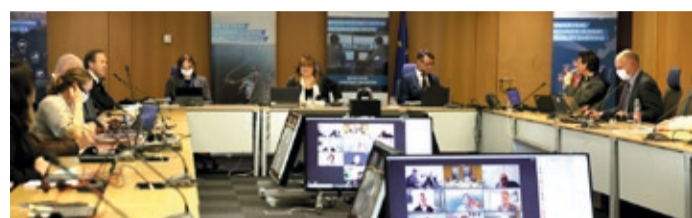


HIGHLIGHTS OF THE 63RD EMSA ADMINISTRATIVE BOARD MEETING

EMSA's first Administrative Board meeting of the year took place virtually on 23 March under the chairmanship of Andreas Nordseth, Director General of the Danish Maritime Authority. Board members were shown the [annual report video](#) featuring EMSA staff communicating on the Agency's achievements in their own language. Underpinning this short but effective audio-visual presentation, the Administrative Board also reviewed the extensive Consolidated Annual Activity Report 2021, which fulfils all the detailed reporting requirements for EU agencies and will be made available to the public on the Agency's website once the approval process is finalised mid-year. The certification of EMSA's Quality Management System was one of the key accomplishments in 2021. Environmental certification was next in line: the Agency's commitment to greening has just been successfully certified with ISO 14001 and the process for registration under the European Eco-Management and Audit Scheme (EMAS) is almost complete. As an important contribution to this effort and a strong signal to the EMSA community at large, the EMSA Administrative Board decided at this online meeting that unless otherwise needed, March Administrative Board meetings would in principle always be held online.



The EMSA Administrative Board meeting in its virtual set-up

STEERING COMMITTEE TAKES STOCK OF SUBSTANTIAL ACHIEVEMENTS MADE UNDER SAFEMED IV AS PROJECT DRAWS TO A CLOSE

The fifth and final meeting of the steering committee of the EU-funded EuroMed Maritime Safety Project **SAFEMED IV** took place on 31 March, bringing this chapter of the project to a close. The meeting was held online with active participation from the beneficiary countries, the European Commission, REMPEC and the secretariat of the MED MoU on Port State Control. The meeting was the opportunity to take stock of the substantial achievements made under SAFEMED IV, notwithstanding the challenges brought by the Covid-19 pandemic. It highlighted the added value of the project for the region: almost one hundred actions were implemented during the 2017–2022 period, with nearly one thousand participants from the beneficiary countries. The objectives and possible activities of the new SAFEMED V Action, intended to last for 72 months with a total budget of 8,000,000 EUR were presented to the participants. The European Commission's priorities will be central to the new programme, with enhanced focus on sustainability and digitalisation. In her closing remarks, EMSA's Executive Director, Ms Maja Marković Kostelac, reiterated the key importance of partnership and cooperation in the region.



Sustainability and digitalisation to be a central part of this new chapter of SAFEMED

BLACK AND CASPIAN SEA PROJECT TO CONTINUE WELL INTO 2022 AS EXTENSION GRANTED

On 31 March, the 'Maritime safety, security, and marine environmental protection in the Black and Caspian Sea Regions' (**BCSEA**) Project, was extended for a further six months until 30 September. The project started on 1 February 2017 with a total budget of 4,000,000 EUR and had been previously extended twice by the contracting authority, the European Commission's DG NEAR, due to operational restrictions posed by the Covid-19 pandemic. This has allowed EMSA to make the best use of the funds allocated to the project and meet, as much as possible, the expectations of its Beneficiary Countries – Azerbaijan, Georgia, Iran, Kazakhstan, Moldova, Ukraine, Turkey, and Turkmenistan – while increasing budget execution. The latest extension mainly acts as a financing mechanism for targeted activity to purchase oil pollution response equipment for countering the potential impact of the ongoing war in Ukraine into the region's marine environment. Such specialised anti-pollution equipment will be delivered to EMSA's stockpile in the region, situated in Varna, Bulgaria, and earmarked for Georgia and Ukraine, readily available for any pollution response operation in the Black Sea. The extension is in line with the EU's long-standing Eastern Partnership Policy, aimed at strengthening and deepening the political and economic relations between the EU, its member states and eastern partner countries.



Pollution response equipment will be purchased to counter the potential impact of the war on the region's marine environment

INCREASED CYBERSECURITY ADVISED FOR EU AGENCIES AIDED BY 'THOR'

EMSA is cooperating closely with the EU institutions' Computer Emergency Response Team (CERT-EU) following the escalation in cyberattacks that has been observed since the outbreak of the war in Ukraine. As the risk to EU institutions and bodies is considered significant, CERT-EU has asked all EU agencies to increase their overall level of awareness and alertness. Supporting this is the THOR tool provided by CERT-EU to strengthen security incident detection and response. This portable scanner is capable of detecting hacking tools, backdoors and tracing hacker activity on endpoints. THOR highlights suspicious activities, reduces the associated workload and speeds up forensic analysis in moments when getting quick results is crucial. EMSA has put in place a fully automated process that deploys THOR across more than 650 EMSA systems. This process generates approximately 80 thousand events for further analysis by the Cybersecurity Operational Centre - SOC (GMV, CERT-EU).



Illustration of the SOC dashboard

CLEANSEANET SERVICE RESULTS FOR 2021 SHOW DECREASE IN DETECTIONS AS OUTLINED AT USER GROUP MEETING

EMSA hosted the 21st CleanSeaNet User Group on 9 March which gathered virtually close to 40 participants from maritime administrations from 21 EU Member States and Iceland. An overview of the service results for 2021 was provided by EMSA, confirming a decreasing trend in the number of **CleanSeaNet** detections per deca-square kilometres. Participants were informed about EMSA's support provided in 2021 to operations, exercises and emergencies. Presentations were delivered by Cyprus and Greece on the use of CleanSeaNet in support of maritime emergencies, demonstrating the added value of the service during these events. Finland and Belgium representatives also contributed with their experience on the use of CleanSeaNet satellite images supporting HELCOM response surveillance activities and Bonn Agreement regional missions (Tour d'Horizon operations). Finally, EMSA provided insight into enhancements of the service namely the new SAR insights and new Earth Observation value added products that recently became available to CleanSeaNet users.

THETIS-EU TO SUPPORT ANIMAL WELFARE INSPECTIONS

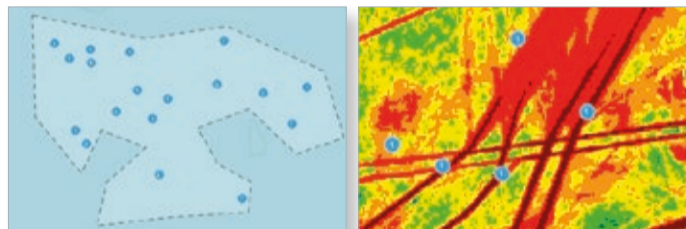
Data on inspections required by EU legislation and not covered by the Port State Control Directive is reported and shared via the information system known as THETIS-EU. Initially created in 2015 to support the Sulphur Directive, THETIS-EU has been extended progressively to support six inspection regimes (Sulphur, Port Reception Facilities, Maritime Security, ROPAX, Ship Recycling and MRV for CO2 emissions). In April 2022, a new version of THETIS-EU is being released to support inspections of livestock vessels aimed at safeguarding animal welfare within the context of Regulation (EC) No 1/2005. Inspectors can report their inspections on a voluntary basis in THETIS-EU, benefiting from ship and port call information updated through other EMSA systems. This new animal welfare module allows veterinarian inspectors to target the ships to be inspected, declare non-compliances, declare certificates of approval of livestock vessels and generate inspection reports. These reports are shared between Member States and allow a better follow-up of cases of non-compliances. The reporting may become mandatory with the adoption of the implementing acts related to the recording and sharing of controls performed on livestock vessels.



Safeguarding the welfare of animals during transportation is the main target of Regulation (EC) No 1/2005

GEOGRAPHICAL ANALYSIS OF MARINE ACCIDENTS GETS EASIER THANKS TO ENHANCED EMCIP

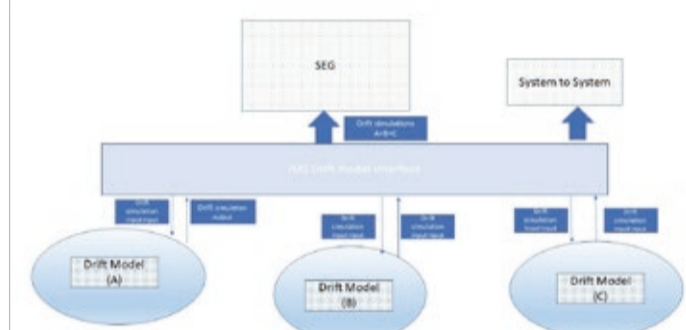
Improved functionalities supporting the geographical analysis of marine accidents have now been added to the **European Marine Casualty Information Platform** – EMCIP. EMSA's Traffic Density Maps (TDM) have been integrated into the platform, thereby offering EMCIP users additional capabilities in their analysis of marine casualties and incidents. The tool combines the geographical distribution of accidents reported in EMCIP with the ship movement patterns available in TDM, contributing in this way to a better understanding of maritime traffic and enhancing overall ship safety. The combined picture makes it possible, for instance, to assess whether navigation accidents occur in areas characterised by high or low shipping traffic. The picture below shows collision distribution (blue dots) against traffic density measured by shipborne AIS. Moreover, the new EMCIP makes it possible to run geographic queries based on polygons to pinpoint and export accidents affecting specific sea areas. As a consequence, national authorities can draw complex polygons to obtain accident data concerning a particular port area, the territorial sea of a Member State, a sea basin of interest, etc. Such polygons can be combined with other queries and saved in the system to be reused in the future, providing statistics on marine casualties and incidents affecting a specific sea area on a regular basis. An enhanced query engine has been developed to quickly visualise data on the interface, ensuring high system performance and better user experience.



Collision distribution (blue dots) against traffic density measured by shipborne AIS

BRINGING TOGETHER DRIFT MODELS FOR GREATER MARITIME SAFETY

The 2nd meeting of the Integrated Maritime Services (IMS) Correspondence Expert Group on 'Drift Modelling' took place via videoconference on 22 March 2022. The meeting was chaired by EMSA and representatives from the European Commission (DG MOVE), Belgium, Croatia, Denmark, France, Iceland, Ireland, Portugal and Spain. This expert group aims at defining an Integrated Maritime Services interface to connect to several existing state-of-the-art drift models for the purpose of search and rescue and enhanced maritime safety. The main purpose of the meeting was to collect feedback with a view to drafting the interface requirements. Several items were discussed, including the workflow, data input and output, the potential drifting objects to be considered, the display of the results through the SafeSeaNet Ecosystem Graphical Interface (SEG). The outcome was very positive. The meeting enabled EMSA to collect a solid set of information on the basis of which the future interface can be developed, thereby supporting stakeholders in both their search and rescue and other maritime safety-related missions.



Overview of the IMS drift modelling project to enhance search and rescue operations

CISE STAKEHOLDER MEETING TAKES NOTE OF STEADY PROGRESS

The effective implementation of the **CISE** operational network was one of the highlights of CISE's 9th stakeholder group meeting which took place on 10 March in hybrid format, gathering representatives from 28 EU/EEA member states and several European bodies. The number of stakeholders who have now signed the CISE Cooperation Agreement is rising and is currently at five member countries and EMSA. At the stakeholder meeting, the group reached some important decisions, such as the approval of the first pre-operational 'risk profile' service as well as of the proposal to implement further measures increasing the level of security of the CISE network. EMSA announced upcoming events, including a training session for node administrators in April and a dedicated workshop on CISE to be held during European Maritime Day on 19 May 2022.



CISE connects civil and military authorities for voluntary information exchange in the EU maritime domain

EMSA HOLDS WORKSHOP ON THE ORGANISING OF RECOGNISED ORGANISATIONS

On 29-30 March, EMSA hosted a workshop on the monitoring of Recognised Organisations. The workshop was attended by 35 representatives from 21 EU countries, the European Commission and EMSA. The attendees' active participation in the workshop presentations and discussion fora reflected the high level of interest in this topic which is of importance to ensure these classification societies carry out correctly the statutory survey and certification functions delegated to them by EU countries. The workshop provided an opportunity for EU members to share their experience of monitoring programmes and of their participation in EMSA Recognised Organisation inspections and follow-up processes. Working groups were created to discuss best monitoring practices and possible ways forward to enhance transparency of information and cooperation among the different layers of oversight and avoid duplication of work. Presentations were given by EMSA and the European Commission's DG MOVE about monitoring Recognised Organisation activities with regard to passenger ships and other areas of interest. Feedback received indicates that participants found the workshop of great value and are looking forward to the next workshop.

emsa.europa.eu

VACANCIES: Project Officer for Regulatory Compliance (19/4/2022); Project Officer for Professional Training (31/10/22). See website for more.

PROCUREMENT: Service Contracts for standby oil spill recovery vessels (21/4/2022). See website for more.