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QUALITY SHIPPING, SAFER SEAS, CLEANER OCEANS DECEMBER 2023

EMSA
European Maritime Safety Agency

NEW CHAIR AND DEPUTY CHAIR FOR EMSA'S ADMINISTRATIVE BOARD

At the 68th Administrative Board meeting of EMSA, held on 14 and 15 November, Wojciech Zdanowicz, Director of the Maritime Office in Szczecin at the Polish Maritime Administration, was elected Chair. Mr. Zdanowicz replaces Andreas Nordseth, Director General of the Danish Maritime Administration. Benito Nuñez Quintanilla, the Head of the Spanish Maritime Administration, was elected as Deputy Chair. Mr. Zdanowicz and Mr. Nuñez will take up their positions on 4 December 2023. Mr. Nordseth was elected Chair in 2017, after serving as a Member of the EMSA Administrative Board since 2012.

Our Executive Director Maja Markovčić Kostelac and the incoming chair of our Administrative Board, Wojciech Zdanowicz of the Polish Maritime Administration, the outgoing chair Andreas Nordseth of the Danish Maritime Administration, and the incoming Deputy Chair Benito Nuñez Quintanilla of the Spanish Maritime Administration.

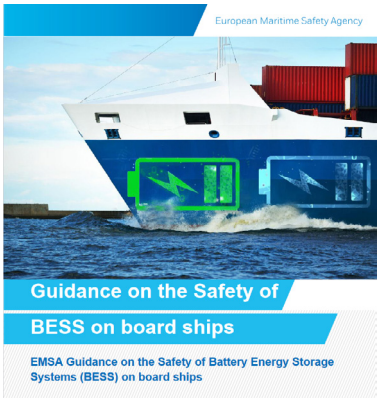
ALTERNATIVE FUELS: NEW REPORTS ON HYDROGEN AND WIND

The potential of hydrogen and wind assisted propulsion systems as alternative power sources for shipping is analysed in two new studies released by EMSA, as part of its series of studies into alternative fuels and power sources in shipping. The reports and guidance are released to support the European Commission, national administrations, and industry in the ongoing decarbonisation of the maritime sector, particularly in the context of the FuelEU Maritime initiative. The first study, on hydrogen, underlines that it is a relatively new fuel for shipping, and some key technologies, like engines, remain under development. However, there is sufficient experience with its production and use on land that could serve as a sound basis for any transition to a marine fuel. The study also notes that hydogen could offer a near zero carbon solution on a well to wake basis if produced with renewable energy (green hydrogen). However, current global production would have to significantly increase to meet the shipping industry's estimated demand. The second study, on wind assisted propulsion systems, examines the state of play of the various wind assisted propulsion systems developed for the maritime industry, including availability, risks and safety, techno-economic aspects, and the relevant regulatory frameworks. EMSA's series of reports on alternative fuels and power sources for shipping is available here.

The two latest reports in EMSA's alternative fuel series

EMSA BATTERY ENERGY STORAGE SYSTEMS SAFETY GUIDANCE LAUNCHED

Currently there are more than 800 ships using batteries around the world, a figure that has more than tripled in the past five years. Out of those, around 60% are known to be operating in Europe, using batteries on board for propulsion either in pure electric or hybrid functions. However, at the moment there is no regulatory instrument at international level on the safety aspects of using batteries on board ships. So, to support national administrations and the shipping industry by promoting a uniform implementation of the essential safety requirements for batteries on-board ships, EMSA has released its first safety guidance in this area – the EMSA Guidance on the Safety of Battery Energy Storage Systems (BESS) On-board Ships. The development of the non-mandatory Guidance was supported by an extensive Group of Experts, who brought essential knowledge on the requirements of classification societies, industry standards and available research.



EMSA's latest safety Guidance on battery energy systems on board ships, available to download through EMSA's website.

EMSA CONTINUES ETS EXTENSION TO MARITIME WEBINAR SERIES

Together with the Directorate-General for Climate Action of the European Commission (DG CLIMA), EMSA held a second webinar on the extension of the EU Emissions Trading Scheme to the maritime transport sector on 24 November. The webinar focused on topics like key compliance steps from a company perspective and on changes being implemented in THETIS MRV, the dedicated IT system for compliance with MRV obligations. The webinar was held in two sessions, one morning and one afternoon session, with nearly 1 000 people connecting. An important feature of the webinar was a questions and answer session for participants on the forthcoming changes. To facilitate shipping companies and maritime professionals, the webinars are available through EMSA's website. Also available through the same link are the question and answer sessions for the morning and the afternoon sessions. Meanwhile, on 14 November, EMSA and DG CLIMA held a specialised webinar for verifiers of the MRV system. The webinar included information on the accreditation process, assessment of revised monitoring plans, emissions reports, and new developments and functionalities within the THETIS MRV reporting tool. These two webinars complement the introductory webinar in the series, held in September, which gave an overview of the general principles of the ETS and its extension to maritime, new features and changes from the perspective of THETIS-MRV users, and an introduction to the Union Registry. The overall aim of the webinar series is to familiarise shipping companies and maritime professionals with the changes arising from the extension of the ETS to maritime. In addition, a series of resources for shipping companies and maritime professionals, including detailed questions and answers, is available on EMSA's website here.

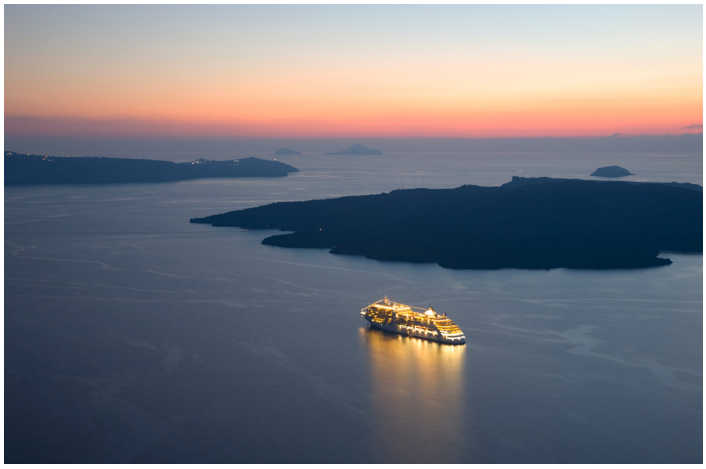
The second webinar for shipping companies and maritime stakeholders presented by EMSA and DG CLIMA

PART TIME COURSE ON MARITIME CYBERSECURITY COMPLETED

20 participants from 13 EU Member States, Iceland and Norway have successfully completed the Maritime Cybersecurity (MCS) training course developed by EMSA within the context of the EMSA Academy. The MCS is organized in seven units, covering a wide spectrum of learning areas such as Cybersecurity threats in the maritime industry, Maritime Cybersecurity regulatory framework, best practices and basic cyber-hygiene, Cybersecurity Risk Management and Assessment and Cybersecurity in maritime inspections/audits. The course was delivered on a blended mode from 30 October to 10 November 2023. Participants followed one introductory awareness unit for one and a half weeks in an online form (synchronous and asynchronous) while a face-to-face session for two full days took place in EMSA's premises on 09 and 10 November 2023. The MCS ended with an online assessment. This innovative learning service is specifically designed to provide maritime inspectors national maritime administrations and/or competent authorities responsible for ensuring compliance with international and EU maritime safety/security regulations and standards as regards to ports, port-facilities, and EU Member State-flagged ships. Participants were given a comprehensive overview of cybersecurity risks and best practices in the maritime industry and acquired knowledge and skills in the field of cybersecurity which will enable them to effectively identify, assess and manage cyber risks in the maritime domain in compliance with EU and international regulations and standards. The Maritime Cybersecurity training course is an ISO 29993:2017 certified learning service outside formal education developed by the EMSA Academy and it is delivered on the Maritime Knowledge Centre (MaKCs), the eLearning Platform of the Agency.

CISE WORKSHOP FOR THE EASTERN MEDITERRANEAN SEA BASIN

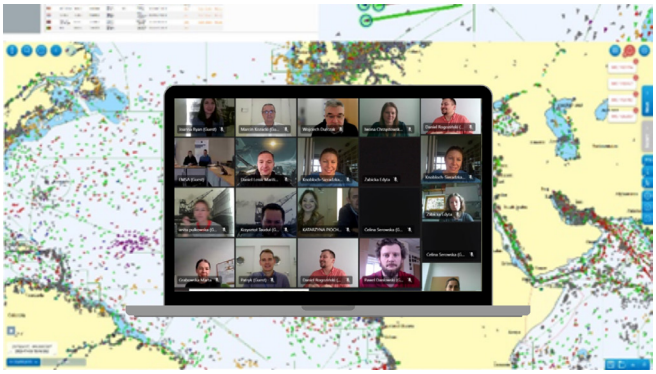
On 7-8 November, maritime authorities from Bulgaria, Cyprus, Italy and Greece gathered in Athens and via VTC to discuss the possible use of the Common Information Sharing Environment (CISE) in their maritime operations. The workshop focused on the most critical maritime security threats which are common to the Eastern Mediterranean Sea basin, and how to address them with the use of CISE. It was underlined that CISE can play an important role in the exchange of critical real-time information between the maritime authorities of the EU Member States. Moreover, promoting cross-sectoral and cross border information exchange is vital particularly in the context of increasing maritime threats. The workshop was co-organised by EMSA and the Hellenic Navy in the framework of the CISE Sea Basin strategy, aiming to enhance cooperation and information exchange among maritime authorities within specific sea basins in the EU.



ONLINE IMS AWARENESS SESSION FOR POLAND

A national session on Integrated Maritime Services (IMS) awareness for Poland has been delivered by EMSA. More than 40 users from the Polish maritime administration (Maritime Office Szczecin, Maritime Office Gdynia, Ministry of Infrastructure) and Maritime Search and Rescue services participated in the session, which was geared towards providing users with a more in-depth awareness of the vessel traffic monitoring and information system (VTMIS) organization, as well as the VTMIS-related graphical and system-to-system (s2s) features and functionalities. Participants received an overview of the Automated Behaviour Monitoring (ABM) algorithms which help to alleviate the workload of maritime surveillance operators. They also learnt about the Integrated Maritime Services (IMS), SafeSeaNet (SSN), Copernicus Maritime Surveillance (CMS) and IMS and SSN Graphical interfaces (SEG, IMS App) enhancing the maritime domain awareness on the global level.

The world-wide maritime picture and operational analytics were demonstrated together with operational examples of the usage of the systems and interfaces. IMS awareness events are tailor-made sessions organised at the request of Member States. They accompany existing training activities, focusing on specific topics of interests of the national users, and result in more effective usage of the Integrated Maritime Services.



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VACANCIES: Project Officer for Port State Control and Ship Safety (SNE) (08/01/24); See website for more.

PROCUREMENT: Study investigating the safety of hydrogen as fuel on ships (12/01/202); Consultancy services for the EMSA ICT helpdesk (10/01/2024); See website for more.