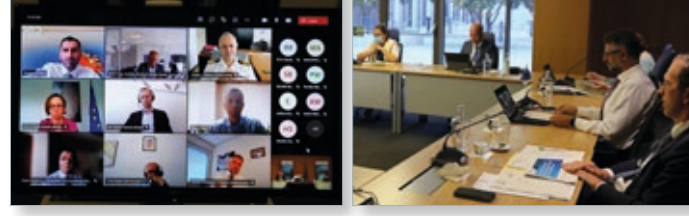


## EMSA ADMINISTRATIVE BOARD MEETS ONLINE IN SECOND SESSION OF THE YEAR

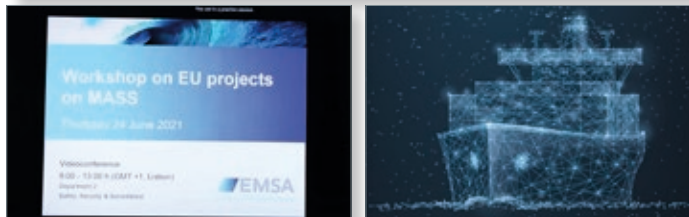
EMSA's second Administrative Board meeting of the year took place virtually on 23 June. Board members received their customary update of EMSA's ongoing activities, including developments in the field of anti-pollution measures and an overview of the many remotely piloted aircraft deployments that took place in the first half of the year. Members also heard of the impact of the COVID-19 pandemic on EMSA's execution of the annual work programme and budget, both of which are expected to be fully implemented by the end of the year. Members agreed on the draft cooperation agreement with the European Naval Force for the Mediterranean (EUNAVFOR MED) through which the Agency will be providing aerial, maritime and satellite assets to Operation IRINI. In the context of the EMSA Academy, members heard of various capacity building activities which also include the development of a state-of-the-art simulator (VRESI) to allow trainees to perform ship inspections in a safe and controlled environment. As with every year, EMSA gave member states the opportunity to express their training needs for 2022 and extended the possibility of using the Agency's web-based learning management system – MaKCs. This follows the successful trial of the system in Ireland.



This remote gathering was the fourth virtual meeting of the EMSA's Administrative Board

## AUTONOMOUS SHIPPING: EMSA HOSTS WORKSHOP ON EU RESEARCH PROJECTS

On 24 June EMSA hosted a public, online half-day workshop on EU research projects in the area of Maritime Autonomous Surface Ships (MASS). More than 100 people from all over the world participated in the workshop and more than 30 questions were posed and answered during the workshop. The workshop started with the European Commission's DG MOVE setting the scene and continued with the European Space Agency (ESA) sharing their initiatives and upcoming projects to assist the implementation of MASS. Then it was the turn of significant Horizon2020 projects to be presented; the National Technical University of Athens (NTUA) presented the MOSES project, while SINTEF Ocean presented the AUTOSHIP and AEGIS projects. To conclude with the ongoing projects, DNV, as a contractor of EMSA, presented the RBAT (Risk Based Assessment Tool) study which just concluded the first of its three parts. Before proceeding to an extensive and very interesting panel discussion, EMSA also briefly presented a study that is currently in its contractual award phase on the competence of operators of Remote Control Centres. Related presentations and resources can be [downloaded online](#).



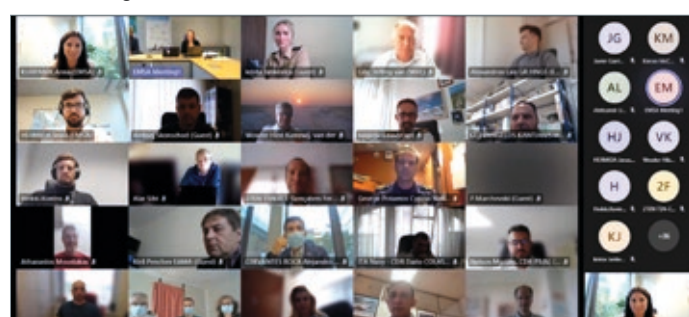
## CISE STAKEHOLDER GROUP NOTES PROGRESS DURING 7TH MEETING

The state of play of the [Common Information Sharing Environment](#) (CISE) Transitional Phase activities was one of the main points discussed during the stakeholders' meeting on 2-3 June. EMSA reported on the most relevant operational and technical developments. Following the creation of the CISE node v2.0, the deployment in the network is planned to start in October. This will upgrade the current nodes to the operational version (v2.0), and will allow for new nodes to be deployed. Stakeholders decided also to set up a test environment next to the operational network. Other activities, including work on the pre-operational services, the Security Study and the Responsibility to Share audit scheme were reported. Three additional member states (Cyprus, Croatia and Slovenia) shared their plans to join the CISE network in the Transitional Phase.



## INTRODUCTORY WORKSHOP ON CISE HELD BY EMSA ON 16 JUNE

The 'Introduction to CISE' online training gathered some 50 participants from 20 European countries. The topics covered included the organisational, technical and operational aspects of joining the [CISE network](#). The workshop provided a possibility for the 'newcomers' as well as for the established stakeholders to understand better the way the information is exchanged within the CISE network. The participants could look into the network architecture, consider different governance models and see how the installation and development process is performed step by step. The costs and financing modalities were explained, a workshop on this topic will be organised in September. The interactive nature of the workshop allowed the participants to share their experience and concerns that were addressed during the training.



## EMSA PARTICIPATES IN PARIS MOU ANNUAL COMMITTEE MEETING

EMSA participated in the Paris Memorandum of Understanding's 54th committee meeting held on 17-21 May. Due to the COVID-19 pandemic the meeting was held via video conference. EMSA is the technical advisor to the European Commission for matters related to Port State Control and also acts as database manager for the inspection system known as THETIS. In addition, EMSA provides training to Port State Control Officers (through courses held in house and remote eLearning). The Agency leads various task forces, including one on the evaluation of the New Inspection Regime and one on data quality and the use of the inspection system. At the meeting, the [Paris MoU committee](#) agreed to establish two additional task forces: the first to explore the possible introduction of a port state control regime on fishing vessels; and the second on regulatory complexity to carry out a review of Paris MoU documentation.



The Paris MoU aims to eliminate the operation of sub-standard ships through a harmonised system of port state control

## EMSA PRESENTS MARITIME DIGITAL SERVICES CATALOGUE TO USERS

EMSA's Maritime Digital Services Catalogue is now available for the first time to external users. The catalogue is a comprehensive, up-to-date source of information on the Maritime Digital Services provided by the Agency. Users from authorities performing functions in the maritime domain can now easily find all the information they need on the services in one place - how to acquire a particular digital service or dataset for instance, when developing or upgrading national maritime systems and services. In order to make the information user friendly, the document provides harmonised descriptions of the services which are aggregated into several, functional classes. It makes references to EMSA's service chain as well as the applicable legal basis, agreements, key performance indicators, and technologies. Users can also learn which back-end services, features and [digital services catalogue](#) can be downloaded directly from EMSA's website.



## MARITIME DIGITAL SERVICES CATALOGUE 2021

## NEW REPORT ASSESSES IMPACT OF COVID-19 ON THE MARITIME SECTOR

EMSA has released a [new report](#) on the impact of the COVID-19 pandemic on the maritime sector in the EU. Announcing the release of the report, EMSA Executive Director Maja Markovčić Kostelac said: "Our report shows for the first time the impact that the COVID-19 crisis has had on maritime transport in the EU, and we hope it will inform efforts and decisions at policy level to ensure a full recovery for this vital sector." In very broad terms, the report shows: ship traffic decreased overall during 2020, with the cruise industry particularly affected; imports into the EU from non-EU countries declined by 12.2% over this same period; the share of goods transported by sea in 2020 increased slightly at global level. EU Transport Commissioner, Adina Vălean welcomed the initiative saying: "As we focus our efforts on building back better post-pandemic, it is essential for us to have a full picture of the crisis' impact on strategic industries such as shipping so as to guide our policies and lay the foundations for a full and sustainable recovery."



Maritime transport kept vital supply lines open during the lockdown, ensuring stocks of fuel, food and medicine reached their destination

## FLYING IN 10 LOCATIONS: EMSA RPAS OPERATIONS REACH NEW HEIGHTS IN JUNE

June has been a record month for EMSA's remotely piloted aircraft service as flights got underway in 10 different locations to serve upwards of 20 different member state authorities, not to mention EMSA's partner agencies EFCA and Frontex. Over the Black Sea, EMSA's remotely piloted aircraft were used to assist Romanian authorities in tackling pollution. Over the Baltic Sea - around the Lithuanian port of Klaipeda, as well as over the Channel, EMSA's RPAS were used for emissions monitoring and compliance checks. Also, over the Baltic Sea, the service was used to support Finnish and Estonian authorities conducting vital coast guard functions. These are a few examples of how [EMSA's remotely piloted aircraft](#) are being in their different configurations (lightweight, fixed wing, vertical take-off and landing) for different purposes (emissions monitoring, pollution prevention and response, search and rescue) to support member state authorities both individually and regionally. Throughout the various operations, the flights could be followed live from the RPAS Data Centre by multiple authorities in parallel.



Lithuanian authorities produced a [short video clip](#) on how they are using EMSA RPAS to monitor ship emissions

## COPERNICUS MARITIME SURVEILLANCE ONLINE TRAINING 2021

In June, EMSA delivered a training course aimed at operational users of the [Copernicus Maritime Surveillance](#) (CMS) service. The objective of the course was to enable end-users to access the service and promote a better understanding of Earth Observation products. The training sessions included practical exercises using the SafeSeaNet Ecosystem Graphical User Interface (SEG) and the CMS service request procedures. The participants were provided with training materials before the sessions and informed of other training tools, such as the SEG demo videos and the CMS eLearning modules. Delivered in four sessions over four days and attended by 44 participants from several EU countries and organisations, the CMS course was redesigned to accommodate participants from different time zones.



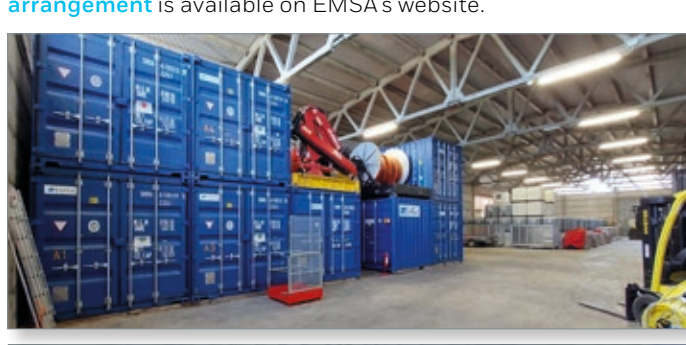
## MARINE EQUIPMENT ADMINISTRATIVE COOPERATION GROUP FOR MARKET SURVEILLANCE MEETS

The 13th meeting of the ADCO group dealing with the Marine Equipment Directive was held on 3 June remotely. The main objective of this group is to promote the exchange of experiences between member state market surveillance authorities as well as best practices and joint enforcement activities. Among other important topics related to market surveillance activities, the meeting, which was co-chaired by the European Commission and France, approved a document presented by EMSA to harmonise the minimum information that a market surveillance authority should request from a manufacturer in the course of its activities. The document aims at establishing more consistent procedures and to be taken as a good practice in the sector. In addition, EMSA updated the group on the [MED Portal](#) activities and the enhancements that are planned for this year.



## ACCEPTANCE TEST GOES AHEAD FOR SOUTHERN EUROPE EQUIPMENT ASSISTANCE SERVICE

On 25 June, EMSA proceeded with the acceptance test of the new EAS arrangement for Southern Europe for an additional two years. The new EAS arrangement is located in Ravenna, Italy, in close proximity to the port. The arrangement contains EAS equipment such as combined containment and recovery systems, sweeping arms, oil skimmers, oil trawl nets, oil storage barges, fire booms, portable dispersant spraying systems and dispersant. The EAS equipment and dispersant are in full operational readiness, and can be mobilised (i.e. loaded onto the truck and ready to go) in a maximum of nine hours after the request has been made. More information on this [EAS arrangement](#) is available on EMSA's website.



## STUDIES COMMENCE ON ALTERNATIVE SOURCES OF POWER FOR SHIPPING UNDER NEW FRAMEWORK CONTRACT

To support the shift towards alternative sources of energy with a low or zero carbon footprint, EMSA launched a procurement for the realisation of a series of studies over a period of four years. The studies should provide decision makers and stakeholders with an updated and thorough overview of the potential of different sources of power, including a review of the risks associated with their use for shipping, an analysis of the regulatory gaps, as well as an economic appraisal of the costs for retrofitting existing ships or building new ones adapted to these new sources of energy. The Greek Branch of the American Bureau of Shipping (ABS) in consortium with CE DELFT and ARCSILEA have been awarded this contract. The project team is composed of well recognised experts and the kick-off meeting took place on 18 June. The work on the first study on the use of biofuels has already started and will be soon followed by a study on Ammonia expected to be ready by mid 2022.

## emsa.europa.eu

**VACANCIES:** Traineeship notice - Autumn 2021 (9/7/2021); National Experts in Professional Training - Autumn 2021 (30/7/21); Project Officer for Sustainability (SNE) (6/8/21)

**PROCUREMENT:** SATCOM services for RPAS (6/8/2021);

Consultancy and report on potential Artificial Intelligence and Machine Learning solutions (18/2/2026); Study Investigating Cost Efficient Measures for Reducing the Risk from Cargo Fires on Container Vessels (29/7/2021). See website for more.