The Triennial Interspill Address:

“Working Together”

Interspill 2009,
Marseille, France, 12\textsuperscript{th} May 2009

Willem de Ruiter
Executive Director
Accidents: Positive Trends

Recent period / numbers of incidents:

1990 - 2005: Decreasing but
2006 - 2008: Increasing

• No major oil spill in EU over the last 5 years
Accidents: Positive Factors

- High Economic activity
- Higher investment
- Improved shipping quality
- Improved Management
- Improved Controls
  at International, Regional and National levels
- Recent decreasing economic activity = less voyages
Accidents: Negative Factors

- Decreasing economic activity
- Potentially less investment in safety
  - Less maintenance
  - Less training, cheaper crew
  - Shortage of crew + rapid promotion of unsuitable officers

- Larger ships - larger tanks
- Changing traffic patterns
- Increasing cost of individual accidents

- EMSA Accident Reviews (2006/7/8)
  - Increasing number of accidents from 2006 to 2008 in EU

Risk of accidents & marine pollution remains
Main Stakeholders & Partners:

- 27 EU Member States + Iceland & Norway
- 3 Candidate Countries
- European Institutions
  - European Commission, Parliament & Council
- European Community Agencies
- Regional Agreements
- IMO & Industry
Marine Pollution Operational Services
Types of vessels

- Tankers
- Bunker vessels
- Supply vessels
- Dredgers
Operational Services: CleanSeaNet

European Space Agency

Joint Research Council
HNS “Chemical” Spills: MAR-ICE Service

- Network of Chemical Experts
- Product specific information
- 24/7 service
- All MS can be part of MAR-ICE
- Co-operation with CEFIC & CEDRE
- Based on “ICE” network for land transport set-up by CEFIC
Other Operational Services
Maritime Support Services

- 24/7 availability
- Single point of contact for alerts
- Triggering the EMSA contingency plan for:
  - Oil recovery vessels
  - CleanSeaNet support
The new EMSA HQ
Thank You

www.emsa.europa.eu