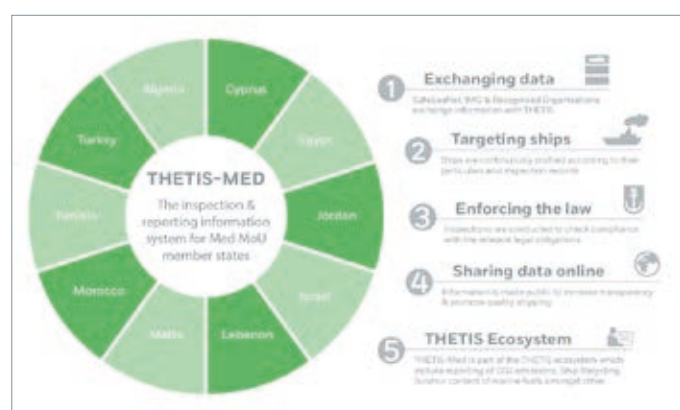


PORT STATE CONTROL: THETIS-MED ENTERS INTO SERVICE

THETIS-Med went live this month marking a new era in how ships are targeted for inspection in the Mediterranean region, how these inspections are recorded, and how the results are made available. The **THETIS-Med information system** supports members of the Mediterranean Memorandum of Understanding on Port State Control (Med MoU) (Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta, Morocco, Tunisia, and Turkey) as part of a project funded by the European Commission (DG NEAR). “We are pleased to announce the new THETIS-Med system for port state control inspections. Its very existence is proof of the close cooperation among all the Mediterranean countries involved. While the system clearly strengthens the international maritime legal framework, it is also beneficial for certain EU countries which are members of other MoU as it removes the need for double reporting,” explained EMSA’s Executive Director, Maja Markovčić Kostelac.



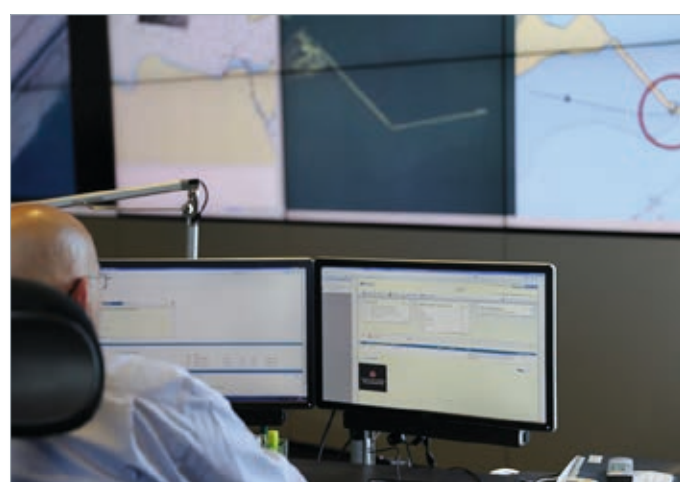
EMSA HOLDS IMSAS PREPARATORY TRAINING SESSION

On 21-23 January an EMSA team and experienced IMO lead auditor delivered a preparatory training session on the IMO Member State Audit Scheme (IMSAS) for the Spanish maritime organisation. The session, prepared in cooperation with IMO, consisted of theoretical presentations and practical exercises and was delivered at the premises of the Directorate General of Merchant Marine in Madrid. Some 25 staff from those Spanish authorities involved in IMSAS attended the session. The session offered the opportunity to share views among the different authorities: maritime authority, port authority, Spanish navy, and Sasemar. This process facilitates cooperation during the planning, execution and follow-up of IMSAS. The session concluded with a video conference, during which staff from IMO-Member State Audit confirmed and further clarified certain topics discussed during the session. This preparatory training session is one of the activities planned by EMSA to support EU member countries in their preparation and follow-up of IMSAS. This may include participation in the actual audit as an observer as well as the provision of support to prepare a Corrective Action Plan.



EMSA HOSTS STUDY VISIT FROM ALBANIAN MARITIME AUTHORITIES

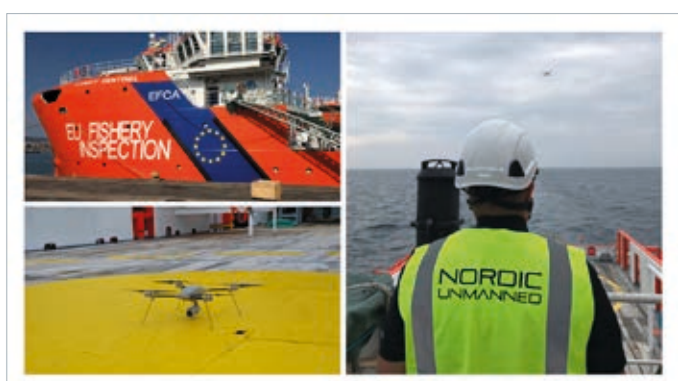
On 21-22 January 2020 EMSA hosted a study visit for four officials from the Albanian Interinstitutional Maritime Operational Centre (IMOC), accompanied by two long-term consultants from the EU-funded Pameca V project. IMOC was set up in May 2010 as a national centre of surveillance, monitoring and control for Albania’s maritime domain, bringing together national authorities with various responsibilities and interests at sea, ranging from border control, suppression of illegal trafficking and organised crime to traffic monitoring, search and rescue, environmental protection and fisheries control. The visit gave the IMOC representatives the opportunity to learn more about EMSA’s tasks and responsibilities, EU maritime safety, security and environmental legislation, EMSA’s maritime information services and surveillance capabilities and how requests for technical and operational assistance can be made to the Agency. The visit also included a trip to the **Maritime Support Services Centre** - the heart of EMSA’s maritime monitoring and information activities - which is of particular relevance to the participants considering the scope of the IMOC’s tasks.



View of the Maritime Support Services Centre where EMSA staff respond to user calls and emergencies

RPAS SURVEILLANCE FLIGHTS BEING USED TO ENHANCE FISHERIES CONTROL

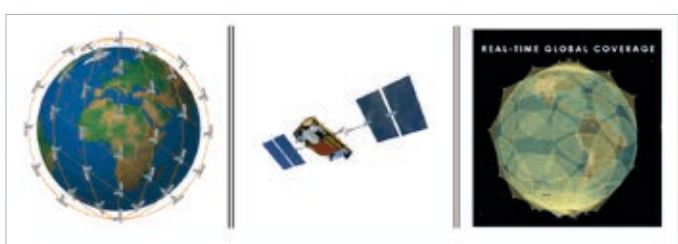
EMSA has been cooperating closely with the European Fisheries Control Agency (EFCA) to support enhanced fisheries control by providing additional surveillance capacity from a remotely piloted aircraft system (RPAS). EMSA has made available a quadcopter for flights taking off from EFCA’s chartered offshore patrol vessel, the Lundy Sentinel, and operating over areas of interest in the Mediterranean Sea, Atlantic Ocean, North Sea and Baltic Sea. The **RPAS service** provided by EMSA offers complementary support to EFCA which has been exploring new and innovative solutions to enhance fisheries control. More specifically, the RPAS service enables pre-boarding assessments, surveillance during boarding and post boarding analysis to be carried out remotely and thereby benefiting fisheries inspections and control. By flying in the vicinity of a vessel, the RPAS can collect data relating to the ongoing activity. This data can then be transmitted in real time to EFCA’s liaison officer deployed on board the Lundy Sentinel, as well as to EFCA’s coordination centre in Vigo, and EMSA’s headquarters in Lisbon via secure Satcom links.



EFCA’s chartered patrol vessel (top left), EMSA’s quadcopter (bottom left), pilot flying the quadcopter. Credits: EMSA/NordicUnmanned/SES.

IMPROVING SATELLITE-AIS COVERAGE

EMSA has recently signed a contract with a new Satellite-AIS data provider following an open call for tenders. The new SAT-AIS provider is Hisdesat Servicios Estrategicos which is providing EMSA with exactEarth’s second-generation satellite AIS data service (exactView RT). The service is set to considerably improve the timeliness of position data (from the ship’s transmission to its availability in EMSA’s interfaces), the volume of ship positions, and the number of unique ships identified. EMSA expects that its users will benefit from improved quality in SAT-AIS data services as the new SAT-AIS data stream provides the means to allow for a more accurate worldwide tracking of ships due to more frequent position reports. It will also allow better detection of specific and anomalous situations when using EMSA’s Automated Behaviour Monitoring tools. The new SAT-AIS data service is being provided through EMSA’s Integrated Maritime Services (IMS).



ACCIDENT INVESTIGATION PREPARATION

The 14th core skills training course for accident investigators took place at EMSA on 20-24 January. This course is geared towards those who conduct, or participate in, marine safety investigations as per Directive 2009/18/EC and introduces participants to the basic elements in the process of conducting a safety investigation. The training course attracted 15 participants from ten EU countries. The course included lectures, practical examples and group exercises with active participation from the participants who were divided into working groups. The course also introduced all of the relevant stages in the process of conducting a marine casualty safety investigation as well as the relevant principles and tools to support the process of interviewing witnesses, analysing human factors and underlying conditions, preparing safety recommendations and following up and dealing with investigation reports.

EMSA TO BETTER ITS OWN ENVIRONMENTAL PERFORMANCE

EMSA has laid down a policy and a set of principles to enhance the Agency’s own environmental performance. In 2020, EMSA will apply this environmental policy Agency wide, across all activities. The move follows an environmental review conducted by the Agency in 2019 which triggered the preparation and development of an **environmental management system**. Once this system is fully in place, EMSA is planning to register under the EU’s eco-management and audit scheme (EMAS). The new environmental policy is setting its sights on minimising carbon dioxide emissions, reducing paper use and overall waste, and making EMSA procurements as green as possible. This process is expected to involve all EMSA staff and stakeholders.



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VACANCIES: Head of Unit for Maritime Digital Services (5/3/2020)

PROCUREMENT: THETIS enhancement and maintenance (17/2/2020); Provision of ICT services for SEG and IMS mobile applications (6/3/2020). See website for more information.