

## FIRST MEETING OF THE YEAR FOR EMSA'S ADMINISTRATIVE BOARD

EMSA's first Administrative Board meeting of 2021 was held on 17 March and marked the 60<sup>th</sup> gathering of member state representatives since the very first was held on 4 December 2002. As usual, the members received an update on selected activities, including an overview of RPAS deployments in 2021 to support various maritime functions and authorities depending on the requesting member state, region or EU body, and a pilot project for an EU seafarers' certification platform intended to contribute to the transition of the EU maritime sector to a paperless environment by facilitating the issuing of e-certificates to seafarers, in a faster, greener and more secure process. The members also considered a number of service level and cooperation agreements, enabling the Agency to start or continue engaging with EU or member state bodies on mutually beneficial partnerships, the latest being the development of a dedicated THETIS module to support the implementation of EU legislation on the protection of animals during transport at sea. In the context of the Agency's strategy for cooperation with third countries and/or international organisations, and following the request of the European External Action Services (EEAS), EMSA will provide capacity building services, namely training on MARPOL Annex VI, for Sierra Leone Port State Control authorities. The new EMSA Anti-Fraud Strategy for 2021-2024, primarily a technical adjustment following the update of the European Commission Anti-Fraud Strategy, was adopted. But the highlight was the [EMSA annual report video](#) where EMSA staff are given the floor - in their own languages - to present what the Agency achieved during the past year. Particularly after a full year of virtual interaction with the Agency, faces and voices were very welcome. On behalf of the whole Administrative Board, the Chairman expressed his profound appreciation to the entire EMSA staff for their commitment to EMSA business continuity and quality throughout a very challenging 2020.



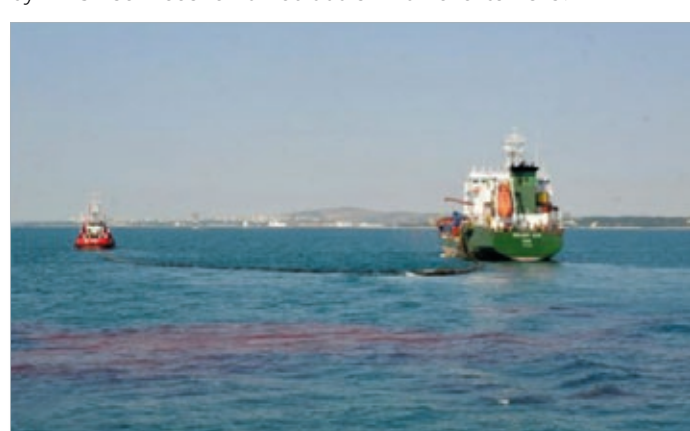
## POPULAR WORKSHOP ON SHORE-SIDE ELECTRICITY GATHERS VALUABLE FEEDBACK FOR EMSA'S ONGOING GUIDANCE PROJECT

On 26 March, EMSA hosted an online workshop on shore-side electricity for port authorities and administrations. The event counted nearly 300 experts from different sectors related to the development, certification and operation of shore-side electricity projects in ports, from Europe and all around the globe. The initial aim of the workshop was to gather feedback from stakeholders on the ongoing guidance project on Shore-Side Electricity, by encouraging an exchange of ideas and reactions to the drafts under consultation. The scope however was extended as registration exceeded expectations. This allowed for presentations to be given on other ongoing initiatives in the field. A contribution from the IMO and several interventions from international standardisation experts were of particular interest to the work EMSA is currently developing in this area for port authorities and administrations. The workshop, together with the feedback from the expert consultation, will contribute to the finalisation of the EMSA Guidance on Shore-Side Electricity to Port Authorities and Administrations. The interest shown in the workshop stresses the relevance of the guidance project, and will help to promote a safe and sustainable deployment of shore-side power to ships at berth in an increasingly connected future.



## POLLUTION RESPONSE SERVICES: ANNUAL REPORT OF DRILLS AND EXERCISES AVAILABLE ONLINE

The [Drills and Exercises Annual Report 2020](#) is now available for download from the EMSA website. The report provides statistics, considerations and conclusions related to the activities of EMSA pollution response services consisting of a network of stand-by oil spill response vessels, equipment assistance service including specialised stand-alone equipment, and dispersant stockpiles, as well as the MAR-ICE network of chemical experts. The outbreak of the COVID-19 pandemic from the beginning of 2020 has led to travel and border restrictions, including a massive disruption to flight operations as well as to the establishment of special public health and safety measures across Europe. In spite of the difficult circumstances, the level of service remained high thanks to close cooperation with the service providers and frequent videoconferencing. Except for the significantly lower number of operational and notification exercises arranged by the member states, the number and results of events performed by EMSA services remained at a similar level to 2019.



## POLLUTION RESPONSE SERVICES: PUBLIC PROCUREMENT IN THE PIPELINE

EMSA has launched three public procurement procedures in the area of pollution response covering: Stand-by Oil Spill Recovery Vessels in the Aegean Sea and North Atlantic; the Equipment Assistance Service for the Black Sea; and near shore response equipment. In order to strengthen Europe's pollution response capacity, EMSA has launched a public procurement procedure to contract new stand-by oil spill recovery vessels in the Aegean Sea and in the North Atlantic. The contracted vessels will undertake normal commercial activities and, upon request, be transformed and mobilised at short notice for at-sea oil recovery services during an oil spill (deadline: 9 April 2021). The Equipment Assistance Service which started up in 2016 and provides standalone pollution response equipment to member states at short notice (within 12 hours) will be extended to cover the Black Sea. EMSA is looking to establish a contract with a private or public company to store, maintain these equipment sets and ensure their mobilisation, transport and familiarisation training (deadline: 3 May 2021). Lastly, and in order to complement the array of response equipment EMSA provides to member states, a new procurement for the provision of near-shore response equipment has been issued. This equipment will be stored in EMSA Equipment Assistance Services stockpiles, ready to be mobilised by member states for exercises, training or response to an actual incident (14 May 2021).

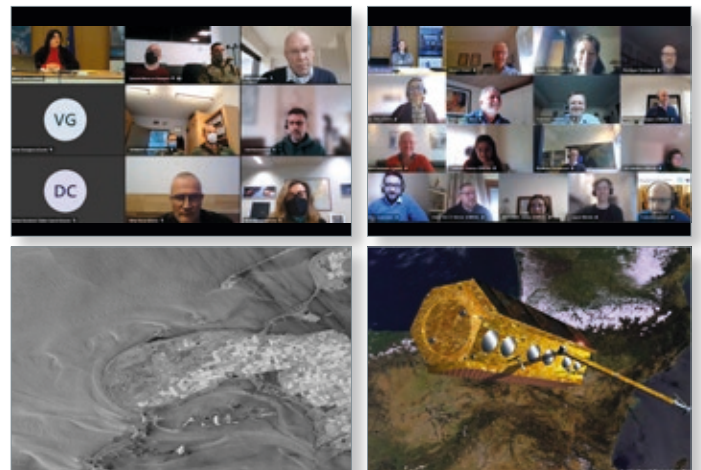
## RPAS SERVICES START UP IN LITHUANIA FOR EMISSIONS MONITORING AND RESUME IN FRANCE AND BELGIUM

An update on EMSA's RPAS services for the first quarter of 2021 sees operations resume both in France and Belgium, and a new operation for emissions monitoring in Lithuania. The fixed-wing aircraft returned to the French Mediterranean coast for general maritime surveillance in February, after a successful three-month spell at the end of last year, at the request of the French navy and customs. In Antwerp, port monitoring resumed with a lightweight RPAS equipped with high-tech sensors. In Lithuania, a new operation began in March using a Vertical Take-Off and Landing drone for emissions monitoring using small sniffer sensors. This operation will support the Lithuanian Environmental Protection Department for vessels approaching and leaving the port of Klaipeda in the Baltic Sea, a specially designated Sulphur Emission Control Area. The data collected during the flight will be provided in real-time and recorded in the RPAS Data Centre. For emissions measurements, there is also a direct machine-to-machine link with EMSA's THETIS-EU database for port inspectors. While these operations get underway, EMSA continues flying from a Romanian coast and patrol vessel giving general surveillance support in the Black Sea as well as from EFCA's patrol vessel for fisheries control. More new operations are planned in April.



## CLEANSEANET USER GROUP GATHERS 40 PARTICIPANTS AT 20<sup>TH</sup> MEETING

EMSA hosted the 20<sup>th</sup> CleanSeaNet User Group online on 10 March. Participants joined from the maritime administrations of 19 EU countries, Iceland, Albania, Turkey and Montenegro. An overview of the service results for 2020 revealed significant growth in the number of delivered images as well as enhanced near real-time delivery performance. Participants heard about the updated procedures to request CleanSeaNet support for operations, exercises and emergencies. From the user side, presentations were given by the Portuguese Navy and Transport Malta on the use of CleanSeaNet during maritime emergencies, demonstrating the added value of the service. Germany and Belgium representatives also contributed with their experience on the use of CleanSeaNet satellite images to support HELCOM response surveillance activities and Bonn Agreement regional missions (Tour d'Horizon operations). Finally, EMSA provided an insight into the new SAR missions and capabilities, such as the newly deployed PAZ satellite.



## EMSA DELIVERS PRESENTATION AT IALA VTS 50 COMMITTEE

Following an invitation from the International Association of Marine Aids to Navigation and Lighthouse Authorities, EMSA presented its facilitation of ship to shore reporting pilot project at the IALA VTS 50 Committee on 18 March. EMSA together with 14 volunteering member states run a pilot project to explore possible ways of re-using available information from SafeSeaNet to facilitate and minimise the reporting procedures from ship to shore and to improve coastal stations' situational awareness. The pilot project is relevant to the IALA's ongoing work on how to automate procedures associated with VTS reporting and ship reporting in general. The project provides an interface for ships to submit MRS and VTS reports to coastal stations by electronic means (via internet and using new VDES technology). The development is ongoing and technical solutions should be available this coming summer. This project is executed using the European Maritime and Fisheries Funds for an ad-hoc grant action for the "promotion of interoperability between industry and competent authorities in the European Maritime Single Window environment under the CISE Process".



## TENDERING OPPORTUNITY: STUDY TO IDENTIFY KEY COMPETENCES OF AUTONOMOUS SHIP OPERATORS

EMSA has published an invitation to tender for a study on the key areas of competence of operators of Maritime Autonomous Surface Ships (MASS) from Remote Control Centres (RCC). The study will focus on defining the competences needed to operate remotely controlled MASS - with and without seafarers onboard. In particular, it will identify operator functions, sub-functions, tasks, capabilities and responsibilities, as well as provide proposals for competence-based curricula. The expected outcome may provide input to EU member states and the European Commission, and possibly the IMO, for regulatory purposes as well as contribute to develop future standards of competence and relevant education, training and certification requirements for MASS RCC operators. The estimated total value of the contract is €200,000 and the deadline for submitting tenders is 19 April.

## SISTER AGENCIES STRENGTHEN COOPERATION ON COAST GUARD FUNCTIONS

On 18 March, the Directors of EMSA, Frontex and EFCA signed a new working arrangement which strengthens their mutual cooperation in support of national authorities carrying out coast guard functions. The tasks covered by this arrangement include search and rescue, border control, fisheries control, customs activities, law enforcement and environmental protection. The first tripartite working arrangement entered into force on the 18 March 2017 for a duration of four years. Since then, the three agencies have been supporting national authorities by sharing maritime information, providing new surveillance and communication services, building capacity, analysing operational challenges and emerging risks in the maritime domain and developing multipurpose maritime operations.



## emsa.europa.eu

**VACANCIES:** Project Officer for Maritime Security (AD7) (22/4/2021); Head of Unit 'Legal, Finance and Facilities' (AD10) (26/4/2021); Reserve List for a Project Officer for Safety/Security (AD6) (21/4/21); Reserve List for a Project Officer for Sustainability (AD6) (20/4/21); SNE positions in Sustainability & Regulatory Compliance (3/5/21)

**PROCUREMENT:** Provision of portable devices to measure sulphur content in marine fuels (14/4/2021); Study for Identification of Competences for MASS Operators in Remote Control Centres (CMORCC) (19/4/2021). See website for more.