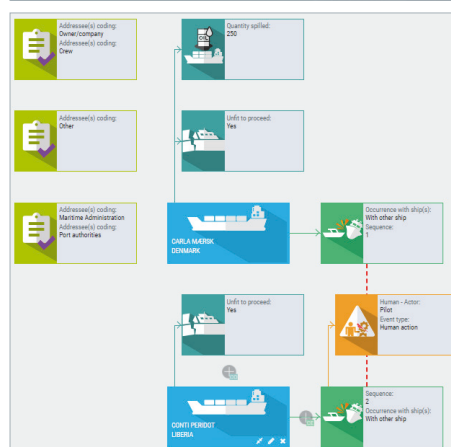
ALTERNATIVE DETECTION SYSTEMS TESTED ON THE STENA SCANDINAVICA

On 26 August the successful testing of two alternative detection systems took place on board the Stena Scandinavica as part of the [EMSA commissioned study FIRESAFE II](#), conducted by Bureau Veritas, RISE and Stena Line. More specifically, a thermal imaging camera was tested on the 'weather deck' of the ship and a fibre optic linear heat detection system was tested on the 'open deck' of the ship, where even a comparison with a conventional smoke detection system could be made. Both alternative systems performed well and the results of the testing, as well as of a cost benefit analysis will be included in the final report of the study which is expected to be published by the end of 2018.



ACCIDENT INVESTIGATION - NEW EMCIP PLATFORM GOES LIVE

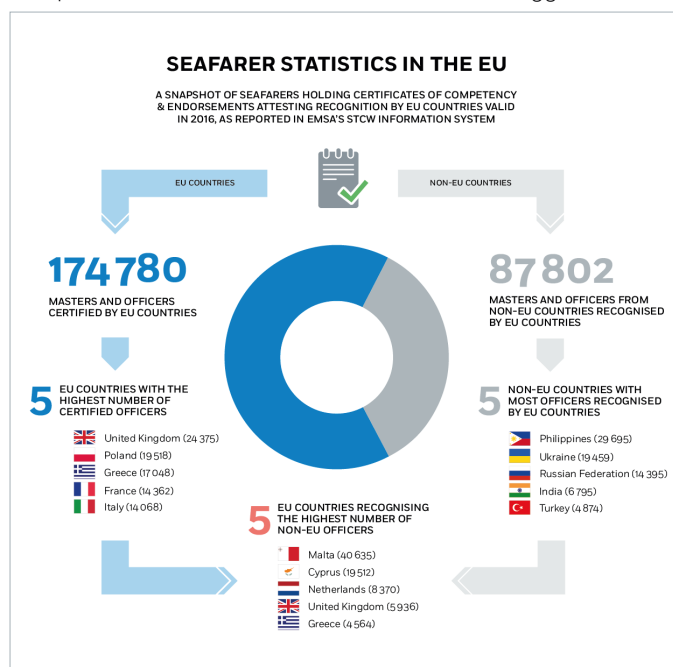
The new European Marine Casualty Information Platform, EMCIP, went live on 3 September following 18 months of development and testing. The newly developed system offers enhanced reporting tools which have been implemented through state-of-the-art internet technologies. It encompasses user-friendly interfaces and unique visualisation tools which will help marine safety investigators and maritime authorities to [draw safety lessons](#) and learn from them. While the first version is only available to marine accident investigation bodies, access is expected to be granted to other competent authorities and a section made available to the public in the foreseeable future.



The images above and on the left show an actual collision between the Carla Maersk and Conti Peridot at the Houston Ship Channel in Texas (USA) on 9/3/2015 and how this is represented in the corresponding analysis chart from the new EMCIP platform

UPDATED STATISTICS OF EU-WIDE PICTURE OF SEAFARERS NOW ONLINE

The 'Seafarers' Statistics in the EU' annual review has now been published by EMSA with updated information for 2016. The [statistical review](#) is based on data extracted from certificates and endorsements, registered by EU member states until 31 December 2016 and received in the STCW Information System (STCW-IS). This third review presents a snapshot of the number of seafarers holding valid certificates and endorsements in 2016. As data is collected, trend analysis becomes possible and can hopefully contribute to a better understanding of the maritime labour force in Europe. The data under review and included in the STCW-IS shows that almost 174,800 masters and officers held valid certificates of competency (CoCs) issued by EU member states while another 87,800 masters and officers held original CoCs issued by non-EU countries with endorsements issued by EU member states attesting their recognition. Overall, the end of 2016 saw slightly above a quarter of a million masters and officers as potential manpower to serve on board EU member state-flagged vessels.



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VACANCIES: ICT systems and applications security officers (deadline: 16/9/2018); National experts in professional training (deadline: 20/9/2018)

PROCUREMENT: Provision of ICT services for MAR-CIS and CHD applications (deadline: 21/9/2018); Call for experts to implement capacity building activities (deadline: 31/10/2020); see website for more.