

## EMSA ADMINISTRATIVE BOARD MEETS ONLINE

For the first time in its history, the EMSA Administrative Board held its meeting through video conference on 17-18 June. The 58<sup>th</sup> meeting gathered 40 participants from 24 member states and European Commission representatives and completed successfully the deliberations on all agenda items, including discussion on the impact of COVID-19 on the work of EMSA and the new services the Agency set up in this extraordinary period to facilitate maritime transport. In addition the Administrative Board discussed the draft work programme for 2021, the future plans for Anti Pollution measures as well as for Capacity Building activities. On the second day, it finalised the adoption of the Consolidated Annual Activity Report for 2019. EMSA staff recap of 2019 can be watched in this [video](#).



## EMSA'S RPAS TO SUPPORT FINNISH, ESTONIAN AND SWEDISH COAST GUARD FUNCTIONS

The Remotely Piloted Aircraft System (RPAS) services for maritime surveillance will as of the 4<sup>th</sup> of July, under the command of Finland, support Coast Guard functions of Finland, Estonia and Sweden. Building upon existing cooperation agreements, information collected from on-board RPAS system will be shared in parallel with multiple member states, allowing for a common maritime picture and a more comprehensive coordination. This operation is an example of the gradual phasing-in of the new "regional approach" to RPAS operations for which preparations have started in 2020. In addition, participation in the HELCOM Balex Delta exercise, organised by Estonia, is also planned for August with the deployment of the RPAS on board the Finnish Offshore Patrol Vessel Turva. This exercise includes the participation of the member states in the region. The selected RPAS for this operation is a CAMCOPTER S-100 model from Schiebel Aircraft GmbH under contract of EMSA. Click [here](#) to find out more information about EMSA's RPAS services.



## COVID-19: EU GUIDANCE FOR CRUISE OPERATIONS

Following the request of the European Commission, member states and other stakeholders, EMSA is coordinating the development of guidance for the resumption of operations of cruise ships in the European Union in the context of the COVID-19 pandemic. The work will involve the participation of all stakeholders, including port authorities, industry associations and health authorities. The intention is to create a holistic model covering both the ship and the port angle while promoting close cooperation between the parties to ensure that the safety of crew, passengers and the communities visited is not impaired. The guidance will be drafted using a goal-based approach to allow for the necessary flexibility to adapt them to the specific circumstances of each ship and port.

## EMSA PUBLISHES INFOGRAPHIC ON THE FIRESAFE STUDIES

The results of the FIRESAFE I and II studies on fire protection of ro-ro spaces on passenger ships are now explained in an interactive infographic just published on [EMSA's website](#). The FIRESAFE studies, commissioned by EMSA and undertaken by RISE, Bureau Veritas and Stena Line, were finalised in 2016 and 2018 respectively. Their reports can be downloaded from the Agency's [website](#), however EMSA further developed an interactive infographic which reflects the results of the cost-effectiveness assessment performed in the studies. More specifically, the infographic presents the results of all Risk Control Options (RCOs) that were investigated in relation to their relative risk reduction, as well as if they were found to be cost effective or not. Furthermore, in order to explain the work that was performed by EMSA on this subject in the previous years, EMSA also prepared a [video](#).



## TRAINING ON SHIP RECYCLING REGULATION

On 18 and 19 June, EMSA organised and delivered a training for PSCOs on Ship Recycling Regulation (EU) 1257/2013. The training, which was delivered on a live broadcasting mode, was not originally foreseen in the annual calendar, however it was added after a relevant request made by the European Commission, taking into consideration that the control measures for ships calling EU ports will enter into force by the end of the year. The training aimed to assist the designated inspectors of the EU member states in their efforts to implement harmonised control provisions for ships in accordance with Regulation (EU) 1257/2013 and Directive 2009/16/EC. The course focused on the actions that should be followed by the inspectors during a ship inspection under the SRR (EU) 1257/2013 and covered the pre boarding actions, the on-board inspections, the enforcement actions and the reporting mechanism using the dedicated module of THETIS-EU. 28 inspectors from 20 member states attended the course.

## EMSA AND RINA TAKE A SIGNIFICANT STEP TOWARDS SHARING OF ECERTIFICATES DATA

The ongoing global digitalisation of administrations and organisations has an impact on the statutory ship certificates which can be digitalised and shared easily, benefitting the maritime industry. The Ship Classification Society RINA and EMSA have successfully tested a solution for the transmission of digitalised ship certificates with all data contained in both the cover page and the annex of a selected set of certificates. The solution will be further extended to cover 37 statutory certificates. EMSA plans to further develop added value services based on eCertificates and welcomes any other administration and Recognised Organisation to participate in the relevant EMSA activities.

## EMSA CLOUD STRATEGY UNDER MAKING

In May 2020, EMSA set up a task force to establish its Cloud Strategy. The task force has been mandated to draft the strategy paper by September 2020 and the roadmap by December 2020. The task force already analysed the European Commission Cloud Strategy and arranged video conferences with other institutions, namely with the European Medicines Agency (EMA), European Food Safety Authority (EFSA), European Intellectual Property and Markets Authority (ESMA), European Union Information Property Office (EUIPO), European Union Agency for Railways (ERA) and European Space Agency (ESA) to share experiences. EMSA is confident that the lessons learnt by other agencies will help the exciting journey towards delivering new cloud based updated services to its users.

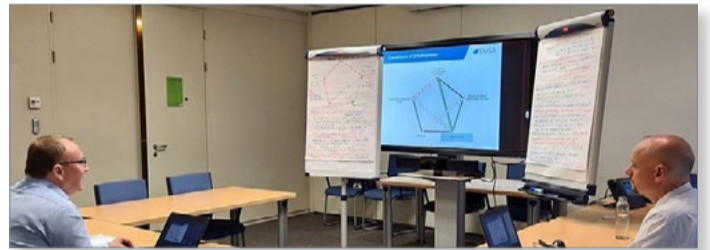
## MAR-ICE SERVICE EXPANDED

The European Maritime Safety Agency (EMSA) together with the European Chemical Industry Council (Cefic) and the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre) amended their three-party Cooperation Agreement, expanding the MAR-ICE service to provide EU member states with an additional level of support when dealing with chemical emergencies at sea. With this MAR-ICE service expansion, if so requested, a knowledgeable expert from the chemical industry holding relevant know-how may be made available to provide advice and assistance on-site at the operational centre of the requesting country dealing with the response operations (MAR-ICE 'level-2'), complementing and strengthening the information and advice provided already remotely by the Network (MAR-ICE 'level-1'). For more information on the service and the operational procedures to activate it visit the [EMSA website](#).



## EMSA DELIVERS TRAINING ON MLC, 2006

Due to the Covid-19 pandemic restrictions and in order to ensure continuity of the capacity building services offered to member states, EMSA organised and delivered a training on MLC, 2006 on a live broadcasting mode, on 24 and 25 June. The training session presented the main challenges for implementation after the entry into force of the Convention, including an overview of the latest amendments. A practical approach to implementation and enforcement issues was applied, with a view to exchanging best practices for achieving a harmonized enforcement of the Convention provisions. The session gave participants an opportunity to discuss issues related to labour supplying responsibilities, Flag State challenges - substantial equivalence, areas of flexibility, seafarer's employment agreements, hours of work and rest, manning, repatriation, periods of service, entitlement to leave and payment of wages. The training was attended by 30 officials from 20 member states, both at the central administration level and in the field, who deal with the implementation and enforcement of the Maritime Labour Convention 2006.



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## MARSEC EXERCISE TESTS REAL CASE SCENARIOS

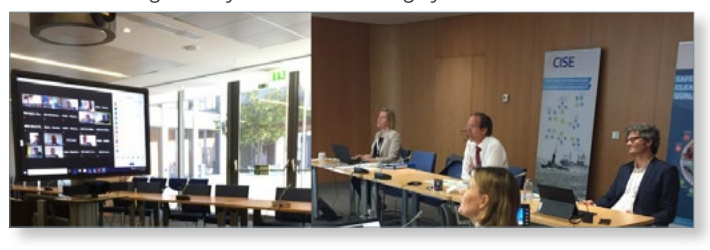
On 24 June, a MARSEC exerCISE was successfully carried out by Spain, Portugal, Greece and EMSA. Over the last few months, upon the request of the Spanish Navy, the participants at the exerCISE have been developing two use cases: one an anti-piracy use case and the other for enriching vessel information. The aim was for them to be played out, step by step, as real case scenarios. The MARSEC exerCISE was the first opportunity to test CISE during the transitional phase from a technical and operational point of view. This exerCISE made use of the incident, anomaly, location document and vessels CISE services, and it was an opportunity to conduct a gap analysis of the missing information in an anti-piracy and enriching vessel use case in an operational setting. Members participating in the exercise all agreed on a positive outcome. This was just the starting point of many more exercises of this kind to be carried out in the future. In the long run, they will help to establish operational procedures, fine tune data to exchange and improve the technical solutions.

## SECURITY AND INTEROPERABILITY STUDY

EMSA signed a grant agreement with DG MARE on 18 September 2018 to implement an ad-hoc action for the "promotion of interoperability between industry and competent authorities in the European Maritime Single Window environment (EMSWe) under the CISE Process". Among other activities of the agreement, EMSA contracted a study to investigate and evaluate the security and interoperability solutions applied to SSN. The study updated the existing security study of 2011 and ran from July 2019 until April 2020, involving experts from EMSA, DIGIT, ENISA and CERT-EU. Several measures were proposed such as virtually distributed databases relying on cloud services, logical network segmentation, archiving of data, federated user management and relevance of CEF Building Blocks. EMSA plans to extend the scope of the study to cover all the Agency's maritime applications as well as corporate services.

## CISE STAKEHOLDER GROUP MET ONLINE

The CISE Stakeholder Group's (CSG) 4<sup>th</sup> meeting took place despite the COVID-19 outbreak as it was swiftly reorganised to video conference format. The increasing interest in the development of CISE was demonstrated by a record number of participants so far, counting 48 participants representing 17 countries, the European Commission (DG MARE, DG MOVE and JRC), EEAS, EFCA, EMSA and SatGen. During the meeting, stakeholders discussed the progress of activities under the transitional phase of CISE. The working groups and task forces for the Test Campaign, Responsibility to Share and Cooperation Agreement reported on the ongoing work and progress. Stakeholders were not only updated on the status of the CISE network and the current service catalogue, but also discussed several ways to further progress, including the development of one additional node to CISE and a new request for membership to the CSG. It was also agreed to initiate the development of a new, pre-operational alerting service in CISE. In this regard, stakeholders pointed out the added value of CISE as efficient sharing of both unclassified and classified information across sectors and borders and identified several cases where the reach of CISE goes beyond other existing systems or networks.



[emsa.europa.eu](http://emsa.europa.eu)

**VACANCIES:** Maritime Support Services Officer with IT background (31/7/2020); Technical Assistant (30/7/2020).

**PROCUREMENT:** IT Consultancy Services for EMSA's Identity Management System (31/7/2020); Consulting Services for the Operation of the eLaboratory (27/7/2020) See website for more.