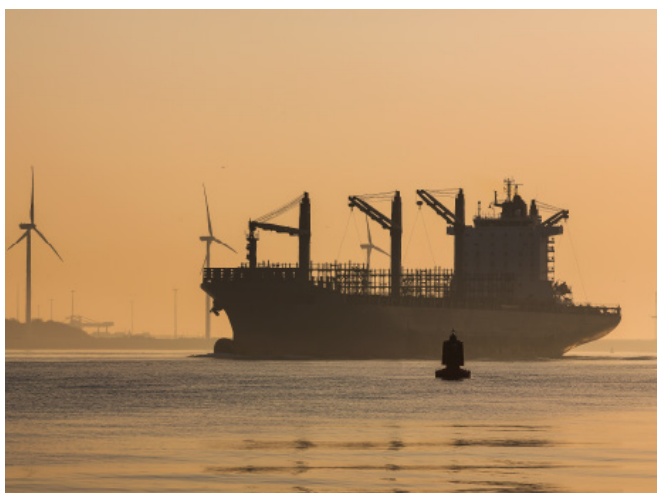


## EXTENSION OF EU ETS TO MARITIME: INFORMATION AND RESOURCES AVAILABLE FOR INDUSTRY AND MARITIME STAKEHOLDERS

Since 1 January 2024, CO<sub>2</sub> emissions from shipping companies having ships of or above 5 000 gross tonnage, calling at or departing from ports in the European Economic Area (EEA), are part of the EU's Emissions Trading System (ETS). Shipping companies are obliged to monitor and report their emissions and acquire and surrender ETS emission allowances for each tonne of their fleet CO<sub>2</sub> emissions within the scope of the system. The new system will be phased in gradually, with shipping companies surrendering increasing amounts of allowances between 2025 and 2027. [More information on the system can be found here](#). In order to prepare the maritime stakeholders for this change, EMSA and the European Commission's Directorate General for Climate Action (DG CLIMA), has prepared a series of informative resources, including webinars, three of which have been held between September and December of 2023, [and which can be watched again here](#). Also available for shipping companies and industry stakeholders are a series of frequently asked questions, revised and updated by EMSA and DG CLIMA. [Questions and answers on the extension of the ETS to maritime](#) can be consulted together with [an accompanying set of questions and answers on changes to the MRV Regulation](#). In addition, both EMSA and DG CLIMA remain available to answer questions from maritime stakeholders in relation to the new requirements under the revised MRV Maritime Regulation and the amended EU ETS Directive through the following email address: fitfor55(at)emsa.europa.eu. In parallel, version 6.1 of THETIS-MRV has been released, implementing a new Monitoring Plan Template. The Monitoring Plan in bulk upload and download functionality is now also available, in line with the XML schemas released in November (details can be found at the following link [THETIS-MRV FAQ](#)). The next release (v6.2) is planned for March 2024 and will include the new Emission Report template for the 2024 emissions.



## EMSA, EFCA AND FRONTEX ANNOUNCE THE COAST GUARD GREENING AWARD INITIATIVE!

EMSA, together with the European Fisheries Control Agency (EFCA), and the European Border and Coast Guard Agency (Frontex), has launched the Greening Award Initiative, aimed at celebrating the sustainability actions that are carried out and developed across more than 300 authorities that make up the European Coast Guard community. Developed in the context of [European cooperation on coast guard functions](#), the Greening Award Initiative recognises projects and activities developed by authorities carrying out coast guard functions which empower a green transition, contribute to a more sustainable future, and which directly or indirectly support the goals of the European Green Deal. Announced in the framework of the Annual European Coast Guard Event held in Lisbon in 2023, the Greening Award Initiative is open to any entity or institution executing coast guard functions within the European Union, Norway, and Iceland. The Award Initiative has three different categories: Greening Operations, Outreach and Awareness, and Greening at Work. The Greening Operations category encompasses operational actions and projects that have led to an improved environmental footprint, while the Outreach and Awareness Raising category showcases the public-facing activities that authorities engaged in Coast Guard Functions and have activated on sustainability themes. Finally, the Greening at Work category focuses on the practical application of sustainability in the workplace. [Find out more about the Greening Award Initiative](#) including information on the Award categories, how to apply, and the deadline for applications. The Awards themselves will be presented at a special ceremony during the Annual European Coast Guard Event 2024, organised by the European Fisheries Control Agency.



## ABM AND ADVANCED ANALYTICS WORKSHOP: SHARING PRACTICAL APPLICATIONS & NEW AI DEVELOPMENTS

More than 40 participants attended the 9th Automated Behaviour Monitoring (ABM) and Advanced Analytics (ABM) workshop on 13 December 2023. The meeting was held in 'hybrid' format, allowing operational users to participate both in person and online. It was the ideal opportunity to share best practices in the usage of ABM algorithms by various user communities including maritime safety, fisheries control and law enforcement from Member States and EU bodies. EMSA presented recent ABM-related developments including new Artificial Intelligence (AI) supported functionalities and scenarios that can be addressed using advanced technologies, such as AI supported Maritime Awareness. The usage and future evolution of the EMSA Maritime Analytics Tool (EMAT) as well as the IMS Analytics concept were also discussed during the event. Member States and EU bodies provided use cases for the potential future EMSA Academy-based ABM Course that was requested by end-users.



The workshop was user-focused and included the sharing of best practices and information on recent developments in the area.

## ACCIDENT INVESTIGATION TRAINING CYCLE ENDS WITH FINAL SESSION HELD AT EMSA

In November 2023 a 10-year cycle of short training courses delivered by EMSA to Accident Investigators from the relevant competent authorities of Member States, IPA, and ENP Countries closed. Over the course of the cycle, EMSA provided 19 Core Skills Courses, eight Advanced Courses and six Courses on VDR-ECDIS, with training taking place on its premises, in the IPA/ENP beneficiary countries and elsewhere. The service was adapted and delivered online during the COVID-19 pandemic, thus ensuring uninterrupted access to training to accident investigators. As from 2024, this series of short courses will be replaced by the Common Core Curriculum for Accident Investigators developed by the EMSA Academy. The last session, held at EMSA's premises in Lisbon, was attended by 12 Accident Investigators from 10 Member States and EEA countries. The course supported the new legislative changes in the area of investigating marine casualties and incidents, with training focusing on human and organisational factors, analysis, and report writing.



The cycle of training sessions ended with a final course in EMSA's Lisbon headquarters attended by professionals from across the EU and EEA countries.

## EMSA OUTLOOK 2024: NOW AVAILABLE TO DOWNLOAD THROUGH EMSA'S WEBSITE

The EMSA Outlook for 2024, which presents the main steps EMSA plans to take in the year ahead to deliver on its multi-annual strategic objectives, has been published. The Outlook is based on the information contained in the [Single Programming Document \(2024-2026\)](#) as adopted by EMSA's Administrative Board, and available on EMSA's website. With forewords from the Executive Director of EMSA, Maja Markovčić Kostelac, the outgoing Chair of the EMSA Administrative Board, Andreas Nordseth, and the incoming Chair of the EMSA Administrative Board, Wojciech Zdanowicz, the 2024 edition of the EMSA Outlook covers the Agency's work across the thematic areas of Sustainability, Safety & Security, Surveillance, and Simplification, Digitalisation, Technical Assistance and Strategic Support. The 2024 Outlook [is available to download here](#).

### [emsa.europa.eu](https://emsa.europa.eu)

**VACANCIES:** Reserve list for a support specialist: facilities and logistics (22/01/24); Seconded National Expert Project Officer for Port State Control and Ship Safety (08/02/2024) See website for more.

**PROCUREMENT:** Study investigating the safety of hydrogen as fuel on ships (12/01/2024); Consultancy services for the EMSA ICT helpdesk (10/01/2024); Fornecimento de Eletricidade às instalações da EMSA (12/01/2024); Study on the identification of specific competences and training requirements for seafarers on ships using alternative fuels and energy systems for safe ship operations (15/01/2024); Consultancy services for EMSA's e-laboratory (19/01/2024); See website for more.