

EMSA AT ECGFF PLENARY & COASTEX 22

EMSA's Executive Director, Maja Markovčić Kostelac, joined coast guard representatives from 20 Member States, the European Commission, European Border and Coast Guard Agency (FRONTEX), and the European Fisheries Control Agency (EFCA), for the 13th Edition of the European Coast Guard Functions Forum (ECGFF), held in Split, Croatia, under the Croatian Presidency. The COASTEX 22 exercise was conducted in the waters off Split as part of the Forum, involving Croatian assets supported by the oil spill response vessel chartered by EMSA, the Kijac, and EFCA's Lundy Sentinel fisheries control vessel. All the assets were used in three different scenarios (oil pollution response, search and rescue, and fisheries inspection), which provided a realistic exercise for the different coast guard functions. The ECGFF concluded with the ceremonial handover of the Presidency of the Forum from the Republic of Croatia to the Kingdom of Belgium.



The Kijac supporting Croatian assets, during COASTEX 2022, in Split.

EMSA GUIDANCE ON SHORE-SIDE ELECTRICITY (SSE)

As more and more ships use batteries onboard, in increased capacity and number of functions, and particularly for electric and hybrid-electric plug-in ships, there is an increasing need for further development, both of port infrastructure and of other solutions to be able to supply electricity to ships at port. Onshore Power Supply (OPS) also known as Alternate Marine Power or Cold Ironing, has already been used for decades, particularly with low-voltage supply. Other options for electrification in the ship-shore interface include battery charging, battery swapping, power banking and microgeneration. Together with OPS, all these options present technical and safety challenges for port authorities. As a result, EMSA has prepared Guidance on shore-side electricity addressed to port authorities and administrations, to assist in

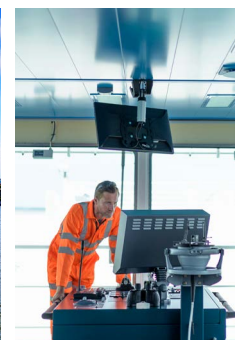
the planning and development of SSE options, starting with project decision-making and development of infrastructure elements, definition of responsibility frameworks and the construction of control measures to assist in operation. Part 1 and 2 of the Guidance can be found on [EMSA's website](#).



The ferry Aurora of Helsingborg at the port of Helsingborg. The ferry is one of the first in the world that is powered by battery.

CLOSURE OF PILOT INTEROPERABILITY PROJECT WITH CONCRETE RESULTS ACHIEVED

In 2018, the European Commission (DG MARE) and EMSA signed a grant agreement under the European Maritime, Fisheries and Aquaculture Fund work programme of that year for the “promotion of interoperability between industry and competent authorities in the European Maritime Single Window environment (EMSWe) under the CISE Process” (the interoperability project). This project, which closed in May of this year, aimed at supporting Member States to improve their National Maritime Single Window (NMSW) solutions and their interfaces with SafeSeaNet (SSN) in order to achieve better data consistency, improve their re-use of data, and harmonise exchanges between Member State and EMSA systems. The second objective was to contribute to the development of an EMSW environment through the elaboration of interoperability solutions and specifications. The project was structured in several activities aiming at enabling a more efficient data exchange and the sharing of port documentation using SSN, enhancing connectivity between relevant authorities and end-users, developing specific interoperability solutions contributing to the development of an EMSW environment, and improving ship-to-shore information exchanges using VDE-SAT communications. More details on the project, its activities, and its outcomes, can be found on the [dedicated interoperability section on EMSA's website](#).



CONCLUSION OF MEMBER STATE VISIT CYCLES RELATED TO THE PSC AND SULPHUR DIRECTIVES

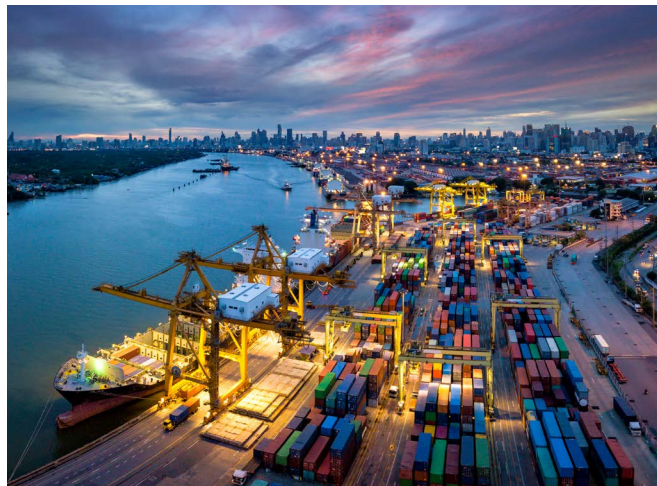
June 2022 saw the conclusion of two cycles of Member State visits conducted by EMSA to monitor the implementation of EU maritime safety directives, namely Directive 2009/16/EC on port State control (PSC Directive) and Directive (EU) 2016/802 relating to a reduction in the sulphur content of certain liquid fuels (Sulphur Directive). The cycle related to the PSC Directive was the third requested by the Commission, the first cycle having been launched 18 years ago. Over this period, EMSA's findings were used to feed horizontal analyses compiled following each cycle in support of sharing of lessons learned and best practices. The horizontal analysis of the third cycle is envisaged to be concluded later this year. The cycle of visits concerning the Sulphur Directive started in 2016 and has similarly led to useful feedback being provided to the Member States, for improvements in the implementation. The related horizontal analysis is envisaged to be available next year. Both cycles were significantly affected by the COVID-19 pandemic, which hampered the usual way in which visits were conducted. As a result, EMSA agreed with the Member States concerned to carry out the visits in two parts. The first, during the COVID crisis, comprised remote sessions, covering as much of the visit's scope as possible. The second consisted of fieldwork focused on the content that could not be verified remotely. In this way, the impact of the pandemic on the timeliness and effectiveness of the cycles was minimised.



MAJOR NEW RELEASE FOR THETIS & THETIS-EU

On 20 July 2022, a major release of the inspection databases THETIS & THETIS-EU was deployed. The THETIS-EU PRF Inspection Module is now fully connected to SafeSeaNet V5, thus supporting the exchange of information on advanced waste details and waste receipts in accordance with the Port Reception Facilities (EU) Directive 2019/883. This information will support the risk-based targeting mechanism and calculation of sufficient dedicated storage capacity which will be made available in THETIS-EU, as set out in the Commission Implementing Regulation (EU) 2022/90 and Commission Implementing Regulation (EU) 2022/89,

respectively. Moreover, the THETIS-EU Sulphur Inspection module was enhanced, and now allows the automatic download of SOx measurements from THETIS-EU as reported by Remote-Piloted Aircraft Systems (RPAS) to the inspection database.



EMSA HOSTS THE ENISA MARITIME CYBERSECURITY CONFERENCE

EMSA is hosting the 2nd Conference on Maritime Cybersecurity at its headquarters in Lisbon on 14 October, organised by the European Union Agency for Cybersecurity (ENISA). The Conference will be a full day event and will include presentations and discussions around the topic of cybersecurity in the maritime sector. The conference is intended to bring together the maritime cybersecurity community to promote dialogue between stakeholders and to share best practices. [More details about the conference can be found on ENISA's website.](#)



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VACANCIES: National Experts in Professional Training (31/10/22); See website for more.

PROCUREMENT: Meeting room equipment, maintenance and support (8/8/22); See website for more.