

## EMSA HOLDS ITS FIRST WORKSHOP ON ALTERNATIVE FUELS AND POWER SOLUTIONS FOR SHIPPING: TOGETHER TOWARDS TRANSITION

On 18-20 October EMSA held a [workshop on alternative fuels, specifically biofuels and ammonia, and power solutions for shipping and ports](#). In attendance were representatives from EU Member State Administrations, European Commission officials as well as a wide range of industry stakeholders covering classification societies, shipowners, ship operators, engine and battery manufacturers, fuel suppliers and ports. The workshop was composed of three distinct modules. During the first module, on Alternative Fuels, we explored the potential of [ammonia](#) and certain [biofuels](#) for use in maritime applications based on recently published studies by EMSA and developed by ABS, ARCSILEA and CE Delft. We heard how engines are now being retrofitted to allow for the use of alternative fuels as well as about the challenges related to the availability of those fuels, the supply chain and the new port infrastructure needed for ship bunkering. The cost analysis for the uptake of ammonia and biofuels in shipping was presented together with a complementary presentation on the relevant European Commission financial programmes. The studies also provide a hazard identification analysis that will form the basis for further work on related safety issues which are a major concern across the supply and demand chain. In the second module, on Energy Storage Systems on board ships, EMSA's [Guidance on the carriage of Alternative Fuel Vehicles](#) was presented as

a first step towards the harmonisation of procedures to ensure that the transportation of vehicles with batteries or using non-conventional fuels is done in a safe manner for both cargo and ship. Participants heard from a ship operator on what is being done to tackle this issue at an operational level, with a particular focus on crew training, communication, cargo inspection, stowage and lashing plans, detection and fire-fighting equipment. A panel was held on the need for guidance on the safe use of batteries onboard ships as this type of installation is in growing demand in the maritime industry. Once again, the need for harmonised rules between classification societies and administrations was identified with a particular focus on training and fire safety. The third and final module of the workshop, on Shore-Side Electricity, was dedicated to ports and this was the opportunity to present [EMSA's Guidance on Shore-Side Electricity](#) (SSE), a reference document developed from the shared experience of ports in the planning and operation of onshore power supply installations. Three major European ports presented the challenges and lessons learnt in the development of SSE projects.

## FIRE SAFETY ON BOARD RO-RO SHIPS: LASHFIRE CFIS CONFERENCE HELD AT EMSA

On 11 October, EMSA hosted and contributed to the second Conference for Fire Safety at Sea – CFIS 2022 that was organised in the framework of the [LASHFIRE project](#), funded under the European Union's Horizon 2020 research and innovation programme. The one-day conference brought together all the relevant maritime value chain stakeholders, from academia to shipowners, to exchange best practices, experiences and recommendations which may prove useful for future regulatory developments and improvements. The conference was organised in two main sessions: one addressing fire safety on ro-ro ships and the other Alternatively Fuelled Vehicle (AFV) fires. During the event, EMSA presented the Agency's recently published [Guidance on the carriage of Alternative Fuel Vehicles on board ro-ro ships](#).



## 2<sup>ND</sup> MARITIME CYBERSECURITY CONFERENCE: PREPARING MARITIME FOR EMERGING CYBERSECURITY CHALLENGES

On 14 October, EMSA hosted and contributed to the 2<sup>nd</sup> Maritime Cybersecurity Conference organised by ENISA. More than 90 participants attended the full-day conference which sought to explore the dynamics behind the cyber threat landscape and the challenges faced by the sector. The conference allowed a dialogue among the relevant stakeholders to address the current key cybersecurity challenges of the maritime sector as well as the ongoing process of digitalisation. EMSA supported the conference agenda with two presentations. The first one on the changing threat landscape for Maritime Autonomous Surface Ships (MASS) and the second one on how EMSA's activities can tackle maritime supply chain cybersecurity challenges.



## INTERIM GUIDANCE ON MARITIME SECURITY FOR MEMBER STATES' COMPETENT AUTHORITIES

Interim Guidance on Maritime Security for Member States' Competent Authorities has been published on the EMSA website and is now accessible to all interested stakeholders. This has been produced together with the European Commission's Directorate-General for Mobility & Transport. It is a practical guide geared to offer support to EU Member States in the execution of selected activities related to the implementation of EU legislation governing maritime security. The content of the document is intended for the use by all personnel responsible for security in the EU maritime public and private sector. The [guidance document](#) can be accessed on the EMSA website.

## 11<sup>TH</sup> CISE STAKEHOLDER GROUP HELD AT THE EUROPEAN COMMISSION'S JOINT RESEARCH CENTRE IN ISPRA, ITALY

Discussions on the operational implementation of CISE were at the fore at the 11<sup>th</sup> CSG meeting on 13 October where the focus was on the readiness of the [CISE network](#) to begin actual maritime information exchange. The stakeholders acknowledged the need to redouble efforts and agreed to move from technical tests towards the pre-operational exercises needed to roll out the CISE network's operational services. During the meeting, the CSG members looked at certain use cases also explored operational use cases for CISE which are considered relevant for the enhanced effectiveness of maritime surveillance activities. Among the topics addressed, the CSG was updated on the state of play of the CISE Alert project which aims at developing new services in CISE by a consortium of six stakeholders and two associated partners. The meeting was hosted by the European Commission's Joint Research Centre at its premises in Ispra (Italy). Sixty representatives from 15 EU Member States and eight European bodies attended the meeting in person and online.



## COPERNICUS MARITIME SURVEILLANCE USER GROUP HELD AT EMSA

The 4<sup>th</sup> Copernicus Maritime Surveillance (CMS) User Group meeting gathered over 40 participants who joined the event both in person and online. Meeting in-person proved to be beneficial as the discussions that took place revived the CMS community with users sharing their experience in the use of CMS for enhanced safety, security, law enforcement and fisheries control. Participants included national administrations with responsibilities at sea, European Commission services, EFCA, EUROPOL, EUNAVFOR and the United Nations Office on Drugs and Crime (UNODC). Participants showed the importance of the integration of the CMS service into their decision-making process as well as into the operational chain. In a perspective of continuous improvement, participants voiced several new ideas for future development. The European Commission's Directorate-General for Defence Industry and Space (DG DEFIS) and EMSA presented CMS achievements, new service developments and training courses, as well as the outlook for 2023, featuring a stronger link to research and innovation, and with a focus on results. The European Commission's Joint Research Centre drew the main lines of the Strategic Research Agenda for the Copernicus Security Service.



## THETIS-MED: MEDITERRANEAN MOU 24<sup>TH</sup> PORT STATE CONTROL COMMITTEE MEETING IN LIMASSOL, CYPRUS

EMSA participated in the Mediterranean Memorandum of Understanding's 24<sup>th</sup> Port State Control committee in Limassol, Cyprus on 10-12 October. High on the agenda was the further development of the THETIS-MED system, covering enhancements such as deficiency codifications to enable PSC Officers to clearly qualify the findings made on board. Also discussed was PSC harmonisation and engagement regarding codification changes. In this context, the decommissioning of the previous inspection system manager (CIMED) was made official. The THETIS-MED now fully operational system

covers four modules: web reporting, off-line client reporting, Bi tool for statistics and a public website. With ten EU Member States using the system, the number of inspections reached 4 859 at the end of October. An upgrade is expected for the end of the year, bringing additional technical and functional improvements. In the next few years, additional EU Member States which are already in the Paris MoU and with Mediterranean coasts could integrate into the Mediterranean MoU.



## MEMBER STATE USERS OF EMSA'S ENHANCED MARITIME PICTURE GATHER FOR HYBRID MEETING

On 27 October, EU Member States' IMS representatives met at EMSA and connected online to discuss new developments and operational topics related to the provision of the enhanced maritime picture. Through IMS, EMSA provides a global, enhanced maritime traffic picture with **integrated information services** on vessels for maritime safety, security and environmental protection. The IMS user consultation meeting, held in both presental and online mode, focused on the state-of-play of the IMS, Automated Behaviour Monitoring (ABM) algorithms and advanced analytical scenarios. Operational feedback was provided by the Member State users as well as details of the ongoing projects concerning the connections via Enhanced Maritime Picture APIs. During the meeting, EMSA consulted the users on Cloud-based solutions and potential Machine Learning use case scenarios. Additionally, the IMS Search and Rescue (SAR) Toolbox was discussed with a focus on 'Drift Modelling' and the COSPAS SARSAT (distress) information display. EMSA also presented a potential solution for a chat tool to support SAR authorities' information exchange during joint operations.



## MARINE EQUIPMENT: 45<sup>TH</sup> MARED HORIZONTAL COMMITTEE MEETING

On 12-13 October, the 45<sup>th</sup> Horizontal Committee meeting of the MarED Group of Notified Bodies was organised by EMSA as the Group's Technical Secretariat. For the first time since 2019 the meeting took place in presential format although still with the possibility of participating remotely. The Notified Bodies act on behalf of EU Member State Administrations for the certification of equipment under the [Marine Equipment Directive](#) 2014/90/EU with a view to their lawful installation onboard EU Member State-flagged ships. More than 50 participants attended including European Commission officials, observers from EU Maritime Administrations and equipment manufacturer associations (CIRM, SeaEurope and ILAMA). The meeting looked at the current use of the functionalities of the EMSA MED Database, together with the Documents and Recommendations Repository, and features of both the Events and Discussion sections. The meeting was packed with more than 20 technical documents analysed by the group covering Life-Saving Appliances, fire safety, MARPOL and navigation equipment. The main output of the group was the finalisation of two technical recommendations, i.e. interpretations of standards to ensure a harmonised approach to implementation. These recommendations will be sent to the Committee of Safe Seas (COSS), with a view to be endorsed and then applied uniformly by the EU Notified Bodies in future certification processes.



## AWARENESS SESSION HELD FOR MARINE EQUIPMENT MANUFACTURERS ON THE MED DATABASE

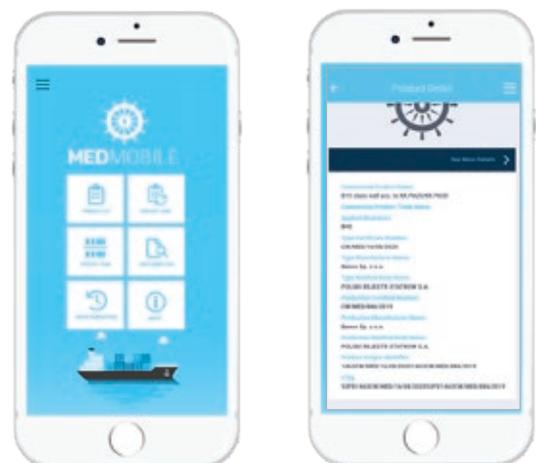
On 18 October EMSA delivered an awareness session on the MED Database and its use, dedicated specifically to marine equipment manufacturers. The training was very well received with close to 200 participants worldwide. The many questions received indicate just how important industry holds getting a clear understanding of the implementation of Directive 2014/90/EU on marine equipment through the use of the MED Database hosted by EMSA. The session included a general introduction to the related EU legislation, the role of the manufacturer, the functions of EMSA's MED Portal and a special focus on the MED eTag and the recent EMSA mobile

application to facilitate its implementation. A similar session will be organised in spring 2023.



## eTAG SCANNER ADDED TO LATEST FEATURES IN RECENT UPGRADE TO MARINE EQUIPMENT MOBILE APP

The latest series of improvements to the marine equipment mobile app and web portal managed by the Agency includes an [eTag scanning](#) feature to make product information quicker and easier to access. The MED Mobile App's eTag scanner makes it possible for users to access a whole array of information related to a specific product simply by using the camera of their mobile device. In parallel, EMSA has been working on the MED web portal upgrading it in response to feedback received from the MED community and making it more user friendly and secure. The upgrade includes the integration of an access control tool for faster and more secure user management, automatic user email alerts, and a new product history view. The [MED Portal](#) includes the list of approved products that can be carried on board EU Member State-flagged ships, holding details of more than 200 000 marine equipment items and with more than 7 000 users worldwide.



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

**VACANCIES:** Reserve List for a Maritime Support Services Duty Officer (30/11/22); See website for more.

**PROCUREMENT:** Kitchen equipment (23/11/22); See website for more.