

# EMSA IPA-ENP NEWSLETTER

ISSUE 3 / February 2026



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## WELCOME

Welcome to a new edition of the EMSA IPA-ENP newsletter. Here you will find news and updates on the three technical assistance projects managed by EMSA, which span 21 countries and thousands of kilometres of coastline, from the Atlantic to the eastern shores of the Caspian Sea.



IPA III  
Project funded by  
the European Union



SAFEMED V  
Project funded by  
the European Union



BCSEA II  
Project funded by  
the European Union



# PROJECT OVERVIEW

THROUGH THE BCSEA II, SAFEMED V, AND IPA III PROJECTS, EMSA DELIVERS A SERIES OF ACTIONS ACROSS FIVE PRIORITY AREAS: SUSTAINABILITY, SAFETY, SECURITY, SIMPLIFICATION AND SURVEILLANCE IN THE MARITIME DOMAIN. THE ACTIONS TAKE THE FORM OF TECHNICAL ACTIVITIES, TRAINING ACTIVITIES, AND THE PROVISION OF TOOLS AND SERVICES.

## **BCSEA II Project: Strengthening environmental resilience and maritime safety for Black & Caspian Sea riparian states**

The BCSEA project is financed by DG ENEST (formerly DG NEAR) under the European Neighbourhood Policy (ENP). The project's beneficiary countries are Azerbaijan, Georgia, Iran, Kazakhstan, Moldova, Ukraine, Türkiye, and Turkmenistan. The project runs for 48 months, from 1 October 2022 to 31 September 2026. It has a budget of EUR 3 500 000. The third year of implementation followed the Action Plan 2025 endorsed by the BCSEA II 2nd Steering Committee Meeting (SCM).

Significant advances continued to be made towards achieving the project's goals, particularly with Ukraine and Moldova, which are being widely supported in their effort to ratify, implement and enforce the international maritime conventions and also to achieve the goals of the Association Agreement they have signed with the European Commission.

Within the context of the BCSEA II project, an oil pollution response exercise was organised in Türkiye with the cooperation of the relevant national authorities allowing the participation of representatives from the SAFEMED V, BCSEA II and IPA III/1 beneficiaries, who were able to observe an EMSA Oil Spill recovery Vessel and the EMSA oil pollution response equipment working in cooperation with local resources and equipment.

## **SAFEMED V Project: EuroMed Cooperation on Maritime Safety and Prevention of Pollution from Ships**

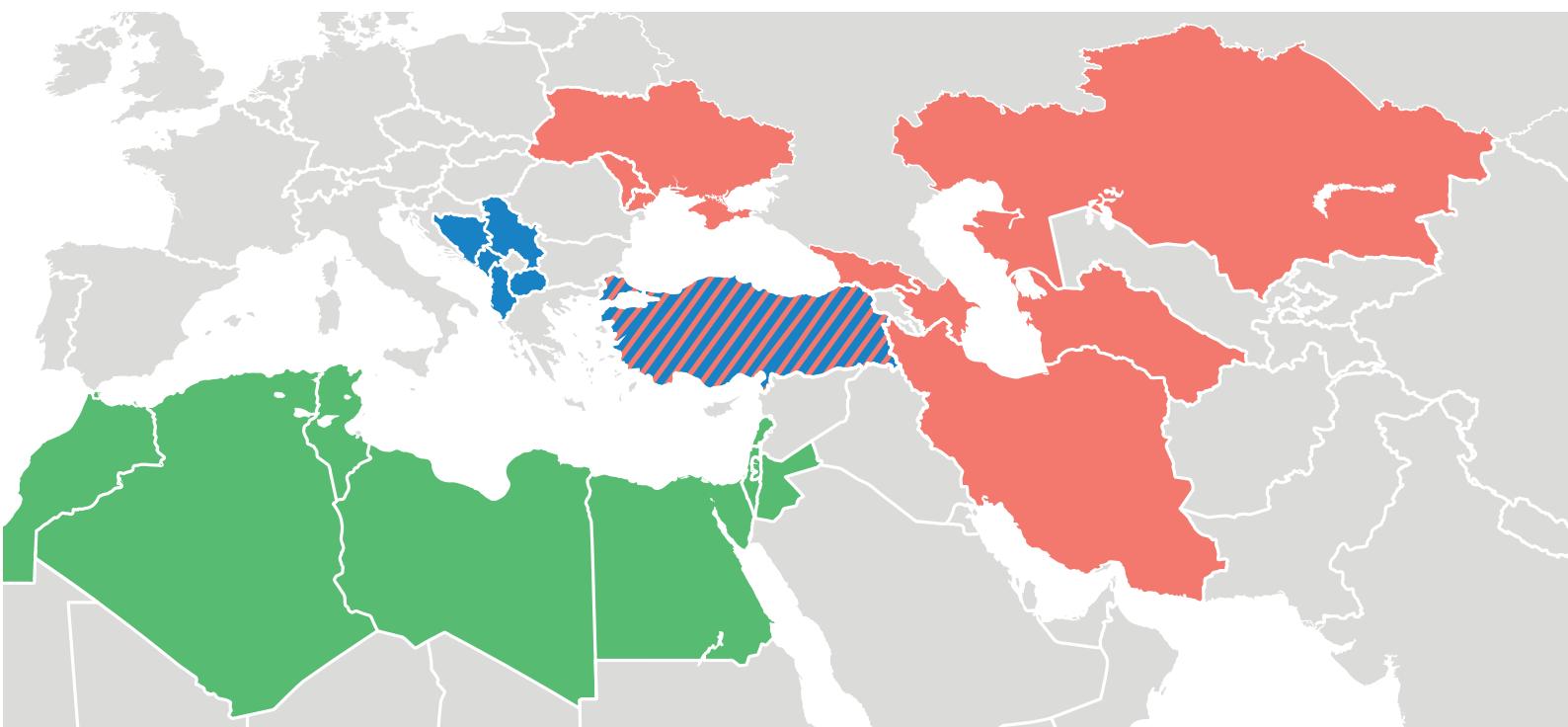
SAFEMED V is also financed by DG MENA (formerly DG NEAR) under the European Neighbourhood Policy (ENP). The project's beneficiary countries are Algeria, Egypt, Jordan, Israel, Libya, Lebanon, Morocco, Palestine, and Tunisia. The project runs for 60 months, from 1 April 2022 to 31 March 2028. It has a budget of EUR 8 000 000.

The project continued offering tools and services to the beneficiaries. Among other achievements, the support provided to the seven beneficiaries which are also members of the Mediterranean Memorandum of Understanding (MED MOU) in their effort to implement the Memorandum's training policy and to continue with the alignment of the procedures in use to the Paris MOU procedures

## IPA III Project: Preparatory measures for the future participation of candidate countries in the European Maritime Safety Agency

The IPA III project is financed by DG ENEST (formerly DG NEAR) under the Instrument for Pre-Accession (IPA). The project's beneficiary countries are Albania, Bosnia-Herzegovina, the Republic of North Macedonia, Montenegro, Serbia and Türkiye.

The project runs for 48 months, from 1 September 2023 to 31 August 2027. It has a budget of EUR 800 000. All five project beneficiaries were supported with technical actions during 2025. In particular, Albania was supported with an assessment of the national Maritime Single Windows, and Montenegro received support to further consolidate its participation as an observer in specialised Users Groups meeting with the EU Members States.



### BCSEA II

- Azerbaijan
- Georgia
- Iran
- Kazakhstan
- Moldova
- Ukraine
- Türkiye
- Turkmenistan

### SAFEMED V

- Algeria
- Egypt
- Jordan
- Israel
- Libya
- Lebanon
- Morocco
- Palestine
- Tunisia

### IPA III

- Albania
- Bosnia-Herzegovina
- The Republic of North Macedonia
- Montenegro
- Serbia
- Türkiye

# BCSEA II PROJECT

## BCSEA II PROJECT

### TOOLS

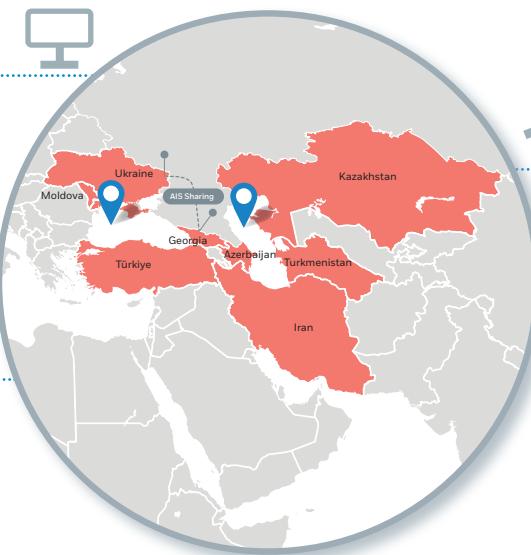
**594** | eLearning – MaKCs users

**608** | Rule - check users

### TRAINING COURSES & EVENTS

**20** | Sessions and events

**148** | Participants



### SERVICES

**195** | CleanSeaNet users

**972** | CleanSeaNet images delivered

**162** | MAR-CIS users

**162** | MAR-ICE users participating countries

**208** | T-AIS sharing users



Oil Pollution Response equipment donated to the Ukrainian Sea Port Authority



Credits: Vlad Rakin/Adobe Stock

## BCSEA II PROJECT: HIGHLIGHTS 2025



Three oil storage barges, seven sets of fence booms and one HNS/oil pumping system have been donated to Ukraine and will be delivered to the Ukrainian Sea Port Authority (USPA). The equipment strengthens the beneficiary's national capabilities for marine pollution response, when dealing with oil and hazardous and noxious substances (HNS) and helps them respond to urgent incidents derived from the ongoing war that has exponentially raised pollution cases both in internal and maritime waters.



In September, an oil pollution response exercise was organised and took place in Türkiye with the participation of the EMSA oil spill response vessel "Aktea II". The oil pollution response equipment from the EMSA stockpile in Varna, Bulgaria was deployed. During the exercise EMSA and Turkish pollution response vessels and equipment worked together based on a scenario developed by the Agency. Participants from the European Neighbouring Policy (ENP) and Instrument for Pre-Accession (IPA) countries were invited to attend and had the opportunity to familiarise with the theoretical and practical aspects of an oil pollution response operation.



In November the final "Gap analysis of the national framework in relation to the IMSBC Code, BLU Code and BLU Manual" report was delivered to the maritime administration of Türkiye providing the country with an overall picture of the national legislation and procedures in place to deal International Maritime Solid Bulk Cargoes (IMSBC) and the Bulk Loading and Unloading (BLU) Codes. The action enables the beneficiary to take any step needed to enhance the system's effectiveness and the level of compliance with the two IMO Codes.



Supporting the maritime administration of Türkiye on the IMSBC Code,  
BLU code & BLU Manual

# SAFEMED V PROJECT

## SAFEMED V PROJECT

### TOOLS

**456** | ELearning – MaKCs users

**373** | Rule – check users

### TRAINING COURSES & EVENTS



**32** | Sessions and events

**276** | Participants



### SERVICES

**96** | CleanSeaNet users

**2323** | CleanSeaNet images delivered

**20** | MAR-CIS users

**7** | MAR-ICE participating countries

**78** | Sharing T-AIS Information users



EMSA's Executive Director Maja Marković Kostelac meets the Med MoU Secretariat during their visit to EMSA's headquarters.



Credits: Egor/Adobe Stock

## SAFEMED V PROJECT: HIGHLIGHTS 2025



In October, the SAFEMED V beneficiaries who are also Members of the MEDMOU were further supported, through the organisation of a training on MARPOL Annex VI, to familiarise themselves with the practical aspects of the Port State Control (PSC) inspections on the Annex VI. Seventeen Port State Control Officers (PSCOs) from the beneficiary countries took part in training that was delivered by EMSA staff and one experienced PSCO from the Italian Coast Guard. The action was organised to support the MED MOU Member States along the process of including the MARPOL Annex VI in the list of relevant instruments for the MEDMOU which was planned for 1 January 2026.



Technical assistance for the improvement of port reception facilities (PRF) in the ports of Oran, Djendjen, and Annaba was provided to Algeria as one of the Project's beneficiaries. This activity included studies to evaluate and propose measures to improve the PRF based on the requirements of international, regional, European Union and national legislation/guidance, as appropriate. A Waste Reception and Handling Plan (WRHP), meeting the above-mentioned requirements and guidance, was also developed for the port of Alger.



In 2025, the MEDMOU Committee during its 27th meeting and the Working Group no.3 have endorsed the EMSA proposal to upgrade the MEDMOU procedure and introduce the Ship Risk Profile as adopted by the Paris MOU (PMOU). The decision will be formalised during the March meeting of the MEDMOU Memorandum of Advisory Board (MAB). The Ship risk profile as proposed by EMSA is based on a methodology considering generic, historical and environmental parameters and a 2-year transitional period for the final implementation. The adoption of the Ship Risk Profile is a further alignment between the MEDMOU and PMOU procedure and a step forward toward the harmonisation of the procedures to select the ships for PSC inspections. The SAFEMED V project will accompany and support the project as necessary with the amendment of the existing MEDMOU procedures, the revision of the PSC reporting Forms and the development of new policy instructions on Flag State, Recognised Organisations and Companies performances.



MARPOL Annex VI training for SAFEMED V beneficiaries & Members of the MEDMOU



The port of Oran



Ship Risk Profile: further alignment of MEDMOU and PMOU procedures

# IPA III PROJECT

## IPA III PROJECT: 2024

### TOOLS

- 347** | ELearning – MaKCs users
- 334** | Rule - check users

### TRAINING COURSES & EVENTS

- 21** | Sessions and events
- 111** | Participants



### SERVICES

- 43** | CleanSeaNet users
- 416** | CleanSeaNet images delivered
- 26** | MAR-CIS users
- 26** | MAR-ICE participating countries
- 76** | Sharing T-AIS Information users



Credits: George Pachantouris/ Getty Images



Credit: Bruno Malfondet/Getty Images

## IPA III PROJECT: HIGHLIGHTS 2025



In April, the assessment of the Albanian system for education, assessment and certification of seafarers was completed by an EMSA external expert providing the beneficiary with an overall picture of the system. The outcome of the study is a source of information to enhance the system and can be used as the 5-year independent evaluation required by the STCW convention that each IMO Member State must provide to the Organisation.



Albania was scheduled to join the MED MOU on PSC in January 2026. The beneficiary was supported along the process of joining the memorandum with two bilateral actions. Staff from EMSA trained the Albanian PSCOs on the use of THETIS-MED, the Memorandum's database for the inspection. In addition, the Albanian PSCOs carried PSC inspections under the tutorship of EMSA staff with the aim to familiarise with the procedure in use for the PSC inspections.



In July, a training for VTS operators on IALA standards v-103/1 was delivered to seven operators from Albania, Montenegro, Serbia and Türkiye providing the beneficiaries with the availability of additional trained operators for their VTS centres and therefore enhancing their maritime surveillance.



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Salvamento Marítimo  
Formamos personas extraordinarias.  
Training extraordinary people.



VESSEL TRAFFIC SERVICE SUPERVISOR  
IALA C0103-2

**EMSA**  
European Maritime Safety Agency

From 20 to 23 May 2025

Training for VTS operators on IALA standards for operators from Albania, Montenegro, Serbia and Türkiye