

The Triennial Interspill Address: “Working Together”

**Interspill 2009,
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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





Tankers



Bunker vessels

Types of vessels

8



Supply vessels



Dredgers

Operational Services: CleanSeaNet



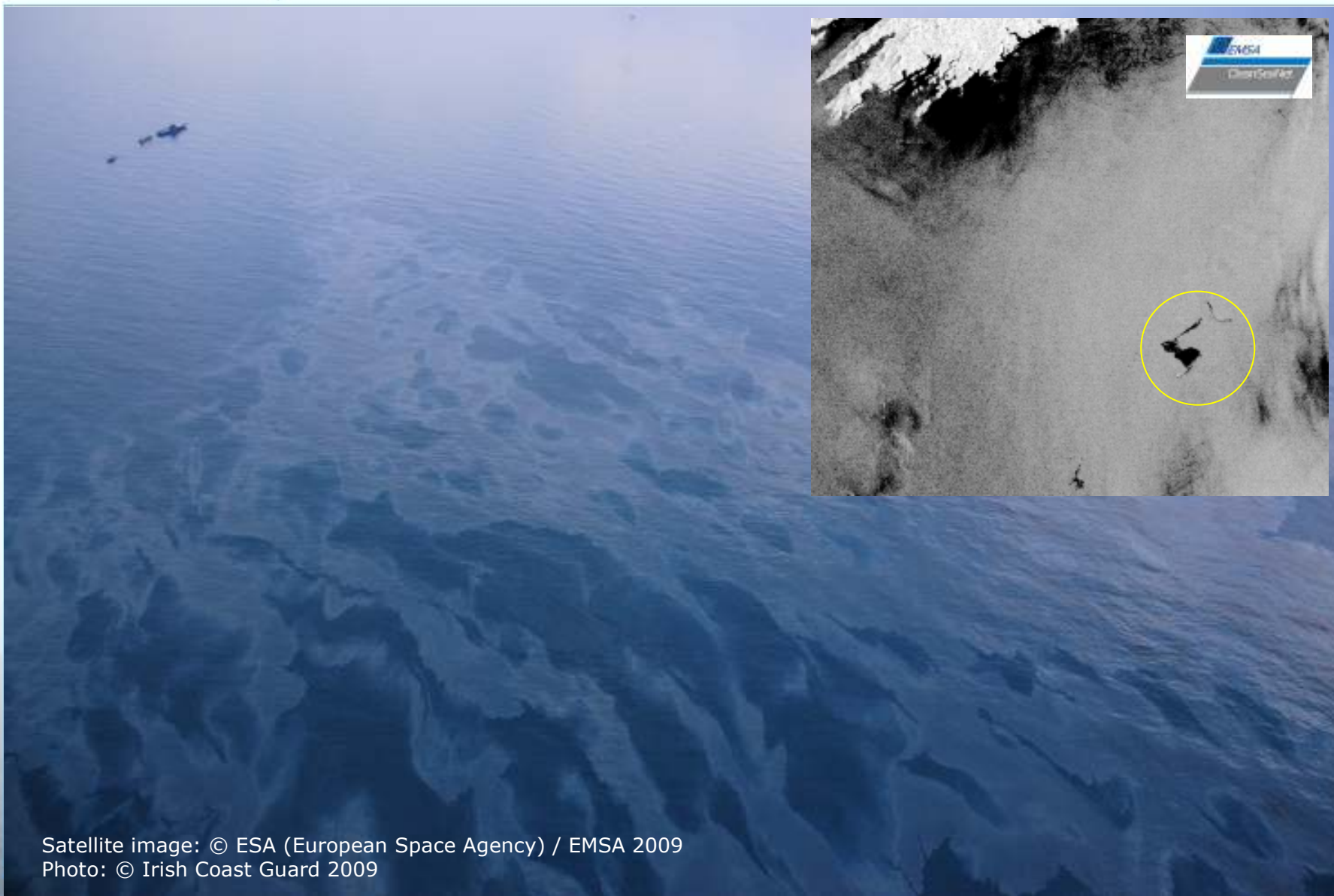
European Space Agency



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Joint Research Council





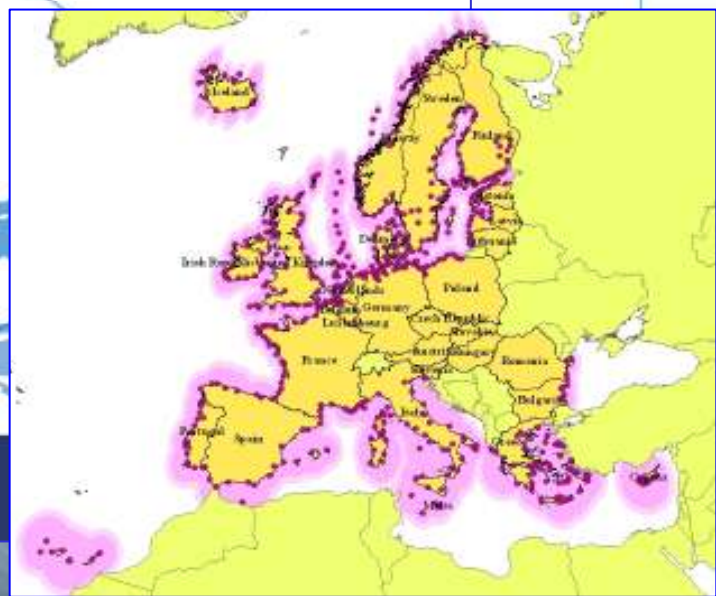
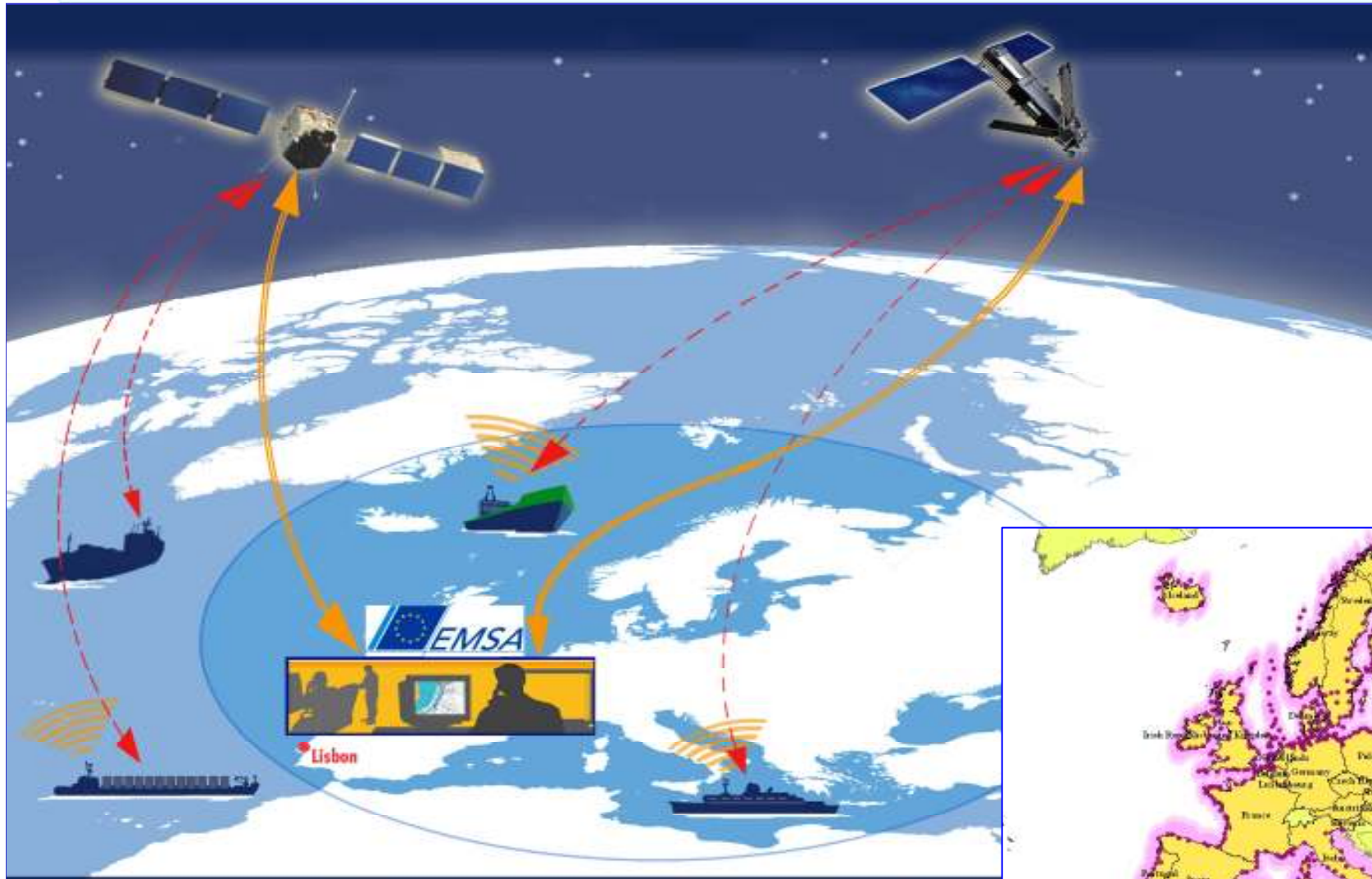
Satellite image: © ESA (European Space Agency) / EMSA 2009
Photo: © Irish Coast Guard 2009

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



EU LRIT DC

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