

Public consultation on the evaluation of the European Maritime Safety Agency including its pollution response services

Fields marked with * are mandatory.

Transparency and confidentiality

* You are welcome to answer the questionnaire in any of the 24 official languages of the EU. Please let us know in which language you are replying.

English

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* The contributions received in the context of this public consultation will be published on the internet together with the identification data of the respondent unless the respondent requests that his or her contribution should be published anonymously.

Please indicate your preference as regards publication of your contribution:

- My contribution may be published under the name indicated (organisation / association / authority you represent)
- My contribution may be published but should be kept anonymous

* May the Commission contact you, in case further details on the submitted information in this questionnaire are required?

- Yes
- No

* Please provide your email address

coordinacion_agri.mr@xunta.es

Respondent details

1. Are you replying as/on behalf of:

- A citizen
- A public authority (national, regional or local)
- An international organisation
- An industry association or trade-union
- An academic/research organisation
- A non-governmental organisation (NGO)
- A company
- Other (please specify)

2. Please provide, if applicable, the name of the entity on whose behalf you are replying

200 character(s) maximum

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*3. Is the entity on whose behalf you are replying registered in the EU Transparency Register?
If your organisation is not registered, we invite you to [register](#), although it is not compulsory to be registered to reply to this consultation.

[Why a transparency register?](#)

- Yes
- No

*4. Please provide your first name

100 character(s) maximum

ISABEL

*5. Please provide your last name

100 character(s) maximum

VÁZQUEZ CONDE

6. Please indicate the country where you live or, if you reply on behalf of an entity, the country where it has its headquarters/place of establishment. International and/or European organisations please choose 'other European non-EU' or 'non-European'

Spain

7. Please specify which interests you (the organisation on behalf of which you respond) represent

- National maritime authorities/administrations
- Shipowners/operators
- Port and terminal operators
- Seafarers and their organisations / Trade unions
- Maritime related European associations
- Third Country Flag States
- Classification societies
- Other actors involved in maritime transport such as ships agents, pilots, VTS operators etc.
- Standardisation bodies

- Consultancies
- Research and academia
- General interests (environmental, social, NGOs etc.)
- Passengers
- Citizens
- Other (please specify)

7.a. Please specify

200 character(s) maximum

REGIONAL MARITIME AUTHORITY / ADMINISTRATION

General questionnaire

Evaluation of the European Maritime Safety Agency

In the aftermath of the "Erika" tanker accident and the resulting oil spill, the European Commission proposed to set up a [European Maritime Safety Agency \(EMSA\)](#). The Agency was established in 2002 by Regulation (EC) 1406/2002 and had its mandate extended over the years. Based in Lisbon, EMSA today provides technical, operational and scientific assistance to the European Commission and the Member States in the fields of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to pollution caused by oil and gas installations.

Its assistance is particularly relevant in the continuous process of updating and developing new legislation, monitoring its implementation and evaluating the effectiveness of the measures in place. EMSA carries out regular visits to maritime administrations and inspects classification societies as well as third countries' systems for training and certification of seafarers. The Agency also assists EU neighbouring countries to extend know-how and capabilities. Furthermore EMSA assists Member States affected by pollution caused by ships and oil and gas installations with specialised ships and equipment and satellite images to detect pollution.

A key area under constant development and of increasing added value is EMSA maritime monitoring and information activities. The European Commission is promoting a greater use of EMSA assistance for developing technical solutions for simplified reporting formalities for shipping and interoperable IT solutions like the Single Window and the e-Manifest. The Integrated Maritime Services, building on ship reporting systems and other surveillance tools, are extending digital solutions to all end-users with a legitimate interest and EU bodies, serving priority political areas such as security and the migration situation. A challenge for the future is to assist more national authorities involved in Coast Guard functions for enhanced cross-sector and cross-border concerted action in cooperation with other competent agencies.

1. Are you familiar with EMSA activities?

- To a great extent
- To some extent
- To a very limited extent
- Not at all

No opinion

2. In the period 2013-2016, how frequently did you interact with EMSA services?

- On a weekly basis
- On a monthly basis
- A few times per year
- One to two times per year
- Never

3. In your opinion, during 2013-2016 EMSA contributed to:

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
A high, uniform and effective level of maritime safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A high, uniform and effective level of maritime security	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A high, uniform and effective level of prevention of pollution caused by ships	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An adequate response to marine pollution caused by ships and oil and gas installations	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Efficiency of maritime traffic and transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3.a. Comments

2000 character(s) maximum

4. In your opinion, during 2013-2016, did EMSA activities at EU level provide added value for the:

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know

Updating and effective implementation of European and international legislation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Training, capacity-building and technical assistance provided to Member States	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Operational assistance provided to Member States for responding to pollution	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Integrated Maritime Services provided to Member States, other EU bodies and third countries	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical and operational assistance provided to European Neighbourhood partner countries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

4.a. Comments

2000 character(s) maximum

5. In your opinion, does the agency have adequate resources (budget of €55 million and 250 staff in 2016) for the work entrusted to it?

- No, they are much too high
- No, they are a little high
- Yes, they are adequate
- No, there are a little low
- No, they are much too low
- I don't know

6. To what extent do you consider EMSA activities to be coherent with the policies and activities of your organisation/ with the interests that you represent?

- To a great extent
- To some extent
- To a very limited extent
- Not at all
- No opinion

6.a. Comments

2000 character(s) maximum

7. In your opinion, does EMSA provide better services to:

at most 3 choice(s)

- | | |
|---|--|
| <input checked="" type="checkbox"/> National maritime authorities | <input type="checkbox"/> European Commission |
| <input checked="" type="checkbox"/> EU bodies and agencies | <input type="checkbox"/> Third countries' maritime authorities |
| <input type="checkbox"/> Industry | <input type="checkbox"/> Passengers |
| <input type="checkbox"/> Seafarers | <input type="checkbox"/> Society at large |
| <input type="checkbox"/> Other | <input type="checkbox"/> Cannot say |

8. Please give your overall assessment of the performance of the Agency for the period 2013-2016.

- Very good
- Good
- Fair
- Poor
- Very poor
- I don't know

8.a. Comments

2000 character(s) maximum

9. Do you have any additional comments to make on EMSA role and activities as a whole?

2000 character(s) maximum

10. If you wanted to have additional information on EMSA activities, which source would you prefer?

at most 2 choice(s)

- | | |
|--|---|
| <input type="checkbox"/> National Maritime authorities | <input checked="" type="checkbox"/> Regional and local Maritime authorities |
| <input type="checkbox"/> EMSA website and social media | <input type="checkbox"/> TV and/or radio |
| <input type="checkbox"/> EMSA events/workshops | <input checked="" type="checkbox"/> EMSA publications |
| <input type="checkbox"/> | <input type="checkbox"/> |

Evaluation of the pollution response services of the agency

When oil or chemicals are accidentally spilled into the seas off the coast of an EU Member State, EMSA is able to help by providing the following services:

- A network of stand-by oil spill response vessels, with different types of oil-combatting equipment arrangements
- An equipment assistance service, offering stockpiles of dedicated pollution response equipment
- A satellite-based oil spill monitoring service known as CleanSeaNet
- The MAR-ICE Network, a service for chemical emergencies providing expert information and advice
- The MAR-CIS database of substance-specific marine chemical information sheets.

The services offered by the Agency can be described as a “toolbox” from which the requesting State can pick the measures most suitable to the situation. Through these services, EMSA aims to complement and top-up existing resources at national and regional level, but not to replace them.

The services are available at the request of EU Member States, EEA countries and neighbouring countries sharing a regional sea basin with the EU.

In 2013 the mandate of the Agency was extended to cover the response to marine pollution not only caused by ships but also by oil and gas installations.

[Overview over the EMSA Pollution Response Services](#)

11. In your opinion, to what extent does EMSA contribute to an adequate preparedness and response to marine pollution from ships in European waters?

- To a great extent
- To some extent
- To a very limited extent
- Not at all
- No opinion

11.a. Comments

2000 character(s) maximum

12. In your opinion, to what extent does EMSA contribute to an adequate preparedness and response to marine pollution from oil and gas installations?

- To a great extent
- To some extent
- To a very limited extent
- Not at all
- No opinion

12.a. Comments

2000 character(s) maximum

Network of Stand-by Oil Spill Response Vessels

Starting in 2005, EMSA has established a [network of oil spill response vessels](#) through contracts with commercial vessel operators. Selected vessels are adapted and fitted with oil pollution response equipment. They carry on with their usual commercial activities, but are ready to act within 24 hours if their assistance is requested in case of an oil spill.

EMSA currently maintains 16 fully equipped stand-by oil spill response vessels strategically located around Europe.

The vessels are mainly equipped with mechanical devices to confine and recover oil from the sea surface (e.g. fixed rigid sweeping arms, skimmers and booms). Some are also able to spray products to facilitate the dispersion of oil slicks in small droplets in the water column (easier for sea-living microbes to break down).

Regardless of their area of commercial operation, all vessels in the EMSA network can be mobilised to respond to an oil spill anywhere in European waters and shared sea basins.

13. In your view is the network of EMSA vessels covering European waters adequate to complement existing resources at national level?

- Yes, it provides a very good geographical coverage
- Yes, it provides a fair geographical coverage
- No, it is geographically unbalanced

- No, it provides a sparse geographical coverage
- I do not know

13.a. Comments

2000 character(s) maximum

14. In your view is the network of EMSA vessels covering European waters adequate to complement existing resources at regional level?

- More than adequate
- Adequate
- Insufficient
- I don't know

14.a. Comments

2000 character(s) maximum

15. How would you rate EMSA vessels (equipped mainly with mechanical devices) to respond to marine pollution?

- Very well equipped
- Well equipped
- Adequately equipped
- Poorly equipped
- Very poorly equipped
- I don't know

15.a. Comments

2000 character(s) maximum

16. To what extent do you agree with the statement "EMSA vessels provide an effective solution for responding to marine pollution from ships in European waters"?

- Agree to a great extent
- Agree to some extent
- Agree to a very limited extent
- Do not agree at all
- No opinion

16.a. If applicable, please provide suggestions on how to improve the current set up.

2000 character(s) maximum

17. To what extent do you agree with the statements: "EMSA should seek alternative models to respond to marine pollution, namely : ...

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
... Charter dedicated pollution response vessels on permanent stand-by, for EMSA's exclusive use."	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Charter multipurpose vessels suitable for pollution response, for EMSA to share with other EU Agencies, eg European Fisheries Control Agency, European Border and Coast Guard Agency."	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Help the Member States financially to build/charter more pollution response vessels at a national level for possible use at EU level instead of having the network of EMSA stand-by vessels."	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Outsource some/all of the Pollution Response Services to private contractors."	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

17.a. Comments

2000 character(s) maximum

Equipment Assistance Service

The [Equipment Assistance Service](#) (EAS) consists of stand-alone (it can be independently used and powered) high sea oil pollution response equipment stockpiles in selected areas around Europe. This service complements the response capacity available through EMSA's network of oil spill response vessels. The equipment is ready to be mobilised around-the-clock anywhere in European waters and shared sea basins. EMSA has made contractual arrangements to enable the proper storage and quick transport of the equipment to the required location in case of mobilisation.

Following a request for assistance, the maximum mobilisation time required (i.e. equipment loaded on trailers and ready to be shipped) is 12 hours, excluding the transit time. In addition to the equipment, technical support personnel can also be hired to assist with the equipment familiarisation.

EMSA currently maintains two equipment stockpiles:

- Aberdeen, UK (EAS North Sea)
- Gdansk, Poland (EAS Baltic Sea)

A third Equipment Assistance Service in the Mediterranean Sea is currently being established.

18. In your view, are EMSA stockpiles of equipment?

- Sufficient
- Only partially sufficient
- Insufficient
- I do not know

18.a. Comments

2000 character(s) maximum

19. Should EMSA provide other types of equipment as part of this service?

- Strongly agree
- Agree
- No strong view
- Disagree
- Strongly disagree

19.a. If yes, which type of equipment?

2000 character(s) maximum

COASTAL WATERS RESPONSE EQUIPMENTS AND PROTOCOLS

20. To what extent do you agree with the statement "EMSA Equipment Assistance Service provide an effective solution for responding to marine pollution from ships in European waters"?

- Agree to a great extent
- Agree to some extent
- Agree to a very limited extent
- Do not agree at all
- No opinion

21. Instead of setting up the Equipment Assistance Service, should EMSA support the EU Member States (financially, technically) in reinforcing their pollution response equipment at national level?

- Strongly agree
- Agree
- No strong view
- Disagree
- Strongly disagree

21.a. Comments

2000 character(s) maximum

[CleanSeaNet](#) is a satellite-based oil spill monitoring and polluter identification service that provides over 3,000 satellite radar images a year to 28 participating states including EU Member States, candidate countries and EFTA Member States.

The satellite radar images are analysed by trained operators (that identify the possible oil spills on the image) and further enriched with additional information (vessel positioning information, vessel detection from radar, meteorological information, etc.) where available. Based on this information, the users of the service are alerted to possible pollution and informed about its potential sources. This service is used to detect any discharges by ships including deliberate ones which, according to international law, are illegal if they exceed the limits set out in the relevant international convention (MARPOL). The system is also mobilised in case of pollution following an accident at sea. The process between image acquisition and delivery to the Coastal State takes less than 30 minutes.

22. How useful do you consider the CleanSeaNet Service for marine pollution detection?

- Very useful
- Somewhat useful
- Somewhat useless
- Very useless
- I don't know

22.a. Comments

2000 character(s) maximum

23. To what extent do you agree with the statement "CleanSeaNet provides an efficient cost-effective solution for locating marine pollution from ships in European waters"?

- Agree to a great extent
- Agree to some extent
- Agree to a very limited extent
- Do not agree at all
- No opinion

23.a. Comments

2000 character(s) maximum

IT WOULD BE OF GREAT HELP IF IT IS EXTENDED TO THE COASTAL REGIONS THAT HAVE COASGUARDS SERVICES, AS GALICIA REGION

24. To what extent do you consider CleanSeaNet to have a deterrent effect with regard to illegal discharges from vessels of hydrocarbons at sea?

- To a great extent
- To some extent
- To a very limited extent
- Not at all
- No opinion

24.a. Comments

2000 character(s) maximum

25. To what extent do you agree with the statements: "EMSA should : ...

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
... Increase the number of images available through CleanSeaNet."	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Maintain the same level of service (number of images, response time)."	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Employ alternative means to monitor oil spills, e.g. drones."	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

25.a. Comments

2000 character(s) maximum

Chemical Spill Response

In 2007, the Agency developed the [Action Plan for HNS Pollution Preparedness and Response \(Hazardous and Noxious Substances Action Plan\)](#).

Marine Intervention in Chemical Emergencies Network – MAR-ICE Network

In close cooperation with the European Chemical Industry Council (Cefic, Belgium) and the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre, France), EMSA established a network of experts (MAR-ICE Network) who provide upon request information and specialist advice on chemicals involved in maritime emergencies.

MAR-CIS: Marine Chemical Information Sheets

When responding to incidents involving hazardous and noxious substances or chemical spills, the first concern is to identify the substances involved in order to assess their behaviour and the hazard they may create for the crew, the nearby population, and the marine environment. The MAR-CIS information sheets provide substance-specific and maritime-relevant information on chemicals. Their aim is to assist the competent authorities during the initial stage of the response to maritime incidents involving such substances.

26. Based on your experience / in your opinion, does the MAR-ICE Network provide an effective solution for responding to marine pollution from chemicals in European waters?

- To a great extent
- To some extent
- To a very limited extent
- Not at all
- No opinion

26.a. Comments

2000 character(s) maximum

27. Based on your experience / in your opinion, does the MAR-CIS Information Sheets provide an effective solution to support the EU Member States?

- Strongly agree
- Agree
- No strong view
- Disagree
- Strongly disagree
- No opinion

27.a. Comments

2000 character(s) maximum

28. To what extent do you agree with the statements: "EMSA should : ...

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
... Develop other activities in relation to chemical spill response."	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Develop its own response means for chemical marine pollution (as already done for oil pollution)."	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... Help the EU Member States (financially, technically) to develop their own means for HNS pollution response."	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

28.a. Comments

2000 character(s) maximum

Conclusions regarding the pollution response services of EMSA

29. Should EMSA organise its marine pollution response and preparedness services differently?

- Yes
- No

29.a. If yes, how?

2000 character(s) maximum

IT WOULD BE GREAT IF EMSA TAKES INTO ACCOUNT ALL THE EU COASTGUARDS SERVICES AND BRINGS THE SERVICES NOT ONLY AT A NATIONAL LEVEL BUT ALSO AT A REGIONAL ONE

30. Anything else you would like to add regarding EMSA pollution response services?

2000 character(s) maximum

Attachments

Please upload any documents (supporting documents, positions papers) which you would like to attach to your reply.

Useful links

[Consultation webpage \(https://ec.europa.eu/transport/modes/maritime/consultations/2017-ems-evaluation_en\)](https://ec.europa.eu/transport/modes/maritime/consultations/2017-ems-evaluation_en)

Contact

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