

# EMSA Consolidated Annual Activity Report 2025

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## EMSA Consolidated Annual Activity Report 2025

### Assessment by the EMSA Management Board

The Management Board's assessment covers three main areas: strategic achievements, operational achievements and the management of the Agency. The assessment takes into account the relevant legal, strategic, and resource framework, as well the applicable annual work programme.

The Management Board appreciates the structure of the Consolidated Annual Activity Report 2025 which reflects that of the EMSA Single Programming Document 2025-2027.

Each activity is clearly linked to its legal basis and placed in strategic context through references to the relevant articles of the EMSA Founding Regulation and to the relevant objectives of the EMSA 5-year Strategy. This demonstrates the consistency of the annual activities with the tasks assigned by the legislator and the strategic outlook adopted by the Management Board. Furthermore, the allocation of budget and staff to each activity clarifies relative impact on resources.

### A) EMSA's strategic achievements in 2025

The EMSA 5-year Strategy 2020-2024, which was extended in June 2024 to cover 2025, established EMSA's strategic priorities in the areas of Sustainability, Surveillance, Safety, Security and Simplification - the "5 S" - as well as Digitalisation and Technical & Operational Assistance.

This 5-year Strategy reflects the important role played by EMSA to support the Commission priorities in EU policy areas related to the seas in order to strengthen Europe's competitiveness, sustainable growth and Blue economy, as well as contribute to the EU's security agenda and international profile.

The Management Board welcomes the fact that the CAAR provides clear examples of EMSA's achievements that contribute to achieve the multi-annual strategic objectives and the overarching multi-annual strategic priorities.

The Management Board noted that overall, EMSA implemented the actions planned, and by that made progress towards achieving the strategic priorities of the Agency.

In our view, the present report addresses the key deliverables of the Agency in 2025 and demonstrates that the objectives set under the five strategic priorities were met.

The highlights of the strategic achievements in each work area in 2025 are outlined below.

## Sustainability

Strategic priority:

[Contribute to the European Green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges](#)

### **Strategic achievements in 2025:**

For the first time, in 2025, shipping companies operating in the EEA had to submit their fleet emissions to comply with EU Emissions Trading System (EU ETS) through THETIS-MRV. EMSA ensured the necessary IT tool developments for this to happen, provided timely technical assistance, raised awareness on the various steps, built needed capacity through webinars and provided guidance documents and helpdesk support. These efforts contributed to a successful implementation of the EU ETS for maritime transport, with an impressive 99% of the due allowances surrendered by shipping companies by 30 September. 2025 also marked the first monitoring year under the FuelEU Maritime Regulation for which EMSA had to ensure a FuelEU database with all necessary functionalities in place, allowing shipping companies to submit their FuelEU reports. EMSA continued working on the additional functionalities needed to allow the process to be completed for the first time in 2026.

The IT ecosystem developed and managed by the Agency confirmed the essential role played in the EU context to ensure adequate implementation and enforcement of crucial legislation such as ETS and FuelEU Maritime, pillars of the EU vision for decarbonisation of shipping.

In 2025, EMSA also launched its second edition of the European Maritime Transport Environmental Report (EMTER 2.0) prepared jointly with the European Environmental Agency (EEA). EMTER 2.0 is a reference document for the environmental footprint of maritime transport in the EU, with a forward-looking perspective in support of policy-making decisions.

The Agency also ensured timely support to the Commission and the Member States for the implementation of the amendment to the Ship-Source Pollution (SSP) Directive, with focus on the concept and design of the new SSP reporting tool.

2025 was also the year where work was carried out to identify the possible steps to make the Pollution Response Services (PRS) toolbox future-proof, taking into account emerging marine pollution risks from evolving traffic patterns due to geo-political challenges and to the introduction of alternative fuels. In close association with Member State experts and the Administrative Board, a possible way forward was identified with scenarios and actions to be implemented in the coming years.

As foreseen by the new EMSA Founding Regulation, work started for a Marine Pollution Risk Assessment exercise. This should serve as a basis for the future positioning of the Agency's response assets.

## Surveillance

Strategic priority:

[Strengthen EMSA's role as the core information management hub for maritime surveillance](#)

### **Strategic achievements in 2025**

EMSA made a significant investment to expand its Earth Observation (EO) portfolio by organizing and integrating in the satellite surveillance portfolio eight new very high-resolution optical satellites (Pleiades Neo-1, Pleiades Neo-2, Kompsat-3 and 3A and Worldview Legion 1, 2, 3 and 4) that greatly expanded the capabilities of the Agency's Earth Observation services.

During the year, EMSA completely renewed its Remotely Piloted Aircraft System (RPAS) services and satellite communications portfolio by signing or awarding five framework contracts. Following an unsuccessful tender due to lack of offers for RPAS emissions monitoring services from ports, a preliminary market consultation was concluded and new procurement was launched, towards delivering these operational capabilities from 2027 onwards.

Regarding CleanSeaNet (CSN) enhancements within the framework of the SSP directive, efforts focused on expanding Earth Observation services capabilities. A preliminary market consultation was conducted to assess the use of Sentinel-2 in detecting and characterizing MARPOL related pollutants. Based on the consultation results, which identified the state-of-the-art in pollution detection, a new tender for these services was launched to enable the expansion of CSN with new capabilities by 2027.

EMSA Copernicus Maritime Surveillance, CSN, and RPAS services actively supported the EMSA-organized MMO in La Manche and the Southern North Sea. Operations spanned more than four months across Belgian and French areas of interest.

## Safety & Security

Strategic priorities

Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations, and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss.

Strengthen maritime security in Europe and globally where there is a European interest.

### **Strategic achievements in 2025:**

Within the safety field, EMSA contributed to achieve higher maritime safety standards. The new safety reports, like EMSAFE, and guidance documents to cover existing gaps largely contributed to this objective. These documents do not only enlarge the knowledge-based solutions available to Member States and industry but have been used on several occasions as the benchmark to assess the safety of several installations onboard. This reflects the trust that authorities and stakeholders have on EMSA technical expertise and capability to create technical groups to develop these documents.

The improvement of safety standards has also been kept in mind by the Agency when developing amendments to existing legislation, like for example, in the marine equipment and passenger ship safety field, or in the implementation of the maritime safety package, particularly on PSC and Flag State. The confidence that the Commission has put into EMSA technical advice in these exercises corroborates the key role of the Agency in the EU maritime safety system.

Our stakeholders also benefited from EMSA's work at international level, particularly at the IMO committees and sub-committees. The Agency's input to working and correspondence groups as well as EMSA's technical assistance to EU submissions proposing changes to the international regulatory framework is widely recognised as an essential support by our stakeholders.

To anticipate the risks associated with the decarbonisation and the further automation of shipping, EMSA has been heavily involved by providing technical advice as well as guidance and software tools to support Member States and industry for these emerging challenges.

It is also worth mentioning the new 5-year strategy for the EQUASIS system developed with the support of EMSA as management unit and the celebration of its 25<sup>th</sup> anniversary. The substantial increase in terms of users and pages visited makes the EQUASIS system one of the most popular information system for maritime safety in the world.

With regard to casualties, in addition to the usual tasks within PCF and EMCIP, EMSA has increased its operational support through the Remotely Operated Vehicle (ROV) service. The first workshop dedicated to the use of Artificial Intelligence within the safety investigation field that is expected to support the prevention was organised.

On security, EMSA addressed the cyber risks and started the first actions to have an information sharing system in place in 2026. The Agency has also considered the risks associated to the current landscape and prepared a risk assessment methodology on the threats presented by aerial drones.

EMSA strengthened its strategic role in supporting the harmonised implementation of international and EU maritime legislation on ship safety and security through the delivery of existing and newly developed learning services under the EMSA Academy portfolio.

As regards the Human Element, EMSA continued to support the Commission and the Member States with their contribution to the comprehensive review and revision of the STCW Convention and Code at the IMO, a process that significantly increased in its magnitude as the revision phase gained more traction towards the end of 2025.

With the objective of contributing to address emerging knowledge gaps linked to the green and digital transformation of shipping in relation to the Human Element, the Agency engaged in several actions to raise awareness on the outcome of the study on the identification of competences for seafarers working on board ships using alternative fuels. The results of the study fed into the work at IMO for the revision of the STCW Convention.

Within the context of IMO, EMSA continued through its participation in related correspondence groups to support the work aimed at framing the use of remote surveys and remote inspections techniques. This was built on the valuable insight gained by the Agency through the inspections of Recognised Organisations (ROs) which it continues to conduct on behalf of the Commission, confirming the need for guidance on harmonisation of practices, to ensure consistently high standards and high level of assurance.

## Digitalisation & Simplification

Strategic priority

[Facilitate the simplification of EU shipping by supporting EU-wide digital maritime solutions](#)

### ***Strategic achievements in 2025:***

A portfolio of new analytical solutions was launched to assist the Member States in monitoring and enforcing EU Restrictive Measures, including live alerting to the affected Member States in the case of potential sanctions circumventions, movements of the dark fleet and analytical tools for assessing the impact of each package of sanctions. EMSA launched services for assisting Member States in the identification of vessels operating under fraudulent flags enabling more efficient operational activities. There has been a high uptake and an increasing number of users in Member States and the Commission benefit from these tools on a daily basis, which are widely appreciated.

EMSA further developed the THETIS-MRV & ETS to cater for the extension of the EU ETS to maritime transport by adapting the new Monitoring Plan, deployment of Public MRV data portal and completion of the analytical solution that supports Member States in approving the Monitoring Plans and validating the GHG emissions as well as the identification of non-reporting vessels. This development facilitated in 2025 the aggregation of emissions per company and calculation of emission values declared in the Union registry, in line with the requirements of the ETS Directive. THETIS MRV & ETS supported in 2025 the creation of a company emission report for the year 2024, the first ever reporting

period. THETIS-MRV & ETS is the first system directly accessible by shipping companies and non-EU Flag States, contributing to the increased awareness of EU green agenda solutions on global level.

A major update of the common specifications of the European Maritime Single Window environment (EMSWe) has been published to reflect the reporting requirements applicable in Member States' ports. These specifications constitute the foundation for the development of harmonised reporting interfaces across all ports in the Union in line with the objectives of EMSWe Regulation (EU) 2019/1239. While the majority of Member States have initiated the development of their Maritime National Single Windows, the Agency has provided technical support for the integration of a first group of these systems with the common EMSWe databases operated by the Agency.

The SafeSeaNet (SSN) long-term archive has been implemented using a Cloud-based solution allowing Member States and EMSA to perform data analysis with flexibility. This solution provides extended analysis capabilities for monitoring SSN data quality and for deriving additional business intelligence by combining the dataset with other EMSA datasets using complex data analysis techniques (e.g. big data analytics or machine learning algorithms).

EMSA continued to support the Maritime Safety Permanent Transnational Network<sup>1</sup> (MSPTN) in modernising the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP). EMSA's technical assistance, approved by Administrative Board, included further integration of national systems with EMSA's Integrated Report Distribution (IRD) SSN service as well as work on preparation of amendments to IMO resolution establishing ADRIREP SRS. The proposed amendments were discussed and agreed at IMO NCSR Sub-Committee in May 2025 and sent for adoption to IMO MSC scheduled for May 2026.

In addition, in October 2025, France and Italy sent to EMSA a request for technical assistance regarding the modernisation of the IMO adopted Ship Reporting System (SRS) in the Bonifacio Strait (BONIFREP). The Administrative Board held on 12-13 November 2025 considered and approved this request. Consequently, EMSA supported both Member States during the preparatory phase aiming at developing a common understanding on the modernised BONIFREP system by performing an extensive stakeholder consultation process, both through a dedicated online workshop and a written process. As an outcome, the submission to IMO for amending the BONIFREP system was submitted by France and Italy in December 2025 for discussion at the IMO NCSR meeting in June 2026.

In 2025, the Commission amended Annex I of Directive 2002/59/EC via a Commission Delegated Directive. This amendment requires reporting on insurance certificates through SRS which is a measure deemed essential for maritime safety, environmental protection, and effective emergency response. In parallel with the legislative process to amend SRS at IMO, it is necessary to develop and implement a technical solution for the provision of insurance certificates. EMSA prepared a proposal for the technical implementation of reporting of insurance certificates which will be further discussed and implemented in 2026.

EMSA continued hosting, operating and maintaining the European Union LRIT Cooperative Data Center (EU LRIT CDC) and the European Union LRIT Ship DB (EU LRIT Ship DB) on behalf the Commission and Participating Countries<sup>2</sup>. The Agency also continued hosting, operating and maintaining the International LRIT Data Exchange (LRIT IDE), both Production and Development Testing environments, on behalf the IMO and SOLAS Contracting Governments. The International LRIT Data Exchange (IDE) interconnects 72 LRIT DCs and 138 Contracting Governments and

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<sup>1</sup> consisting of representatives of the maritime administrations of Albania, Italy, Croatia, Greece, Montenegro, Slovenia and Bosnia and Herzegovina

<sup>2</sup> Member States, Norway, Iceland, Montenegro, Georgia and Tunisia

Territories, making it possible for LRIT users worldwide to request and receive LRIT position reports from ships in a secure, effective, and timely manner.

As the main provider of the maritime picture in Europe, the Agency continued the development, delivery and operations of its Integrated Maritime Services (IMS) producing comprehensive, global, near real time maritime traffic visualization with the integration of new information, data products and functionalities. Awareness, training and helpdesk activities of IMS and Automated Behaviour Monitoring (ABM) tools continued in line with VTMIS scope. The number of IMS users continued to increase.

EMSA organised several IMS User Group consultation meetings, training sessions, working group meetings and workshops (e.g. on ABMs) raising awareness and facilitating discussions on operational topics as well as the planning and prioritizing of the related developments. The IMS, by using Cloud services, was maintained and improved providing an archive of over five years of vessel position data (tracks and raw position data, SafeSeaNet long term archive) and several added-value functionalities, like the ship travelled distance calculation. Further improvements were made on the IMS Search and Rescue toolbox such as the preparation of the IMS drift project pre-operational phase i.e. preparing the requirements for implementing a Metocean layer and integrating an open-source drift model. The requirements for voluntarily displaying COSPAS SARSAT alerts in IMS were approved and could be implemented should several Member States be volunteer.

The AIS Spoofing Working Group continued its work under the coordination and Terms of Reference of the HLSG, focusing on Automatic Identification System (AIS) spoofing and other types of interference affecting AIS, such as GNSS spoofing and jamming.

A Cooperation Agreement (CA) between EUNAVFOR Operation ASPIDES and EMSA was signed in January 2025. ASPIDES submitted an Evaluation and Feedback Report, highlighting the critical value of EMSA IMS services. LRIT and SAT-AIS data were indispensable for vessel monitoring, especially during the early phase of the EUNAVFOR Operation when AIS was switched off to reduce attack risks in the Bab Al Mandeb and High Threat Area. These services also supported the detection of suspicious movements, ship-to-ship activities, arms trafficking, shadow fleets, and the monitoring of vessels potentially held against crews' will outside Houthi-controlled ports.

EUNAVFOR MED Operation IRINI continued using Copernicus Maritime Surveillance services to effectively plan where and when to send their assets to monitor vessels of interest. EUNAVFOR ATALANTA successfully utilised EMSA IMS in several high-impact operational situations in 2025, showcasing the versatility and effectiveness of EMSA services in several relevant maritime activities.

In June and November, EMSA hosted meetings of the CISE Stakeholders Group during which the operational use of CISE was discussed. While Member States involved in CISE are encouraged to increase their commitment to use the system, in 2025 CISE was adopted in three operational contexts: in October during the SARex and POLex exercises in the Adriatic, in September in the MMO La Manche, and in January for information exchange to conclude the CISE-ALERT project. In addition, two node administrator trainings and four workshops were delivered to support CISE stakeholders in using the infrastructure.

The strategic goal to develop the "central EU maritime information hub" will be achieved through the implementation of the Blue Datawarehouse. In 2025 the first release of the BDW was delivered integrating some initial data sources.

EMSA's cooperation with EUROSTAT on maritime statistics also progressed. Under the cooperation agreement signed, EMSA has automated the extraction and transmission of EMSA data, in aggregated format and anonymized, to EUROSTAT for the dissemination of early estimates on maritime transport. These estimates are considered a significant improvement for benchmarking the

results of the estimation method as well as for the timeliness production of statistics compared to the current maritime statistics produced by EUROSTAT based on the Member States statistical data.

Under the EU seafarers' eCertification Platform project, the service enabling the digital signing and sealing of STCW certificates has been made available to the Member States while the new Search and Verification service was completed supporting Member States efforts to digitalise certificates and contribute to paperless shipping.

## Technical & Operational Assistance

Strategic objectives

[Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation](#)

[Extend and formalise EMSA training schemes](#)

[Support EU neighbourhood and sea basin policies to level-up and harmonise standards](#)

### **Strategic achievements in 2025:**

In 2025, the Agency's role as a centre of excellence for capacity building was strengthened by deploying a certified, needs-based and digitally enriched portfolio of services through the EMSA Academy. EMSA continued to offer to Member States, candidate and potential candidate countries and neighbouring countries sharing sea basins with the EU, an increasingly innovative, collaborative, and flexible capacity building toolbox, with a diversified catalogue of learning services outside formal education that meet the needs of the competent authorities and state of the art tools and applications.

The Agency offered several ISO certified learning services through the EMSA Academy, identified following a bottom-up approach and a structured training needs analysis, which aim at enhancing knowledge, competencies and skills, thus building capacity at national level towards homogeneous implementation and enforcement of safety, security and sustainability legislation and standards in the EU and beyond. Several of them were enriched with realistic scenarios using the Virtual Reality Environment for Ship Inspections (VRESI), whilst others were integrated with contributions from experts providing learning and valuable insights or enriched with immersive experiences for the audience.

The Agency continued to implement capacity building actions for Pre-Accession and European Neighbourhood Policy countries, thus contributing to exporting EU solutions and to the approximation of standards in regions that share sea basins with the EU.

Following the interest expressed by third countries, access to tools in support of Port State Control (PSC) activities in different regions of the world continued to be ensured, therefore confirming the potential for exporting the Agency's knowledge and by extension EU standards and solutions beyond the European geographical dimension. Currently, nine out of nine PSC regimes in the world, as well as the Australian Maritime Safety Authority, are using relevant EMSA tools, namely RuleCheck and/or MaKCs.

The Agency continued also to contribute to the development and implementation of EU standards and regulations in the maritime sector through its programme of Visits and Inspections, corresponding reports and horizontal analyses for cycles of visits to Member States that support the harmonised implementation and enforcement of relevant legislation across the EU and identify also possible improvements. 2025 marked the conclusion of the mid-cycle horizontal analyses of Member State

visits concerning the implementation of the Directives 2009/45/EC, 2003/25/EC and 98/41/EC on passenger ship safety while the mid-cycle horizontal analyses of the legislation on STCW as well as Port Reception Facilities was well underway.

## **B) EMSA's operational achievements in 2025**

The Management Board took note of the different operational achievements that contributed to the Strategic Objectives, as highlighted at the beginning of the CAAR 2025, and of the information on the operational outputs against previously set objectives as per the Single Programming Document 2025-2027, as detailed in Part I "Achievements of the year". We consider that the overall performance and quality of the outputs were high and contributed to reaching the strategic objectives.

## **C) Management**

The Management Board notes that an overall effective and efficient monitoring of programme implementation was in place to track the delivery of planned outputs and performance per activity and signal potential risks throughout the year and across the Agency.

The Key Performance Indicators used by the Agency to measure the continuity and quality of the EMSA external services have met their respective targets overall. As per previous years, cases in which targets have not been met have been duly justified.

In 2025, the Agency maintained robust financial management, achieving high execution rates and full compliance with EU financial regulations. The high level of implementation of the work programme resulted in an excellent budget implementation. The Agency executed €102.0 M Euros in Commitment Appropriations (CA), representing 99.70% (compared to 99.22% in 2024) of the total budget for the year, and €99.3 M Euros in Payment Appropriations (PA), amounting to 97.00% (compared to 97.13% in 2024) of the total budget for the year.

Based on information outlined in Parts II, III and IV of the CAAR 2025 and on the work of the Administrative and Finance Committee throughout the year, the Management Board notes the Agency's exhaustive and meticulous approach to the follow-up of the outcome of audits by the various auditing bodies. In particular, the Management Board appreciates the fact that the Internal Audit Service of the Commission (IAS) and the European Court of Auditors (ECA) did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance and that at the end of 2025, all audit recommendations issued and due by 31/12/2025 and earlier had been implemented.

Furthermore, the Management Board notes that measures are in place to maintain an appropriate risk and control environment and provide an appropriate level of assurance. Building blocks of assurance leading to the Declaration of the Authorising Officer are in place, as are measures to address any serious management and control weaknesses identified.

## Conclusion

The Management Board of the European Maritime Safety Agency concludes that the Agency has met its objectives in accordance with the annual work programme for 2025 and the overall multi-annual strategic framework.

The Management Board notes with satisfaction how the Agency is committed to its core tasks and also with dedication contributes to improved European cooperation and efforts to support the EU green deal while continuing to take on a pioneering role in the digital transformation of maritime transport by incorporating new technologies into the maritime situational picture as well as into services that increase the efficiency and effectiveness of maritime administration and enforcement. In addition, the Agency onboarded new tasks stemming from the revision of the maritime safety package directives. 2025 was also an important year with the finalisation of the legislative process for the revision of the Agency's Founding Regulation which will provide a new framework for its activities. The revised EMSA Founding Regulation was adopted on 26 November 2025 and entered into force on 18 January 2026. The Board welcomes the fact that the revision of the EMSA Founding Regulation reflects the evolution of the Agency's function in the EU maritime sphere, cementing priorities that have emerged in recent years and adding new tasks.

The geopolitical instability around the EU sea basin and beyond has had an impact on maritime transport and EMSA continued to provide monitoring and reporting services to support the European Commission and Member States in addressing these challenges. In particular the monitoring tools offered to Member States related to sanctions monitoring are of good value and widely appreciated.

Finally, the Management Board greatly values the excellent performance of the EMSA staff in carrying out the tasks of the Agency, enhancing maritime safety, security and prevention and response to pollution and paving the way for the use of new technology to the benefit of the European maritime community.

Done at Lisbon, 18 March 2026



Signed

Wojciech Zdanowicz

Chairman of the Management Board

## Executive Summary / Introduction

The annual programme of work for 2025, as published in the EMSA Single Programming Document 2025-2027, was drawn up within the multi-annual strategic framework enshrined in the EMSA 5-years Strategy 2020-2024 which was extended to cover also 2025.

Objectives set out for 2025 were achieved overall, through a high level of implementation of the annual work programme.

Thanks to good governance, sound management, resilient and dedicated staff the Agency delivered the operational services, the assistance and expertise, and the technical support that the Commission, the Member States and a growing canvas of users and stakeholders in the maritime sector need to help them make the sector cleaner, safer and more efficient.

It is important to note that 2025 continued to be affected by geopolitical instability – the continuation of Russia's war of aggression against Ukraine and the deriving sanctions on Russia, the continuation of the conflict in Gaza and the emerging security threats in the Red Sea, the Gulf of Aden as well as other geopolitical evolutions which includes the surge of the so called "dark fleet". EMSA continued to support Member States and the Commission to mitigate the impact of this instability to maritime transport. 2025 was also an important year with the finalisation of the legislative process for the revision of the Agency's Founding Regulation which will provide a new framework for its activities. The revised EMSA Founding Regulation was adopted on 26 November 2025 and entered into force on 18 January 2026. The revision of the EMSA Founding Regulation reflects the evolution of the Agency's function in the EU maritime sphere, cementing priorities that have emerged in recent years and adding new tasks.

At the same time EMSA has been supporting the Commission and Member States in the implementation of the four new Directives of the Maritime Safety package which were adopted on 18 November 2024.

The following section, Achievement of Strategic Objectives highlights key contributions in 2025 towards the realisation of the Agency's multi-annual strategic priorities and objectives as outlined in the EMSA's 5-year Strategy.

The detailed reporting on operational objectives in 2025 can be found in Part I - Achievements of the Year.

## Achievements of Multi-Annual Strategic Objectives

After more than 20 years of operation, EMSA positions itself as the main EU technical maritime partner for both the Member States and the Commission. In the third 5-year strategy document covering the period 2020-2024, extended in June 2024 to cover also 2025, the Agency strives to add maximum value for its stakeholders in the years to come. In that respect, the Agency has identified its **5 multi-annual strategic priorities** or 5/S and 36 multi-annual strategic objectives to strengthen the 5/S:

**Sustainability:** *Contribute to the European green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges*



### 1. Support the development and implementation of relevant EU and international climate and environmental legislation

#### Achievements

*The Agency continued to ensure its technical support at the side of the Commission and the EU Member States to the implementation of relevant legislation, more in particular the extension of the ETS to maritime transport and Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport, better known as the FuelEU Maritime Regulation. This included the continuous development of the digital tools needed for the ETS related legislation as well as for FuelEU Maritime, applicable from 1 January 2025. EMSA developed THETIS-MRV to cater for the extension of the EU ETS to maritime transport allowing companies to submit for the first time their fleet emissions in 2025 leading to a 99% surrendering of the due allowances in the maritime sector. Also, in support of the implementation of FuelEU Maritime, THETIS-MRV has been further adapted enabling shipping companies to already submit FuelEU emission reports as required.*

*The second edition of the European Maritime Transport Environmental Report (EMTER 2.0), a joint product by EMSA and EEA, was successfully launched in February 2025.*

*In 2025 the development of digital solutions stemming from the new Ship Source Pollution Directive have been underway, through the reuse and enhancement of several existing EMSA digital solutions including IMS, EO DC, SSN, DONA and THETIS, as well as the development of additional new digital services. A prototype of the Electronic Reporting tool was implemented for reporting actions taken by Member States (Coastal, Port and Flag States) on possible pollution incidents. Advanced functions for supporting polluter identification were implemented in IMS, while the development of the open-source pollution events analysis tool based on artificial intelligence was kicked-off.*

### 2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster

#### Achievements

*Capacity building was the focus of several actions by EMSA to raise awareness and support stakeholders' understanding of environmental legislation and the use of the associated IT tools. Webinars, tutorials and targeted learning services were offered, aimed at building capacity at national level. A new learning service dedicated to ammonia was offered by the EMSA Academy together with one Common Core Curriculum (Sulphur Inspectors), two part-time courses (PRF Inspectors and Ship Recycling Inspectors) and two short courses (HNS, Alternative Fuels / Ammonia).*

*The helpdesk function for ETS and FuelEU Maritime was ensured, to provide guidance and support to end users in the implementation of the legislative framework and relevant tools.*

### **3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change**

#### *Achievements*

*With the aim of filling knowledge gaps and contribute to relevant work at EU and at international level, the Agency has worked on two new studies on carbon capture technologies and air hull lubrication which are to be presented at a dedicated workshop with experts from the Member States and industry representatives at the beginning of 2026.*

*EMSA continued also to contribute to the discussions under the ESSF umbrella, the Sulphur Committee and the Climate Change expert group.*

### **4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations**

#### *Achievements*

*EMSA continued to provide a European pollution response tier in support of the Member States through the Network of Stand-by oil spill response vessels and Equipment Assistance Service (EAS) stockpiles, with diversified equipment that can be used also in case of HNS incidents or near-shore incidents.*

*The Agency continued to work on identifying possible actions to make the Pollution Response Services (PRS) toolbox future-proof, bearing in mind new risks and challenges determined by geopolitical scenarios and the green transition of shipping. The process was characterised by extensive stakeholder consultations with Member States experts and the Administrative Board and allowed the identification of possible measures to implement in the years to come.*

*In line with the new task assigned to the Agency by the new Founding regulation, the Agency kicked-off the work on the development of a risk-assessment framework that would support the allocation of its assets.*

*EMSA's CleanSeaNet service continued to provide satellite monitoring to EU Member States in support to the detection and prosecution of illegal discharges by alert maritime authorities of potential spills, providing information on location and evolution of the spill and about potential polluters. CleanSeaNet expansion activities were initiated, with the aim of aligning the service with the requirements of the revised directive for ship source pollution, in order to extend the scope of detections to other pollution types. In the scope of EMSA's contingency plan, EMSA has also deployed earth observation services in support to pollution detection and response, linked with accidental oil spills.*

*The RPAS services were intensively used in several locations in Europe to measure the sulphur content in the plume of the vessels, particularly in areas of high vessel traffic or in specific ports. The aim was to deter the use of fuel oils with sulphur content above the EU limits and follow-up through next port of call inspection on any infringement to these limits. RPAS were also deployed in support to Member States verification activities in the scope of the CleanSeaNet service.*

## 5. Prepare for response to new, evolving and diversified environmental challenges

### Achievements

*EMSA enhanced its response capabilities to emerging environmental challenges by concluding a procurement that would allow in the future to acquire specialised equipment addressing marine pollution incidents involving low-sulphur fuels.*

*The Agency further advanced in the understanding of the response to alternative fuels through the delivery of a first study on biodiesel–bunker fuel blends as marine pollutants and associated response measures, and the launch of a second study on diesel-like biofuels.*

*EMSA continued to facilitate the exchange of operational experience to strengthen overall pollution preparedness and response among Member States and partner organisations, through the CTG MPPR, the PRS User Group, and Inter-Secretariat cooperation.*

**Safety:** *Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss.*



## 6. Lead expertise and support the development, implementation and enforcement of safety standards

### Achievements

*The contribution of the Agency to the development and implementation of EU standards and regulations in the maritime sector is delivered through a programme of Visits and Inspections, corresponding reports and cumulative horizontal analyses. EMSA proceeded with two cycles of visits related to Directive (EU) 2019/883 on port reception facilities and to Passenger Ship Safety legislation. Meanwhile, a mid-cycle horizontal analysis in respect of the Passenger Ship Safety Directives covered by the cycle underway was conducted. An end-of-cycle workshop was organised in relation to a 2024 horizontal analysis regarding the implementation of Directive 2001/96/EC on the safe loading and unloading of bulk carriers. The workshop hosted discussion on the horizontal findings and lessons learnt, sharing of best practices and reflection on ways in which the relevant legislation could be made more effective.*

*During 2025, EMSA conducted inspections of EU Recognised Organisation (RO) head and branch offices and ship visits, focusing on the implementation of statutory and classification requirements and the effectiveness of the ROs' internal control systems.*

*EMSA continued, through its participation in related correspondence groups, to support the IMO work aimed at framing the use of remote surveys and remote inspections techniques, particularly through amendments to various IMO guidelines in this respect.*

*The final reports on the Safety of Ammonia for Use in Ships and the Safety of Hydrogen for use in Ships as fuels were published. The results include an analysis of ammonia's and hydrogen's physical and chemical properties, a comprehensive review of accidents and relevant regulations, an extensive reliability analysis of key fuel systems, a hazard identification and risk assessments which identified specific critical design elements. Based on these results, EMSA will develop, together with the relevant stakeholders, practical guidance documents that complement the guidelines at IMO with further detail.*

*EMSA drafted a new submission to IMO to update the steering and manoeuvrability requirements for ships by including new and state-of-the-art standards progressing with respect to the work carried out during 2025. The Commission and Member States approved the submission and will be discussed at IMO during 2026.*

*EMSA drafted several submissions to IMO in the field of new powering solutions, in particular in relation to batteries, nuclear, transportation of electrical vehicles and wind-based propulsion systems, to develop at international level harmonised standards. The Commission and Member States approved the submissions, and they will be discussed at IMO during 2026.*

*At request of DG HOME, EMSA developed a technical study on the safety of ships providing search and rescue services. The study was presented at the SAR Contact Group to Member States and NGOs.*

*The participation to several IMO correspondence and working groups, as well as intersessional and regular meetings of the safety sub-committees and committees SDC, SSE, MSC, CCC, NCSR and III, contributed to the development of safety standards in various fields, including Safe Return to Port, safety of new energy sources, autonomous ships, fire safety, the development of the regulatory framework, performance standards and guidelines on the VHF Data Exchange System (VDES), etc.*

*The Agency published the second version of EMSAFE which provides a holistic overview of the relevant safety standards in different fields.*

## **7. Support Maritime Administrations in their Flag State implementation effort**

### *Achievements*

*EMSA strengthened support to maritime administrations in their Flag State implementation responsibilities through the comprehensive revamping of the Flag State Common Core Curriculum. The updated curriculum was aligned with the latest international and EU regulatory developments and redesigned to reflect operational realities faced by Flag State administrations. It provides a structured, coherent, and competency-based framework that supports consistent interpretation and application of Flag State obligations, enhances institutional capacity, and promotes a harmonised approach to Flag State implementation across Member States and by IPA and ENP beneficiaries.*

*The Agency managed and maintained the Marine Equipment Database of products certified to be carried onboard EU flagged ships.*

*EMSA provided technical support for the development of several guidance documents to implement Passenger Ship Safety legislation.*

*The underwater service with ROVs has been frequently mobilised by the Accident Investigation Bodies of Member States to get video footage from sunken vessels, retrieve VDR and elements of the wrecks so to understand better the causes of sinking.*

*To cater for the development of digital solutions stemming from the Flag State Directive a modernisation study on the new THETIS Ecosystem was concluded and the plans for de-coupling and modernization have been finalized under the THETIS NEXT Project starting with the concrete developments of a new cloud-native solution in 2026.*

## **8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally**

### *Achievements*

*EMSA continued to play a central role in supporting maritime administrations in the effective implementation of Port State Control (PSC) and in promoting a harmonised global PSC framework. The Agency supported the training policies of both the Paris MoU and the Med MoU, with the PSC Common Core Curriculum serving as the primary training vehicle for PSC officers in the two regions, thereby ensuring a consistent level of competence and uniform application of inspection standards. Beyond these regions, all other regional PSC regimes worldwide were granted access to RuleCheck and dedicated eLearning modules, contributing to the convergence of inspection practices and interpretation of requirements at global level. In parallel, through the SAFEMED V project, EMSA provided targeted operational support to the Med MoU via THETIS-MED, a dedicated inspection database developed and hosted by the Agency, enhancing data quality, transparency,*

*and cooperation among participating authorities. In addition, an exchange programme was successfully established in support of the Med MoU, fostering peer learning, practical experience sharing, and further alignment of inspection practices across the region.*

*EMSA acted as coordinator of the IMO Correspondence Group on the global harmonisation of PSC procedures.*

*THETIS Information System continuously supporting PSC ship inspections was enhanced to support the New RO Methodology with date of effect of 1st January 2026, enhanced ship risk profile features and 9 other new features improving the efficiency of inspections.*

*THETIS-MED was maintained and enhanced to cater for the growing number of users of the MED MoU.*

## **9. Intensify work on ships for which the risk and impact of accidents are potentially higher**

### **Achievements**

*EMSA developed tools for Member States and the Commission that facilitate monitoring of vessels with questionable insurance coverage transiting the EU coastline and those using fraudulent flags. These tools are customised based on user needs, supporting both operations with near-real time warnings and analysis with overviews of trends.*

*The first results of the fire safety of electric vehicles when transported on board ships, mainly ro-ro passenger ships, was launched. The study aims at understanding the prime mechanism that is needed by also devising appropriate fire safety strategies. This study has a very practical approach and will include real experiments and models. It is expected that it will provide a robust scientific basis to update the EMSA guidance on this topic and support the development of international standards.*

*EMSA organised with Ireland a new Table-Top Exercise on Places of Refuge in which Member States, the Commission and industry participated. The scenario used for this practical exercise included a high risk ships and allowed to extract lessons for the better implementation of the EU Guidelines and improve national procedures and EU cooperation.*

*EMSA published the Annual Overview of Maritime Incidents using EMCIP statistics and continued to provide the main source of information to better understand the risks associated to different ship types.*

*The work of EMSA as the PCF technical secretariat and as the EMCIP database manager continued to enhance Member States capabilities in this field which is essential to produce risk assessments with practical added value.*

## **10. Explore further work on safety standards for vessels not covered by relevant international conventions**

### **Achievements**

*The Agency has provided technical support to the Commission in the ex-post evaluation of Directive 97/70/EC on fishing vessels safety.*

*Within the PSC framework, the Agency has worked on the pilot test of a PSC regime for fishing vessels. Its results will be used for the implementation of the voluntary regime included in the amended PSC Directive.*

*The Agency continued to actively contribute to the technical development of guidance documents on Passenger Ship Safety. This includes addressing domestic ships not covered by international conventions, providing crucial support to the Commission and Member States.*

*In view of the lack of mandatory standards for the use of alternative fuels onboard ships, EMSA launched a new study to adapt the risk-based assessment methodology developed for MASS (RBAT) to alternative fuels. It is expected that this study will contribute to the harmonisation of safety measures and to the development of international standards.*

## 11. Become the technical facilitator in relation to autonomous ships

### Achievements

The first familiarisation sessions for the Risk-Based Assessment Tool (RBAT) for Maritime Autonomous Surface Ships (MASS) were carried out. Real projects were already tested in the tool with promising results. Based on this experience, the RBAT features were enhanced.

EMSA significantly contributed to the IMO Correspondence Group on MASS by assisting the Commission in providing valuable technical input for the development of the first non-mandatory MASS Code. These contributions successfully resulted in the inclusion of the RBAT as a suitable risk assessment technique for MASS.

The results of the study on competences for MASS operators in Remote Operated Centres (ROC) delivered at the end of 2023 continued to raise interest and fed into the work carried out at the IMO. In this respect, EMSA also contributed to the finalisation of the Human Element part of the MASS Code.

EMSA started a new study to investigate and define the navigation and communication requirements essential for the safe operation of MASS at sea. The Agency participated in several technical fora dedicated to this topic providing technical support to the Commission and Member States.

## 12. Enhance role in relation to the human component of shipping

### Achievements

Within the context of the comprehensive review and revision of the STCW Convention and Code, EMSA participated in various IMO correspondence groups and EU co-ordination meetings by way of assisting the Commission and the Member States in the work carried out under the HTW Sub-Committee. This also involved the development of submissions identifying and addressing gaps in the Convention. The comprehensive review was finalised in February 2025, and the revision process was initiated immediately thereafter, with the objective of finalisation by 2030, following the adoption of the agreed amendments.

Additional reporting features were implemented in the STCW-IS to enhance the information available on seafarers' certification paths.

EMSA continued to promote the implementation of the MLC, 2006 Convention by providing training to support compliance and enforcement by EU Member States and third countries. A training on the assessment, examination and certification of seafarers was delivered between October and November 2025.

The TRAINALTER study, focussed on competences for seafarers linked to the introduction of alternative fuels, was the subject of a series of initiatives to raise awareness on its contents, including the organisation of a dedicated webinar and a workshop with relevant stakeholders.

**Security:** Strengthen maritime security in Europe and globally where there is a European interest



## 13. Support proper implementation of EU and International maritime security legislation

### Achievements

EMSA provided the Commission and EFTA surveillance Authority with its technical assistance for conducting maritime security inspections to the Member States, aimed at verifying the correct implementation of the EU legislation on maritime security. Since a few years, cybersecurity is part of these inspections. EMSA also participated in the MARSEC (Maritime Security) Committee's and the Stakeholders Advisory Group on Maritime Security (SAGMAS) work on specific technical issues.

EMSA analysed the monitoring reports provided by Member States on the implementation of the security legislation.

#### **14. Provide further information services to protect the EU merchant fleet worldwide**

##### *Achievements*

*In addition to notifications when a security incident is detected anywhere in the world, EMSA has developed tools that enable Member States to track their flagged, owned and operated fleets. Specific dashboards have been developed for monitoring areas facing heightened security risks such as the Red Sea, the Black Sea and the Persian Gulf. Risk indicators have been developed for vessels passing the Red Sea.*

*Through a series of Cooperation Agreements, EMSA provides Integrated Maritime Services (IMS) to three European Naval Force (EUNAVFOR) operations, specifically Aspides, Atalanta and Mediterranean Irini. The IMS facilitates the maritime situational awareness of vessel transiting a very large sea area including the Horn of Africa, the Red Sea and the Mediterranean.*

#### **15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster**

##### *Achievements*

*EMSA worked on the provision of technical and cooperation support to Member States and the industry to facilitate a better understanding of the cyber threats and cyberattacks aiming at disrupting the EU maritime domain.*

*Based on the results of its 3<sup>rd</sup> maritime cybersecurity conference in October 2024, EMSA started developing the cyber-attacks information sharing system dedicated to shipping in cooperation with other EU bodies. It is expected to launch the first phase of this service in 2026.*

*A Maritime Cyber Security (MCS) training course has also been developed, specifically designed for national administration officers having a role in developing or enforcing cybersecurity regulations in the maritime domain. Due to the interest by the Member States, a third edition was delivered in 2025.*

#### **16. Develop robust solutions to protect its maritime applications and information services**

##### *Achievements*

*In 2025, EMSA successfully delivered all cybersecurity deliverables required under Regulation 2023/2841 within the prescribed deadlines, establishing building blocks for regulatory compliance: Initial Cybersecurity Review (April 2025), Risk Assessment (July 2025), Maturity Assessment (July 2025), Cybersecurity Plan 2026 (December 2025).*

#### **17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy**

##### *Achievements*

*EMSA developed intelligence dashboards meeting the needs of CSDP missions, providing an overview of the fleets in the area and highlighting vessels subject to an elevated level of risk.*

*EMSA provided analytical support to the Member States following incidents involving damage to Critical Maritime Infrastructure in the Gulf of Finland. The resulting reports assisted in identifying relevant factors and the identification of vessels potentially involved, contributing to an increase in protection of this infrastructure.*

*In 2025, Member States made use of CISE in maritime operations during the MMO ADRIA (SAR and pollution response exercise) and MMO La Manche (exchange of vessels of interest list). A process to define the exchange between MARSUR and CISE stakeholder has been established.*

*EMSA supported Member States in defining the use of CISE for exchanging information for specific use cases. EMSA also initiated the implementation of the CISE classified network.*

*EMSA developed a risk assessment methodology to assess the hazards presented by aerial drones to ships and ports. A pilot test was carried out in a port and the final methodology is expected to be published in 2026 so that it can be used by all EU ports.*

**Simplification:** Facilitate the simplification of EU shipping by supporting EU-wide digital maritime solutions



### **18. Support further simplification, harmonisation and rationalisation of reporting formalities**

#### **Achievements**

*Major upgrades of the common EMSWe data set and Message Implementation Guide have been developed and published in collaboration with the Commission, national authorities and shipping industry associations. These documents provide harmonised specifications to be used by all Maritime National Single Window developers, ensuring that reporting obligations can be fulfilled in a uniform manner across all ports in the Union, thereby facilitating compliance and reducing the administrative burden for shipping companies.*

*In 2025 EMSA established a facility for sharing insurance and flagging information received from vessels transiting around the EU, in particular following the revision of the VTMS Directive that introduced provisions for the Member States to request this data as part of Mandatory Reporting Systems (MRS). This will be used to enhance business processes and intelligence dashboards available to the Member States, mitigating the need for duplicate reporting by vessels.*

*In 2025, the European Commission amended Annex I of Directive 2002/59/EC via a Commission Delegated Directive. This amendment requires reporting on insurance certificates through Ship Reporting Systems (SRS). This is a measure deemed essential for maritime safety, environmental protection, and effective emergency response. In parallel with the legislative process to amend Ship Reporting Systems at IMO, it is necessary to develop and implement a technical solution for the provision of insurance certificates. EMSA prepared a proposal for the technical implementation of reporting of insurance certificates in a harmonised manner which will be further discussed with the Commission and the Member States for implementation in 2026.*

### **19. Support the transition of the EU maritime sector to a paperless environment including eCertificates**

#### **Achievements**

*Under the EU seafarers' Certification Platform project, the service enabling the signing and sealing of STCW certificates by the authorising officers by interested Member States has been completed. The work continued in 2025 to open up the solution to interested Member States to use the functionalities of the Platform to digitalise their certificates, whilst the Search and Verification modules were finalized.*

*The Agency has developed common digital message standards and rules for the EMSWe to be applied in all ports of the Union, enabling the digitalisation of reporting obligations and providing a paperless environment for shipping companies, shipping agents and port authorities. Such message standards address all information related to port calls, e.g. ship itinerary, ship characteristics, crew and passengers, cargo, ship security, waste and cargo residues, dangerous goods, persons health, stowaways, ballast water, port services, movements in port.*

## 20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible

### Achievements

With volunteer Member States, EMSA continued to work on a technical solution for facilitating ship-shore reporting. By making available consolidated ship data to coastal stations, this solution facilitates the fulfilment of reporting obligations of ships sailing in EU waters to those coastal stations. It also allows the completion of Ship Reporting Systems (SRS) obligations by ships in an electronic manner, reducing voice communication and allowing reusing information between reporting systems.

In 2025, EMSA continued to support the Maritime Safety Permanent Transnational Network<sup>1</sup> (MSPTN) in modernising the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP). EMSA's technical assistance, approved by Administrative Board, included further integration of national systems with EMSA's Integrated Report Distribution (IRD) SafeSeaNet service as well as work on preparation of amendments to IMO resolution establishing ADRIREP SRS. The proposed amendments were discussed and agreed at IMO NCSR Sub-Committee in May 2025 and sent for adoption to IMO MSC scheduled for May 2026.

In 2025, France and Italy sent to EMSA a request for technical assistance in modernisation of the IMO adopted Ship Reporting System (SRS) in the Bonifacio Strait (BONIFREP) in October 2025. The Administrative Board considered and approved this request. Consequently, EMSA supported France and Italy during the preparatory phase aiming at developing a common understanding on the modernised BONIFREP system by performing an extensive stakeholder consultation process, both through a dedicated online workshop and a written process. As an outcome, the submission to IMO for amending the BONIFREP system was submitted by France and Italy in December 2025 for discussion at IMO NCSR meeting in June 2026.

**Surveillance:** Strengthen EMSA's role as the core information management hub for maritime surveillance



## 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system

### Achievements

During 2025, EMSA provided support to Member States regarding compatibility of national systems with SafeSeaNet and on potential improvements on data quality. Training on SafeSeaNet as part of EMSA's capacity building services was also delivered.

SafeSeaNet (SSN) long-term archive has been implemented using a cloud-based solution allowing Member States and EMSA to perform data analysis with flexibility. This solution provides extended analysis capabilities for monitoring SSN data quality and for deriving additional business intelligence by combining the dataset with other EMSA datasets using complex data analysis techniques (e.g. big data analytics, or machine learning algorithms).

In 2025 EMSA introduced analytical dashboards for real-time compliance and quality checks on SSN information. This introduction enables Member States to follow up on non-compliances quicker and more efficiently, while vessels are still in their area of responsibility.

In 2025 the first version of the Blue Datawarehouse was successfully tested with the EUROSTAT project.

<sup>1</sup> The Maritime Safety Permanent Transnational Network (MSPTN) consists of representatives from the maritime administrations of Albania, Italy, Croatia, Greece, Montenegro, Slovenia, and Bosnia and Herzegovina.

*EMSA's cooperation with EUROSTAT on maritime statistics also progressed. Under the cooperation agreement signed, EMSA has automated the extraction and transmission of EMSA data (in aggregated format and anonymized) to EUROSTAT for the dissemination of early estimates on maritime transport.*

*EMSA continued providing the Traffic Density Map (TDM) service to support Member States to monitor the trends of shipping activities in their areas of responsibility.*

*EMSA continued to host, operate and maintain the EU LRIT CDC, the LRIT Consumption Tool, and the EU LRIT Ship Database on behalf of EU Member States, Iceland and Norway (EEA), and Georgia, Montenegro and Tunisia (Third Countries). The LRIT IDE was also hosted, operated and maintained by EMSA on behalf of the IMO. All the LRIT related applications were stable and functioned according to the standards set out by the IMO.*

*As the main provider of the maritime picture in Europe to national authorities, the Agency continued the developments, improvements and distribution of the Integrated Maritime Services (IMS) producing comprehensive, global, near real time maritime traffic visualization (SEG, IMS App and System to System) with the integration of new information, data products and functionalities (e.g. new historical track Cloud-based services, advanced and smart search, geographical layers of the underwater infrastructures etc.).*

*A feasibility study has been delivered assessing how SafeSeaNet could expand data exchanges between Maritime National Single Windows in order to apply the reporting once-only principle, whereby information reported at departure from a port is made available to declarants at the next port for facilitating the fulfilment of reporting obligations.*

*The Agency's ship database has been expanded to provide identification information and particulars of fishing vessels, in addition to commercial ships.*

*EMSA has expanded its surveillance services, both in terms of satellite monitoring as well as RPAS capabilities. The Agency expanded its satellite surveillance portfolio to include eight additional very high-resolution optical satellites, which greatly reinforce its capabilities for maritime surveillance. For RPAS, the Agency launched concluded a broad range procurement procedures that enabled the complete renewal of its RPAS and satellite communications portfolio, which will support operations in the coming years.*

*Through the Copernicus Maritime Surveillance service EMSA provides Earth observation images and value-added products to support monitoring of human activity at sea worldwide for a range of functions, including maritime safety, maritime security, customs, law enforcement, marine pollution monitoring, fisheries control, and support to international organisations. Satellite based information acquired through Copernicus from earth observation satellites can be combined with a wide range of other data, both from EMSA's maritime information applications and from external sources. EMSA is the Entrusted Entity for implementing the CMS, as part of the Copernicus Security Services.*

*EMSA continued enriching the new RPAS Data Centre solution with functionalities offering a platform to support RPAS operations in Member States.*

*The development of the new Cloud-native Earth Observation Data Centre (EODC) that is to replace the existing CleanSeaNet Data Center in 2025 marked the completion of all the core components needed to enable full operation in 2026, as required, providing the users state-of-the-art services.*

## **22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission**

### **Achievements**

*EMSA continued to develop its in-house capability and expertise to build customised dashboards for the Member States and Commission to monitor and report on a wide range of issues, in particular related to EU Restrictive Measures. In 2025 the output of these dashboards was integrated into the first line helpdesk ticket tool of EMSA, optimising response times and follow-up and enabling a self-service approach for the Member States.*

*The IMS Collaborative Chat Tool within IMS is available for the Member States for operational use.*

*The IMS in the cloud services were maintained and enhanced providing an archive of over five years of positions data (tracks and raw position data) along with several added value functionalities.*

*The new EMSA underwater services has been enhanced to increase substantially its capabilities with added value serves like 3D photogrammetry and magnetometers.*

*In 2025 EMSA kicked off two major digitalization investment projects supporting the implementation of the revised Port State Control Directive and Flag State Directive, along with the investment in the technological modernization of the THETIS platform. The architectural design of the new THETIS Platform has been concluded.*

### **23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation**

#### *Achievements*

*The EMSA Academy worked on a proof of concept on integrating an AI assistant in its Learning Management System (MaKCs) in order to create a more interactive and accessible learning environment, which will enable users to have easy access to information contained in the system as well as the legislative repository application (RuleCheck), in relation to the material used in trainings and the existing legislation respectively.*

*The Agency organised the first workshop dedicated to the use of artificial intelligence for accident investigation. It is expected that new working methods can facilitate the work to extract lessons learnt and improve risk assessment.*

*First version of the RO DB (Recognised Organizations Database used internally by EMSA audit team) has been developed with implementation of statistical and analytical dashboards of findings from the reports of EMSA audits. This solution utilizes Artificial Intelligence to interact and systematize large volumes of text to support internal efficiency and audit planning.*

### **24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU**

#### *Achievements*

*The AIS spoofing working group completed the definition of a common 'taxonomy' for potential AIS spoofing indicators as well as for other types of interference affecting AIS, such as GNSS spoofing and jamming. This taxonomy will be used in the SafeSeaNet Incident Reports under the category 'Others' to facilitate sharing of information between Member States, and to support operational activities related to the monitoring of the 'shadow fleet.'*

*Automated Behaviour Monitoring (ABM) products and services were further developed and EMSA hosted and managed the ABM and Advanced Analytics workshop.*

*EMSA continued to assist the Member States and Commission in the facilitation of the monitoring of EU Restrictive Measures, particularly against the Russian Federation, through live notifications in the case of potential circumvention and trend analysis on the impact of each package of sanctions.*

*IMS dashboards were made available to Member States. The dashboards show reported destinations, expected port calls, and interesting maritime events such as drifting or gaps in AIS reporting.*

*A new, advanced ABM Course was developed under EMSA Academy for the IMS community embracing EU Member States and Eu Bodies using ABMs operationally. The first edition of the advanced course was launched in November 2025.*

*The new underwater service will provide new possibilities to Member States for surveillance and monitoring activities.*

*EMSA produced intelligence products looking at vessels associated with the so-called dark fleet on request of the Member States and Commission.*

## **25. Support Search & Rescue efforts of Member States**

### *Achievements*

*EMSA's Contingency Plan was activated on 45 occasions, including on 18 occasions for Search and Rescue (SAR) events, supported by EMSA with emergency tasking of radar and optical satellite images.*

*The third edition of the part-time course for maritime search and rescue operations for national SAR coordinators was delivered by the EMSA Academy with a focus on the European dimension of such operations, boosting cooperation and strengthening understanding of the legal basis connected SAR activities.*

*Further actions were undertaken to propose additional improvements to the IMS Search and Rescue (SAR) toolbox including the drafting of requirements for the IMS drift pre-operational version and validating the requirements for the display of COSPAS-SARSAT alerts in IMS.*

## **26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services**

### *Achievements*

*EMSA completed the development of the Cloud landing zone and started its implementation.*

*EMSA launched the centralised managed access management for the EU maritime applications resources. The system controls access to the Cloud resources based on the need- to-know principle. Centralised managed service increases the cybersecurity resilience. EMSA completed the study for the centralised access management for the maritime applications communities in the Cloud. The development of the identity management for the maritime applications in the Cloud is ready to start in 2026.*

In addition, EMSA has identified the following **functions** through which it intends to continue shaping its interactions with its stakeholders and its profile to support the strategic priorities and better fulfil its mission:

### **Service provider**

## **27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation**

### *Achievements*

*EMSA developed the draft amendment to the Annex of Directive 2009/45/EC on the safety of domestic passenger ships. The work included an update in view of the IMO developments adapted to the reality of domestic ships and a comprehensive review of the current standards. Several interactions were held with the Commission, Member States and other stakeholders and the final proposal is expected to be finalised in 2026.*

*Technical advice was provided to the Commission for the implementation of the amendments of Directives 2009/16/EC, 2009/21/EC and 2009/18/EC.*

*Technical advice was provided to the Commission and Member States within the IMO context of the analysis of the amendments proposed to the international legal acts, drafting submissions, participation in working and correspondence groups.*

*EMSA updated the Implementing Regulation of the technical standards applicable to the manufacturing, testing and certification of marine equipment to be carried onboard EU-flagged ships.*

*Within the MARED group, EMSA provided the technical secretariat and coordinated the development of interpretations of standards which are later approved through comitology in the COSS.*

*The work of EMSA within the PCF working group on the development of the new peer-review system for accident investigation continued to enhance the sources of information of the European Commission to assess the implementation of the amended Directive.*

## **28. Extend and formalize EMSA training schemes**

### *Achievements*

*EMSA further extended and formalised its training schemes through the continued development and consolidation of the EMSA Academy as a structured, quality-assured framework for capacity building. A comprehensive portfolio of learning services was delivered, and included Common Core Curricula, part-time and short courses and awareness sessions / webinars covering the full spectrum of flag, port and coastal State responsibilities. Training schemes were designed and delivered in accordance with a harmonised pedagogical approach, supported by blended learning methodologies, advanced digital tools and simulation environments, and underpinned by an ISO 29993:2017-certified management system.*

*In 2025, the Common Core Curriculum for MED MOU PSCOs, the revamped CCC for Safety Investigators and the newly developed short course on Ammonia as alternative fuels were developed and offered as new learning services in a catalogue built to satisfy needs expressed by the maritime administrations.*

## **29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability**

### *Achievements*

*This will be gradually developed when setting up the European Maritime Awareness Centre in the upcoming period.*

### *Reliable partner*

## **30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions**

### *Achievements*

*The third EMSA organised Maritime Multipurpose Operation (MMO) was held in cooperation with EFCA and the participating Member States of France and Belgium. The four-month operation in La Manche and the Southern North Sea aimed at assisting Member States in the implementation of seven different Coast Guard Functions (CGF) by pooling and coordinating expertise and resources. The MMO was successfully implemented, leading to enhanced regional operational*

cooperation between the Member States' participants. A notable novelty of the MMO was the enhanced inter-Agency cooperation of using the EFCA offshore patrol vessel (OPV) as the platform for launching EMSA remotely operated vehicle (ROV) services for underwater inspection activities in support of use cases requested by Member States' authorities.

Within the framework of the EFCA led Adriatic Sea MMO, EMSA coordinated for a third consecutive year exercises with Italy, Slovenia and Croatia. 2025 saw 4 types of exercise, SAREX (operational), SAR-TT (Table top), PolIEx (Notification element combined with operational participation of the EMSA pollution response vessel "Kijac" as well as the oil pollution response equipment onboard the EFCA's OPV "Ocean Sentinel") in association with the Adriatic Sensitive Areas Protection Mechanism as well as a CISE COMEx. Overall the exercises were successfully implemented, reinforcing cross-border coordination across the region and familiarisation with EMSA services.

EMSA also participated in the Frontex led Western Black Sea MMO and the Baltic Sea MMO.

### **31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice**

#### *Achievements*

The Safety-First Conference, organised by EMSA to launch the second version of the EMSAFE, allowed for interesting discussions and exchanges with high-level industry experts and leaders on the present and future of maritime safety.

The conference organised by EMSA for the 25<sup>th</sup> Anniversary of Equasis with the presence of relevant industry representatives, allowed for the exchange of views on the main challenges with regard to public information on maritime safety and environment.

The provision of technical secretariat services to the MarED groups allowed the Agency to provide technical advice on the application of standards within the marine equipment field.

During the Table-Top exercise on Places of Refuge organised by Ireland and EMSA, where Salvage, P&I and Class industry participated, provided a good forum to get first-hand information of the difficulties found in this type of operations.

The launch of the EMTER 2.0 at the beginning of 2025 was an opportunity to engage with relevant stakeholders in meaningful discussions on decarbonisation and the environmental footprint of maritime transport in a forward-looking perspective.

### **32. Seek synergies with complementary EU bodies and communities to add more value for the EU**

#### *Achievements*

EMSA continued to provide assistance to DG SANTE to support animal welfare inspections through the operation of the THETIS Animal Welfare provisioning training and statistical services in support of the Council Regulation (EC) 1/2005.

A new Cooperation Agreement (CA) between EUNAVFOR Aspides and EMSA was signed on 22 January 2025. EUNAVFOR Aspides presented an Evaluation and Feedback Report, highlighting the critical value of EMSA IMS services. LRIT and SAT-AIS data were indispensable for vessel monitoring, especially during the early phase of the operation when vessels were switching off their AIS to reduce the risk of being attacked in the Bab Al Mandeb and High Threat Area.

The collaboration between EUNAVFOR Atalanta and EMSA continued in 2025. The successful rescue of the Maltese flagged merchant tanker HELLAS APHRODITE on 7 November 2025 demonstrated the strategic value of this partnership. The analysis of near real time CMS imagery and vessel data supported the planning and deployment of maritime and aerial assets for the rescue operation of the hijacked vessel and people on board.

*EUNAVFOR MED Irini continued using the CMS to effectively plan where and when to send their assets to monitor for vessels of interest. In 2025, EUNAVFOR Irini has actively contributed to the AIS Spoofing Working Group (WG), collaborating with cases that have been detailed in the AIS Spoofing WG Report. In that regard, Commission supported the HLSG mandate for EUNAVFOR Irini to report potential spoofing via SSN.*

*Europol, as per feedback to the SSN High Level Steering Group (HLSG), made an extensive use of EMSA IMS to support cross-border surveillance and joint investigations targeting drug trafficking, migrant smuggling, and high-risk criminal networks. ABMs proved particularly valuable, while the broad uptake of IMS services underscored their strong operational relevance and seamless integration into Europol's investigative workflows. Europol units including the Special Tactics team, the Drugs Unit, the High-Risk Organized Crime Groups Unit, the Property Crime Unit, the Balkan Cartel Group, and the European Migrant Smuggling Centre have all benefited from the EMSA IMS. Member State user accounts for the EUROPOL IMS service increased by over 55%, with approximately 28 police, customs, and EU organisations registered.*

*Under the EMSA MAOC(N) Cooperation Agreement (CA), EMSA continued providing surveillance tools and services to MAOC (N) to support Europe's fight against drug trafficking in the Atlantic and Mediterranean maritime domain. MAOC (N) continued using the CMS to monitor for vessels of interest to support their Operation and used ABMs and related algorithms to support their activities.*

*EMSA continued to provide Frontex with numerous services under the framework of the EMSA-Frontex SLA and significant support regarding the set-up, configuration and troubleshooting of issues related to these services. Dialogue with Frontex ensured that agreements and funding took into account emerging needs. Frontex consistently identifies this cooperation as a model for effective inter-Agency collaboration.*

*Following the signature of the new EFCA-EMSA Service Level Agreement (SLA) and the associated Specific Agreement in December 2022, cooperation areas between the two Agencies have been extended. The most significant evolution under the SLA is that EFCA now directly contributes to the development of IMS. IMS developments funded by EU bodies benefit all user communities of EMSA services. In December 2025, a new specific agreement was signed covering the period 2026-2030 (inclusive) validating the strategic significance of the services provided to EFCA as well as the cooperation between the two Agencies.*

### **33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards**

#### **Achievements**

*Notwithstanding the difficulties generated by the geopolitical scenarios both in the Mediterranean and in the Black Sea, the Agency continued in its effort to support through the SAFEMED V and BCSEA II project the ENP beneficiary countries to foster their capacities as Flag, Port and Coastal States. Several capacity building activities were ensured, including access to the learning services of the EMSA Academy and to postgraduate studies, transposition of International Conventions to national legislation, ad-hoc technical activities, studies aimed at enhanced national capacity in the beneficiaries along with the provision of tools and services (CSN, RuleCheck, MaKCs).*

*EMSA provided targeted anti-pollution equipment assistance to Ukraine to mitigate the environmental impact of the ongoing war. The support strengthened national response capacity to address pollution incidents arising from conflict-related damage to maritime and coastal infrastructure, contributing to the protection of the marine environment and enhancing preparedness under exceptionally challenging operational conditions.*

*The pilot project on AIS sharing between countries participating in MARES (beneficiaries and selected EU Member States) continued, thus fostering access to a better overall picture of the maritime traffic, with improved maritime domain awareness and consequently supplementing and enhancing the national capacity of the beneficiaries for vessel traffic monitoring, PSC, maritime pollution preparedness both in the Mediterranean and the Black Sea.*

*THETIS-MED, a modern "state-of-the-art" inspection database, similar to the one used by EU Member States within the context of the Paris MoU, continued to be the sole reporting tool for PSC inspections in the MED region.*

*An exchange programme for Med MoU Port State Control Officers (PSCOs) was introduced in 2025, offering the possibility for non-EU PSCOs to visit EU Member States of the Med MoU and participate in on-the-job training, joint inspections and peer-to-peer exchanges, thereby strengthening practical cooperation, mutual understanding and the harmonised application of PSC procedures across the region.*

### **International reference**

#### **34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies**

##### **Achievements**

*EMSA deployed a series of business intelligence dashboards designed to provide insights into the effectiveness of EU Restrictive Measures, contributing to the Common Foreign and Security Policy of the Union with information on what impact each package of sanctions or specific measure had.*

*Actions foreseen in the SAFEMED V Action plan constitute essential elements of the maritime components of the Pact for the Mediterranean.*

*The work at the side of the competent authorities of Ukraine confirm the engagement of the Agency at the side of Ukraine, in line with the relevant EU policies.*

##### **Knowledge hub**

#### **35. Provide the central EU maritime information hub and access point for open data**

##### **Achievements**

*EQUASIS continues being the world leader for open maritime safety information with more than 600,000 users and a growing trend in its use thanks to the latest improvements carried out to the system. The new 5-year strategy approved by all the other Equasis members is expected to further strengthen its capabilities and use.*

*EMSA also provides tools with a public area, like EMCIP for accident investigation, the MED Portal for marine equipment or THETIS for PSC inspections which contribute to position EMSA and the main EU maritime information hub.*

#### **36. Support innovation and development of new technologies**

##### **Achievements**

*The new underwater service provided by EMSA allows to carry out proofs of concept of new technologies associated inter alia with the monitoring of critical underwater infrastructure.*

*EMSA consolidated its cooperation with the European Space Agency (ESA) through the joint EMSA-ESA Steering Committee, with the objective to identify avenues for collaboration on the use of space-based assets and technologies for enhancing maritime safety, sustainability, and surveillance, including further collaboration on the latest technological developments.*

*The Agency continued to play a pivotal role in the provision of near real time satellite-based surveillance services, including SAT-AIS services, and maintained its collaboration with Member States and public national administrations with a programme or interest in the development of a Satellite AIS/VDES capacity at national level using the latest technological advancements.*

# Part I – Achievements of the Year

## Overview of EMSA activities

Activities financed by the EMSA subsidy	Project financed activities
<b>1. Sustainability</b> 1.1. Prevention of pollution by ships 1.2. Operational pollution response services 1.3. CleanSeaNet and RPAS for air and sea pollution monitoring	
<b>2. Surveillance</b> 2.1. Multipurpose Maritime Surveillance 2.2. Satellite based services and surveillance innovation	<i>COPERNICUS maritime surveillance service</i>
<b>3. Safety &amp; Security</b> 3.1. Maritime safety 3.2. Human element 3.3. Accident investigation 3.4. Maritime security	<i>EQUASIS</i>
<b>4. Simplification</b> 4.1. SafeSeaNet 4.2. EMSWe – European maritime single window environment 4.3. LRIT – Long range identification and tracking 4.4. eCertification	<i>EUROSTAT</i>
<b>5. Digitalisation</b> 5.1. Maritime digital services 5.1.1. Integrated Maritime Services 5.1.2. THETIS, THETIS-MRV-FuelEU 5.1.3 Other Digital Services 5.2. Maritime support services 5.3. Horizontal Digital Services	<i>THETIS-EU THETIS MED, THETIS-EU-AWF, THETIS-EU-SULPHUR, THETIS-MRV + ETS</i>  <i>CISE Operational Phase</i>
<b>6. Technical Assistance</b> <i>including monitoring the implementation of EU legislation and capacity building</i>  <i>Visits &amp; inspections</i> 6.1. Classification societies 6.2. Seafarer training and certification 6.3. Visits to Member States  <i>Capacity building</i> 6.4. Analytics and research 6.5. Capacity building and EMSA Academy	<i>IPA III</i> <i>SAFEMED V</i> <i>BC SEA II</i>
<b>7. Strategic Support</b> <i>including cooperation with other EU agencies and bodies</i> 7.1 European cooperation on coast guard functions 7.5 Communication 7.6 Missions and events 7.7 Executive and corporate services	<i>EFCA SLA</i> <i>FRONTEX SLA</i>

# 1. Sustainability

## 1.1 PREVENTION OF POLLUTION BY SHIPS (46000)



Sustainable prosperity and competitiveness



Sustaining our quality of life: food security, water and nature

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)		
	Planned input	Actual input	
CA	2,118,716	2,199,057	
PA	2,268,716	2,230,233	
STAFF	6.25 AD, 0.75 AST, 0.5 CA, 1 SNE	6.5 AD, 0.75 AST, 0.5 CA, 1 SNE	
Performance Indicators (PI)		Target 2025	Result 2025
	Studies	1	1
	Workshops	2	2
Outputs 2025		Achievements	
1. Support the Commission in the development and implementation of relevant EU legislation in the areas of air pollution (SOx, NOx, PM), the creation of Emission Control Areas, alternative emission abatement methods, anti-fouling paints, ballast water management, GHG emissions, marine litter, plastics, port reception facilities, rules on liability and compensation, ship source pollution, ship energy efficiency and carbon intensity, ship recycling, sustainable alternative fuels and technologies and cleaner power technologies and underwater radiated noise. The support entails technical notes, assisting with the drafting of IMO submissions (and at the IMO providing technical assistance in support of negotiations) and annual reporting obligations, assisting with the drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.		✓	
2. Contribute to the initiatives within the framework of the European Green Deal, in particular provide technical assistance for the FuelEU Maritime Regulation, the Alternative Fuel Infrastructure Regulation, and the extension of ETS to maritime transport (including the revision of the EU maritime transport MRV regulation), the Zero Pollution Action Plan and the maritime aspects of the revision of the Marine Strategy Framework Directive, and the EU Taxonomy for Sustainable Financing, as requested and relevant for the Agency's mandate.		✓	
3. Lead the development of the necessary databases and reporting tools in support of the extension of the ETS to maritime transport and the FuelEU Maritime Regulation as well as initiate the monitoring and development of risk-based tools to facilitate their implementation and enforcement.		✓	
4. Support the Commission at IMO (mainly at MEPC and PPR but also at other Subcommittees and Intersessional Groups as appropriate) in areas of pollution prevention and sustainability including the revised IMO Strategy on reducing GHG emissions, implementation of mid and long-term measures, energy efficiency and carbon intensity of shipping, safety, evaluation, deployment and use of sustainable alternative fuels and technologies, marine litter and underwater noise.		✓	
5. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention as feasible.		✓	
6. Support the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.		✓	
7. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.		✓	
8. Deliver studies on alternative sources of power for ships and on complimentary measures or technologies taking into consideration the FuelEU Maritime Regulation and work streams under the ESSF or IMO discussions.		✓	
9. Support the Member States in assessing the level of underwater noise at national and regional level based on the results from the NAVISON project.		✓	
10. Contribute to the identification of business requirements for the development and enhancement of tools supporting the environmental legislation, including enhancement and adaptations of existing tools and development of new tools, as well as products delivered through the Copernicus Atmospheric Monitoring		✓	

Service, the development of observational satellite-based products, pollution monitoring through Satellite and RPAS.

## 1.2 OPERATIONAL POLLUTION RESPONSE SERVICES (51000)



**Sustainable prosperity and competitiveness**



**Sustaining our quality of life: food security, water and nature**

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2(b), 2.3.(b), 2.3(d) and 2.5		
	Planned input	Actual input	
CA	18,115,674	17,228,056	
PA	16,926,637	15,449,420	
STAFF	10 AD, 1.75 AST, 1.75 CA, 1 SNE	9.75 AD, 1.75 AST, 0.75 CA, 1 SNE	
Performance Indicators (PI)		Target 2025	Result 2025
<b>Operational Pollution Response</b>			
Studies	number of studies	1	1
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	12 <sup>2</sup>	12
	number of vessels for intermediate storage	1	1
	number of vessels equipped for dispersant application	4	4
	number of vessels equipped with RPAS	10	10
New vessels pre-fitting	number of newly contracted vessels accepted in service	0	0 <sup>3</sup>
Equipment Assistance Service (EAS)	number of EAS stockpiles	5	5
	number of newly contracted EAS established	1	1
Vessel/Equipment replacement/adaptation/upgrade	number of improvement projects completed	3	0 <sup>4</sup>
Vessel/Equipment drills and exercises	percentage of contractual vessel quarterly drills performed	100%	100%
	number of operational exercises per year	10	18 <sup>5</sup>
	percentage of contractual EAS Equipment Condition Tests performed	100%	100%
	number of notification exercises per year	10 <sup>6</sup>	9 <sup>7</sup>
Response to requests for vessel/equipment services	percentage of vessel mobilisations within max. 24h	100%	100%
	percentage of EAS mobilisations within max. 12h	100%	100%
Dispersant stockpiles	number of stockpiles dispersant	8	8
	minimum quantity of dispersants available at any time	1,580 tonnes	1,580 tonnes
Performance Indicators (PI)		Target 2025	Result 2025

<sup>2</sup> Due to the unsuccessful vessel tender in 2024, two contracts for stand-by oil spill response vessels initially foreseen could not be awarded resulting in lower KPIs for the number of vessels equipped for mechanical recovery, for dispersant application, RPAS as well as the number of newly contracted vessels accepted in service.

<sup>3</sup> See previous footnote.

<sup>4</sup> Procurement completed. 3 equipment improvements planned for 2025 postponed to beginning of 2026.

<sup>5</sup> There were more operational exercises from the Member States than expected.

<sup>6</sup> Expected drop in line with the drop in number of operational vessel arrangements.

<sup>7</sup> There was one notification exercise less from the Member States than expected.

HNS operational support			
<b>Response to requests for assistance to MAR-ICE</b>	percentage of responses within 1 hr.	100%	100% <sup>8</sup>
<b>Developing datasheets</b>	number of datasheets produced	20	24
Cooperation, coordination and information			
<b>Coordination of the CTG MPPR rolling work programme</b>	number of workshops, guidance documents under the CTG MPPR	3	5
<b>Coordination of the CTG MPPR, PRS User Group and Inter-Secretariat meeting with Regional Agreements annual meetings</b>	number of meetings	3	3
Outputs 2025		Achievements	
1. Mobilise pollution response assets and expertise in case of request for assistance by a Requesting Party and/or the Commission.		✓	
2. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.		✓	
3. Following the outcome of the procurements launched in 2024, and subject to the prioritisation defined by the Administrative Board, launch a procurement for three possible geographical areas: Canary Islands and Madeira; Atlantic North; and Northern Baltic Sea (vessel with icebreaking capabilities). Subject to prioritisation by the Administrative Board and to budget availability, conclude two new contracts at the end of 2025/beginning of 2026.		<b>Partially achieved.</b> Tendering was successful for Canary Islands and Madeira, but unsuccessful for Atlantic North, and Northern Baltic Sea. A new tender for the Northern Baltic Sea was re-launched still in 2025, if successful the new contract is expected by mid-2026.	
4. Retender one stand-by oil spill response service contract for the Bay of Biscay, taking into consideration increased risks and needs in the area, to replace the non-renewable contract ending in 2026.		✓	
5. Hold discussions on possible actions to make the PPR toolbox future proof, in the light of new risks and relevant traffic patterns.		✓	
6. Renewal of the vessel availability contracts covering the Aegean Sea, Western Mediterranean and Southern Atlantic coast for an additional 4-year period.		✓	
7. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.		✓	
8. Following the expected signature of the EAS contract for Southern Europe in 2024, the arrangement will become operational in 2025.		✓	
9. Retender the EAS contract for Black Sea, taking into consideration increased risks and needs in the area to replace the non-renewable contract that expire in 2026.		✓	
10. Manage the existing dispersant stockpiles in the Black Sea, Adriatic Sea, East and Central Mediterranean Sea, Canary Islands and Madeira, Southern Atlantic and North Sea. Launch a new procurement for sampling and efficiency testing of existing dispersant stockpiles.		✓	
11. Manage and enhance the detection capability for oil pollution in suitable oil spill response vessels to be equipped with light RPAS systems.		✓	
12. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency and subject to budget availability.		✓	
13. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC (DG ECHO) in line with the relevant budget availability.		✓	
14. Support 'hands-on' training in the use of EAS equipment for Member States' operators.		✓	

<sup>8</sup> Result based on two activations in Q1. There were no activations in Q2, Q3 and Q4.

15. Support Member States pollution response operations through the provision of equipment and training for EFCA and Frontex multipurpose vessels, within the context of cooperation on coast guard functions.	✓
16. Maintain the network of specialised chemical experts (MAR-ICE Network).	✓
17. Maintain, update and improve database/datasheets of chemical substances for marine pollution response (MAR-CIS).	✓
18. Maintain oil and chemical spills fate and trajectory modelling capabilities.	✓
19. Develop, maintain and update marine pollution preparedness and response related information, studies, tools and reports.	✓
20. Coordinate the annual, Inter-Secretariat, PRS User Group and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme. Support the Commission (DG ECHO) in the evaluation of proposals for grants and training activities under the UCPM as well as in the framework of the Regional Agreements in areas of pollution preparedness and response as requested and subject to availability of resources.	✓
21. Present and disseminate the prototype of the tool to simulate the oil pollution response operations at sea to gather the feedback of Member States.	<b>Partially achieved.</b> The prototype of the tool was presented to the Member States gathered in the CTG and will be disseminated early 2026 to gather feedback.
22. Deliver a study on the behaviour and response to selected alternative fuels and launch a second one.	✓
23. Support Interspill 2025.	✓

### 1.3 CLEANSEANET AND RPAS FOR AIR AND SEA POLLUTION MONITORING (52000)



**Sustainable prosperity and competitiveness**



**Sustaining our quality of life: food security, water and nature**

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), 2.3 (d), 2.4 (f), 2.4(g), and 2b.1(b)		
	<i>Directive EU) 2024/3101 of the European Parliament and of the Council amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements</i>		
	<i>Planned input</i>	<i>Actual input</i>	
<b>CA</b>	15,931,651	16,345,029	
<b>PA</b>	16,407,953	16,684,726	
<b>STAFF</b>	11.5 AD, 1.5 AST, 0.25 SNE (including 3 AD and 1 AST for Maritime Safety Package)	9 AD, 1 AST, 0.25 SNE	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>CleanSeaNet service earth observation (EO) image delivery</b>	percentage per year EO image delivery ratio	90%	98%
<b>RPAS for emissions monitoring</b>	number of deployment days per year for emissions monitoring operations	360	371
	number of RPAS deployments for emissions monitoring	3	3
<b>Outputs 2025</b>	<b>Achievements</b>		
1. Delivering and improving the CleanSeaNet service, which is based on satellite images and alerts to coastal States, for the monitoring of seas and detection of illegal discharges and polluting vessels.	✓		
2. Organise meeting of the EMSA CleanSeaNet User Group.	✓		
3. Deliver oil spill characterization and volume estimation reports based on Sentinel-2 optical images in support to oil spill emergencies and larger combatable spills.	✓		

4. Provide on request, RPAS based services to coastal States, for the monitoring of SOx emissions by vessels.	✓
5. Establish new framework contract(s) for: i) the provision of RPAS emissions monitoring services for monitoring vessels in port areas and ii) Light RPAS services to be deployed on-board of OPRVs.	✓
<b>New Outputs 2025 stemming from Maritime Safety Package</b>	<b>Achievements</b>
6. CleanSeaNet service enhancements towards monitoring additional pollutants, including sewage, garbage, and pollutants in a packaged form, as well as improvements to the existing monitoring of oil and chemical spills. This will include launching a procurement for the systematic analysis of Sentinel-2 optical imagery, with focus on pollution monitoring and possible polluter identification.	✓
7. Reinforcement of CleanSeaNet verification activities during RPAS multipurpose flights.	✓

## 2. Surveillance

### 2.1 MULTIPURPOSE MARITIME SURVEILLANCE RPAS (21020)



Sustainable prosperity and competitiveness



A new era for European Defence and Security



Sustaining our quality of life: food security, water and nature

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), and 2b.1(b)		
	<i>Directive (EU) 2024/3101 of the European Parliament and of the Council amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements</i>		
	<i>Planned input</i>	<i>Actual input</i>	
<b>CA</b>	10,753,780	9,397,336	
<b>PA</b>	10,437,506	8,979,862	
<b>STAFF</b>	4.75 AD, 1.25 AST, 0.5 SNE	4.75 AD, 1.5 AST, 0.5 SNE	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>RPAS for multipurpose surveillance operations</b>	number of RPAS deployments for multipurpose operations	5	7
	number of deployment days per year for multipurpose operations	600	881
<b>Outputs 2025</b>	<b>Achievements</b>		
1. Provide improved Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including satellite communications capacities, building up a more permanent capacity for RPAS based surveillance in maritime areas of interest.	✓		
2. Provide RPAS services to one EFCA vessel in support to EFCA's Joint Deployment Plans.	✓		
3. Organize the yearly EMSA RPAS User Group meeting and promoting exchange of best practices between RPAS services users and EU Agencies (EFCA, Frontex, EASA, ESA).	✓		
4. Support RPAS services with satellite communication allowing for real-time maritime information transmission.	✓		
5. Provide traffic monitoring and surveillance services upon request for safety, security and sustainability related purposes.	✓		
6. Establish new framework contract(s) for the provisions of multipurpose RPAS Services.	✓		
<b>New Outputs 2025 stemming from Maritime Safety Package</b>	<b>Achievements</b>		
7. Reinforcement of follow up of CleanSeaNet detections during RPAS flights	✓		

2.2 SATELLITE BASED SERVICES AND SURVEILLANCE INNOVATION (21060)



Sustainable prosperity and competitiveness



A new era for European Defence and Security



Sustaining our quality of life: food security, water and nature

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2©, 2.3(b), 2.3 (d), 2.4(a), 2.4(b), and 2b1(b)		
	Planned input	Actual input	
CA	3,297,110	3,497,716	
PA	3,871,510	4,081,568	
STAFF	5.5 AD, 0.25 SNE	6.5 AD, 0.25 SNE	
Performance Indicators (PI)		Target 2025	Result 2025
SAT-AIS	Global data stream availability	99%	100%
Maritime Emergencies	percentage earth observation services response rate to maritime emergency requests	100%	100%
Maritime Emergencies	percentage earth observation services response rate to EMSA Contingency Plan exercises	100%	100%
Assess new technologies	Number of implemented activities including: <ul style="list-style-type: none"> <li>- Preliminary market consultations</li> <li>- Pre-operational qualification exercises</li> <li>- Integration of new surveillance capabilities</li> </ul>	2	5
Outputs 2025		Achievements	
1. Global SAT-AIS feeds will continue to be delivered by the Agency to support the monitoring of vessels worldwide, allow for identification of reporting vessels and provide support to maritime domain awareness in combination with the Earth observation services		✓	
2. Hosting and chairing of the EU SAT-AIS Collaborative Forum at least once per year.		✓	
3. Earth Observation Services support to maritime emergencies, in the context of EMSA's Contingency Plan.		✓	
4. Implement market research activities, including proofs of concept, concerning new satellite constellations and new earth observation sensors and organize the transition of these new capabilities to operations to expand the existing portfolio.		✓	
5. Work closely with ESA in the definition of maritime related requirements linked with the evolution of EMSA's earth observation services, particularly in what concerns the Sentinels operations and radiofrequency detection activities.		✓	
6. Work closely with ESA in the field of maritime surveillance requirements for RPAS, satellite communications and HAPS and in identifying where possibly both organizations could further intensify their cooperation on space-based solutions and innovative technologies.		✓	
7. Continue the development of artificial intelligence algorithms for earth observation services.		✓	
8. Provide input and support to the definition process of new governmental satellite communication services		✓	
9. Evaluate the operational added value of new RPAS platforms and sensor payloads with the aim to expand the existing RPAS portfolio and deploy new and enhanced capabilities to users.		✓	
10. Continue the dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS capacity or the VHF Data Exchange System (VDES) capability for non-commercial purposes and explore if new streams of national satellite AIS and VDES data can be channelled to EMSA users.		✓	



Sustainable prosperity and competitiveness



A new era for European Defence and Security



Sustaining our quality of life: food security, water and nature

<b>Project Title</b>		<b>COPERNICUS</b>		
<b>Legal basis</b>		Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c);		
<b>Funding source</b>		EC, DG-DEFIS		
		<b>Planned input</b>	<b>Actual input</b>	
<b>Time frame / envelope</b>		2021-2027 / 73,000,000 €		
<b>Expenditure 2025</b>		10,720,907 €	CA:10,311,897.71 € PA: 11,252,424.40 €	
<b>Project financed staff</b>	7 CA	7 CA		
<b>Performance Indicators (PI)</b>			<b>Target 2025</b>	<b>Result 2025</b>
<b>Copernicus Maritime Surveillance service earth observation (EO) image delivery</b>		percentage per year EO image delivery ratio	90%	95%
<b>Number of user organisations registered</b>		number of Member States national administrations, EU institutions and international organisations using the service	74	78
<b>Outputs 2025</b>		<b>Achievements</b>		
1. Provision of CMS services to the seven functions areas as defined in the Annual Implementation Plan (maritime safety, maritime security, customs, law enforcement, marine pollution monitoring, fisheries control, international cooperation in the maritime domain).		✓		
2. Increase in the number of organisations served by CMS.		✓		
3. Organising the CMS annual user group meeting and promote exchange of best practices.		✓		
4. Delivery of planned training, communication, and user uptake activities.		✓		
5. Establish further links with R&D projects in the scope of CMS activities and DG-DEFIS Strategic Research Agenda (SRA).		✓		

### 3. Safety & Security

#### 3.1 MARITIME SAFETY (44000)



Sustainable prosperity and competitiveness



Sustaining our quality of life: food security, water and nature

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c), 2.4(d) and 2.4(h)		
	<p><i>Directive (EU) 2024/3100 of the European Parliament and of the Council amending Directive 2009/21/EC on compliance with flag State requirements</i></p> <p><i>Directive (EU) 2024/3099 of the European Parliament and of the Council amending Directive 2009/16/EC on port State control</i></p>		
	<b>Planned input</b>	<b>Actual input</b>	
<b>CA</b>	5,090,576	5,180,924	
<b>PA</b>	5,165,621	5,094,681	
<b>STAFF</b>	13.75 AD, 0.75 AST, 2 SNE (including 2 AD for Maritime Safety Package)	13.75 AD, 1 AST, 2 SNE	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>EMSA Technical Secretariat MarED. Organisation of meetings</b>	number of meetings per year	1	2
<b>Annual update of MED Implementing Regulation</b>	number of draft IR provided to the Commission	1	1
<b>IMO Meetings Participation and Contribution</b>	Number of meetings	4	6
<b>Passenger Ship Safety Expert sub-Group Meeting Participation and Contribution</b>	Number of meetings	3	3
<b>Safety studies and guidance</b>	number of products published	2	9
<b>Outputs 2025</b>	<b>Achievements</b>		
1. Assistance upon request to the Commission in the implementation of the activities related to the PSC Directive 2009/16/EC and the Flag State Directive 2009/21/EC.	✓		
2. Participation and active contribution to the meetings and working groups of the Paris MoU, on behalf of the Commission. Coordinate the IMO Correspondence Group on Port State Control.	✓		
3. Provide technical support regarding implementation and developments on MASS, passenger ship safety, fire safety (CARGOSAFE), life-saving appliances, steering and manoeuvrability standards, safe loading and unloading of bulk carriers, places of refuge and the ISM code at EU and IMO level. EMSA will collect the information from Member States on the implementation of Regulation 336/2006 on the ISM Code and will report to the Commission.	✓		
4. Ensure that the results of the EMSA study STEERSAFE are appropriately considered in the dedicated correspondence and working Group in the IMO by providing technical input.	✓		
5. Organise a Workshop on the results of the cycle of visits on Directive 2001/96/EC on safe loading and unloading of bulk carriers.	✓		
6. Support the Commission in the follow-up of the ex-post evaluation of Directive 97/70/EC on fishing vessels safety and implement relevant actions, if appropriate.	✓		
7. Follow-up and coordinate safety issues related to new types of fuel or electricity storage onboard, like ammonia, hydrogen, biofuels and onshore power supply (cold ironing).	✓		
8. Finalising the three studies to develop guidance on the safe use of ammonia and hydrogen as fuels and bunkering of biofuels and share their results in a workshop when available. Consider a new study on the transportation of alternative fuelled vehicles on board ships to update, if appropriate, the EMSA Guidance on the topic.	✓		

9.	Finalise and publish the updated European Maritime Safety Report.	✓
10.	Coordination of the update to the list of standards for marine equipment which is subject to Flag State approval.	✓
11.	Business management of the EMSA MED Portal and propose functionalities upgrades. Management of the technical secretariat of the MarED group of Notified Bodies. Provide technical advice to Commission and Member States on MED issues.	✓
12.	Technical review of safeguard clause cases submitted under the Marine Equipment Directive.	✓
13.	Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.	✓
14.	On MASS, organise familiarisation sessions for the pilot risk-based assessment tool (RBAT) for MASS and collect feedback on its use. Further consider themes of autonomous navigation, communications and connectivity for safety assessment, also, if needed, by a dedicated study.	✓
15.	Provide technical input for the EU coordination process of IMO meetings and participate in IMO MSC meetings and to its Sub-Committees such as SDC, SSE, MSC, CCC, NCSR, and III and the associated correspondence groups, where safety topics are being discussed.	✓
16.	Provide technical support to the Commission and Member States within the Passenger Ship Safety Expert Group to amend the Annex to Directive 2009/45/EC, develop EU guidelines on implementing legislation, assessing exemptions and equivalences and collecting information provided on damage stability of ro-ro passenger ships according to Directive 2003/25/EC. Start preparatory work for further studies and actions in this field.	✓
17.	Continue the study on the safe evacuation of large passenger ship, including the alternative design of oversized lifeboats. If preliminary deliverables are available, an expert meeting might be organised to share initial results.	✓

EQUASIS (76000) – PROJECT FINANCED ACTIVITY			
<b>Project Title</b>	<b>Equasis</b>		
<b>Funding source</b>	Equasis Member States		
<b>Time frame</b>	Ongoing		
	<b>Planned input</b>	<b>Actual input</b>	
<b>Expenditure 2025</b>	450,000 €	CA: 265,298.76€ PA: 237,623.38 €	
<b>Project financed staff</b>	No extra project-financed staff		
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>EQUASIS</b>	percentage per year availability	99.5%	99.33%
	number of users per month	32,000	41,519
<b>Outputs 2025</b>	<b>Achievements</b>		
1.	The Agency will continue to host the Management Unit of Equasis, thus addressing its day-to-day operation, liaising with the Technical Unit (hosted by the French administration), assessing the applications of potential data providers, preparing documentation and relevant meetings of the Editorial Board and the Supervisory Committee, monitoring the projects budget and publishing statistics on the world merchant fleet in Equasis. New functionalities will be added to modernise the portal. Finally, the development of the new 5-year strategy of Equasis will be started.	✓	
<b>New Outputs 2025 stemming from Maritime Safety Package</b>		<b>Achievements</b>	
2.	Preparatory work to implement the digital tools in relation to the Flag State Directive and the set-up of the forum of experts.	✓	
3.	Preparatory work to implement the new requirements of the Port State Control, including the development of the new voluntary regime on fishing vessels.	✓	

3.2 HUMAN ELEMENT (36000)



Sustainable prosperity and competitiveness



Supporting people, strengthening our societies and our social model

<b>Legal basis</b>	<b>Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(e) and 2.4(h)</b>		
	<b>Planned input</b>	<b>Actual input</b>	
<b>CA</b>	428,770	391,334	
<b>PA</b>	428,770	352,525	
<b>STAFF</b>	1.75 AD	1.25 AD, 0.25 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>Human element</b>	STCW Statistical Review	1	1
	Workshops	1	1
<b>Outputs 2025</b>		<b>Achievements</b>	
1. Publish the annual STCW statistical review.		✓	
2. Online workshop on the comprehensive review of the STCW Convention and Code.		✓	
3. Contribute to submissions related to the comprehensive review of the STCW Convention and Code.		✓	
4. Support the Commission and the Member States in relation to Human Element issues.		✓	
5. Cooperate with the Commission, IMO and ILO to foster the implementation of the MLC Convention.		✓	

### 3.3 ACCIDENT INVESTIGATION (42000)



#### Sustainable prosperity and competitiveness

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)		
	<i>Directive (EU) 2024/3017 of the European Parliament and of the Council amending Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector</i>		
	<b>Planned input</b>	<b>Actual input</b>	
<b>CA</b>	1,714,282	1,988,683	
<b>PA</b>	1,747,736	1,863,230	
<b>STAFF</b>	4.5 AD, 1 SNE (including 2 AD for Maritime Safety Package)	4.25 AD, 1 SNE	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
Number of EMCIP meetings per year	number of meetings per year	2	2
PCF meetings	number of meetings per year	1	2
Annual Overview of Marine Casualties and Incidents	one publication per year	1	1
Underwater survey services based on ROVs	percentage of response to Member State requests	100%	100%
<b>Outputs 2025</b>		<b>Achievements</b>	
1. Assist the Commission in the implementation of the amended accident investigation (AI) legislation.		✓	
2. Provide the Secretariat of the Permanent Co-operation Framework.		✓	
3. Business management of the EMCIP system and all its functionalities including enhancement actions.		✓	
4. Coordinate activities related to EMCIP users on AI matters such as user group meetings and governance.		✓	
5. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission.		✓	
6. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States.		✓	
7. Provide underwater survey services based on ROV's to the Accident Investigative Bodies (AIB's) and other Authorities, on request of Member States, to support safety investigations related to very serious and serious casualties.		✓	
<b>New Outputs 2025 stemming from Maritime Safety Package</b>		<b>Achievements</b>	
8. Prepare the expansion of the underwater services to other maritime authorities based on the results of the 2024 survey.		✓	
9. Preparatory work to enhance the operational services provided to the accident investigation bodies based on their needs.		✓	

### 3.4 MARITIME SECURITY (34000)



Sustainable prosperity and competitiveness



A new era for European Defence and Security

Legal basis		Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)		
	Planned input	Actual input		
CA	1,508,140	1,561,718		
PA	1,509,140	1,498,274		
STAFF	4.25 AD, 1 AST, 1 SNE	4.5 AD, 1 AST, 1 SNE		
Performance Indicators (PI)		Target 2025	Result 2025	
Inspections	number of individual missions per year <sup>9</sup>	29	24 <sup>10</sup>	
Reports	percentage of inspection reports concluded within the deadline agreed with the Commission	95%	100%	
Outputs 2025		Achievements		
1. Security inspection missions to EU Member States, according to the Commission's annual plan.		✓		
2. Individual security inspection missions to Norway and Iceland, according to the annual plan of the EFTA Surveillance Authority.		✓		
3. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.		✓		
4. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.		✓		
5. Develop preparatory actions to enhance the information sharing and analysis of cyber-attacks at EU level in the maritime sector. Contribute to European inter-agency co-operation on cybersecurity issues in the maritime transport sector, notably through participation in various technical fora and expert groups. Organise a Workshop focused on the main cybersecurity challenges in shipping.		✓		
6. Develop and finalise an analysis of the threats presented by drones to critical port infrastructure. Provide support to Commission and the Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on security and cybersecurity for the maritime cluster.		✓		
7. Support proper implementation of EU and International maritime security legislation.		✓		

<sup>9</sup> This figure reflects a mission carried out by one staff member. More staff members may be needed to cover a mission; in those cases each staff member will be counted.

<sup>10</sup> There were less inspections in 2025 than initially foreseen in DG MOVE planning due to human resources changes in Commission team.

## 4. Simplification

### 4.1 SAFESEANET (21030)



Sustainable prosperity and competitiveness



A new era for European Defence and Security

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)		
	Planned input	Actual input	
CA	2,378,932	2,507,323	
PA	2,371,030	2,388,057	
STAFF	4.75 AD, 3.25 AST, 0.25 CA	5.5 AD, 3 AST, 0.25 CA	
Performance Indicators (PI)		Target 2025	Result 2025
SafeSeaNet system: Service Operation	percentage per year availability of central SafeSeaNet system	99%	99.8%
	hours maximum continuous downtime of central SafeSeaNet system	max 12h	06h:00min
SafeSeaNet system: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD <sup>11</sup> requirements	99%	100%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99%	100%
Outputs 2025	Achievements		
1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring and surveillance.	✓		
2. Host and manage the SSN User Group meetings and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).	✓		
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements on data quality and provide training on SafeSeaNet as part of EMSA's capacity building services.	✓		
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems and EMSA maritime applications.	✓		
5. Deliver and upgrade long term data archive, traffic density maps and other data services.	✓		
6. Prepare the development of SafeSeaNet to support part of the implementation of the EMSWe Regulation (EU) 2019/1239.	<p><b>Partially achieved</b></p> <p>The Agency has completed the feasibility assessment providing the relevant information, technical material, and implementation options for the development of SafeSeaNet in support of the EMSWe Regulation (EU) 2019/1239. However, the Commission has not yet defined the data to be exchanged via SafeSeaNet. Further development remains dependent on policy guidance from the Commission regarding the interpretation of Article 8 of the EMSWe Regulation.</p>		
7. Deliver and upgrade facilitation services to Member States for ship-to-shore reporting and improving the interoperability of existing systems (e.g., SSN, Member States' and Coastal Stations' systems such as the Integrated Report Distribution (IRD)).	✓		

<sup>11</sup> System availability requirements as agreed with Member States are defined in the Interface and Functionalities Control Document (IFCD).

<b>Project Financed Activity</b>	<b>Development of a specific service to transfer EMSA data to EUROSTAT</b>	
<b>Funding source</b>	European Commission, EUROSTAT	
<b>Time frame / envelope</b>	12 months as from 25/07/2024 / 30,000 €	
	<b>Planned input</b>	<b>Actual input</b>
<b>Expenditure 2025</b>	none	CA: 26,400.00€ PA: 4,303.75 €
<b>Project financed staff</b>	No project-financed staff	No project-financed staff
<b>Outputs 2025</b>		<b>Achievements</b>
8. Finalise the development of a specific service to automatise the extraction and transmission of EMSA data (in aggregated format and anonymized) to EUROSTAT on a quarterly basis for the dissemination of early estimates on maritime transport.		✓

#### 4.2 EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT (21040)



#### Sustainable prosperity and competitiveness

<b>Legal basis</b>	<b>Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)</b>	
	<b>Planned input</b>	<b>Actual input</b>
<b>CA</b>	911,404	1,076,774
<b>PA</b>	916,377	965,011
<b>STAFF</b>	2.5 AD, 0.25 AST, 0.25 CA	3 AD, 0.25 AST, 0.25 CA
<b>Performance Indicators (PI)</b>		
<b>SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)</b>	The information exchange requirements of the Reporting Formalities Directive are integrated in the SafeSeaNet services and therefore covered by the SafeSeaNet indicators.	
<b>Outputs 2025</b>		<b>Achievements</b>
1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, including by others, the maintenance of the EMSWe Data Set and of the Message Implementation Guide, together with the templates of harmonised digital spreadsheets, and the definition of the data to be exchanged via SafeSeaNet.		✓
2. Assist Member States in the implementation of the EMSWe Regulation, including organisation of workshops, trainings and provision of technical assistance on the request of the Member States.		✓
3. Deliver SafeSeaNet services to exchange information between National Single Windows as required by the Directive 2010/65/EU and elaborate the technical specifications for the exchanges of EMSWe information required by the EMSWe Regulation (EU) 2019/1239.		✓
4. Deliver the EMSWe Ship Database, the Common Hazmat Database and the Common Location Database services to the Maritime National Single Windows		✓

EMSWe project (79011) – PROJECT FINANCED ACTIVITY

<b>Project Title</b>	<b>Support in the implementation of the EMSWe Regulation</b>	
<b>Funding source</b>	European Commission, DG MOVE	
<b>Time frame / envelope</b>	48 months as from 21/06/2023 / 1,150,000 €	
	<b>Planned input</b>	<b>Actual input</b>
<b>Expenditure 2025</b>	235,000 € expected	CA: 265,537.37 € PA: 586,654.01 €
<b>Project financed staff</b>	No project-financed staff	No project-financed staff
5.	Perform commissioning tests of the Maritime National Single Windows' interfaces with the EMSWe Ship Database, the Common Hazmat Database and the Common Location Database.	✓
6.	Under the guidance of the Commission initiate the development of the Ship Sanitation database (SSDB).	<b>Not achieved.</b> The development of the Ship Sanitation Database (SSDB) was not initiated, as guidance from the Commission on the database's functionalities and architectural approach has not yet been provided.
7.	Assist the Commission in the identification of the EMSWe data to be exchanged between Maritime National Single Windows and via SafeSeaNet.	✓

4.3 LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)



Sustainable prosperity and competitiveness



A new era for European Defence and Security

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 2017/210		
	<b>Planned input</b>	<b>Actual input</b>	
<b>CA</b>	3,066,332	3,022,342	
<b>PA</b>	2,699,500	2,611,365	
<b>STAFF</b>	2 AD, 1.5 AST, 0.25 CA	2 AD, 1.5 AST, 0.25 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>EU LRIT DATA CENTRE</b>			
<b>System operational</b>	percentage per year availability	99%	99.94%
	hours maximum continuous downtime	max 4 hours	55mins
<b>EU CDC reporting performance</b>	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99%	99.10%
<b>Web user interface</b>	percentage per year availability to users through UWI	99%	99.77%
<b>LRIT-IDE</b>			
<b>LRIT-IDE System operational</b>	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.9%	99.96%
	hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	max 4 hours	1.5h
<b>Outputs 2025</b>		<b>Achievements</b>	
1.	Continued operations and ongoing maintenance of the LRIT IDE, EU LRIT CDC, and EU LRIT Ship DB.	✓	
2.	Perform necessary technological upgrade of the EU LRIT CDC, as well as upgrades requested by EU LRIT CDC Participating Countries, IMO and IMSO.	✓	

3.	Perform necessary upgrading of the LRIT IDE, as requested by IMO and IMSO.	✓
4.	Support EU LRIT CDC Participating Countries for use of the EU LRIT CDC and the EU LRIT CDC	✓
5.	Support LRIT DCs Operators during testing activities for integration in the LRIT system.	✓
6.	Participate and contribute to the LRIT Operational Governance Body.	✓

#### 4.4 eCERTIFICATION (21050)



#### Sustainable prosperity and competitiveness

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art 2.2(b), 2.3(b), 2.3(c), 2.4.(d), 2.4 (h), 2.4 (i), 2a 1 (a)		
	<i>Directive (EU) 2024/3099 of the European Parliament and of the Council amending Directive 2009/16/EC on port State control</i>		
	<i>Directive (EU) 2024/3100 of the European Parliament and of the Council amending Directive 2009/21/EC on compliance with flag State requirements</i>		
	<b>Planned input</b>	<b>Actual input<sup>12</sup></b>	
<b>CA</b>	279,610	992,927	
<b>PA</b>	281,109	701,697	
<b>STAFF</b>	1 AD	1.75 AD	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>EU Seafarers' eCertification Platform</b>	Number of modules available	2	4
<b>THETIS statutory eCertificates facility</b>	Availability in percentage	96%	99.8%
<b>Outputs 2025</b>		<b>Achievements</b>	
1. Testing, validation, acceptance and entry into Production of the eSign & eSeal and the Search and Verification modules developed under the EU Seafarers' Certification Platform project.		✓	
2. Continue to provide technical capability of THETIS to receive data on eCertificates from Flag administrations and ROs at a global level.		✓	
<b>New Outputs 2025 stemming from Maritime Safety Package</b>		<b>Achievements</b>	
3. Assist Commission with technical expertise in the preparation of secondary legislation supporting the revised Port State Control Directive and Flag State Directive, the latter in relation to a "interoperable digital portal" and an optional "ships information database" to issue ships' electronic certificates.		✓	
4. Assist the Commission in the process of the design of the THETIS e-certificates facility as a stand-alone digital service.		✓	

<sup>12</sup> During budget implementation, the Agency incurred €140K in commitments and €180K in payments related to the eCertification activity, which was initially planned under activity Maritime Digital Services.

## 5. Digitalisation

### 5.1 MARITIME DIGITAL SERVICES (45000)



#### Sustainable prosperity and competitiveness

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b	
	<p><b>Directive (EU) 2024/3101 of the European Parliament and of the Council amending Directive 2005/35/EC on ship-source pollution and on the introduction of administrative penalties for infringements</b></p> <p><b>Directive (EU) 2024/3099 of the European Parliament and of the Council amending Directive 2009/16/EC on port State control</b></p> <p><b>Directive (EU) 2024/3100 of the European Parliament and of the Council amending Directive 2009/21/EC on compliance with flag State requirements</b></p>	
	<b>Planned input</b>	<b>Actual input</b>
<b>CA</b>	21,030,676	20,906,388
<b>PA</b>	21,582,517	21,403,115
<b>STAFF</b>	28 AD, 10.75 AST, 1 CA, 1.25 SNE (including 4 AD for Maritime Safety Package)	26 AD, 10.25 AST, 1 CA, 1.25 SNE

#### 5.1.1 INTEGRATED MARITIME SERVICES (45000)



#### Sustainable prosperity and competitiveness



#### A new era for European Defence and Security

Performance Indicators (PI)		Target 2025	Result 2025
<b>Integrated Maritime Services Availability</b>	percentage per year availability of IMS for Member States, including ABMs	99%	92.15% <sup>13</sup>
	percentage per year availability of IMS specific functionalities and data sets to EU bodies (EUNAVFOR Atalanta, EUNAVFOR Med: Operation Irini, EUNAVFOR Aspides, EUROPOL, MAOC (N))	99%	99.75%
	percentage per year availability of IMS Mobile App service	99%	100%
<b>Integrated Maritime Services users</b>	Overall number of IMS services users	6,900	8,592
	Overall number of IMS S2S services	15	16
	Overall number of organisations	650	720
<b>ABMs</b>	Active Automated Behaviour Monitoring (ABM) algorithms	900	1,304
Outputs 2025		Achievements	
1. Continue the operation, delivery, development, awareness, training and helpdesk activities of Integrated Maritime Services and Automated Behaviour Monitoring tools in line with VTMS scope (Directive 2014/100/EC, Annex III) and user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies or other EU stakeholders with maritime related tasks.		✓	
2. Host and manage the 'IMS for Member States Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSSG).		✓	
3. Maintain and develop situational awareness analytics with Automated Behaviour Monitoring (ABMs) products and services, host and manage the ABM and Advanced Analytics workshop.		✓	
4. Further develop and implement IMS cloud-based products, functionalities and services, and advanced IMS Data Analytics. Continue and improve services, to support maritime safety and VTMS authorities, improve maritime domain awareness, as well as to support coast guard functions.		✓	
5. EMAT Analytics dashboards available to Member States combining position data, events and 'enrichment' information.		✓	

<sup>13</sup> The performance issues in the alert service happened due to the ABM Database migration. In the last quarter the performance was again more stable due to the optimisations implemented in the database.

6.	Development of SAR toolbox and further development of operational drift model. COSPAS-SARSAT alerts will be displayed in IMS, pending the decision of the HLSG and the availability of EMSA resources.	✓
7.	Collaborative Chat Tool within IMS available to volunteer Member States' users via EMSA portal.	✓
8.	Coastal radar data interface will be made available in the IMS for voluntary use by Member States.	✓
9.	AIS spoofing work will continue under the coordination and the Terms of Reference of the HLSG.	✓

### 5.1.2 THETIS (45000)



#### Sustainable prosperity and competitiveness

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2(b); Directive (EU) 2017/2110, Art.10; Directive 2009/16/EC as amended; Directive (EU) 2016/802; Directive (EU) 2019/883; Regulation (EU) No 1257/2013; Regulation (EC) No 725/2004		
	<i>Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control;</i>		
	<i>Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements;</i>		
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>System operational</b>	availability in percentage	96%	99.8%
	hours maximum continuous downtime	max 6h	1h
<b>Outputs 2025</b>		<b>Achievements</b>	
1. THETIS information system continuously operational and maintained in support of PSC ship inspection reporting while ensuring a working interface with SafeSeaNet for integration of ship call notifications.		✓	
2. THETIS-MED operational and maintained (see also Project: SAFEMED). Cooperation with the Mediterranean MoU on PSC for the operation and further enhancement of THETIS-MED to support the MeD MoU.		✓	
<b>New Outputs 2025 stemming from Maritime Safety Package</b>		<b>Achievements</b>	
3. Analysis of the functional changes to the THETIS PSC inspection database stemming from the revision of the PSC Directive completed based on user requirements provided by the Commission and relevant stakeholders including future implementation of the voluntary fishing vessels inspection module.		✓	
4. Preliminary analysis of the functional changes of THETIS in support of the revised Flag State Directive completed based on user requirements provided by the Commission and relevant stakeholders.		✓	
5. Implementation of THETIS NEXT Project - modernisation of THETIS platform initiated and supported by a preliminary architectural design		✓	
<i>THETIS-EU (77000) – PROJECT FINANCED ACTIVITY</i>			
<b>Project Title</b>	THETIS – EU		
<b>Funding source</b>	COMMISSION, DG-ENV, DG SANTE		
<b>Time frame / envelope</b>	DG ENV: 2024-2027 / 300,000 € DG SANTE: 2021-2025 / 100,000 €		
<b>Expenditure 2025</b>	<b>Planned input</b>	<b>Actual input</b>	
	DG ENV: 135,000 € DG SANTE: 25,000 €	DG ENV: CA: 0 €; PA: 0 € DG SANTE: CA: 0 €; PA: 2,088.14€	
<b>Project financed staff</b>	No extra staff		No extra staff

<b>Outputs 2025</b>	<b>Achievements</b>
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6.	THETIS-EU information system continuously operational, maintained, and under enhancement to meet new functional and legal requirements concerning the supported inspection modules: Sulphur, Port Reception Facilities (PRF), Ship Recycling, MARSEC, ROPAX /FSI, MRV, Animal Welfare (AWF). THETIS-EU PRF inspection module to support the Union risk-based targeting mechanism for selection of ships to be inspected.	✓
7.	Air emissions from individual ships reported by Member States or detected by EMSA RPAS services for SOx measurements continuously available and integrated in the THETIS-EU Sulphur inspection module.	✓
8.	THETIS-EU Sulphur Module extended with additional system-to-system services to authorised authorities to access SOx measurements uploaded into THETIS-EU to support risk-assessment.	User requirements have not been received. Commission postponed the action for 2026.
9.	Assistance to Member States and the Commission in implementing provisions of Directive (EU) 2016/802 (Sulphur), the Directive (EU) 2019/883 (port reception facilities), Regulation (EU) No 1257/2013 (Ship Recycling) and other legislation provided.	✓
10.	Provide assistance to DG SANTE to support animal welfare inspections through enhancements of THETIS Animal Welfare pursuant to Council Regulation (EC) 1/2005.	✓
<b>New Outputs 2025 stemming from Maritime Safety Package</b>		<b>Achievements</b>
11.	Relevant irregularities reported by competent authorities in the THETIS-EU PRF Inspection Module may be integrated in new digital tools to be developed by EMSA in support the enforcement of the SSP Directive. Starting in 2025, preliminary technical analysis will be carried out by the Agency on this matter depending on the definition of business requirements by the Commission and Member States.	✓

### 5.1.3 THETIS-MRV & ETS (77100) – PROJECT FINANCED ACTIVITY



**Sustainable prosperity and competitiveness**

**Sustaining our quality of life: food security, water and nature**

<b>Project Title</b>	<b>THETIS – MRV &amp; ETS</b>		
<b>Legal basis</b>	Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC  Proposal of a Directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757		
<b>Funding source</b>	EC, DG CLIMA		
<b>Time frame / envelope</b>	2022-2026/ 3,185,000 €		
	<b>Planned input</b>	<b>Actual input</b>	
<b>Expenditure 2025</b>	767,347 €	CA: 797,665.91 € PA: 1,044,162.31 €	
<b>Project financed staff</b>	5 CA	5 CA	
<b>Performance Indicators (PI)</b>		7 CA	<b>Result 2025</b>
<b>THETIS-MRV</b>	system availability	95%	99.9%
	hours max continuous downtime	max 12h	2h45
<b>THETIS -MRV&amp;ETS</b>	ETS enhancements available as per defined schedule	yes	Yes
<b>Outputs 2025</b>	<b>Achievements</b>		

1. Implementation of the tasks defined in the relevant Service Level Agreement with the Commission (DG CLIMA), including the publication of annual figures and contributing to the annual report stemming from THETIS-MRV.	✓
2. Provision of training and helpdesk services to support the users of the application.	✓
3. Revision and enhancement of THETIS-MRV, as requested by expected developments in the EU relevant legislative framework, in particular the extension of the EU ETS to maritime transport, the revision of the EU MRV Regulation.	✓
4. THETIS-MRV operational, maintained, and under continuous enhancement.	✓
5. Provision of support activities and tools, as well as capacity building actions, as foreseen by the agreement.	✓

#### 5.1.4 SHIP SOURCE POLLUTION DIGITAL TOOLS (45000)



**Sustainable prosperity and competitiveness**



**Sustaining our quality of life: food security, water and nature**

<b>Legal basis</b>	
<b>Directive (EU) 2024/3101 of the European Parliament and of the Council amending Directive 2005/35/EC on ship-source pollution and on the introduction of administrative penalties for infringements</b>	
<b>New Outputs 2025</b>	<b>Achievements</b>
1. Collection and analysis of user requirements stemming from the revision of the SSP Directive completed under the guidance of the Commission and Member States.	✓
2. Preliminary analysis of changes to be made to existing digital applications operated by EMSA in support of the revised SSP Directive underway based on business requirements as defined by the Commission and Member States. Changes expected to include among other SSN (POLREP and waste reporting update), IMS (combined pollution layer with different pollution sources, identification of polluters, drift modelling, pollution events collection and sharing), CSN/EODC (alert mechanism, potential spill feedback, new EO products and processing capacity) and THETIS/THETIS EU (preparation for new data exchange of inspection data).	✓
3. Preliminary design of the Electronic Reporting tool (based on DONA or similar tool) required for Member States to report on the SSP directive, the SSP Whistle-blower Reporting channel and Public Overview portal finalized pending user requirements provided by the Commission and the Member States.	User requirements for Whistle-blower Reporting channel and Public Overview portal not provided to EMSA. Output postponed by the Commission to 2026.
4. Initiation of the implementation outline of the first set of changes impacting THETIS, IMS, EO DC and creation of first versions of the new SSP Whistle-blower Reporting channel and Electronic Reporting tool as per approved business requirements.	User requirements for Whistle-blower Reporting channel not provided to EMSA. Output postponed by the Commission to 2026.
5. Design of the integration of THETIS Port State Control Inspection Module with the new digital toolbox in support of the SSP Directive completed as per approved business requirements.	✓

#### 5.1.5 FuelEU (45000)



**Sustainable prosperity and competitiveness**



**Sustaining our quality of life: food security, water and nature**

<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>THETIS-MRV &amp; FuelEU<sup>14</sup></b>	FuelEU Maritime IT initial developments available as per defined schedule	yes	yes
<b>Outputs 2025</b>		<b>Achievements</b>	

<sup>14</sup>KPI for THETIS-MRV is shared with ETS and FuelEU enhancements.

1. Support the European Commission and the Member States in the implementation and enforcement of the FuelEU Maritime Regulation, including the development of the relevant database.	✓
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### 5.1.6 OTHER DIGITAL SERVICES (45000)



### Sustainable prosperity and competitiveness

Legal basis		Directive (EU) 2024/3100 of the European Parliament and of the Council amending Directive 2009/21/EC on compliance with flag State requirements	
Performance Indicators (PI)		Target 2025	Result 2025
<b>RuleCheck system operational</b>	percentage per year availability	97%	99.7%
	days maximum continuous downtime	max 3 days	0d 8h 50m 1s
<b>STCW Information System</b>	percentage per year availability	96%	99.6%
<b>MED DB</b>	percentage per year availability of MED data base	95%	100%
<b>RPAS DC availability</b>	RPAS DC service availability	95%	99.7%
<b>Earth Observation Data Centre operational availability</b>	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	97.5%	100%
<b>EMCIP</b>	percentage per year availability (New EMCIP)	90%	99.94%
<b>DONA</b>	percentage per year availability	95%	99.86%
<b>MARINFO</b>	percentage per year availability	95%	99.79%
<b>Blue DW</b>	number of user cases deployed	1	4
<b>RO DB</b>	percentage per year availability	n/a (95%)	n/a <sup>15</sup>
Outputs 2025		Achievements	
1. Maintain and operate the new RPAS DC Web Application; design and start implementing value-added services to better analyse and exploit RPAS data.		✓	
2. RuleCheck (web based and mobile App) content is always up to date in relation to applicable EU and international legislation and enhance on the basis of the experience gained. RuleCheck enhanced to cater the requirements of Paris, MED and Black Sea MoUs.		✓	
3. STCW-IS maintained; with minimal down-time, ensuring a high level of availability and system support to users provided and modernized by transition to a cloud native architecture.		✓	
4. Earth Observation Data Centre maintained, operated, and enhanced with regular updates and a new Journaling module. Core components of the New EODC, namely Financial System, Service Acquisition, and Alerting will be finalised enabling operations in 2026.		✓	
5. Dynamic Overview of National Authorities (DONA) operational with all four functionalities (country profile, reporting gate, statistics and the portal for notification to Commission by Member States as foreseen by Directives 2009/45/EC and 98/41/EC) will continue to be available. A new module supporting the exemptions, derogations, equivalences, safeguard measures and additional safety requirements foreseen in art. 9 of both Directives 2009/45/EC and 98/41/EC will be operational.		✓	
6. Maintaining, operation and enhancements of the MED DB system.		✓	
7. Maintaining, operation and enhancements of European Marine Casualty Information Platform (EMCIP).		✓	
8. Maintaining and operation of MARINFO in order to provide the capabilities of the Agency to produce valuable and reliable statistical products for the Member States, the Commission and the general public.		✓	

<sup>15</sup> The system entered in production in December 2025 with no possibility to generate metrics for the year.

9. Maintaining and operation of the ePortal for Speakers and Experts.	✓
10. Maintain the Blue DW (Datawarehouse) integrating data sets handled by the Agency's maritime applications and external information services. Integration of MARINFO into Blue DW to provide further efficiency and cross-fertilization for the creation of new analytical products.	✓
11. Accelerating the preparations of maritime applications for the cloud and their actual transfer, budget permitting, to optimise the ICT portfolio.	✓
12. Information Security Management System implemented and under continuous improvements and with penetration testing on maritime and corporate applications concluded.	✓
13. Horizontal notification platform maintained providing distribution of messages from maritime digital services to user community through various communicational channels (SMS, e-mail).	✓
14. RO DB (Recognised Organizations Database) under development with implementation of statistical and analytical dashboards of findings from the reports of EMSA visits.	✓
<b>New Outputs 2025 stemming from Maritime Safety Package</b>	<b>Achievements</b>
15. Technological enhancement of DONA designed and contracted	✓

## 5.2 CISE OPERATIONAL PHASE (79021) – PROJECT FINANCED ACTIVITY



**Sustainable prosperity and competitiveness**



**A new era for European Defence and Security**



**A global Europe: Leveraging our power and partnerships**

<b>Project Title</b>	<b>CISE Operational phase</b>		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)		
<b>Funding source</b>	EC, DG MARE		
<b>Time frame / envelope</b>	The Contribution Agreement (ref. no SI2.919199) for the Operational Phase is in force from 1 July 2024 to 30 June 2026. New Contribution Agreements are expected to be established every two years.		
	<b>Planned input</b>	<b>Actual input</b>	
<b>Expenditure 2025</b>	2,781,293	CA: 1,146,836.33 €	PA: 1,578,785.38 €
<b>Project financed staff</b>	8 CA	8 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>CSG meetings</b>	number of CISE Stakeholder Group (CSG) meetings per year	2 per year	2
<b>Training and workshops</b>	overall number of Training, Workshops and Events per year	4 per year	14
<b>Number of exercises</b>	number of exercises where CISE is used for sharing information between stakeholders	3 per year	4
<b>Outputs 2025</b>		<b>Achievements</b>	
1. Maintain and evolve, where possible, the technical building blocks (i.e. node, simulator, compliance testing tool), and the administrative tools (i.e. cooperation agreement).		✓	
2. Support the stakeholder in the exchange of information through CISE in an operational context.		✓	
3. Establish the first phase of the CLASSIFIED exchange with CISE.		✓	

5.3 MARITIME SUPPORT SERVICES (24000)



Sustainable prosperity and competitiveness



A new era for European Defence and Security



Sustaining our quality of life: food security, water and nature

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2		
	Planned input	Actual input	
CA	2,372,549	2,662,130	
PA	2,434,050	2,596,448	
STAFF	3.25 AD, 1.25 AST, 5 CA, 4 SNE	5 AD, 5 CA, 4 SNE	
Performance Indicators (PI)		Target 2025	Result 2025
<b>Maritime Support Services available 24/7</b>	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	< 2 hours	0h19m
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	< 8 hours	0h50m
<b>MSS Data Quality Reports</b>	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25 reports	25 Reports
<b>Activation Emergency Phase of the CP</b>	average time to activate the emergency phase of the Contingency Plan from the moment a suitable request for assistance is received from a Member State	< 2 hours	0h10m
Outputs 2025		Achievements	
1.	24/7 User support and helpdesk to all user communities, including provision of maritime information. Directly linked to this output, the Agency will continue supporting the Commission and Member States with the periodic and ad-hoc reports on maritime operations.	✓	
2.	Surveillance and traffic monitoring of vessels and/or cargoes of interest, including tasks related to the monitoring of sanctions and other ad-hoc requests in support of Member States and the Commission. These services may include assistance in monitoring the so-called "dark" tanker fleet, which poses a higher risk of pollution and further highlights the need for a comprehensive maritime awareness picture on the situation at sea in areas at risk.	✓	
3.	Creating and managing tools, e.g. setting up business intelligence dashboards and producing innovative and intuitive services that can simplify the profiling and risk analysis of ships by the Member States and the Commission. These tools integrate information from different EMSA hosted systems and databases, to provide cross-fertilised, actionable intelligence.	✓	
4.	Incidents and problem management processed efficiently according to ITIL procedures.	✓	
5.	Requests for support for SAR and Pollution Response activities under the Contingency Plan are processed efficiently; Satellite images and other services are provided in the least time possible to support operational response on site, including information services to EMSA and the Commission in the Framework of the Working Arrangement in place with DG ECHO.	✓	

#### 5.4 HORIZONTAL DIGITAL SERVICES (64000)



**Sustainable prosperity and competitiveness**



**Delivering together and preparing our Union for the future**

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
	Planned input	Actual input	
<b>STAFF</b>	3.75 AD, 12 AST, 2.75 CA	3.75 AD, 13 AST, 1.75 CA	
Performance Indicators (PI)		Target 205	Result 2025
<b>ICT EMSA Service desk</b>	percentage of timely response to users' ICT requests	95%	97.5%
<b>Availability</b>	ICT infrastructure availability per year	99,5%	100%
<b>Testing and Validation</b>	Number of tested, validated and deployed releases to the test and pre-production	>170	375
Outputs 2025		Achievements	
1.	Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability.		✓
2.	Test, validate and deploy new releases of Maritime applications.		✓
3.	Maintain EMSA Corporate Services platforms and the Business Continuity Platforms and Services in accordance with the relevant performance indicators.		✓
4.	Accelerate the implementation of cloud services at EMSA.		✓
5.	Maintain the cyber security protection for Corporate and Maritime applications.		✓
6.	Maintain up-to-date performance of the Data Centre hyperconvergence computing platform and in the cloud.		✓
7.	Maintain up-to-date infrastructure architecture of the Data Centre storage system and in the cloud.		✓
8.	Maintain the Maritime application horizontal services according to the business requirements and the latest technological trends.		✓

## 6. Technical assistance *including monitoring the implementation of EU legislation and capacity building*

### Visits & inspections

#### 6.1 CLASSIFICATION SOCIETIES (31000)



Sustainable prosperity and competitiveness



Protecting our democracy, upholding our values

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3		
	Planned input	Actual input	
CA	2,516,511	2,435,527	
PA	2,516,511	2,352,861	
STAFF	8.25 AD, 0.75 AST, 0.25 CA, 1 SNE	8.5 AD, 0.75 AST, 0.25 CA	
Performance Indicators (PI)		Target 2025	Result 2025
Inspections	number of RO inspections per year	16-20	20
Draft assessment reports	number of draft assessment reports per year	5-6	5
Outputs 2025		Achievements	
1.	Carry out inspections of ROs offices in line with the annual planning agreed with the Commission.	✓	
2.	Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.	✓	
3.	Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the ROs in accordance with Article 11 of Regulation (EC) No. 391/2009.	✓	
4.	Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.	✓	
5.	Assist the Commission with the follow-up of RO assessments under Articles 5 and 6 of Regulation (EC) No. 391/2009 and Commission Regulation (EU) No 788/2014	✓	
6.	Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.	✓	
7.	Support the Commission in the discussions at international level on remote surveys and inspections, including technical assistance in drafting EU submissions.	✓	
8.	Organise a workshop with the Commission and the Member States on the working arrangements for the monitoring of the ROs	Postponed at Commission's request	

## 6.2 SEAFARER TRAINING AND CERTIFICATION (32000)



Sustainable prosperity and competitiveness



Supporting people, strengthening our societies and our social model



A global Europe: Leveraging our power and partnerships

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b) and 3		
	Planned input	Actual input	
CA	1,869,058	1,599,619	
PA	1,869,058	1,535,547	
STAFF	5.5 AD, 0.5 AST, 0.25 CA, 2 SNE	5 AD, 0.5 AST, 0.25 CA, 1 SNE	
Performance Indicators (PI)		Target 2025	Result 2025
Inspections and visits	number of inspections and visits per year	7-9	7
Reports	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	100%
Outputs 2025		Achievements	
1. 4-5 inspections of third countries.		<p><b>Partially achieved</b> 3 inspections were carried out in agreement with the Commission, due to unavailability of one third country approached. The missing inspection was replaced by an additional Member State visit, thus maintaining the overall 2025 target (minimum of 7 inspections/visits)</p>	
2. 3-4 visits to Member States.		✓	

## 6.3 VISITS TO MEMBER STATES (33000)



Sustainable prosperity and competitiveness



Protecting our democracy, upholding our values

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), and 3		
	Planned input	Actual input	
CA	1,453,171	1,467,516	
PA	1,453,171	1,404,235	
STAFF	4.25 AD, 1.5 AST, 0.5 CA	4.25 AD, 1.5 AST, 0.5 CA	
Performance Indicators (PI)		Target 2025	Result 2025
Visits	number of visits per year	11	11
Reports	percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	100%
Outputs 2025		Achievements	

1.	4 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety.	✓
2.	2 visits in respect of Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service. This Directive will also continue to be covered by some of the visits concerning passenger ship safety.	✓
3.	5 visits in respect of Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships.	✓

## Capacity building

### 6.4 ANALYTICS AND RESEARCH (35000)



Sustainable prosperity and competitiveness



A new era for European Defence and Security



A global Europe: Leveraging our power and partnerships

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5		
	Planned input	Actual input	
CA	1,033,273	1,010,620	
PA	1,033,273	977,161	
STAFF	4 AD, 0.25 CA	4 AD	
Performance Indicators (PI)		Target 2025	Result 2025
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	1	1
Regular statistics on the EU maritime sector	number of updates of the EU maritime profile (statistics on EU maritime sector)	4	5
End of cycle workshops	Number of workshops	1	1
Outputs 2025	Achievements		
1. Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2025, a mid-cycle Horizontal Analysis of the implementation of Directives 2009/45/EC, 2003/25/EC and 98/41/EC on passenger ship safety is to be delivered.	✓		
2. Provide reliable statistics in support of the work of the Agency to help monitor relevant maritime sanctions applied by the Union against the Russian Federation.	✓		
3. Develop and publish on a monthly basis the EMSA report on 'Impact of developments in Ukraine on maritime traffic and seaborne trade'.	✓		
4. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through end-of cycle workshops.	✓		
5. Support the Member States with regular statistics through the specific functionality in DONA and customised BI dashboards.	✓		
6. Support the Commission with data and analysis using customised BI dashboards.	✓		
7. Produce upon request reports and analysis using available in-house data to address issues affecting shipping in general, upon request from the Commission and Member States and within the Agency (EMSAFE, EMTER).	✓		
8. Produce statistics with added value for the general public through the EU Maritime Profile, with focus on the importance of the maritime sector and of maritime services.	✓		
9. Using the capabilities of the Blue Data Warehouse and produce predictive statistics.	✓		



Sustainable prosperity and competitiveness

A global Europe: Leveraging our power and partnerships

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b), 2.5 and 2b		
	<p><i>Directive (EU) 2024/3017 of the European Parliament and of the Council amending Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector</i></p> <p><i>Directive (EU) 2024/3099 of the European Parliament and of the Council amending Directive 2009/16/EC on port State control</i></p> <p><i>Directive (EU) 2024/3100 of the European Parliament and of the Council amending Directive 2009/21/EC on compliance with flag State requirements</i></p> <p><i>Directive (EU) 2024/3017 of the European Parliament and of the Council amending Directive 2005/35/EC on ship-source pollution and on the introduction of administrative penalties for infringements</i></p>		
	<b>Planned input</b>	<b>Actual input</b>	
<b>CA</b>	4,094,087	4,024,098	
<b>PA</b>	4,044,087	3,712,358	
<b>STAFF</b>	10.50 AD, 0.25 AST, 1 CA, 1.75 SNE	10.75 AD, 0.25 AST, 1 CA, 0.75 SNE	
<i>IPA III (78000) – PROJECT FINANCED ACTIVITY</i>			
<b>Project Title</b>	EU Funds for Candidate and Potential Candidate Countries		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
<b>Funding source</b>	EC, DG NEAR		
<b>Time frame</b>	48 months as from 01/09/2023 / 800.000 Euros		
	<b>Planned input</b>	<b>Actual input</b>	
<b>Expenditure 2025</b>	200,000 €	CA: 210,542.88 € PA: 347,321.48 €	
<b>Project financed staff</b>	No extra project financed staff	n/a	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>EMSA Academy</b>	number of Common Core Curricula delivered	7	12
	number of part-time courses delivered	7	11
	number of short courses delivered	11	15
	number of Member States experts attending per year	1,000	1,315
<b>Enlargement countries</b>	number of IPA experts attending learning services and technical meetings per year	30	111
	implementation ratio of planned activities per year	>80%	>80%
<b>Customer satisfaction</b>	learning services (MSs)	>90%	>90%
	learning Services (IPA)	>90%	>90%
	technical assistance services including provision of EMSA tools and services (IPA)	>90%	>90%
<b>EMSA Academy's systems (MaKCs &amp; VRESI) operational</b>	percentage per year availability	95%	100%
<b>EMSA Academy's Helpdesk Service</b>	percentage of requests closed in line with the requirement of the Academy Quality Management System	99%	99%
<b>Outputs 2025</b>		<b>Achievements</b>	

1. Implementation of the EMSA Academy Quality Management System (AMS) for the design, development and delivery of learning services outside formal education. All services that will be made available will be certified.	✓
2. Identification of Member States' needs for new trainings or modification of the existing courses through a structured Training Need Analysis Methodology as part of the AMS.	✓
3. Developing new or amending existing learning services in line with the outcome of the Training Need Analysis and delivering learning services as per the Harmonised Training Program: Common Core Curricula, part-time courses and short courses. New learning services to cater the Implementation of the EU ETS/ MRV and Fuel EU Maritime legislation, alternative fuels and technologies will be developed and delivered in 2025.	✓
4. Enhance further MaKCs and VRESI and facilitate the use of the eLaboratory to enrich learning activities. Ensure proper access to Member States, IPA and ENP countries and various PSC MoUs (MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean, Abuja) as foreseen by the respective agreements approved by the Administrative Board.	✓
5. Support interested Member States in using MaKCs for national training programs including a User Interface Language Pack now available.	✓
6. Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the implementation of online joint trainings as per the agreed annual plan.	✓
7. Support to Member States and enlargement countries for IMSAS. The support will entail access to an ISO Certified course developed by the EMSA Academy, the performance of mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).	✓
8. Support to the enlargement countries for the transposition of EU maritime legislation to their national legal system and the implementation of a Quality Management System for their maritime administrations. The Dynamic Overview of National Administration (DONA) for IPA countries (PHASE I – Implementation of the “country profile” and “statistics”) will be developed	✓
9. Continue to cooperate with Paris and MeD MoUs for the implementation of their respective training policy, thus offering them access to the PSCO CCC developed by the EMSA Academy.	✓
10. Continue to cooperate with BSMoU for potential amendment of their training policy and the inclusion therein of the PSC CCC developed by the EMSA Academy.	✓
11. Support to the work of the IMO Correspondence Group chaired by EMSA on the development of an entrant training manual for PSC.	✓
12. Maintain and enhance RuleCheck thus providing up to date access to maritime legislation and other functionalities (like the Flag State Survey Functionality) to Member States, various PSC MoUs (Paris, MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean) and other third countries (AMSA) as foreseen by the respective agreements approved by the Administrative Board. In addition, an automated notification system (for new or amended legislation) will be developed.	✓
13. Look at options and new technologies to enrich the EMSA Academy's toolbox.	✓

## 6.6 SAFEMED V (71000) – PROJECT FINANCED ACTIVITY



Sustainable prosperity and competitiveness



Protecting our democracy, upholding our values



A global Europe: Leveraging our power and partnerships

<b>Project Title</b>	SAFEMED V, EuroMed Maritime Safety Project		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
<b>Funding source</b>	EC, DG NEAR		
<b>Time frame / envelope</b>	72 months as from 01/04/22 / 8,000,000 €		
<b>Expenditure 2025</b>	<b>Planned input</b>	<b>Actual input</b>	
	1,333,333 €	CA: 1,186,641.21 €	PA: 1,674,154.29 €
<b>Project financed staff</b>	4.5 CA	4.5 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
Implementation of SAFEMED V, EuroMed Maritime Safety Project	implementation ratio of planned activities	80%	> 80%
	number of participants in learning services	90	276
	customer's satisfaction for learning services	90%	> 90%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	90%	> 90%
<b>Outputs 2025</b>	<b>Achievements</b>		
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy (including common core curricula) or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.	✓		
2. Support the building up of the national capacity through transposition of international conventions to national legislation, technical meetings, seminars, workshops, exercises, bilateral activities, access to tools (i.e., THETIS-MED, RuleCheck, MaKCs and VRESI) services (IMS/ CleanSeaNet) developed by EMSA and the potential development of Maritime Single Window prototype for the ENP countries.	✓		
3. The Dynamic Overview of National Administration (DONA) for SAFEMED V countries (PHASE I – Implementation of the “country profile” and “statistics”) will be developed.	✓		
4. MAR-ICE level 1 service (remote expert information and advice), will be delivered to the beneficiary countries of the SAFEMED project.	✓		

## 6.7 BC SEA II (74000) – PROJECT FINANCED ACTIVITY



Sustainable prosperity and competitiveness



Protecting our democracy, upholding our values



A global Europe: Leveraging our power and partnerships

<b>Project Title</b>	BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5

<b>Funding source</b>	EC, DG NEAR		
<b>Time frame / envelope</b>	48 months as of 01/10/22 / 3,500,000 €		
	<b>Planned input</b>	<b>Actual input</b>	
<b>Expenditure 2025</b>	875,000 €	CA: 834,316,32 € PA: 1,120,537.98 €	
<b>Project financed staff</b>	2.5 CA	2.5 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>Implementation BC Sea</b>	implementation ratio of planned activities	80%	> 80%
	number of participants in learning services	70	148
	customer's satisfaction for learning services	90%	> 90%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	90%	> 90%
<b>Outputs 2025</b>		<b>Achievements</b>	
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy (including common core curricula) or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.		✓	
2. Through the implementation of the project, assistance will be offered to Ukraine to support the country's reconstruction as far as feasible, with particular emphasis on the donation of oil pollution response equipment		✓	
3. Support the building up of the national capacity through transposition of international conventions to national legislation, technical meetings, seminars, workshops, exercises, bilateral activities, access to tools (i.e., RuleCheck, MaKCs and VRESI) services (IMS/ CleanSeaNet) developed by EMSA and the potential development of Maritime Single Window prototype for the ENP countries.		✓	
4. The Dynamic Overview of National Administration (DONA) for BC SEA II countries (PHASE I – Implementation of the "country profile" and "statistics") will be developed.		✓	
5. MAR-ICE level 1 service (remote expert information and advice) will be delivered to the beneficiary countries of the BC SEA project.		✓	

## 7. Strategic support including cooperation with other EU agencies and bodies

### 7.1 EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS



Sustainable prosperity and competitiveness



A new era for European Defence and Security



Protecting our democracy, upholding our values

<b>Legal basis</b>	<b>Regulation (EC) N° 1406/2002 as amended, Art. 2b</b>		
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
	Implementation of EMSA tasks under the Annual Strategic Plan	Full implementation	Full implementation
<b>Outputs 2025</b>			<b>Achievements</b>
1.	Implementation of EMSA tasks under the Tripartite Working Arrangement Annual Strategic Plan 2025 on coast guard cooperation, to be agreed between the three Agencies by the third quarter of 2024.		✓
2.	Support Multipurpose Maritime Operations (MMO) through the provision of a range of EMSA services to host Member States authorities in support of maritime safety, including vessel traffic management, maritime environmental protection and response, maritime monitoring and surveillance and maritime Search and Rescue (SAR).		✓

#### Tripartite Working Arrangement - TWA

#### Annual Report 2025

#### (Implementation of the Annual Strategic Plan 2025)

#### Horizontal

<b>Objective:</b>	To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level.	<b>STATE OF PLAY</b>
<b>Tasks:</b>	<ol style="list-style-type: none"> <li>1) To hold the joint Annual European Coast Guard Event (AECGE) in 2025 under the coordination of Frontex (as chair of the TWA), in line with the experience gained at the previous annual events, while enhancing interaction between participants.</li> <li>2) To ensure, where possible, the joint participation of the three Agencies in European and international maritime events with coast guard relevance.</li> <li>3) To coordinate the cooperation with regional Coast Guard Functions Fora.</li> <li>4) To coordinate the implementation of the adopted interagency communication plan for 2025.</li> <li>5) To continue the “Greening Award initiative” and present the awards during the EMSA chairmanship of the TWA in 2026.</li> <li>6) To implement and contribute to the common actions as required in the updated European Maritime Security Strategy (EUMSS) and its Action Plan.</li> </ol>	<ol style="list-style-type: none"> <li>1) Held by Frontex in Gdansk on 24-26 June. Breakout sessions on future of MMOs were included as well as a Multipurpose Maritime Exercise before the handing over of the TWA Chairmanship to EMSA.</li> <li>2) The three Agencies took part to EMD in Cork on 21-23 May with a TWA workshop on EUMSS and their respective roles. Additionally, EMSA hosted a workshop on maritime security, CMI and the role of CISE.</li> <li>3) EFCA hosted a ECGFF workshop on “Advanced technology and AI for the sea: innovations in fisheries control activity” on 29-30 January 2025 in Palermo, Italy. Frontex hosted a ECGFF workshop on “Coast Guard evolution: AI and unmanned systems enhancing SAR operations” on 25-26 February in Cagliari, Italy. Finally, EMSA hosted a ECGFF workshop on “Maritime Monitoring and Surveillance Services for</li> </ol>

		<p>multipurpose maritime operations” on 1-2 April in Lisbon, Portugal. Additionally, the Agencies took part to the works of the NACGF, chaired by Denmark and supported the CGGS hosting the HRD online program. Finally, they participated in the plenaries of ECGFF, MedCGFF, CGGS organised by the ITCG on 9-12 September.</p> <p>4) The Agencies implemented the approved communication plan, including taking part in EMD with a dedicated interagency stand.</p> <p>5) EMSA prepared an update of the GAI initiative and launched the second edition at AECGE in Gdansk.</p> <p>6) Agencies will report on relevant actions included in the EUMSS AP, as requested.</p>
Timeline:	2025	

### Information sharing

<b>Project A:</b>	<b>Sharing of data across Coast Guard Functions</b>	<b>STATE OF PLAY</b>
Objective and tasks:	<ol style="list-style-type: none"> <li>1. Building on the Workshop with MS held in 2024, the following will be undertaken: <ol style="list-style-type: none"> <li>a. Integrate MS feedback as appropriate in an updated pdf version of the MDC.</li> <li>b. Update the business requirements of the interactive version of the MDC.</li> <li>c. Update the MDC FAQs as appropriate.</li> <li>d. Update the repository of use cases for identifying opportunities for enhancing the sharing of data as appropriate.</li> <li>e. 5) Explore possible additional datasets needed by national authorities per coast guard function.</li> </ol> </li> <li>2. To promote and increase the use of automated/AI based tools (e.g. ABMs, anomaly detection services, etc) in support of coast guard functions), considering legal basis.</li> </ol>	<ol style="list-style-type: none"> <li>1. Building on the workshop held in 2024: <ol style="list-style-type: none"> <li>a) All received feedback is integrated into the interactive MDC.</li> <li>b) The business requirements are up to date and interactive MDC is operational.</li> <li>c) The MDC FAQs are up to date and published.</li> <li>d) The use cases repository is up to date.</li> <li>e) Additional datasets identified (IUU Vessel list and sanctions monitoring related datasets). The descriptions of these datasets are intended for integration in the MDC in 2026. This will require the development of appropriate datasheets in line with the existing template.</li> </ol> </li> <li>2) Priorities under the Inter-Agency SLAs are supporting the development of automated/AI based tools, including spoofing detection use cases and false negative detections in EO images.</li> </ol>
Timeline:	2025	
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1) Provide use cases, to be used to facilitate enhanced sharing of data.</li> <li>2) Identify possible additional datasets to be included</li> </ol>	

<b>Project B:</b>	<b>Roadmap addressing how CISE will support information exchange and cooperation between the three Agencies</b>	<b>STATE OF PLAY</b>
Objective and tasks:	<p>Building on the Roadmap developed in 2023, TSC1 will:</p> <ol style="list-style-type: none"> <li>1) Draft an updated Roadmap for review at the 2025 mid-year TWA Steering Committee meeting.</li> <li>2) Produce Roadmap Implementation Reports by the end of June 2025 and December 2025.</li> <li>3) Draft a standard procedure for the use of CISE in the context of MMOs.</li> </ol>	<ol style="list-style-type: none"> <li>1) The June 2025 CISE Roadmap was delivered for review at the mid-year TWA Steering Committee meeting.</li> <li>2) The June and December Implementation Reports on the CISE Roadmap were delivered.</li> <li>3) Procedure on use of CISE in MMOs was delivered.</li> </ol> <p>Other assessment was completed in the scope of MMO MSNS 2025 (Sanctions related information), which will be transposed to a standard procedure as part of Specific Modalities Documents.</p>
Timeline:	2025	
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1) Provide feedback on progress made regarding the implementation of the Roadmap when presented at relevant fora.</li> </ol>	

***Surveillance and communication services***

The following specific projects shall be implemented:

<b>Project C:</b>	<b>Map potential common procedures for the sharing of information regarding incident/accident sightings reported to the three Agencies in the scope of their respective mandates.</b>	<b>STATE OF PLAY</b>

Objective and tasks:	<p>Building on Project C 2024 and taking into account relevant legal frameworks,</p> <ol style="list-style-type: none"> <li>1) Identify those datasets where inter-Agency sharing of the information would benefit from a common procedure.</li> <li>2) Identify how the abovementioned datasets could be best shared/visualised for the benefit of MS authorities.</li> </ol>	<ol style="list-style-type: none"> <li>1. Procedures for reporting Incidental Sightings of Potential Marine Pollution have been standardised across the three Agencies.</li> </ol> <p>In addition and following SafeSeaNet High Level Steering Group agreement, Frontex will report sightings of Abandoned Vessels via SafeSeaNet. This may be appropriate for EFCA in the future as well.</p> <ol style="list-style-type: none"> <li>2. During (certain) MMOs, live dashboards shared with the communities of the three Agencies data from RPAS Sightings, Fisheries Control Activity Reports, Inspection and Surveillance Reports and Sightings of Fishing Vessels.</li> </ol>
Timeline:	2025	
Contribution from Member States authorities:	As project focus inter-Agency, not applicable to MS	

### Capacity building

The following specific projects shall be implemented:

Project: D	Practical Handbook on European cooperation on coast guard functions and Coast Guard qualifications Network	STATE OF PLAY
Objective and tasks:	<p>Strengthen the cooperation between the European coast guard function authorities in further developing the practical handbook<sup>16</sup> and in selected capacity building activities.</p> <ol style="list-style-type: none"> <li>1) To support the implementation of the project “Implementation of the results of the Coast Guard qualifications Network and the Practical Handbook on European cooperation on coast guard functions”<sup>17</sup> through: <ol style="list-style-type: none"> <li>a. Using the existing databases in the Agencies for keeping the handbook updated in the online platform avoiding any double reporting from Member States.</li> <li>b. To maintain and update the coast guard training network and follow up with the on-the-job exchange opportunities.</li> <li>c. Promoting the Sectoral Qualifications Framework for Coast Guard Functions (SQF), among others, through a dedicated</li> </ol> </li> </ol>	<p><b>Practical Handbook:</b> EU Agencies’ Information: All the information has been updated:</p> <ul style="list-style-type: none"> <li>• Service Catalogue</li> <li>• Training Catalogue</li> <li>• Best Practices Catalogue</li> <li>• Countries’ Information</li> </ul> <p>Promotion: Several online awareness sessions planned for 2026 (tentatively March, May, and late 2026).</p> <p><b>Capacity Building &amp; Training</b></p> <ul style="list-style-type: none"> <li>• Exchange Programme (CBTEPr): Sep–Dec 2025: 13 exchanges completed. Second cycle (Sep 2025–Sep 2026) under implementation.</li> <li>• SQFCGF: Two online sessions delivered in 2025; materials available on the restricted platform.</li> </ul>

<sup>16</sup> Commission Recommendation (EU) 2021/1222 of 20 July 2021 establishing a ‘Practical Handbook’ on European cooperation on coast guard functions, OJ L 268, 27.7.2021, p. 3–18.

<sup>17</sup> Contribution Agreement attributed to EFCA through Commission Implementing Decision of 4.6.2021 on the financing of the European Maritime, Fisheries and Aquaculture Fund and the adoption of the work programme for 2021, C(2021) 3870 final.

	<p>awareness session on SQF for Coast Guard functions.</p> <p>2) To manage and maintain an online platform and define the generic contents to be included to reflect the existing areas of cooperation and to collect and host the most important ASPs projects' deliverables, involving the 3 Technical Subcommittees (TSC).</p>	
Timeline:	2024 – 2026	
Contribution from Member States authorities:	<p>1) Feedback related to the implementation of the online platform for the Handbook.</p> <p>2) Feedback on possible further developments of the Handbook.</p> <p>3) Update of country factsheets.</p> <p>4) Member States authorities to participate in the identification of training needs, offer training and on-the-job exchange opportunities.</p> <p>5) Member States authorities to cooperate on the promotion and, as relevant, implementation of the Sectoral Qualifications Framework for Coast Guard Functions (SQF).</p>	

<b>Project: E</b>	<b>Cross-sector training and capacity building</b>	
Objective and tasks:	<p>1) Offer joint cross-sectoral training to Member State national authorities by developing or implementing, as appropriate, joint cross-sector training events or awareness sessions for items such as (based on needs assessment):</p> <ol style="list-style-type: none"> <li>a. Search and Rescue;</li> <li>b. Maritime Surveillance.</li> </ol> <p>2) Based on the survey conducted in 2024 to the stakeholder communities of the three Agencies implement activities related to the outcome.</p> <p>3) Explore the possibility to offer joint cross-sectoral training to at least one third country or support the organisation of an online workshop to relevant coast guard Fora with third countries, by developing or implementing, as appropriate joint cross-sector training events or awareness sessions.</p>	<p>1) Joint cross-sectoral training was organised online for Member State national authorities as follows:</p> <ol style="list-style-type: none"> <li>a. Search and Rescue awareness for the non-SAR community: Online session held on 12-13 November, with 80 registered participants from 15 Member States and Iceland.</li> <li>b. Maritime Surveillance: Online session held on 24-25 September. A total of 72 registered participants from 12 Member States, Iceland, and Norway participated.</li> </ol> <p>2) According to previous surveys and to the work developed in 2025, the following subjects of interest need further discussion: Maritime surveillance, Search and Rescue, Cybersecurity and hybrid threats, Critical marine infrastructure and Law enforcement/competences and, broadly, to further practical activities within all training sessions.</p> <p>3) Regarding the cooperation with third countries and the joint organisation of online sessions, the three Agencies presented and raised awareness of the current cooperation framework under the different Coast Guard Functions Fora (MCGFF, NACGFF, etc.).</p>

Timeline:	Full year 2025	
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1) Member States will benefit from the cross-sector trainings to be organised.</li> <li>2) Where relevant, Member States to participate with their input.</li> </ol>	

### **Risk Analysis**

The following specific project shall be implemented:

<b>Project: F</b>	<b>Cross-sector risk analysis</b>	<b>STATE OF PLAY</b>
Objective and tasks:	<p>Provide support to Member States authorities carrying out coast guard functions on cross-sector risk analysis/assessments.</p> <ol style="list-style-type: none"> <li>1) Continue to provide cross sectorial risk analysis/assessment products to be used in different European sea basins and deliver a common report on specific areas and/or sea basins in coordination with the TSC3 MMO project.</li> <li>2) Organise a workshop on risk analysis and assessment, taking into account the main outcomes and feedback from the workshop organised in 2023 and 2024. The main objectives of the workshop is to foster the exchange of information and best practices between the different communities of the three Agencies.</li> <li>3) Assess the workshop objectives, terms of reference, frequency (be organised on an annual basis or less frequently, for example, every two years) and usefulness for Member States authorities.</li> </ol>	<ol style="list-style-type: none"> <li>1) Common reports were delivered with compiled Risk Analysis/Assessment-related information for coast guard functions falling under the remit of each Agency to support the Multipurpose Maritime Operation (MMO) in the Central and Eastern Baltic Sea, La Manche and Southern North Sea, Adriatic Sea and Western Black Sea. This information contributed to the Specific Modalities Documents of each MMO.</li> <li>2) Under the inter-agency cooperation between EFCA, EMSA and Frontex, a joint risk assessment workshop was held online on 8 October 2025. The workshop had 68 participants from 18 Member States, Iceland, and Norway.</li> </ol>
Timeline:	Full year 2025	
Contribution from Member States authorities:	The tasks outlined above are related with the outcome of the survey done in 2021 and the workshop conducted in 2023. Member States will contribute to the planned workshop.	

### **Capacity sharing**

The following specific project shall be implemented:

<b>Project: G</b>	<b>Multipurpose Maritime Operations</b>	<b>STATE OF PLAY</b>
Objective and tasks:	<ol style="list-style-type: none"> <li>1) To further implement MMO(s): <ol style="list-style-type: none"> <li>a. Identify potential areas and periods of interest for the implementation of MMOs in N+1, taking into consideration the availability of multipurpose capacities of the three Agencies, in those areas in such periods as well as operational activities already in place.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1) <ol style="list-style-type: none"> <li>a. Considering the outcomes of the MMOs implemented in 2025 and Member States' needs for 2026, the Adriatic Sea, Black Sea, Baltic Sea, and La Manche and Southern Northern Sea remain the potential maritime areas for MMOs.</li> <li>b. Based on the outcomes of the MMO's implemented in the last two years, the</li> </ol> </li> </ol>

	<p>b. Keep updated the generic modalities as per lessons learnt and develop a Handbook including practical guidelines and procedures for the implementation of MMOs.</p> <p>c. Based on the evaluations of MMOs implemented in different European sea basins, to possibly organise a workshop for the exchange of best practices.</p> <p>2) To implement the MMO(s) agreed by TWA Steering Committee in the European sea basin, upon MS's or Agencies' request and in line with the generic modalities for MMO.</p> <p>a. Implement MMO led by Frontex possibly in the Black Sea and in Baltic Sea and/ or in one other European sea basin. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee.</p> <p>b. Implement MMO led by EFCA possibly in the Adriatic Sea and/ or in one other European sea basin. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee.</p> <p>c. Implement MMO led by EMSA in one European sea basin. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee.</p>	<p>Generic Modalities document shall be updated during 2026, and its provisions should be taken into account in the draft MMO Guidelines.</p> <p>c. The MMO workshop was held on 13 March. In the light of the growing interest of Member States in MMO, the EU Agencies should further discuss how to manage the possible increase of MMOs in the coming years and how to streamline the planning process.</p> <p>2) Taking into account initial plans to implement MMOs in the maritime areas agreed by the Steering Committee (SC) under the TWA, the following MMOs were implemented in 2025:</p> <p>a. MMO Western Black Sea, from 16 April to 1 October, with Romania as the host MS; led by Frontex and co-led by EFCA and EMSA.</p> <p>MMO Baltic Sea started on 16 June until 29 of October. The operation was under Frontex lead and co-led by EFCA and EMSA. The host MSs were Denmark, Estonia, Finland, Latvia, Lithuania, Poland and Sweden.</p> <p>b. MMO Adria - led by EFCA in cooperation with Frontex and EMSA and the Member State relevant authorities from Croatia, Italy and Slovenia.</p> <p>The operation took place from 16 September to 13 October in the Adriatic Sea, excluding jurisdictional waters of non-EU countries.</p> <p>c. MMO La Manche and Southern North Sea on 28 May – 23 September led by EMSA and co-lead by EFCA. The host MSs were Belgium and France.</p>
Timeline:	<p>1) 2025 (Multiannual). Possible areas/period of interest to be identified by September 2024 for the endorsement of ASP 2025 by the Steering committee.</p> <p>2) During year 2025.</p>	
Contribution from Member States authorities:	Member States' feedback on MMO received through the evaluation report. Generic modalities: Through AECGE, gather feedback from MSs involved in previous MMOs.	

<b>Project: H</b>	<b>Mapping of the Agencies' assets deployment in support of Member States</b>	<b>STATE OF PLAY</b>
Objective and tasks:	<p>Conducting a mapping of the agencies' assets deployment in support of the MSs using Integrated Maritime Service (IMS).</p> <p>Each Agency to provide regularly updated information of their chartered assets deployed in EU sea basins that are suitable for multipurpose operations.</p>	<p>The IMS demonstration was done online by EMSA at the 10<sup>th</sup> TWA SC, following which EDs agreed to use the tool for mapping of agencies' assets used in the MMOs.</p> <p>The mapping of assets will be fully integrated in EMSA's IMS by 2026, once relevant technical information is collected (operational area, time of deployment, description, and</p>

		other technical criteria). The access to IMS will be granted and limited to Agencies' points of contact.
Timeline:	2025 (multiannual).	
Contribution from Member States authorities	N/A	

<b>Project: I</b>	<b>Glossary of abbreviations and acronyms commonly used in the framework of TWA</b>	
Objective and tasks:	To deliver a common understanding of frequently used terms, concepts, and language in the context of European cooperation on coast guard functions.	The 'Glossary of acronyms commonly used in the framework of TWA' has been developed during 2025 under Frontex's coordination with EFCA's and EMSA's involvement. The Glossary will be used in the framework of MMOs.
Timeline:	2025	
Contribution from Member States authorities	N/A	

## 7.2 EFCA SLA (72100) – PROJECT FINANCED ACTIVITY



**Sustainable prosperity and competitiveness**



**Sustaining our quality of life: food security, water and nature**

<b>Project Title</b>	EFCA SLA		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
<b>Funding source</b>	EFCA		
<b>Time frame</b>	Annual perspective with regards to the indefinite duration of the SLA		
	<b>Planned input</b>	<b>Actual input</b>	
<b>Expenditure 2025</b>	300,000 € expected	CA: 622,432.75 € PA: 681,659.34 €	
<b>Project financed staff</b>	2 CA	2 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>Integrated Maritime Services</b>	percentage per year availability to EFCA	99%	96.75% <sup>18</sup>
<b>Outputs 2025</b>	<b>Achievements</b>		
1. Continue implementing the Service Level Agreement signed between EMSA and EFCA based on the SLA Annual Programme and associated Specific Agreement signed with EFCA.	✓		
2. Maintenance and further improvement of a tailored integrated Maritime Service including Earth Observation products acquired through the Copernicus Maritime Surveillance service or those acquired and shared under the EMSA – Frontex SLA, to support fisheries monitoring and control operations.	✓		
3. Provide operational support to users under the EFCA-EMSA SLA framework.	✓		

<sup>18</sup> Vessel Monitoring System (VMS) interruptions due to network routing incident between EFCA and EMSA internet providers (Q1) and incident caused by the Spain-Portugal power outage on 28 April (Q2).

4. Provision on request and subject to available funding, RPAS services to support fisheries monitoring and control operations in particular operations coordinated by EFCA. EFCA will be associated, on request of the Member State users, to multipurpose RPAS operations involving National fisheries authorities.	✓
5. Sharing of operational capacities including setting-up pollution response equipment on EFCA chartered vessels.	✓

### 7.3 FRONTEX SLA (72000) – PROJECT FINANCED ACTIVITY



**A new era for European Defence and Security**



**Protecting our democracy, upholding our values**

<b>Project Title</b>	Frontex SLA		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b); Regulation (EU) N° 2019/1986 Art. 69. (Frontex and EUROSUR); Commission Implementing Regulation (EU) 2021/581 of 9 April 2021 on the situational pictures of the European Border Surveillance System (EUROSUR)		
<b>Funding source</b>	Frontex		
<b>Time frame / envelope</b>	Annual perspective with regards to the indefinite duration of the SLA		
<b>Expenditure 2025</b>	<b>Planned input</b>	<b>Actual input</b>	
	Approximately 7,000,000 € expected	CA: 6,562,993.55 €	PA: 5,747,968.40 €
<b>Project financed staff</b>	11 CA	11 CA	
<b>Performance Indicators (PI)</b>		<b>Target 2025</b>	<b>Result 2025</b>
<b>Frontex Service platform</b>	percentage per year availability to Frontex	99%	99.95%
<b>Frontex Service platform</b>	hours maximum continuous downtime of Frontex service platform	<12h	4h:40min
<b>Frontex operational exercises</b>	minimum number of exercises EMSA participates in pending Frontex request	2	0 <sup>19</sup>
<b>Outputs 2025</b>	<b>Achievements</b>		
1. Continue implementing the Service Level Agreement signed between EMSA and Frontex based on the SLA Annual Programme and associated Specific Agreement signed with Frontex.	✓		
2. Further develop tailored Integrated Maritime Service including Earth Observation products to Frontex and their end users, as well as tools for maritime risk assessment.	✓		
3. Continue implementing the Incidental Sightings of Potential Marine Pollution procedure established between Frontex and EMSA sharing incidents with Member States through CleanSeaNet.	✓		
4. Provide operational support to users under the Frontex-EMSA SLA framework.	✓		
5. Upon request and subject to available Frontex funding, EMSA Earth Observation services will continue to be provided to Frontex.	✓		
6. Frontex may be associated to multipurpose RPAS operations involving border control authorities, if agreed by national administrations requesting RPAS services.	✓		

<sup>19</sup> There were no requests from Frontex for operational exercises in 2025.

#### 7.4 COMMUNICATION (60000)



#### Delivering together and preparing our Union for the future

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
	Planned input	Actual input	
CA	1,370,020	1,421,170	
PA	1,370,020	1,364,979	
STAFF	2.5 AD, 2.25 AST, 1.5 CA	2.5 AD, 2.25 AST, 1.5 CA	
Performance Indicators (PI)		Target 2025	Result 2025
Social media	sum of followers of EMSA's social media channels	61,600	71,865
EMSA website	sum of page views to EMSA website	950,000	1,623,028
Public information	percentage of public inquiries responded to in 15 days or fewer	90%	99%
Outputs 2025	Achievements		
1. Support the Agency's key strategic priorities through targeted, high-impact, cost-effective communication campaigns and actions.	✓		
2. Increase visibility of the Agency among maritime stakeholders and citizens, including among young people, and among citizens of Portugal, EMSA's host country.	✓		
3. Continue to develop EMSA's online presence, ensuring that its web content is audience-focused, and supports the transparency and visibility of the Agency.	✓		
4. Increase the reach of EMSA's social media channels as a core tool of outreach to and engagement with EU citizens and the broader maritime community.	✓		
5. Increase the visibility and reach of EMSA's flagship reports and research, among the maritime stakeholder community, and at citizen level.	✓		
6. Further develop EMSA's multilingual policy in line with the Ombudsman's practical recommendations for the EU administration.	✓		
7. Further promote the Agency among stakeholders at national level (EU, EFTA, IPA, ENP) with targeted local engagements and activities.	✓		

#### 7.5 MISSIONS AND EVENTS SUPPORT (65000)



#### Delivering together and preparing our Union for the future

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
	Planned input	Actual input	
CA	1,234,464	1,117,165	
PA	1,234,464	1,079,608	
STAFF	0.5 AD, 1.75 AST, 3.5 CA	0.5 AD, 1.75 AST, 2.75 CA	
Performance Indicators (PI)		Target 2025	Result 2025
Events support	total number of meetings/workshops <sup>20</sup> organised by EMSA per year	90	141
	total number of participants at EMSA meetings/workshops <sup>21</sup> per year	4,000	9,382

<sup>20</sup> Face-to-face, online or hybrid.

<sup>21</sup> Face-to-face, online or hybrid.

Outputs 2025	Achievements
1. Organisation of missions for EMSA staff travelling for business purposes.	✓
2. Reimbursement of mission costs to staff.	✓
3. Management of the framework contract with the EMSA travel agency.	✓
4. Advice and support to EMSA staff on different matters (visa, security, etc.), especially for those travelling to third countries.	✓
5. Support the organisation of events/meetings (face-to-face, online and hybrid) in the Agency.	✓
6. Ensure state-of-the-art technical solutions for online and hybrid meetings.	✓
7. Ensure timely reimbursement of external participants to EMSA's events.	✓

### 7.6 EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)



Delivering together and preparing our Union for the future

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
		Planned input	Actual input
<b>STAFF</b>			
<b>Management, quality and greening</b>		9.5 AD, 7.25 AST, 1.25 CA	9.5 AD, 7.25 AST, 1.25 CA
<b>Human resources, implementation of the Seat Agreement &amp; document management</b>		4.5 AD, 5 AST, 5.5 CA, 1 SNE	4.5 AD, 4.25 AST, 5.25 CA, 1 SNE
<b>Facilities and logistics</b>		1.25 AD, 0.25 AST, 3.25 CA	1.25 AD, 0.25 AST, 2.25 CA
<b>Legal and Finance</b>		4.75 AD, 5.5 AST, 2 CA	4.75 AD, 5.25 AST, 2 CA
Performance Indicators (PI)		Target 2025	Result 2025
<b>Planning</b>	implementation of the Work Programme	as close as possible to full implementation	Assessed through CAAR2025
<b>Budget</b>	execution rate commitment appropriations	as close as possible to 100% and in any case above 95%	99.68%
	execution rate payment appropriations	as close as possible to 100% and in any case above 95%	97.04%
<b>Audits</b>	ECA recommendations implemented in time	as close as possible to 100%	100%
	IAS recommendations implemented in time	as close as possible to 100%	100%
<b>Quality</b>	IQEMS certification maintained	Valid QMS and EMS Certificate	Yes
<b>Greening</b>	number of greening projects implemented	10	11
	EMAS registration maintained	EMAS registration maintained	Yes
<b>Establishment plan</b>	execution rate establishment plan	as close as possible to 100% and in any case above 95%	99.11%
<b>Output 2025</b>			<b>Achievements</b>

<b>Management, quality &amp; greening</b>	✓
1. Implementation of EMSA's multi-annual strategy.	✓
2. Establishment and implementation of the budget of the Agency.	✓
3. Preparation of the meetings of the Administrative Board, decisions, minutes.	✓
4. Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Annual Activity Report and the Financial Statement.	✓
5. Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.	✓
6. Providing budget follow-up including execution of transfers.	✓
7. Providing and further developing budget planning and management tools.	✓
8. Maintaining the Internal Control Framework (ICF) and continuous assessment of the ICF.	✓
9. Maintaining EMSA IQEMS certification and continuous improvement of the system.	✓
10. Maintaining the EMSA Information Management Security System (ISMS).	✓
11. Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.	✓
12. Maintaining EMSA registration within EU Eco-Management and Audit Scheme (EMAS).	✓
<b>Human Resources, implementation of the Seat Agreement &amp; document management</b>	
1. Providing advice to the Executive Director in matters related to staff, the Seat Agreement, records management and archives.	✓
2. Updating and developing of Implementing Rules giving effect to the Staff Regulations and the Conditions of Employment of Other Servants.	✓
3. Management and implementation of HR Policies and Processes.	✓
4. Management and implementation of the Seat Agreement with the Republic of Portugal.	✓
5. Implementation of the Archive Regulation and its Implementing rules.	✓
6. Implementation of the annual Appraisal Exercise.	✓
7. Implementation of the annual Promotion/Reclassification Exercise.	✓
8. Implementation of the Staff Learning & Development Policy.	✓
9. Implementation of the traineeship programme and the programme for National experts on professional training.	✓
10. Implementation of the Decision of the Administrative Board on the Secondment of National Experts to EMSA.	✓
11. Implementation of EMSA Gender Action Plan and gender SMART indicators as well as the EMSA Diversity & Inclusion policy..	✓
12. Ensuring the correct functioning and update of the e-HR tools, Ares and other relevant tools supporting administrative procedures and workflows.	✓
13. Managing selection and recruitment processes.	✓
14. Management of the day to day of EMSA staff, including payroll, management of staff files, working time, staff helpdesk, schooling issues, etc.	✓
15. Implementation of the EMSA HR Strategy.	✓
<b>Legal &amp; finance</b>	

1.	Providing legal, financial and budgetary advice to the Executive Director and the different EMSA entities.	✓
2.	Legal and financial verification of procurement procedures, legal and financial files.	✓
3.	Further updates, development and integration of EMSA e-procurement, contract management, finance, budgetary and monitoring tools. In particular, preparations for onboarding to SUMMA.	✓
4.	Drafting and implementing internal rules, guidelines, templates and procedures.	✓
5.	Implementation of Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.	✓ ✓
6.	Implementation of EMSA Rules on Sensitive, Non-Classified Information and a new Information Security Regulation.	✓
<b>Facilities &amp; logistics</b>		
1.	Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.	✓
2.	Adapting EMSA's premises to new ways of working and the potential increase in establishment plan.	✓

## Part II – Management

### 2.1 Administrative Board

#### *Meetings*

EMSA's Administrative Board held three ordinary meetings in 2025. The March Board meeting was held by video conference whilst the June and November meetings were held at the Agency's Headquarters in Lisbon.

Each meeting was preceded by a meeting of the Administrative and Finance Committee where, in line with its mandate, technical, financial and administrative matters were reviewed in detail.

Recommendations and opinions to the Administrative Board in accordance with the mandate of the Administrative and Finance Committee were provided, allowing the Administrative Board to focus on strategic orientations for the Agency's activities and discussions on substance.

#### *Implementation of the EMSA 5-year Strategy*

The EMSA 5-year Strategy 2020-2024, extended to cover also 2025, established EMSA's strategic priorities in the areas of Sustainability, Surveillance, Safety, Security and Simplification - the "5 S" – as well as Digitalisation and Technical & Operational Assistance.

As per previous years, in this 6<sup>th</sup> year of implementation, the EMSA Single Programming Document 2025-2027 as amended, was based on the EMSA Strategy.

The main 2025 achievements against the Strategic Objectives are provided at the beginning of this document and operational achievements in each work area are provided in Part I – Operational activities.

#### *Steering and monitoring the work of the Agency*

The Administrative Board continued to play its central role in piloting the work of the Agency through the consideration and adoption of the major programming and reporting documents of the Agency.

Considering that the EMSA's revised Founding Regulation entered into force on 18 January 2026, the expected legal basis and resources for the relevant new tasks were not in place during 2025. The EMSA Single Programming Document 2025-2027, the Budget 2025 and the Establishment Plan 2025 needed therefore to be aligned with the latest expected scenario at that time.

EMSA will start implementing this provision on the multi-annual strategic outlook from the 2026-2028 SPD onwards. Therefore, looking ahead once again, the Administrative Board actively participated in the Workshop with the objective to discuss and assess the draft strategic objectives and strategic actions for the future SPD 2026-2028 indicating clearly the activities to see EMSA focusing in the midterm.

In 2025, the Administrative Board continued to be supported in its work by the invaluable contribution of the Administrative and Finance Committee, with its mandate revised in November 2024 adding the discussion on draft administrative arrangements as a B point – for opinion.

#### *Administrative Agreements*

In 2025, the Administrative Board considered and approved the following draft administrative arrangements, amendments to service level agreements, as foreseen by Article 10(2)(cc) of the Agency's Founding Regulation:

- Draft Collaboration Agreement between EMSA and JRC on the Global Green Shipping Corridor;
- 2<sup>nd</sup> Draft Contribution Agreement between DG MARE and EMSA providing a financial contribution for the implementation of the action “Common Information Sharing Environment (CISE): operational phase II”.

### Written procedures

As in previous years, the Administrative Board continued to use written procedures as an efficient means of consultation and decision making during the course of the year in relation to Administrative Arrangements, budget and the endorsement of the programming document.

Written procedures are only used upon a thorough assessment, on a case-by-case basis and when possible operational or administrative time constraints are not synchronised with the actual convening of Administrative Board meetings.

In 2025, there were three written procedures:

- adoption of the 1<sup>st</sup> 2024 Budget amendment of the Agency;
- adoption of the Decision authorising the Executive Director to request the Commission’s agreement to the adoption by the Agency of implementing rules giving effect to the Staff Regulations of Officials and the Conditions of Employment of Other Servants of the European Union regarding the delegation of the powers of the appointing authority and of the authority empowered to conclude contracts of employment to the Executive Director;
- endorsement of the Draft EMSA Single Programming Document 2027-2029.

## 2.2 Major events

Revising the Agency’s mandate better reflects EMSA’s current and future role and makes the Agency future-proof with the possibility for the Agency to take up additional tasks at the request of Member States and the Commission to keep up with future developments in the maritime sector. In addition, this adoption concludes the legislative work on the maritime safety package with the four new Directives adopted on 18 November 2024<sup>22</sup>.

Finally, the revision aims at ensuring that the Agency has the adequate human and financial resources to accomplish these tasks.

The EMSA Administrative Board, as the reference point for the activities implemented by the Agency in a multi-annual perspective, defines priorities and takes into consideration the availability of resources.

In that sense and with regard to the pollution response “toolbox”, the work on making it future-proof to new shipping activities and new risks, subject to availability of financial resources, which started already in November 2024, continued also in 2025 in close cooperation with the experts from the competent authorities and materialising in a dedicated Workshop held in June 2025. At its November 2025 Board meeting, the EMSA Administrative Board welcomed the set of concrete actions proposed which struck the right balance between increasing threats, from challenging geo-political scenarios that impact on maritime traffic patterns and from the green transition of shipping and the use of alternative fuels.

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<sup>22</sup> Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control; Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements; Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements; Directive (EU) 2024/3017 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and repealing Commission Regulation (EU) No 1286/2011.

Discussions on the ongoing work for an EMSA's Marine Pollution Risk Assessment Framework under the new Founding Regulation will continue in 2026.

## 2.3 Budgetary and financial management

### Initial Budget

At the beginning of 2025, the Agency was allocated an initial budget of €104.3 million, including €101.2 million from the EU Subvention, to cover administrative and operational expenditure under Titles 1, 2, and 3:

- Title 1 – Staff Expenditure: €40.1 million;
- Title 2 – Administrative Expenditure: €5.3 million;
- Title 3 – Operational Expenditure: €58.9 million.

The budget was designed to support all planned activities and projects in line with the Agency's strategic objectives and annual work programme. The operational budget for Project-Financed Actions (Title 4) was recorded as *pro memoria* and incorporated upon receipt of third-party contributions.

### Budget Amendments

Two amending budgets were adopted during the year:

- Amending Budget No. 1/2025 increased the overall budget to €116.5 million, primarily due to the receipt of approximately €14.0 million from project-financed actions. At the same time, the EU Subvention was reduced by about €1.8 million following the delayed adoption of the revised EMSA Founding Regulation;
- Amending Budget No. 2/2025 increased the total budget to €126.8 million, comprising:
  - €99.4 million from the EU Subvention;
  - €2.8 million from EFTA contributions;
  - €0.1 million from LRIT fees and charges;
  - €0.1 million from internal assigned revenues;
  - €24.3 million from Project-Financed Actions.

### Budget Transfers

All transfers, except No.6, redeployed appropriations within budget titles to align resources with operational requirements. Transfer No.6 additionally shifted €0.34 million from Title 1 to Titles 2 (€0.18 million) and 3 (€0.16 million), due to a lower-than-anticipated salary adjustment, while also redeploying appropriations within titles.

### Budget Implementation

Commitment Appropriations (CA) reached €102.0 million (99.7%), while Payment Appropriations (PA) amounted to €99.3 million (97.0%). After accounting for automatic carry-overs (C8 funds), payment execution stood at 98.24%, with cancellations at 1.76%, meeting DG BUDG targets.

- Title 1: CA €39.0 million (99.9%), PA €38.8 million (99.2%);
- Title 2: CA €5.4 million (99.9%), PA €4.3 million (80.3%);
- Title 3: CA €57.9 million (99.5%), PA €56.2 million (97.2%).

### Carry-Over and Other Funds

C8 funds totalled €43.5 million, of which €1.5 million related to administrative expenditure. During the year, 53% of C8 funds were consumed, 45% remained open, and 2% was de-committed. For administrative expenditure, €0.1 million (7.9%) was cancelled. Title 3 amounts are multi-annual and will be carried forward as necessary.

Other funds (C4 and C5) amounted to €0.1 million and €0.5 million, with 96% committed and 95% paid. Remaining C4 funds will be carried over to 2026. All C5 credits were consumed.

### **Project-Financed Actions**

In 2025, €24.3 million was cashed, bringing total Commitment and Payment Appropriations to €51.9 million (including carry-overs from previous years). Of this, €38.0 million was committed and €25.1 million paid, with €20.5 million corresponding to prior-year appropriations and €4.4 million to 2025 receipts. Remaining appropriations of €26.8 million will be carried over to 2026.

### **Conclusion**

In 2025, the Agency maintained robust financial management, achieving high execution rates and full compliance with EU financial regulations.

Comprehensive planning and monitoring tools ensured continuous oversight of activities, projects, and related budgets. The alignment of resources with strategic objectives, combined with cost optimization and improved business practices, supported the effective implementation of the annual work programme.

Strong Internal Control Systems were in place throughout the year, with every financial operation subject to at least one ex-ante verification, reinforcing sound financial governance.

In terms of procurement, 54 procedures were launched, including 33 open procedures, 4 special negotiated procedures, and 17 negotiated procedures (competitive with negotiation and low-value categories). These resulted in the signature of 25 contracts following a competitive processes.

## **2.4 Delegation of the powers of budget implementation to agency's Staff**

Pursuant to Article 41 of the Agency's Financial Regulation the Executive Director delegated powers to members of the management team to sign legal acts and make commitments and payments for all budget lines. Sub-delegation of powers and responsibilities occurs only by virtue of the organisational hierarchy and the use of these powers.

Each authorising officer by delegation signed the 'Charter of tasks and responsibilities of authorising officers by delegation'. This Charter, which has been drawn up in accordance with the provisions of the Staff Regulations, the Conditions of Employment of Other Servants and the EMSA Financial regulation, identifies the tasks entrusted to authorising officers by delegation, their rights and duties and the responsibilities they assume in their capacity as authorising officers by delegation. The Charter provides authorising officers by delegation with a framework within which they are empowered to develop reliable and effective management controls while upholding the principle of zero tolerance of fraud as well as to comply with EMSA system of controls as defined by the Executive Director. The Charter aims to ensure that authorising officers by delegation are able to provide a reasonable assurance concerning sound financial management and the legality and regularity of operations for which they are responsible (the 'Declaration of Assurance').

In principle, Heads of Unit delegated as authorising officers on dedicated budget lines are limited to use the budget appropriations up to a maximum amount of 60,000 EUR. All Heads of Department and the Head of the Executive Office delegated as authorising officers shall use the budget appropriation up to a maximum of 200,000 EUR and only for budget appropriations designated to their own Department and files under the responsibility of their own Department. In case of absences, Heads of Department are authorised and may carry out operations with unlimited amount on all budget appropriations in accordance with Article 4.7 the 'Charter of tasks and responsibilities of authorising officers by delegation'. In principle, the Head of the Executive office is delegated as authorising officer to use the budget appropriations for a budget appropriation up to a maximum of 200,000 EUR.

A cascade of annual declarations, in reverse order to the delegation of powers and to hierarchical 'sub-delegation by virtue' of organisational hierarchy, was established in accordance with the 'Charter of tasks and responsibilities of authorising officers by delegation' and with the 'Procedure for drawing up the CAAR of EMSA'. Each authorising officer by delegation reported to the authorising officer who delegated the powers on

the implementation of programmes, operations or actions in respect of which powers have been delegated to her/him by means of the annual Declaration of Assurance.

The materiality criteria for formal reservations to the annual declarations of assurance are defined in the 'Procedure for drawing up the CAAR of EMSA'.

Qualitative criteria are linked to failure in achieving annual objectives, risks to EMSA's reputation, significant deficiencies in the internal control systems and repetitive errors. These involve use of resources, sound financial management and legality and regularity of transactions. Their significance is judged on the basis of:

- the nature and scope of the weakness;
- the duration of the weakness;
- the existence of compensatory measures (mitigating controls which reduce the impact of the weakness);
- the existence of corrective actions to correct the weakness (action plans and financial corrections) which have had a measurable impact.

In quantitative terms, a deficiency is considered material if the financial impact or risk of loss is greater than 2% of EMSA's authorised payments of the reporting year for the ABB activity concerned. In addition, the weakness must imply a significant reputational risk.

## 2.5 Human Resources management

Following its adoption in 2023, the HR Strategy entered its third year of implementation under the five pillars: S for '*Sustainable Engagement*', T for '*Talent*', A for '*Attractivity*', F for '*Flexibility*' and F for '*Future*'.

To strengthen corporate culture, under the pillar of '*Sustainable Engagement*', staff engagement is very important as EMSA is an established Agency. To encourage this, numerous activities were organised to encourage collaboration, and a positive working atmosphere.

To encourage modern management, under this pillar, the Agency held its first 360 review for management, to provide managers with feedback that allows to help them develop and enhance professional skills. With the results from the review, tailored coaching sessions will take place to enhance managers' professional and personal capabilities. Several Team Dynamic training courses were held for Departments and Units to also assist them to grow and develop as entities.

In the EMSA engagement survey and HR strategy survey, carried out in 2024, staff expressed an interest in improving internal mobility. Under the pillar of '*Talent*' to foster internal mobility across the Agency and enhance career opportunities for staff, simplified internal selection procedures are now carried out. In addition, the appraisal contains a compulsory field for staff to indicate if they would like to apply for mobility, and if so, to which EMSA job family.

The Agency continues to strengthen its outreach initiatives under the '*Attractivity*' pillar to broaden its potential candidate base. Various presentations were given to students from schools and universities informing them about the Agency, careers in the maritime sector and the EU. EMSA also attended job and career fairs online and in-person with the aim of gaining the interest of potential candidates from a broader demographic and geographic base to attract them to EMSA.

EMSA also held its first online virtual 'open day' for traineeship candidates to provide them with information of the application process and the traineeship scheme itself. The traineeship programme continued to be successful with the revised duration making the traineeship scheme more attractive for the trainees and the Agency as more expertise can be developed and used for a longer period to the benefit of both. Trainees are integrated into the Agency through the comprehensive induction programme that was reviewed last year.

Further to committing to promote Diversity & Inclusion (D&I) in its HR Strategy under the pillar of 'Attractivity', EMSA developed guidelines on providing reasonable accommodation for staff with disabilities. Also training on unconscious bias was provided to all staff and the Pride@EMSA network was created to promote visibility and inclusion at EMSA.

EMSA continued its strong commitment to improving gender balance and equality in the maritime sector by continuing to implement actions from its Gender Action Plan for 2022-2025. Given EMSA's low turnover rate, the plan focuses on improving gender balance and equality in the long term on a qualitative basis. EMSA was engaged in various actions such as awareness campaigns, outside activities challenging stereotypes, equality regarding working conditions and the promotion of EMSA and maritime careers. Members of EMSA's Women Network have assisted to implement the Gender Action Plan through the very successful Speed Network Initiative and Ambassador Programme, aiming to attract women and the younger generation not only at EMSA, but the transport, maritime and ICT sectors as well. As the Agency's Gender Action Plan for the period 2022-2025 will come to an end it has subsequently been integrated in the Diversity and Inclusion (D&I) Policy with the corresponding actions and goals (as gender is one of the components thereof).

In the context of prevention of harassment at the workplace, six appointed Confidential Counsellors were active in this role at the Agency. A new coordinator of the Confidential Counsellors who carried out a specific training session addressing this topic took place for all newcomers was appointed. In addition, the confidential counsellor's intranet section was revamped.

In its HR Strategy, EMSA also identified the need to develop initiatives to guarantee the physical and mental wellbeing of staff through its 'Flexibility' pillar. Having a good work-life balance, inclusion and respect are very important in the workplace and increase the wellbeing of staff. Various initiatives were implemented through the Well@EMSA programme that is centred on three fundamental areas: physical wellbeing, mental wellbeing and workplace wellbeing.

During 2025 the workload related to recruitment was very high to anticipate the increase and recruitment of additional staff stemming from the new maritime safety package and the revision of EMSA's Founding Regulation. At the end of the year, EMSA achieved a 99.11% occupancy rate in its establishment plan.

In line with EMSA's mentorship and induction programme, newcomers were guided by a dedicated EMSA welcome partner and a mentor. These assigned staff members assist newcomers to better integrate the Agency by sharing knowledge and experience of working at EMSA or relocating to Portugal and by providing guidance, encourage, and adapt to the new working environment as quickly and efficiently as possible.

The recruitment of Seconded National Experts (SNE) continues to be very challenging given the difficulty to attract experts from the Member States to join the Agency under the SNE scheme. Due to this, the Agency had to extend the deadline for applications for various calls to provide candidates and their administrations more time to forward applications.

The Agency also launched a pilot open SNE call for one position in 2024 that closed in 2025, allowing candidates to apply throughout the year with the aim of potentially attracting more staff working in national administrations. By doing so, candidates had more time to discuss the possibility to join EMSA with their administrations whilst those administrations and the permanent representations had more time to sort out the administrative process.

Under the 'Future' pillar of the HR Strategy, training and development actions continued remotely and presential during the year focusing on EMSA's strategic priorities and the individual needs of staff.

In addition, the Agency has joined the HR Transformation programme of the Commission to ensure that the HR ICT landscape is fit for purpose. The migration to Sysper (prerequisite to benefit for this programme) started at the end of 2025 and will continue during 2026.

Job descriptions were harmonised and published in-house to foster consistency across the Agency. This action is part of a more comprehensive project aiming at setting career paths for EMSA staff. A detailed 'who is who' section was created to enhance internal communication and networking.

In respect of HR framework, one implementing rule was adopted on 12 March 2025 concerning the probationary period, management trial period and the annual appraisal of the Executive Director of EMSA and another was adopted on 13 November 2025 on the exercise of the appointing authority powers concerning the occupational activities after leaving the service of the Executive Director of the European Maritime Safety Agency.

### **2.5.1 Data Protection**

As regards data protection, during the course of the year the Data Protection Coordinators (DPC) network continued its activities and implemented a number of actions to be taken in relation to Data Protection.

In 2025, 16 queries were answered using the Jira-based ticketing system implemented by the DPO and DPC Network.

Since the entry into force of Regulation 2018/1725, a considerable number of new Records of Processing Activities were created in the Agency. In 2025 31 new and amended Records of Processing Activities were registered, included in the DPO Registry and uploaded on the Intranet and EMSA website.

In 2025, EMSA carried five Data Protection Impact Assessments (DPIA). Last but not least, in 2025 no Personal Data Breach was detected.

### **2.6 Strategy for efficiency gains**

Regarding the efficiency gains, the Agency aims and works continuously to improve its procedures to enhance its efficiency and effectiveness and achieve the best possible use of its human and financial resources.

It is to be noted that despite the Agency being given new tasks, staff and budget, no posts were granted for the administrative and support functions. Therefore, the additional increase of staff is being absorbed by the current staff already in place working in the administrative and support functions. This zero growth for the administration has required the adoption of Efficiency Gains Toolbox including action plan for the synergies and optimisation of support services.

The Agency has and will continue to identify and address overlaps or duplications in support services, ensuring better resource allocation. The Agency can also leverage technology and digital tools to streamline processes, automate routine tasks, and enhance service delivery.

Some of the efficiency gains started in 2025 are the following:

- The Agency worked to further enhance EMSA's internal e-learning activities and content production to free up resources, enabling them to address the increased workload and focus on more strategic tasks. All internal training on the onboarding suite for procurement, access to documents and internal security framework have been digitalised;
- The processes supporting ex-ante controls in finance and legal have been streamlined, as well as the process for access to documents;
- The Agency has started the migration to Sysper to further streamline and automatise HR processes and the implementation of MIPS is also in the pipeline to streamline the organisation and reimbursements of missions of EMSA staff;
- Simplification of internal recruitment procedures has been adopted and implemented;
- Proposal and simplification of Seconded National Procedures has been prepared;

- Systematic publication to establish reserve lists to allow faster recruitments and replacements has been introduced;
- The Agency encourages use of Artificial Intelligence (AI) in different administrative procedures and daily work to help staff to carry out their day-to-day work in a more efficient manner. This included a pilot project with a Legal and HR Chatbot;
- In the area of accountancy internal tools were updated to streamline processes.

The EMSA Financial Regulation establishes the obligation for the Agencies to carry out a benchmarking exercise with the aim of being able to justify administrative expenditure in a more structured way. At this stage, the implementation of the relevant provisions of the Framework Financial Regulation consists of a job screening exercise which is an essential element of the wider benchmarking exercise. The 2025 annual job screening exercise was carried out at EMSA. The screening also improves transparency by providing information on how jobs are assigned. This facilitates to make better informed strategic decisions on resource allocation.

Efficiency gains and synergies are one of the action points of the Network of EU decentralised Agencies. In this context, Agencies have already set up specific cooperation agreements in order to better coordinate their activities, avoid overlaps and achieve better use of their resources. In the framework of European cooperation on coast guard functions, EMSA shares information, expertise, procedures, training material and tools in particular with Frontex and EFCA.

EMSA is active member of number of EUAN networks and participates actively in a number of working groups and tasks forces e.g. Contribution Agreements Task Force, HR Strategies Task Force, Internal Control and Risk Management working group under the performance and development network etc.

EMSA and the EUDA continued to work closely with a view to increasing effectiveness, efficiency and cost saving given the geographical proximity of both Agencies. In 2025, EMSA and EUDA carried out 2 common procurement procedures, organised common training activities and provided mutual assistance in recruitment processes.

The Agency also supported CEPOL by conducting the internal audit of their QMS (9001) systems. The Accounting Officer cooperated with FRA in the context of internal supporting tools. A deputy Accounting Officer has been appointed from FRA. EMSA and EFCA continued to ensure the mutual back-up arrangement in place for the accounting function in both Agencies. EMSA supported a few Agencies in their recruitments (F4E, EFCA, EEA, EUDA).

## 2.7 Assessment of audit results during the reporting year

EMSA's internal audit function is ensured by the Commission's Internal Audit Service (IAS), which remains the official internal auditor of the Agency, in accordance with the EMSA Financial Regulation. Moreover, financial audits are performed annually by the European Court of Auditors. On average the Agency is audited every year by each of these auditing bodies and their audits cover all identified audit risks. Finally, a number of specific programmes or activities were audited by external audit firms or other Commission services.

During the reporting year the Agency's auditing bodies - the Internal Audit Service of the Commission (IAS) and the European Court of Auditors (ECA) - did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance. Also, none of the other audits led to any critical audit findings.

All recommendations and observations stemming from various audits from years before 2025 were addressed and there were no pending actions that could have a negative influence on the risks linked to the Agency's activities. In particular, all action plans stemming from past audits were implemented within the agreed time frame: by 31 December 2025 all action plans, due by year-end, were fully implemented by the Agency.

In line with EMSA's Founding Regulation and following a decision of the Administrative Board extending the mandate of the Administrative and Finance Committee to provide assistance to the Administrative Board to

'monitor the findings and the recommendations stemming from various audit reports and evaluations, whether internal or external, and the EMSA follow up', the outcome of the different audits as well as the state-of-play of the implementation of the different action plans to address detected shortcomings were reported on a regular basis throughout the year to EMSA's Administrative Board.

### 2.7.1 IAS

In line with the relevant international professional auditing standards, the IAS established in 2023 an updated multiannual audit plan (Strategic Internal Audit Plan 2024-2026).

As foreseen in this audit plan, and as agreed by the Agency, the audit on the 'Human Resources management and Ethics' was initiated in 2024 and the field work of this audit was conducted between May and July 2024. The final report was issued on 20 January 2025.

The objective of this audit was to assess the adequacy of the design and the effectiveness of the internal control system put in place by EMSA for managing its Human Resources and Ethics in compliance with the regulatory framework and guidelines for EU bodies.

The IAS concluded that the management and internal control system in EMSA for managing its Human Resources and Ethics activities are adequately designed and effectively and efficiently implemented in compliance with the regulatory framework and guidelines for EU bodies.

Notwithstanding the overall positive conclusion, the IAS has identified three areas for improvement<sup>23</sup> :

The areas for improvement concerned the areas of (i) the Ethical framework, staff awareness and the Anti-Fraud strategy, (ii) Staff well-being, working environment and HR management IT tools and (iii) Efficiency gains and synergy plans.

During the course of 2025 the action plan to address the recommendations was developed and agreed with IAS and consequently implemented as follows:

As regards recommendation 1 - Ethical Framework, related staff awareness and the Anti-Fraud Strategy, a new, updated ethical framework was adopted in July 2024 and relevant intranet pages have been updated. Subsequently, the Agency organised a compulsory all staff presentation which already took place end 2024. During this presentation, the new ethical framework, adopted in July 2024, was presented. 177 staff attended online and 34 presential. The Agency organises refresher courses on a bi-annual basis either presential or via the new internal e-learning module which is being prepared. Lists of attendance are now better documented to ensure all staff will attend the course on a regular basis.

Implementation of the provisions of Art.16 with regard to the Executive Director (ED): EMSA developed in close cooperation with the Commission services an implementing rule for a Management Board decision regarding the Implementation of the provisions of Art.16 with regard to the ED. The Decision of the Administrative Board<sup>24</sup> on the exercise of the appointing authority powers concerning the occupational activities after leaving the service of the Executive Director of the European Maritime Safety Agency was taken in the Administrative Board meeting in November 2025.

The new Anti-Fraud Strategy was adopted by the Administrative Board at the March 2025 meeting.

The last staff satisfaction survey was held in January 2024. A new staff satisfaction survey has been prepared and has been launched on 8 January 2026, as planned, taking on board the most recent Commission survey and EMSA's survey from January 2024.

Without prejudice to the forthcoming model decision on the prevention of harassment, EMSA will open the possibility for EMSA staff to consult confidential counsellors of the interagency network.

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<sup>23</sup> The IAS issued 3 Important recommendations. Recommendations are categorized as Critical, Very Important or Important

<sup>24</sup> As from 19 January 2026 the Administrative Board is renamed to Management Board

Concerning Recommendation 2 - Staff well-being, working environment and HR management IT tools, the first action concerned the monitoring of the implementation of the working time decision and hybrid work. To this end a 6 months teleworking report was prepared and sent to the Staff Committee and Joint Committee in October 2024 to facilitate their monitoring role as foreseen in the working time and hybrid working decision. The evaluation of the decision is foreseen 18 months after its entry into force date which was 1 January 2024. The evaluation report on the implementation of the working time decision and hybrid work was drafted in June 2025 and transmitted to the Joint Committee for their opinion. At the end August 2025, the Joint Committee provided their recommendations which are currently being reviewed to ascertain if any changes to the current policy on working time and hybrid work are required.

A plan encompassing the necessary updates of existing HR related IT tools prior to the move towards the EU corporate IT tools relevant for HR management is being established.

Finally, as regards recommendation 3, the development of an action plan for synergies and optimisation of support services to ensure a smooth delivery of new tasks in a context of zero growth for the administration, such action plan has been developed. The plan was presented to the Administrative Board in November 2025. The plan contains measurable and achievable objectives and a set of indicators to monitor use of resources and progress.

As regards the IAS audit plan, the remaining audit topics cover the following areas:

- CleanSeaNet and illegal discharges;
- Procurement and contract management.

The plan also includes a continuous desk review of the recommendations reported as implemented and on-the-spot follow up as required. The strategic internal audit plan will be subject to an annual review and the topics may be adjusted or new topics may be added to reflect the results of our annual risk assessment updates, any new and emerging risks as well as significant changes in EMSA processes.

IAS did not perform an audit during the course of 2025.

The annual audit plans of the IAS are coordinated with the European Court of Auditors (ECA), the external auditor of all European Union institutions and bodies.

## 2.7.2 ECA

Following its audit of the financial accounts for 2024 the European Court of Auditors issued the opinion that ‘the accounts of the Agency for the year ended 31 December 2024 present fairly, in all material respects, the financial position of the Agency at 31 December 2024, the results of its operations, its cash flows, and the changes in net assets for the year then ended, in accordance with its Financial Regulation and with accounting rules adopted by the Commission’s accounting officer.’ Moreover, the Court concluded that the transactions underlying the annual accounts were legal and regular in all material aspects.

As regards the Accounts 2024, the ECA did not issue any observations.

The previous observation regarding the open procurement procedure for the provision of remotely piloted aircraft systems for maritime surveillance over an extended coastal range was closed by the ECA as the Agency took all the necessary actions to ensure that its tender specifications are clear from the outset whether multiple tenders are accepted or not, keeping the wording updated in line with the latest version of the standard templates made available to EU Institutions and bodies.

The full Report on the annual accounts of the European Maritime Safety Agency (EMSA) for the financial year 2024, together with the Agency’s reply can be consulted on the ECA’s website<sup>25</sup>.

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<sup>25</sup> <https://www.eca.europa.eu/en/publications/SAR-AGENCIES-2024>

In accordance with Article 104 of the Agency's Financial Regulation, the audit on the Agency's financial accounts 2024 was partially performed by an external audit firm, Grant Thornton.

### 2.7.3 QMS and other Audits

The Agency runs an Integrated Quality and Environmental Management System (IQEMS) which is certified by TUV Rheinland Portugal for three ISO Standards: ISO 9001 for Quality Management System, ISO 14001 for Environmental Management System and ISO 29993 for training services outside formal education. In addition, EMSA is also EMAS (EU Eco-Management and Audit Scheme) certified for its Environmental Management System. During 2025, the certification was maintained for all three ISO Standards and EMAS as well. An internal audit was performed in June 2025, followed by necessary preparation for the annual verification external audit scheduled for March 2026.

In September 2025, DG DEFIS performed an audit regarding the Contribution Agreement between the European Union, represented by the European Commission, and the European Maritime Safety Agency on the implementation of the maritime surveillance part of the Copernicus Security Service.

The Objective of this engagement was to audit the costs presented in the Annual Implementation Report (AIR) 2024 for aforementioned Contribution Agreement (CA) that EMSA submitted to the Commission and to ascertain that the costs declared have been properly incurred and are eligible, as defined under the Contribution Agreement.

The Auditors concluded that 100% of the declared costs have been properly incurred and were eligible. No recommendations were issued.

The final audit report was submitted on 10 December 2025.

### 2.8a Follow up of audits plans, audits and recommendations

The Agency has developed its own internal follow-up tool where relevant recommendations issued by the IAS and the European Court of Auditors (ECA) as well as the corresponding actions to address the detected weaknesses are recorded.

The Agency considers the follow-up on the progress of the action plan on audit recommendations as an important element of its Internal Control System. A quarterly indicator is discussed by senior management and reported to the Commission (DG MOVE).

Equally, a detailed overview of the progress of the implementation of the action plans following the different audits is presented and discussed in detail in the Administrative and Finance Committee of the Administrative Board, in accordance with the mandate of the Committee, at each meeting. Subsequently, this information is provided to the Administrative Board.

At the end of 2025, all audit recommendations with an action implementation date of 31/12/2025 and earlier had been implemented.

### 2.8b Follow up of recommendations issued following investigations by the European Anti-Fraud Office

During 2025 no cases were reported. There are no recommendations pending.

## 2.9 Follow up of observations from the Discharge authority

In reply to observations and comments made by the European Parliament in its discharge of 2023<sup>26</sup>, the Agency provided further information on actions taken to address previously identified areas for improvement and highlighted some actions taken that are of the interest of the European Parliament.

As regards the previous observation made by the European Court of Auditors regarding the Accounts 2023 (see point 2.7.2.) the Agency informed the European Parliament that the observations made by the Court did not affect any payments made at EMSA. Nonetheless, the Agency took the necessary measures to address the observations made by the Court. The measures included an adaptation of the procurement documents to make clear when multiple tenders are accepted, aligning the wording with the latest version of the standard templates made available by the Commission to EU institutions and bodies. After review of EMSA's measures, the Court decided to close this observation.

The European Parliament noted that not all agencies, including EMSA collect data related to cases of burnout due to data protection. The European Parliament expressed its concern about medical data not being collected as these are important in order to follow the mental well-being of the agencies' staff and urged the agencies to take immediate action to address the rising number of burnout cases among staff. The European Parliament recalled in this regard the importance of developing a long-term human resources policy, including mental health support structures, ensuring a comprehensive approach to work-life balance, including provisions for teleworking and career development; stresses, moreover, the importance of safeguarding mental health and well-being of staff.

EMSA informed the EP that it is not allowed to collect sensitive medical data due to data protection requirements. Notwithstanding, the Agency took a number of important actions to avoid cases of burnout and to promote well-being of EMSA staff. The EMSA HR Strategy, adopted in 2023, contains a number of measures and concrete actions to promote well-being of EMSA staff.

Through the Service Level Agreement that EMSA has in place with the Medical Service of the European Commission, psychological and social help can be provided free of charge and in complete confidentiality to all EMSA staff. The service is available by appointment during working hours with the aim is to find together with the staff member for the best solutions, either within the institutions and/or in cooperation with external services. Moreover, staff also has the opportunity to avail of the network of Confidential Counsellors available in-house for work related issues.

One of the elements in the HR Strategy focusses on "Ensure Well-being management".

Beyond EMSA's walls and regular working time, the organisation of various activities and social events are promoted. There have been many different sports clubs set up over the years, including football, running and sailing as well as events of a more social nature.

Physical activity is an essential component of well-being. To this end a gym room has been set up. At the current time, the in-house medical doctor is available for meeting staff in the context of the annual medical check-up to discuss the outcome of this check-up and any additional steps that may need to be taken. Staff can also consult the medical doctor on ad hoc health and wellness issues, rather than just in the context of the annual check-up.

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<sup>26</sup> European Parliament decision of 7 May 2025 on discharge in respect of the implementation of the budget of the European Maritime Safety Agency for the financial year 2023 (2024/2030(DEC)); European Parliament decision of 7 May 2025 on the closure of the accounts of the European Maritime Safety Agency for the financial year 2023 (2024/2030(DEC)); and European Parliament resolution of 7 May 2025 with observations forming an integral part of the decisions on discharge in respect of the implementation of the budget of the European Union Agencies for the financial year 2023 (2024/2030(DEC)).

Regarding the Promotion of health and safety one of the initiatives covers the office ergonomics. Lunchtime presentations regarding well-being have been and will continue to be organised.

As regards gender distribution the European Parliament encouraged EMSA to support women in applying for management positions and reiterated its calls on the Commission and Member States to observe gender balance when nominating and appointing members of the management or administrative boards. The European Parliament recalled the ambition of the agencies to align with the Commission to reach a gender balance of 50 % at all levels of its management by the end of 2025 and called on the agencies to keep taking these aspects into consideration with regard to all future recruitment of staff and to work towards the further improvement of gender balance at senior management level.

EMSA informed that, as regards Senior Management, on a total of 5 senior management positions (Executive Director and Heads of Department), 3 positions are occupied by woman. At the level of middle management positions, EMSA will continue its efforts to increase the number of positions occupied by women (currently 18%).

EMSA has implemented some qualitative measures to ensure staff have the same opportunities and are treated equally in the work environment regardless of their gender. In addition, EMSA plays a pro-active role to help break stereotypes in the maritime sector more widely.

The plan focuses on improving gender balance and equality in the long term at EMSA on a qualitative basis. This is being done through various actions such as awareness campaigns, outside activities challenging stereotypes, equality regarding working conditions and the promotion of EMSA and maritime careers.

Members of the EMSA Women's Network have assisted with this action through the SpeedNetwork Initiative and by visiting schools. EMSA will continue implementing actions from the Gender Plan, which has now been embedded into the recently adopted Diversity & Inclusion Policy and also through the EMSA's HR Strategy.

## 2.10 Environment management

The 'Greening EMSA' project that aims to introduce environmental management and the EMAS registration was officially launched in 2019, following the adoption of EMSA's Environmental Policy and principles on greening.

Following the adoption and continuous development of the environmental management systems as well as the adoption of the EMSA Environmental Statement, EMSA received the ISO 14001:2015 certificate. In March 2022 EMSA was EMAS registered. In 2025 EMSA has undergone 3-year cycle audit and maintained its EMAS registration.

The Environmental management system became part of EMSA's Integrated Quality and Environmental Management System (IQEMS). EMSA has continued to implement its environmental programme and prepared the environmental programme for 2025.

In 2025, the following greening activities and projects have been carried out:

- Implementation of Energy Analyser System that permits better monitoring energy consumptions;
- Carrying out audits on energy efficiency;
- Implementation of a pilot project for the optimisation the air condition in the offices;
- Participation in Vélomai 2025 and two editions of the Walking Challenge 2025;
- Continuation of the greening communication campaign, focusing in 2025 on waste. This included a.o. a new visual waste separation campaign, an awareness meeting on waste separation in Portugal, giving up bins in offices and the installation of an enhanced waste collection point in EMSA garage;
- Regular meeting with EMSA staff acting as 'greeners';
- Compensation of the EMSA's CO2 emission for all EMSA business travel from 1 June 2024 to 31 May 2025, by contribution packages to maritime related projects: Seagrass Meadows, OceanAlive, Kelp fields, SeaForesters, Peatlands and Paul do Goux;

- Implementing a contracting tool that allows checking if all legal requirements are correctly compiled, applied and reflected in the environmental statement;
- EMSA changed its corporate vehicle to an electric vehicle;
- Continuation of campaigns to promote the reuse of clothes, toys and books for donation;
- Commencing implementation of three projects for visible greening in EMSA;
- Reducing paper by further digitalization such as the implementation of e-business cards;
- Continuation of implementing a policy of purchasing green stationery materials as well as green EMSA corporate gifts, eliminating plastic and single-use items and reusing items as much as possible;
- Collecting bottle caps to support solidarity initiatives;
- Preparation for implementation of the new Mission Guide;
- Organisation of a survey on Staff's commuting to analyse the impact on EMSA's CO2 footprint;
- Commencing new initiative of planting trees for staff who retired.

The EMSA Environmental Statement, available on EMSA's website, provides a detailed report of the Agency greening activities and report on environmental aspects<sup>27</sup>.

## 2.11 Assessment by management

The Agency's operational and administrative activities in 2025 were carried out in accordance with the work programme for the corresponding year, with the necessary guidance and support of the Administrative Board.

Regular consultations through the Administrative Board meetings and the written procedure mechanism allowed for transparent and constructive exchange of information between the Agency and its governing body.

The budget was implemented in accordance with the principles of sound financial management. In particular, on the basis of the cascade of declarations provided in accordance with Annex 1 of the 'Procedure for drawing up the CAAR of EMSA' and of the underlying controls and control procedures performed by the staff of the Agency and supported by the assessment of the effectiveness of the internal control framework presented under Part III, the management has reasonable assurance of the achievement of the five internal control objectives listed under Article 30.2 of the EMSA Financial Regulation:

- (a) effectiveness, efficiency and economy of operations;
- (b) reliability of reporting;
- (c) safeguarding of assets and information;
- (d) prevention, detection, correction and follow-up of fraud and irregularities;
- (e) adequate management of the risks relating to the legality and regularity of the underlying transactions, taking into account the multiannual character of programmes as well as the nature of the payments concerned.

## Part II (b) External Evaluations

The last evaluation from May 2017 concluded that by operating at EU level, EMSA is providing significant added value and has become an important and respected player in the maritime community. The agency's efficiency has increased, demonstrated by a lower share of overhead expenditure, the accomplished new tasks without additional resources and also due to the performance management system used by the Agency.

Overall, the 2017 evaluation concluded that "a discontinuation or a reduction of EMSA's mandate would have significant, negative impacts on maritime safety and security in Europe".

<sup>27</sup> <https://www.emsa.europa.eu/environmental-management/environmental.html>

The full evaluation report is available on the agency's website: <http://emsa.europa.eu/who-are-we/admin-board/evaluation-activities.html> .

The study concerning the possible revision of the Agency's mandate initiated by the Commission in 2021 resulted in June 2023 in the Maritime Package composed of five legislative proposals. The revised flag State, port State control, accident investigation and ship source pollution Directives were adopted in November 2024 and the new EMSA Founding Regulation in November 2025: Regulation (EU) 2025/2434 of 26 November 2025 on the European Maritime Safety Agency and Repealing Regulation (EC) No 1406/2002.

## Part III Assessment of the effectiveness of the internal control systems

### 3.1 Risk Management

Since 2012 EMSA implemented and continuously updated a Risk Management Framework which provides clear guidance on how to analyse and evaluate risks (i.e. identify and assess risks), decide on actions and controls to terminate or mitigate these risks, assign ownership and finally to implement these actions and controls and, finally, monitor and review the risk management process.

The Agency has developed a rigorous approach to risk management. This includes a risk register, which covers all identified internal and external risks related to all EMSA's activities and action plans to reduce the potential consequence of each identified risk to an acceptable level.

It should be noted that the EMSA Risk Management Framework is fully aligned with and integrated in the Agency's Quality Management System.

In accordance with the Agency's Risk Management Framework the framework and risk register were fully updated and fine-tuned in 2025. Special points of attention when assessing the risks included Russia's invasion of Ukraine, the impact of the changes to the EMSA Founding Regulation to our activities, overall budget management and, as usual, risk related to fraud and cybersecurity and fraud.

The update of the Agency's risk register did not result in any critical risks that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance. During 2025 none of the previously identified risks materialised.

### 3.2 Fraud Prevention and Detection

As regards the prevention, detection, correction and follow-up of fraud and irregularities, since 2015, the Agency has developed its Fraud Prevention and Detection Strategy.

During the course of 2024, the Agency started with the preparation of the update of its Anti-Fraud strategy (AFS). This third version of the AFS has been consulted with OLAF and DG MOVE/SRD and was adopted by the Agency's Management Board in March 2025. The Agency's new AFS covering the period 2025-2027 takes into account the methodology and guidance for the anti-fraud strategies of EU decentralised Agencies, issued in June 2024 by OLAF. The document sets out the objectives and measures to prevent or minimize the risks of fraud in EMSA's area of responsibility and the steps it will take in response to reported or suspected fraud cases.

The updated strategy takes into account several elements such as the results of previous risk assessment exercises, previous audit results, the assessment of the Agency's Internal Control Framework as well as the evaluation of the 2021 Anti-Fraud Strategy. During the course of 2025, overall the residual risks related to fraud remained low and no new risks related to fraud were identified.

After analysis of the fraud related risks at EMSA and taking into account the realisation of previous defined actions, it has been decided that the new Anti-Fraud Strategy will focus on three objectives: (i) promote the highest level of integrity and support effective prevention and detection of fraud; (ii) establish and maintain the appropriate internal procedures for reporting and handling potential fraud cases and their outcomes and (iii) embed fraud prevention in Internal Control and Risk Management.

### 3.3 Compliance and effectiveness of Internal Control Standards

Since the start of its activities, and in pace with the growth of the Agency, EMSA has progressively developed and implemented a series of internal measures to ensure that its activities are subject to control and to provide reasonable assurance to management of the achievement of the Agency's objectives.

These internal control measures help to ensure that EMSA's operational activities are effective and efficient while also certifying that all legal and regulatory requirements are met, that financial and management reporting is reliable, and that assets and information are safeguarded.

Examples of measures in place are: implementation of organisational structures and making sure they are continuously aligned and adapted to the changing environment; development and updates of several staff policies and operational procedures; setting of clear objectives and monitoring them through well-developed management reporting and monitoring tools including Key Performance Indicators, risk management and business continuity planning. When implementing new measures, where possible, the Agency takes into account the costs and benefits of such controls.

Taken together, these measures constitute the internal control framework (ICF) of the Agency.

The Agency's ICF is designed to provide reasonable assurance regarding the achievement of five objectives set in Article 30 of the Financial Regulation of the Agency:

- effectiveness, efficiency and economy of operations;
- reliability of reporting;
- safeguarding of assets and information;
- prevention, detection, correction and follow-up of fraud and irregularities, and
- adequate management of the risks relating to the legality and regularity of the underlying transactions, taking into account the multiannual character of programmes as well as the nature of the payments concerned.

The framework supplements the Financial Regulation and other applicable rules and regulations.

EMSA's ICF is based on the framework adopted by the Commission and consists of five internal control components. EMSA's framework also includes the principles that are included in the Commission's framework, each of them complemented by several characteristics. EMSA's updated ICF is fully in line with the Commission's framework but has been adjusted to reflect the organisational set-up and characteristics of the Agency (e.g. the existence of Departments and Units, the role of its Management Board etc).

The effectiveness of the Agency's Internal Control Framework is continuously assessed. This assessment covers all principles and internal control components.

The controls in place are designed to optimise their effectiveness and efficiency, by striking the right balance between the benefits of the controls regarding especially the legality and regularity of the underlying transactions, and the effectiveness and efficiency of the control taking into consideration the risks involved. Regarding the effectiveness of the controls, no indications were found that the controls in place were not effective.

Regarding the efficiency and economy of the controls, no anomalies were reported to indicate that the efficiency and economy were under question.

The estimated cost of controls for EMSA in 2025 is 1,472,635.62 EUR. The calculation method has been based on the approach used in the Commission and includes the estimated average salary costs (including social charges) of the staff involved in the key control systems such as the legal and financial verification as well as in other internal, budgetary and accounting controls. The estimation does not take into account the costs paid by the Agency for external audits nor does it include any direct or indirect information technology costs (E.g.

licence fees for ABAC), any staff costs for general control related activities (e.g. planning, quality management) or any other overhead costs (e.g. costs for office space).

Another key element of EMSA's internal control framework is the control and registration of exceptions to established regulations, policies, rules and procedures. An exception is any transaction, financial or operational, which requires an approach that deviates from EMSA's regulations, policies, rules and procedures. A total of three of such exceptions were registered in 2025 (compared to four in 2024), of which one ex-ante (approval for a future foreseeable deviation) and two ex-post (approval after the deviation had occurred) exceptions. There were three financial related exceptions for amount varying between 1,500.00 and 4,951.00 EUR.

None of the exceptions were material and of a nature that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance. Where necessary, corrective actions were carried out or clarifications were given to avoid similar situations occurring in the future.

Overall, the continuous assessment carried out by Agency's Internal Control Coordinator concluded that all internal control principles and the five internal control components are adequately implemented and effective overall with some minor improvements needed. No significant control weaknesses were reported.

## Part IV Management assurance

### 4.1 Review of the elements supporting assurance

On the basis of elements of the internal control systems and the assurance they provide – the building blocks of assurance – the Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report.

The building blocks of assurance that are normally in place and were available to the Executive Director in 2025 are outlined below.

#### *Monitoring and reporting – budget implementation*

The monthly report on budget, procurement and financial management provides information on budget execution per budget line for all fund sources, as well as per unit and budget line; financial and accounting information including transfers, commitments a-posteriori, open invoices, guarantees and recovery orders; and procurement information including progress of planned procurement and contracts, negotiated procedures, comparison with other procedures and expiring contracts.

The annual report on budget, procurement and financial management builds on these monthly reports to provide an overview of the performance of the Agency in all the above-mentioned areas.

#### *Monitoring and reporting – programme implementation*

Regular unit, department, management and senior management meetings provided ongoing monitoring of the implementation of the work programme throughout the year, drawing on a series of data and exercises including: monthly report on budget, procurement and financial management; quarterly scoreboard for Key Performance Indicators; monthly horizontal indicators; various progress reporting exercises at unit and department level and monthly reporting at Agency-level on planned activities and deliverables. A consolidated exercise to assess the overall level of implementation of the Work Programme, as well as signal potential risks and workload issues throughout the activities was conducted twice during the year, in April and in November.

Annual reporting occurs at various organisational levels, and the present Consolidated Annual Activity Report was produced in line with the 'Procedure for drawing up the CAAR of EMSA'.

#### *Delegation of powers and declarations of assurance*

The Executive Director delegated powers to members of the management team to sign legal acts and make commitments and payments, and the delegated staff members' in turn reported on the use of those powers as reported in section 2.4 of this report.

In addition, sub-delegation of other powers and responsibilities occurs by virtue of the organisational hierarchy, and the use of these powers, were also reported on.

A cascade of annual declarations, in reverse order to the delegation of powers and to hierarchical 'sub-delegation' by virtue of organisational hierarchy, was established in accordance with the 'Charter of tasks and responsibilities of authorising officers by delegation' and with Annex 1 of the 'Procedure for drawing up the CAAR of EMSA'.

The materiality criteria for formal reservations to the annual declarations of assurance are defined in the 'Procedure for drawing up the CAAR of EMSA'.

### ***Certification of the Agency's year-end accounts by the Accounting Officer***

The Accounting Officer's certification of the provisional accounts 2025 have been provided by 1 March 2026 (Art. 101 and 102, EMSA Financial Regulation) and should provide reasonable assurance to the Executive Director that the accounts present a true and fair view of the financial situation of the Agency.

### ***Other internal control tools***

A series of other internal control tools contributed to the Executive Director's reasonable assurance including the assessment of audit results, follow-up and of audit plans, and the follow-up of observations from the discharge authority (as reported under 2.7, 2.8 and 2.9 respectively), reporting on risks and risk management and on the effectiveness and efficiency of the internal control systems, including the registration of exceptions and the annual review of the status of implementation of the Internal Control Framework (as reported Part III).

The work of the Internal Audit Service and the European Court of Auditors concerning the Agency in 2025 and the follow-up by the Agency is reported in section 2.7.

The Internal Control Coordinator ensures and assesses, on a continuous basis, the effectiveness of the Agency's Internal Control Framework. As part of the CAAR, the Internal Control Coordinator signs a statement to the best of his/her knowledge, on the accuracy and exhaustiveness of the information on management and internal control systems (Part V).

### ***Use of ISO<sup>28</sup> Standards for better management assurance***

The Agency is also using ISO Standards as a mean to achieve assurance that best management practices are used for the relevant activities. Specifically, EMSA uses the ISO 9001:2015 for Quality Management System (QMS) as the framework.

In December 2022, the Agency has achieved ISO certification for three Standards: ISO 9001 for Quality Management System, ISO 14001 for Environmental Management System and ISO 29993 for training services outside formal education.

During 2025, the certification was maintained and an internal audit was performed in preparation of the annual verification external audit that is scheduled to take place in March 2026.

## **4.2 Reservations**

There were no reservations.

## **4.3 Overall conclusion on assurance**

The Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report.

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<sup>28</sup> ISO – International Organization for Standardization - <https://www.iso.org/home.html>

## Part V Declarations of assurance

### *Internal Control Coordinator*



## Declaration of assurance

Statement of the EMSA Internal Control Coordinator

I, the undersigned, Tom Van Hees,

In my capacity as Internal Control Coordinator in charge of risk management and internal control, I declare that in accordance with EMSA's Internal Control Framework, I have reported my advice and recommendations on the overall state of internal control in the Agency to the Executive Director.

I hereby certify that the information provided in the present Consolidated Annual Activity Report and in its annexes is, to the best of my knowledge, accurate, reliable and complete.

Lisbon, 20 January 2026

A handwritten signature in black ink, appearing to read 'Tom Van Hees', followed by a period.

Tom Van Hees,  
Internal Control Coordinator



## **Declaration of assurance**

Declaration of the Executive Director

I, the undersigned, Executive Director of the European Maritime Safety Agency (EMSA), in my capacity as authorising officer,

Declare that the information contained in this report gives a true and fair view.

State that I have reasonable assurance that the resources assigned to the activities described in this report have been used for their intended purpose and in accordance with the principles of sound financial management, and that the control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions.

This reasonable assurance is based on my own judgement and on the information at my disposal, such as the results of the self-assessment, ex-post controls, the work of the Internal Audit Service and the lessons learnt from the reports of the Court of Auditors for years prior to the year of this declaration.

Confirm that I am not aware of anything not reported here which could harm the interests of the Agency.

Lisbon, 29 January 2026

Maja Markovčić Kostelac  
Executive Director

## Annexes

## Annex I. Core business statistics

EMSA Key Performance Indicators 2025<sup>29</sup>

KPI n°	KPI name	Target 2025	Result 2025
<b>SUSTAINABILITY</b>			
<i>PREVENTION OF POLLUTION BY SHIPS (46000)</i>			
1	Pollution Prevention Studies	1	1
2	Pollution Prevention Workshops	2	2
<i>OPERATIONAL POLLUTION RESPONSE SERVICES (51000)</i>			
3	Number of studies	1	1
4	Number of fully equipped vessels for mechanical recovery	12	12
5	Number of vessels for intermediate storage	1	1
6	Number of fully equipped vessels for dispersant application	4	4
7	Number of vessels equipped with RPAS	10	10
8	Number of newly contracted vessels accepted in services	0	0 <sup>30</sup>
9	Number of EAS stockpiles	5	5
10	Number of newly contracted EAS established	1	1
11	Number of improvement projects completed	3	0 <sup>31</sup>
12	Percentage of contractual vessels quarterly drills performed	100%	100%
13	Number of operational exercises per year	10	18 <sup>32</sup>
14	Percentage of contractual Equipment Assistance Service (EAS) ETCs performed	100%	100%
15	Number of notification exercises per year	10	9 <sup>33</sup>
16	Percentage vessels mobilisation within max 24h	100%	100%
17	Percentage EAS mobilisation within max 12h	100%	100%
18	Number of dispersant stockpiles	8	8

<sup>29</sup> For most of the KPIs, source of the data is internal. When this is not the case, the information is provided in footnote.

<sup>30</sup> Due to the unsuccessful vessel tender in 2024, two contracts for stand-by oil spill response vessels initially foreseen could not be awarded resulting in lower KPIs for the number of vessels equipped for mechanical recovery, for dispersant application, RPAS as well as the number of newly contracted vessels accepted in service.

<sup>31</sup> Procurement completed. 3 equipment improvements planned for 2025 postponed to beginning of 2026.

<sup>32</sup> There were more operational exercises from the Member States than expected.

<sup>33</sup> There was one notification exercise less from the Member States than expected.

KPI n°	KPI name	Target 2025	Result 2025
19	Minimum quantity of dispersants available at any time	1,580 tonnes	1,580 tonnes
20	Percentage of responses within 1 hr.	100%	100% <sup>34</sup>
21	Number of datasheets produced/ revised	20	24
22	Number of workshops, guidance documents, studies CTG MPPR	3	5
23	number of meetings (CTG MPPR, PRS-User Group and Inter-Secretariat meetings with Regional Agreements)	3	3
<b>SURVEILLANCE</b>			
<i>CLENASEANET AND RPAS FOR EMISSION MONITORING (52000)</i>			
24	Percentage per year EO image delivery ratio (CSN)	90%	98%
25	Number of RPAS deployment days per year for emissions monitoring operations	360	371
26	Number of RPAS deployment for emissions monitoring	3	3
<i>MULTIPURPOSE MARITIME SURVEILLANCE RPAS (21020)</i>			
27	Number of RPAS deployments for multipurpose operations	5	7
28	number of RPAS deployment days per year for multipurpose operations	600	881
<i>SATELLITE BASED SERVICES AND SURVEILLANCE INNOVATION (21060)</i>			
29	Global data stream availability <sup>35</sup>	99%	100%
30	Percentage Earth Observation services response rate to maritime emergency requests	100%	100%
31	Percentage earth observation services response rate to EMSA Contingency Plan exercises	100%	100%
32	Number of implemented activities including + preliminary market consultations, - pre-operational qualification exercises, - integration of new surveillance capabilities	2	5
<i>COPERNICUS MARITIME SURVEILLANCE SERVICE (75000)</i>			
33	Percentage per year EO image delivery ratio (Copernicus)	90%	95%
34	Number of Member States National Administrations, EU institutions and international organisations using the service	74	78
<b>SAFETY &amp; SECURITY</b>			
<i>MARITIME SAFETY incl. EQUASIS (76000) (44000)</i>			
35	Number of MarED meetings per year	1	2
36	Number of draft MED Implementing Rules provided to the Commission	1	1

<sup>34</sup> Result based on two activations in Q1. There were no activations in Q2, Q3 and Q4.

<sup>35</sup> Source of data : SAT-AIS data streams from commercial providers and Member States national missions.

KPI n°	KPI name	Target 2025	Result 2025
37	Number of meetings (IMO Participation and Contribution)	4	6
38	Number of meetings (Passenger Ship Safety Expert SubGroups)	3	3
39	Number of products published	2	9
40	Percentage per year availability (EQUASIS)	99.5%	99.93%
41	Number of users per month (EQUASIS)	32,000	41,519
<i>HUMAN ELEMENT (36000)</i>			
42	STCW Statistical overview	1	1
43	Number of Human Element workshops	1	1
<i>ACCIDENT INVESTIGATION (42000)</i>			
44	Number of EMCIP meetings per year	2	2
45	Number of PCF meetings per year	1	2
46	Publication of the Annual Overview of Marine Casualties and Incidents	1	1
47	Underwater survey services based on ROVs - percentage of response to Member States' requests	100%	100%
<i>MARITIME SECURITY (34000)</i>			
48	Number of individual missions per year	29	24 <sup>36</sup>
49	Percentage of inspection reports concluded within the deadline agreed with the European Commission	95%	100%
<b>SIMPLIFICATION</b>			
<i>SAFESEANET (21030)</i>			
50	Percentage per year availability of central SSN system	99%	99.8%
51	Hours maximum continuous downtime of central SafeSeaNet system	max 12h	06h:00min
52	Percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	99%	100%
53	Percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99%	100%
<i>EUROPEAN MARITIME SINGLE WINDOW ENVIRONEMENT (21040)</i>			
54	Percentage per year availability of each EMSWe database	99%	99.98%
55	Hours maximum continuous downtime of each EMSWe database	max 12h	45mins

<sup>36</sup> There were less inspections in 2025 than initially foreseen in DG MOVE planning due to human resources changes in Commission team.

KPI n°	KPI name	Target 2025	Result 2025
<i>LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)</i>			
56	Percentage per month availability EU LRIT Data Centre	99%	99.94%
57	Hours maximum continuous downtime EU LRIT Data Centre	max 4h	55mins
58	Percentage position reports delivered in acc. with IMO requirements (periodic reports: 15 min; polls: 30 min)	99%	99.10%
59	Percentage per year availability to users through UWI <sup>37</sup>	99%	99.77%
60	Percentage per year availability of LRIT IDE in accordance with IMO requirements	99.9%	99.96%
61	Hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	max 4h	1.5h
<i>eCERTIFICATION (21050)</i>			
62	Number of modules available (EU Seafarers' Certification Platform)	2	4
63	Availability in percentage (THETIS statutory eCertificates facility)	96%	99.8%
<i>MARITIME DIGITAL SERVICES (45000)</i>			
64	Percentage per year availability of IMS to Member States, including ABMs <sup>38</sup>	99%	92.15% <sup>39</sup>
65	percentage per year availability of IMS specific functionalities and data sets to EU bodies (EUNAVFOR Atalanta, EUNAVFOR Med: Operation Irini, EUNAVFOR Aspides, EUROPOL, MAOC (N)) <sup>40</sup>	99%	99.75%
66	Percentage per year availability of IMS Mobile App service <sup>41</sup>	99%	100%
67	Overall number of IMS services users <sup>42</sup>	6,900	8,592
68	Overall number of IMS S2S services <sup>43</sup>	15	16
69	Overall number of organizations <sup>44</sup>	650	720
70	Active Automated Behaviour Monitoring (ABM) algorithms <sup>45</sup>	900	1304
<i>THETIS AND THETIS-EU (77000)</i>			
71	Availability in percentage <sup>46</sup>	96%	99.8%

<sup>37</sup> Source of data: Nagios.

<sup>38</sup> Source of data: Nagios.

<sup>39</sup> The performance issues in the alert service happened due to the ABM Database migration. In the last quarter the performance was again more stable due to the optimisations implemented in the database.

<sup>40</sup> Source of data: Nagios.

<sup>41</sup> Source of data: Nagios.

<sup>42</sup> Source of data: Identity Management System (IdM).

<sup>43</sup> Source of data: Active S2S interfaces from the IMS UCM 19.1 document.

<sup>44</sup> Source of data: Identity Management System (IdM)

<sup>45</sup> Source of data: Combined analysis based on the status of ABM algorithms in: ABM admin console in SEG; STAR ABM database and Qlik BI tool.

<sup>46</sup> Source of data: Nagios.

KPI n°	KPI name	Target 2025	Result 2025
72	Hours maximum continuous downtime <sup>47</sup>	max 6h	1h
<i>THETIS -MRV &amp; ETS (77100)</i>			
73	System availability THETIS-MRV & ETS <sup>48</sup>	95%	99.9%
74	Hours maximum continuous downtime	max 12h	2h45min
75	ETS enhancements available as per defined schedule	yes	yes
<i>FuelEU (45000)</i>			
76	FuelEU Maritime IT initial developments available as per defined schedule	yes	yes
<i>OTHER DIGITAL SERVICES (45000)</i>			
77	Percentage per year availability of RuleCheck <sup>49</sup>	97%	99.7%
78	Days maximum continuous downtime of RuleCheck <sup>50</sup>	max 3 days	0d 8h 50m 1s
79	Percentage per year availability (STCW IS) <sup>51</sup>	96%	99.6%
80	Percentage per year availability of MED data base <sup>52</sup>	95%	100%
81	RPAS DC availability	95%	99.7%
82	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	97.5%	100%
83	Percentage per year availability of EMCIP <sup>53</sup>	90%	99.94%
84	Percentage per year availability of DONA <sup>54</sup>	95%	99.86%
85	Percentage per year availability of MARINFO <sup>55</sup>	95%	99.79%
86	Number of use cases deployed BlueDW	1	4
87	RO DB recognised organisations data base yearly availability	n/a (95%)	n/a <sup>56</sup>
<i>CISE TRANSITIONAL PHASE (79020)</i>			
88	Number of CISE Stakeholder Group CSG meetings per year	2 per year	2
89	Overall number of Training and Best Practice Workshop per year	4 per year	14
90	Number of exercises where CISE is used for sharing information between stakeholders	3 per year	4

<sup>47</sup> Source of data: Nagios.

<sup>48</sup> Source of data: Nagios.

<sup>49</sup> Source of data: Nagios.

<sup>50</sup> Source of data: Nagios.

<sup>51</sup> Source of data: Nagios.

<sup>52</sup> Source of data: Microsoft Azure Cloud – Application Insights.

<sup>53</sup> Source of data: Nagios.

<sup>54</sup> Source of data: Nagios.

<sup>55</sup> Source of data: Windows Azure performance metrics Monthly report.

<sup>56</sup> The system entered in production in December 2025 with no possibility to generate metrics for the year.

KPI n°	KPI name	Target 2025	Result 2025
<i>MARITIME SUPPORT SERVICES (24000)</i>			
91	Average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests <sup>57</sup>	<2h	0h19m
92	Average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions <sup>58</sup>	<8h	0h50m
93	Reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25 Reports	25 Reports
94	Average time to activate the emergency phase of the Contingency Plan from the moment a suitable request for assistance is received from a Member State	<2h	0h10m
<i>ICT OPERATIONS (64000)</i>			
95	Percentage of timely response to users' ICT requests <sup>59</sup>	95%	97.5%
96	ICT Infrastructure availability per year <sup>60</sup>	99.5%	100%
97	Number of tested, validated and deployed releases to the test and pre-production <sup>61</sup>	>170	375
<b>TECHNICAL ASSISTANCE</b>			
<b>VISITS AND INSPECTIONS</b>			
<i>CLASSIFICATION SOCIETIES (31000)</i>			
98	Number of RO inspections per year	16-20	20
99	Number of RO draft assessment reports per year	5-6	5
<i>SEAFARER TRAINING AND CERTIFICATION (32000)</i>			
100	Number of inspections and visits per year	7-9	7
101	Percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	100%
<i>VISITS TO MEMBER STATES (33000)</i>			
102	Number of visits per year	11	11
103	Percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	100%
<b>CAPACITY BUILDING</b>			
<i>ANALYTICS AND RESEARCH (35000)</i>			
104	Number of horizontal analyses per year	1	1

<sup>57</sup> Source of data: JIRA ticketing tool.

<sup>58</sup> Source of data: JIRA ticketing tool.

<sup>59</sup> Source of data: JIRA ticketing tool.

<sup>60</sup> Source of data: Nagios.

<sup>61</sup> Source of data: JIRA ticketing tool.

KPI n°	KPI name	Target 2025	Result 2025
105	Number of updated of the EU Maritime profile	4	5
106	Number of workshops (end of cycle workshop)	1	1
<i>CAPACITY BUILDING AND EMSA ACADEMY (43000) &amp; IPA III EU Funds for Candidate and Potential Candidate Countries (78000)</i>			
107	Number of common core curricula delivered	7	12
108	Number of part time training courses delivered	7	11
109	Number of short courses delivered	11	15
110	Number of Member States' experts attending per year	1,000	1,315
111	Number of IPA experts attending learning services per year (IPA - 78000)	30	111
112	Implementation ratio of planned activities	> 80%	> 80%
113	Learning services customer satisfaction (Member States)	> 90%	> 90%
114	Learning services customer satisfaction (IPA - 78000)	> 90%	> 90%
115	Technical assistance services customer satisfaction including provision of EMSA tools and services (IPA - 78000)	> 90%	> 90%
116	Percentage per year availability EMSA Academy (MaKCs & VRESI operational)	95%	100%
117	Percentage of requests closed in line with the requirement of the Academy Quality Management System (EMSA Academy)	99%	99%
<i>SAFEMED V, EuroMed Maritime Safety Project (71000)</i>			
118	Implementation ratio of planned activities	80%	> 80%
119	Number of participants in learning services	90	276
120	Customer satisfaction for learning services	90%	> 90%
121	Customer satisfaction for technical assistance activities including the provision of EMSA tools and services	90%	> 90%
<i>BC Sea II (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) (74000)</i>			
122	Implementation ratio of planned activities	80%	> 80%
123	Number of participants in learning services	70	148
124	Customer satisfaction for learning services	90%	> 90%
125	Customer satisfaction for technical assistance activities including the provision of EMSA tools and services	90%	> 90%
<b>STRATEGIC SUPPORT</b>			
<i>EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS</i>			
126	Implementation of EMSA tasks under the Annual Strategic Plan	full implementation	full implementation
<i>EFCA SLA (72100)</i>			

KPI n°	KPI name	Target 2025	Result 2025
127	Percentage per year availability to EFCA <sup>62</sup>	99%	96.75% <sup>63</sup>
<i>FRONTEX SLA (72000)</i>			
128	Percentage per year availability to Frontex <sup>64</sup>	99%	99.95%
129	Hours maximum continuous downtime of Frontex service platform	<12h	4h:40min
130	minimum number of exercises EMSA participates in <sup>65</sup>	2	0 <sup>66</sup>
<i>COMMUNICATION (60000)</i>			
131	Sum of followers of EMSA's social media activities	61,600	71,865
132	Sum of page views to EMSA website	950,000	1,623,028
133	Percentage of public inquiries responded to in 15 days or fewer	90%	99%
<i>MISSIONS AND EVENTS SUPPORT (65000)</i>			
134	Total number of meetings/workshops organised by EMSA per year	90	141
135	Total number of participants at EMSA meetings/workshops per year	4,000	9,382
<i>EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)</i>			
136	Implementation of the Work Programme	as close as possible to full implementation	<i>Assessed through the CAAR2025</i>
137	execution rate commitment appropriations	as close as possible to 100% and in any case above 95%	99.68%
138	execution rate payment appropriations	as close as possible to 100% and in any case above 95%	97.04%
139	ECA recommendations implemented in time	as close as possible to 100%	100%
140	IAS recommendations implemented in time	as close as possible to 100%	100%

<sup>62</sup> Source of data: Nagios.

<sup>63</sup> Vessel Monitoring System (VMS) interruptions due to network routing incident between EFCA and EMSA internet providers (Q1) and incident caused the by the Spain-Portugal power outage on 28 April (Q2).

<sup>64</sup> Source of data: Nagios.

<sup>65</sup> Source of data: EMSA-Frontex SLA Monthly Report

<sup>66</sup> There were no requests from Frontex for operational exercises in 2025.

KPI n°	KPI name	Target 2025	Result 2025
141	IQEMS certification maintained	Valid QMS Certificate	Yes
142	Number of greening projects implemented	10	11
143	EMAS registration maintained	EMAS registration maintained	Yes
144	execution rate establishment plan	as close as possible to 100% and in any case above 95%	99.11%

Operational Agreements active in 2025

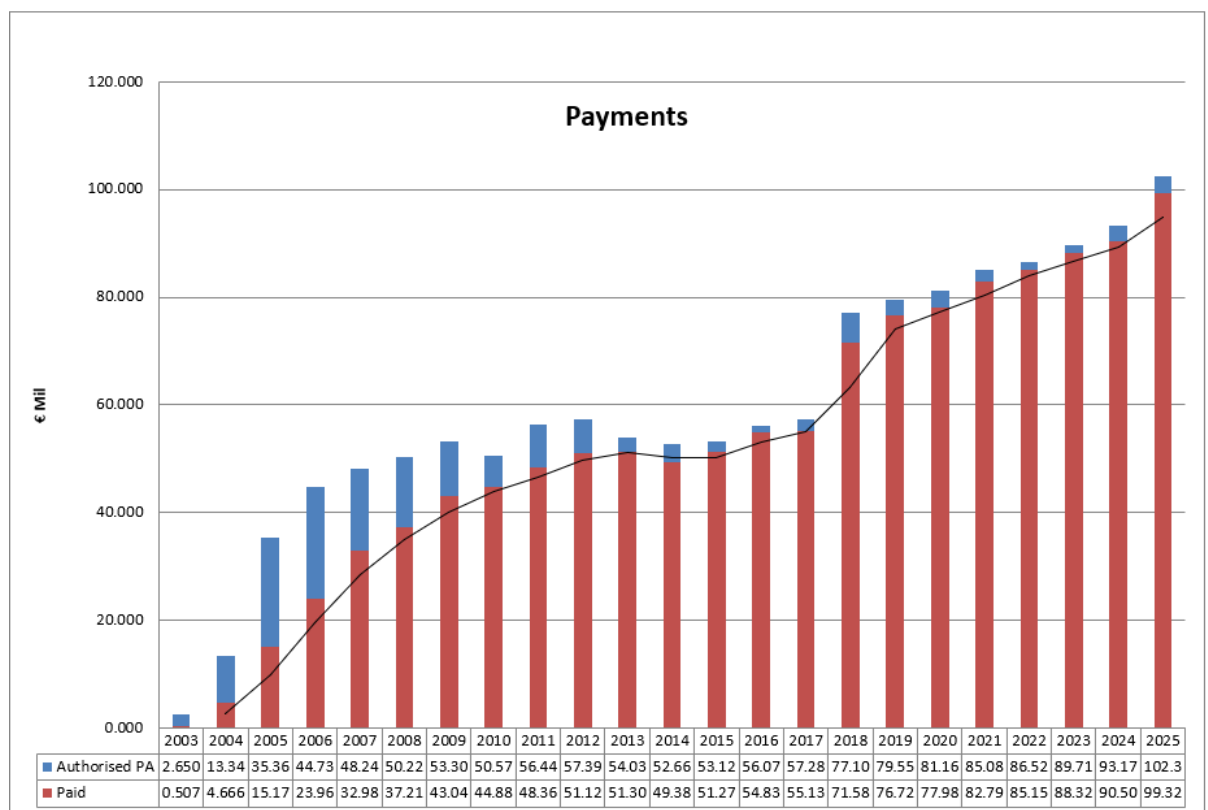
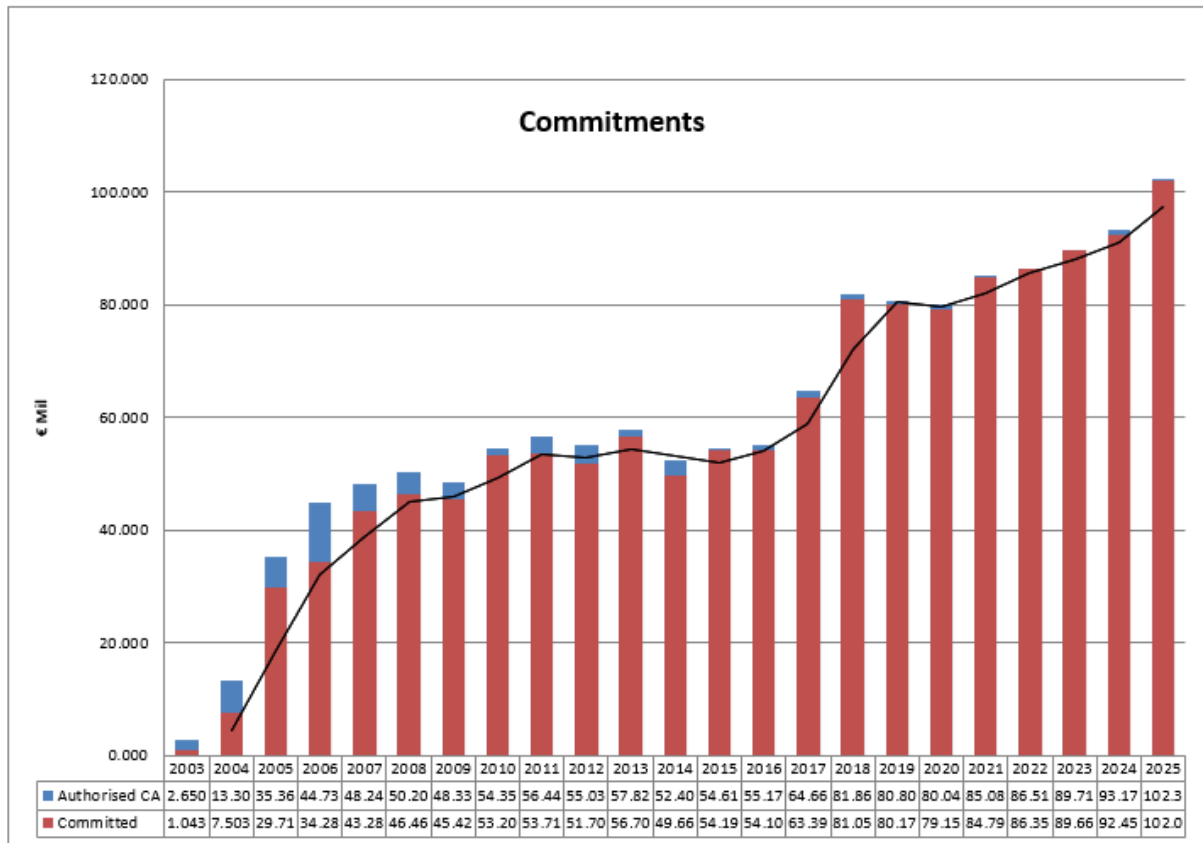
Contractor	Subject	Start Date	End Date
Republique Francaise	Hosting & Development of Equasis	24-05-2016	No End Date
International Mobile Satellite Organization (IMSO)	IMSO AUDIT	20-03-2012	No End Date
EUNAVFOR - Athena Atalanta	Delivery of an integrated maritime monitoring service	06-04-2011	No End Date
ESA - European Space Agency	SAT-IAS Data Processing Centre (DPC) Block 2 software	18-02-2015	No End Date
European Free Trade Association Surveillance Authority	Provision by EMSA of technical assistance for maritime security 2	05-02-2014	No End Date
DG MOVE	Provision by EMSA of technical assistance for maritime security 1	29-10-2013	No End Date
European Free Trade Association Surveillance Authority	MoU on the release of classified information in the framework of the technical cooperation in maritime security	05-02-2014	No End Date
ESA - European Space Agency	Agreement concerning cooperation for the use of space based systems and data in support of maritime activities	02-07-2010	No End Date
EQUASIS members	MOU on the establishment of the Equasis information system	17-05-2000	No End Date
FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework.	01-05-2016	No End Date
DG GROW	Implementation of the maritime surveillance component of the Copernicus security service	03-12-2015	31-12-2026
EUROCONTROL	NAVIGATION SAFETY FOR RPAS	13-12-2016	No End Date
Paris MoU	Conditions of Use for and Level of access to the THETIS Information Systems for PSC	01-01-2011	No End Date
Interspill LTD	Interspill Series of Conferences and Exhibition - Memorandum of understanding	13-12-2016	No End Date
The International Group of Protection and Indemnity Clubs	Recovery of OPR costs - hire and charges of EMSA OPR assets	27-12-2018	No End Date
EUROPOL	Working Agreement establishing cooperative relations between EMSA and EUROPOL.	18-12-2018	No End Date
MAOC - Maritime Analysis and Operations Centre	The general objective of this Agreement is to provide a framework for cooperation between MAOC (N) and EMSA on mutually agreed topics, including	17-12-2020	No End Date

	operational assistance and training.		
Frontex and EFCA	TRIPARTITE WORKING ARRANGEMENT - cooperation between Agencies EMSA ,EFCA. FRONTEX	18-03-2021	No End Date
DG SANTE	This Agreement is to further support the control and enforcement processes as regards the compliance of ships calling ports within the implementation by the Member States.	28-04-2021	31-10-2027
DG DEFIS	Implementation of the maritime surveillance component of the Copernicus security service	28-09-2021	31-12-2033
EUNAVFOR Somalia – Operation Atalanta	Delivery of an integrated maritime monitoring service	25-11-2021	No End Date
EUNAVFOR Mediterranean – Operation Irini	Delivery of an integrated maritime monitoring service	25-11-2021	No End Date
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	Service Level Agreement on the use of the Mediterranean AIS Regional Server (MARES) to support the establishment of pilot projects to extend cooperation on AIS matters within the scope of the projects	13-03-2022	No End Date
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	Service Level Agreement on the use of the Mediterranean AIS Regional Server (MARES) to support the establishment of pilot projects to extend cooperation on AIS matters within the scope of the projects	12-03-2022	No End Date
DG MENA	SAFEMED V, EuroMed Maritime Safety Project	01-04-2022	31-03-2028
DG ECHO	Working arrangement on cooperation in the framework of maritime emergencies, including marine pollution preparedness, monitoring and response	13-11-2014	01-02-2028
Italian Coast Guard and AMSPM of Montenegro	Service Level Agreement with Montenegro on the use of the Mediterranean AIS Regional Server (MARES) to support the establishment of pilot projects to extend cooperation on AIS matters within the scope of the IPA project	08-11-2022	No End Date
DG ENEST	Maritime Safety, Security and Environmental Protection in the Black and Caspian sea Regions	01-10-2022	30-09-2026
EFCA - European Fisheries Control Agency	Cooperation to support coast guard functions and activities related to the provision of services by EMSA to EFCA for fisheries monitoring and control purposes.	12-12-2022	No End Date
DG CLIMA	Service Level Agreement between EMSA and DG CLIMA regarding Thetis MRV and ETS	28-10-2022	27-06-2028
ETSI - European Telecommunications Standards Institute	MOU ETSI - EMSA for collaboration in the field of marine equipment	14-04-2023	No End Date
DG MOVE	Support in the implementation of the EMSWe Regulation	22-06-2023	20-06-2027
DG ENEST	Preparatory measures for the future participation of relevant IPA III beneficiaries in the European Maritime Safety Agency	01-09-2023	31-08-2027
DG MARE	Contribution Agreement to finance the CISE Operational Phase as per Commission Decision C(2023)7584 on the financing of the EMFAF and adoption of WP 2024-2025 (Action 4.5.1).	01-07-2024	30-06-2028

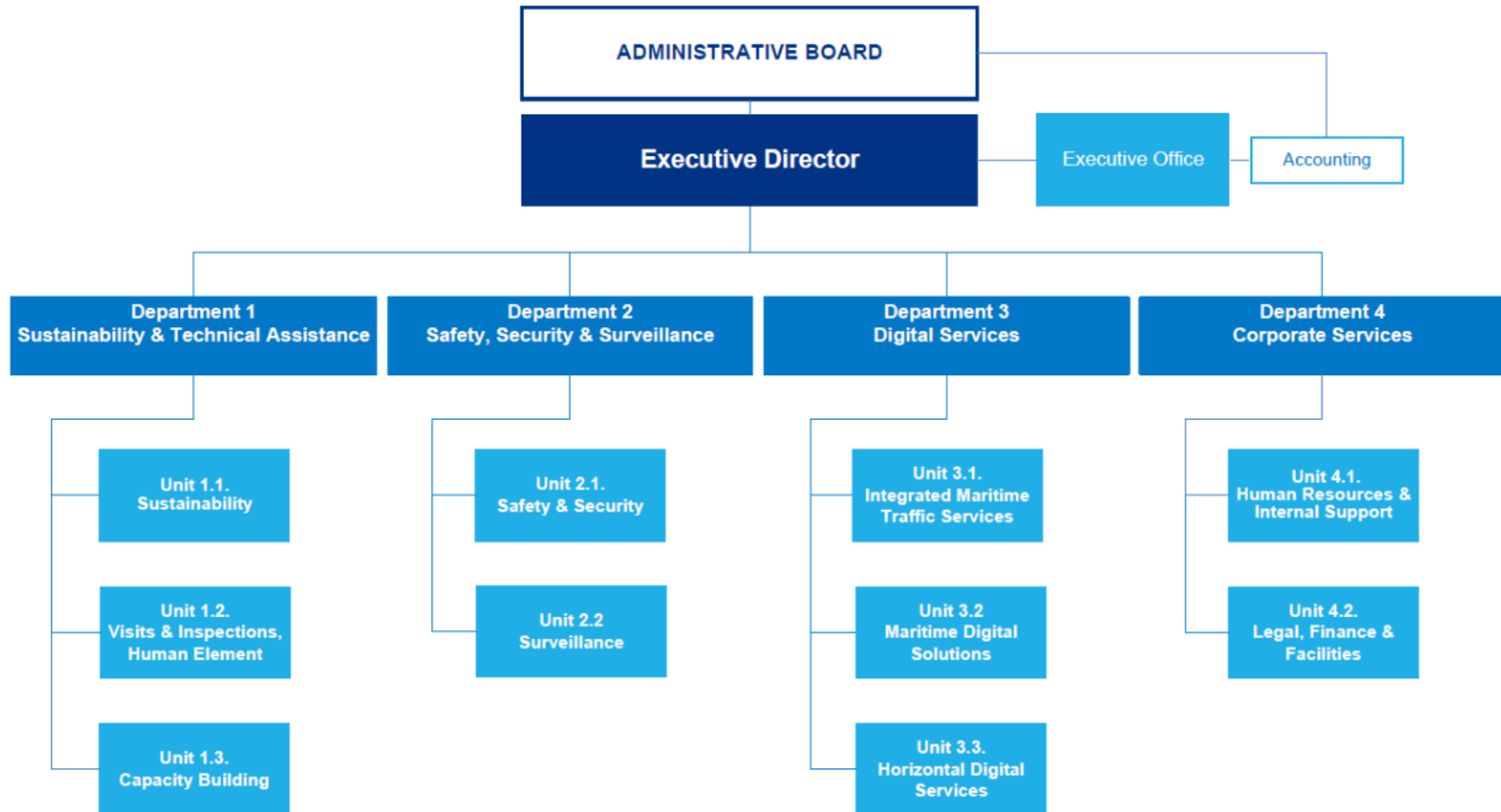
EUSPA; JRC; EEAS; EDA; EMSA; SatCen	Arrangement for sharing EU classified information	24-03-2022	No End Date
Eurostat	Service Level Agreement with EUROSTAT	25-07-2024	24-07-2026
DG ENV	Financial contribution from DG ENV to finance the implementation of the action of "Further enhancements of THETIS EU	12-12-2024	11-12-2027
JRC - Joint Research Centre	Collaboration Agreement with the JRC on the Global Green Shipping Corridor	25-03-2025	24-09-2026
DG MARE	Contribution Agreement to finance the CISE Operational Phase as per Commission Decision C(2023)7584 on the financing of the EMFAF and adoption of WP 2024-2025 (Action 4.5.1).	01-07-2026	30-06-2028
IALA	IALA MEMBERSHIP 2025	01-01-2025	31-12-2025
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.EU LRIT DC.AUDIT 2024	12-01-2024	30-06-2025
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.LRIT IDE.AUDIT 2024	12-01-2024	30-09-2025
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	Hosting, maintenance, and operation of the Mediterranean AIS Regional Server and its connection with SSN, implementing EMSA/AA/5/2024	01-05-2024	30-04-2025
DG DIGIT	EU Seafarer's Certification Platform	03-07-2024	No End Date
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.EU LRIT DC.AUDIT 2025	03-02-2025	31-03-2026
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.LRIT IDE.AUDIT 2025	03-02-2025	30-09-2026
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	Hosting, maintenance, and operation of the Mediterranean AIS Regional Server and its connection with SSN, implementing EMSA/AA/5/2024	19-02-2025	18-02-2026

## Annex II. Statistics on financial management

Evolution of budget execution



Annex III. Organisational chart



## Annex IV. Establishment plan and additional information on Human Resources management

Establishment plan 2025

Function Group and Grade	2024 Authorised		2025 Authorised		2025 Filled	
	Permanent	Temporary	Permanent	Temporary	Permanent	Temporary
AD15		1		1		1
AD14		3		4		3
AD13	1	6	1	5	1	4
AD12	1	18	1	20	1	17
AD11		18		24		28
AD10	1	31	1	29		26
AD9		26		23	1	23
AD8		18		17		11
AD7		117		17		25
AD6		11		17		15
AD5				3		7
<b>Total AD</b>	<b>3</b>	<b>149</b>	<b>3</b>	<b>160</b>	<b>3</b>	<b>160</b>
AST11						
AST10		1		1		
AST9		4		4		3
AST8		9		9		9
AST7		16		16		17
AST6		14		14		13
AST5		10		10		8
AST4		3		3		4 <sup>67</sup>
AST3				4		1
AST2						1
AST1						3
<b>Total AST</b>		<b>60</b>		<b>61</b>		<b>59</b>
<b>Total</b>	<b>3</b>	<b>209</b>	<b>3</b>	<b>221</b>	<b>3</b>	<b>219</b>
<b>Grand Total</b>		<b>212</b>		<b>224</b>		<b>222</b>

<sup>67</sup> Includes one offer letter sent and accepted in 2025.

Information on recruitment grade/function group for each type of post

<b>Key functions</b>	<b>Type of contract</b>	<b>Function group, grade of recruitment</b>	<b>Area of support (Administration / Operational / Neutral / Coordination)</b>
<b>Head of Department</b>	TA (level 2)	AD12	Operational
<b>Head of Unit</b>	TA (level 3)	AD9, AD10, AD11 or AD12, related to the mandate and dimension of the Unit	Operational
<b>Head of Sector</b>	TA (level 4)	AD8	Operational
<b>Senior Officer</b>	TA	AD8	Operational
<b>Officer</b>	TA	AD6 or AD7 depends on the functions that are allocated	Operational
<b>Junior Officer</b>	TA	AD5	Administrative Support, Coordination, Neutral and Operational
<b>Senior Assistant/Specialist</b>	TA	AST4	Administrative Support, Coordination, Neutral and Operational
<b>Head of Corporate Services</b>	TA	AD12	Administrative
<b>Head of Human Resources and Internal Support</b>	TA	AD10	Administrative Support
<b>Head of Legal, Finance and Facilities</b>	TA	AD10	Coordination, Operational and Neutral
<b>Head of Operations Support (ICT)</b>	TA	AD10	Operational
<b>Support Assistant</b>	CA	FGII	Administrative Support, Coordination, Neutral and Operational
<b>Support Agent</b>	CA	FGI	Administration
<b>Webmaster</b>	TA	AST3	Coordination
<b>Data Protection Officer</b>	TA	AD8	Coordination
<b>Accounting Officer</b>	TA	AD8	Neutral
<b>Internal Control Coordinator</b>	TA	AD8	Administrative Support
<b>Assistant to the Executive Director</b>	TA	AST2	Operational

Number of days of leave authorised to each grade under the flexitime and compensatory\* leave schemes in 2025

<b>GRADE</b>	<b>Authorised flexitime leave</b>
<b>AD</b>	<b>240.5</b>
5	7.5
6	12
7	63
8	18
9	33
10	22.5
11	57.5
12	27
<b>AST</b>	<b>23.5</b>
1	0
2	1
3	4
4	0
5	6
6	5
7	6.5
8	1
<b>FG II</b>	<b>0</b>
5	0
7	0
<b>FG III</b>	<b>5.5</b>
8	0
9	0
10	5
11	0
12	0.5
<b>FG IV</b>	<b>27</b>
13	1
14	5
15	3.5
16	10.5
17	7
<b>SNE</b>	<b>34</b>
SNE	34
<b>Total</b>	<b>330,5</b>

Results of the screening exercise

<b>Job type (sub) category</b>	<b>2025 (%)</b>	<b>2024 (%)</b>
<b>Administrative support and Coordination</b>	<b>12.85%</b>	<b>14.75%</b>
<i>Administrative support</i>	11.61%	12.44%
<i>Coordination</i>	1.24%	2.31%
<b>Operational</b>	<b>80.60%</b>	<b>78.23%</b>
<i>Top Level Operational Coordination</i>	2.35%	3.68%
<i>Programme Management &amp; Implementation</i>	68.62%	64.48%
<i>Evaluation &amp; Impact assessment</i>	6.44%	6.89%
<i>General Operational</i>	3.19%	3.18%
<b>Neutral</b>	<b>6.54%</b>	<b>7.02%</b>
<i>Finance/Control</i>	6.54%	7.02%
<i>Linguistics</i>	0%	0%

Implementing rules adopted in 2025

- EMSA Administrative Board Decision of 13/11/25 on the exercise of the appointing authority powers concerning the occupational activities after leaving the service of the Executive Director of the European Maritime Safety Agency
- EMSA Administrative Board Decision of 12/03/25 concerning the probationary period, management trial period and the annual appraisal of the Executive Director of EMSA

## Annex V. Human and financial resources by activity

Planned and Actual Resources	Planned Human Resources (AB1/2025)					Actual Human Resources					Planned (AB1/2025) Financial Resources		Actual Financial Resources		Variance planned/actual	
	MANPOWER					MANPOWER					Total allocated costs Commitments	Total allocated costs Payments	Total allocated costs Commitment	Total allocated costs Payments	CA	PA
	Temporary Agents		CA	SNE	TOTAL	Temporary Agents		CA	SNE	TOTAL						
AD	AST	AD				AST										
2025 ACTIVITIES	AD	AST	CA	SNE	TOTAL	AD	AST	CA	SNE	TOTAL	Total allocated costs Commitments	Total allocated costs Payments	Total allocated costs Commitment	Total allocated costs Payments	CA	PA
21020 Multipurpose maritime surveillance	4.75	1.25		0.50	6.50	4.75	1.50		0.50	6.75	10,753,780	10,437,506	9,397,336	8,979,862	-12.61%	-13.97%
21030 SafeSeaNet	4.75	3.25	0.25		8.25	5.50	3.00	0.25		8.75	2,378,599	2,370,687	2,507,323	2,388,057	5.41%	0.73%
21040 EMSW	2.50	0.25	0.25		3.00	3.00	0.25	0.25		3.50	911,275	916,242	1,076,774	965,011	18.16%	5.32%
21050* eCertification	1.00				1.00	1.75				1.75	279,571	281,069	992,927	701,697	255.16%	149.65%
21060 Satellite based services and surveillance innovation	5.50			0.25	5.75	6.50			0.25	6.75	3,297,110	3,871,510	3,497,716	4,081,568	6.08%	5.43%
22000 LRIT	2.00	1.50	0.25		3.75	2.00	1.50	0.25		3.75	3,065,844	2,699,059	3,022,342	2,611,365	-1.42%	-3.25%
24000 Maritime Support Services	3.25	1.25	5.00	4.00	13.50	5.00		5.00	4.00	14.00	2,372,549	2,434,050	2,662,130	2,596,448	12.21%	6.67%
31000 Classification Societies	8.25	0.75	0.25	1.00	10.25	8.50	0.75	0.25		9.50	2,516,511	2,516,511	2,435,527	2,352,861	-3.22%	-6.50%
32000 Seafarer Training and Certification	5.50	0.50	0.25	2.00	8.25	5.00	0.50	0.25	1.00	6.75	1,869,058	1,869,058	1,599,619	1,535,547	-14.42%	-17.84%
33000 Visits to Member States	4.25	1.50	0.50		6.25	4.25	1.50	0.50		6.25	1,453,171	1,453,171	1,467,516	1,404,235	0.99%	-3.37%
34000 Maritime Security	4.25	1.00		1.00	6.25	4.50	1.00		1.00	6.50	1,508,140	1,509,140	1,561,718	1,498,274	3.55%	-0.72%
35000 Analytics and research	4.00		0.25		4.25	4.00				4.00	1,033,273	1,033,273	1,010,620	977,161	-2.19%	-5.43%
36000 Human element	1.75				1.75	1.25		0.25		1.50	428,770	428,770	391,334	352,525	-8.73%	-17.78%
42000 Accident investigation	4.50			1.00	5.50	4.25			1.00	5.25	1,714,282	1,747,736	1,988,683	1,863,230	16.01%	6.61%
43000 Capacity Building and EMSA Academy	10.50	0.25	1.00	1.75	13.50	10.75	0.25	1.00	0.75	12.75	4,094,087	4,044,087	4,024,098	3,712,358	-1.71%	-8.20%
44000 Maritime Safety	13.75	0.75		2.00	16.50	13.75	1.00		2.00	16.75	5,090,576	5,165,621	5,180,924	5,094,681	1.77%	-1.37%
45000 Maritime Digital Services	28.00	10.75	1.00	1.25	41.00	26.00	10.25	1.00	1.25	38.50	21,030,676	21,582,517	20,906,388	21,403,115	-0.59%	-0.83%
46000 Prevention of Pollution	6.25	0.75	0.50	1.00	8.50	6.50	0.75	0.50	1.00	8.75	2,118,716	2,268,716	2,199,057	2,230,233	3.79%	-1.70%
51000 Operational Pollution Response	10.00	1.75	1.75	1.00	14.50	9.75	1.75	0.75	1.00	13.25	18,115,674	16,926,637	17,228,056	15,449,420	-4.90%	-8.73%
52000 CleanSeaNet and RPAS for emissions monitoring	11.50	1.50		0.25	13.25	9.00	1.00		0.25	10.25	15,931,651	16,407,953	16,345,029	16,684,726	2.59%	1.69%
60000 Communication	2.50	2.25	1.50		6.25	2.50	2.25	1.50		6.25	1,370,020	1,370,020	1,421,170	1,364,979	3.73%	-0.37%
65000 Missions and Events Support	0.50	1.75	3.50		5.75	0.50	1.75	2.75		5.00	1,234,464	1,234,464	1,117,165	1,079,608	-9.50%	-12.54%
61000 Management, quality & greening	9.50	7.25	1.25		18.00	9.50	7.25	1.25		18.00						
62000 Human resources, implementation of the Seat Agreement & document management	4.50	5.00	5.50	1.00	16.00	4.50	4.25	5.25	1.00	15.00						
63000 Facilities & logistics	1.25	0.25	3.25		4.75	1.25	0.25	2.25		3.75						
64000 ICT Operations	3.75	12.00	2.75		18.50	3.75	13.00	1.75		18.50						
66000 Legal & finance	4.75	5.50	2.00		12.25	4.75	5.25	2.00		12.00						
<b>SUBTOTALS</b>	<b>163.00</b>	<b>61.00</b>	<b>31.00</b>	<b>18.00</b>	<b>273.00</b>	<b>162.75</b>	<b>59.00</b>	<b>27.00</b>	<b>15.00</b>	<b>263.75</b>						
<b>TOTAL</b>	<b>224</b>			<b>49</b>	<b>273</b>	<b>222</b>		<b>42</b>	<b>264</b>		<b>102,567,797</b>	<b>102,567,797</b>	<b>102,033,454</b>	<b>99,326,962</b>	<b>-0.52%</b>	<b>-3.16%</b>

\*During budget implementation, the Agency incurred €140K in commitments and €180K in payments related to the eCertification activity, which was initially planned under activity Maritime Digital Services. These operational expenses were not attributed to the correct ABB at the time when the 2025 budget was established.

Annex VI. Grant and contribution agreements and other project financed actions

	General information					Financial and HR impact				
	Date of signature	Duration	Total amount	Counterpart	Short Description	2024		2025		
						CA	PA	CA	PA	
<b>Contribution agreements</b>										
SAFEMED V EuroMed Maritime Safety Project	Apr-22	31-Mar-28	8,000,000	DG NEAR	Award of a financial contribution by DG NEAR to finance the implementation of the action entitled: SAFEMED V, EuroMed Maritime Safety Project <sup>68</sup>	Amount	908,534.19	1,002,357.50	1,186,641.21	1,674,154.29
						Number of CA	4.5		4.5	
						Number of SNE	-		-	
BCSEA II Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	Oct-22	Sept-26	3,500,000	DG NEAR	Award of a financial contribution by DG NEAR to finance the implementation of the action entitled: Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	Amount	976,464.92	732,173.32	834,316.32	1,120,537.98
						Number of CA	2.5		2.5	
						Number of SNE				
IPA III	Dec-22	Aug-27	800,000	DG NEAR	Preparatory measures for the future participation of relevant IPA III beneficiaries in EMSA	Amount	294,977.85	73,348.83	210,542.88	347,321.48
						Number of CA	-		-	
						Number of SNE	-		-	
Copernicus Maritime Surveillance	Sept-21	Dec-27	73,000,000	DG DEFIS	Implementation of Copernicus Maritime Surveillance Services	Amount	13,677,145.56	10,722,940.64	10,311,897.71	11,252,424.40
						Number of CA	7		7	
						Number of SNE	0		0	
CISE Operational Phase	Jul-24	Jun-26	5,562,586	DG MARE	Contribution Agreement to ensure the financial contribution to EMSA for the role of coordinator of the voluntary CISE Operational Phase	Amount	2,666,223.00	677,333.00	1,146,836.33	1,578,785.38
						Number of CA	8		8	
						Number of SNE	-		0	
EMSWe	Jun-23	Jun-27	1,150,000	DG MOVE	Support in the implementation of the EMSWe Regulation	Amount	496,632.15	174,664.17	265,537.37	586,654.01
						Number of CA	-		-	
						Number of SNE	-		-	
FuelEU Maritime	Jun-23	Dec-24	500,000	DG MOVE	Support in the implementation of the FuelEU Maritime Regulation	Amount	497,080	422,080	0	75,000
						Number of CA	-		-	
						Number of SNE	-		-	
THETIS-EU	Dec-24	Dec-27	300,000	DG ENV	Support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels	Amount		-	68,785.00	6,248.35
						Number of CA	-		-	
						Number of SNE	-		-	
<b>Grant agreements</b>										
CISE Transitional Phase I	Apr-19	Jun-24	3,500,000	DG MARE	Ad-hoc Grant agreement for the implementation of the action "Setting up and enabling the transitional phase to CISE Operations"	Amount	3,573.32	288,044.38		
						Number of CA	3			
						Number of SNE	-			
CISE Transitional Phase II	Dec-20	Jun-24	3,400,000	DG MARE	Grant Agreement for the implementation of the action "Common Information Sharing Environment (CISE)" (Transitional Phase II)	Amount	212,033.53	1,103,661.16		
						Number of CA	3			
						Number of SNE				

<sup>68</sup> SAFEMED V and BCSea II, Maritime Safety, Security and Environmental Protection in B&CS Regions (which end respectively on 31 March 2028 and 30 September 2026) share one Contract Agent.

	General information					Financial and HR impact				
	Date of signature	Duration	Total amount	Counterpart	Short Description	2024		2025		
Service Level Agreements						CA	PA	CA	PA	
EMSA -FRONTEX SLA	May-16	Indefinite	n/a	FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework	Amount	6,772,431.23	6,514,826.31	6,562,993.55	5,747,968.40
						Number of CA	11		11	
						Number of SNE	-		0	
EFCA-EMSA SLA	Dec-22	Indefinite	n/a	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency	Amount	633,182.11	758,682.66	622,432.75	681,659.34
						Number of CA	2		2	
						Number of SNA	-		-	
Thetis MRV and ETS	Oct-22	Jun-28	5,364,082	DG CLIMA	Service Level Agreement whereby EMSA will support the European Commission in the implementation of the legislative framework for the MRV and EU ETS system for maritime transport (Regulation (EU) 2015/757 and Directive 2003/87/EC as amended).	Amount	1,026,692.75	964,217.26	797,665.91	1,044,162.31
						Number of CA	5		5	
						Number of SNE	-		-	
Eurostat-EMSA SLA	Jul-24	Jul-26	30,000	Eurostat	Service Level Agreement between Eurostat and EMSA	Amount	0.00	0.00	26,400.00	4,303.75
						Number of CA	-		-	
						Number of SNE	-		-	
THETIS-EU AWF	Apr-21	Oct-25	100,000	DG SANTE	SLA for the support of the implementation of Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations (hereinafter referred to Council Regulation (EC) No 1/2005)	Amount	35,515.00	14,515.00	0.00	2,088.14
						Number of CA	-		-	
						Number of SNE	-		-	
Other external assigned revenue						CA	PA	CA	PA	
THETIS-EU	Mar-18	Sept-24	250,000	DG ENV	Cooperation Agreement for the support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels, and technical assistance actions relevant to the Energy Community	Amount	-	51,460.00	0.00	0.00
						Number of CA	-		-	
						Number of SNE	-		-	
EMSA-MAOC(N) Cooperation Agreement	Dec-20	Indefinite	30,800	MAOC(N)	Cooperation Agreement between the European Maritime Safety Agency and the Maritime Analysis and Operations Centre-Narcotics	Amount	2,662.92	30,800	0.00	0.00
						Number of CA	-		-	
						Number of SNE	-		-	
EQUASIS	May-00	Indefinite	n/a	EQUASIS members	MOU on the establishment of the Equasis information system	Amount	354,385.37	429,424.41	265,298.76	237,623.38
						Number of CA				
						Number of SNE				
<b>Total</b>						Amount	<b>28,557,533.90</b>	<b>23,909,068.64</b>	<b>22,299,337.79</b>	<b>24,358,931.21</b>
						Number of CA	<b>40</b>		<b>40</b>	
						Number of SNE	<b>0</b>		<b>0</b>	

Expenditure figures are based on ABAC and refer to credits implemented in 2025. Commitments exclude amounts carried forward from 2024 and de-commitments; payments reflect amounts paid in 2025. Exceptions apply to Frontex and Copernicus due to legal reporting requirements: Frontex covers 2025 activities, while Copernicus reports a lump sum of 1.5% of direct costs, not actual commitments or payment.

## Annex VII. Draft annual accounts

### Economic outturn account

	2025	2024
Revenues from administrative operations		
Other operating revenue	126,947,525.00	115,742,162.77
<b>TOTAL OPERATING REVENUE</b>	<b>126,947,525.00</b>	<b>115,742,162.77</b>
Administrative expenses		
All Staff expenses	35,307,306.50	32,570,499.91
Fixed asset related expenses	8,194,524.45	7,775,738.33
Other administrative expenses	17,084,137.85	12,606,800.52
Operational expenses	69,038,671.79	63,558,481.83
<b>TOTAL OPERATING EXPENSES</b>	<b>129,624,640.59</b>	<b>116,510,520.59</b>
<b>SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES</b>	<b>(2,677,115.59)</b>	<b>(768,357.82)</b>
Financial revenues		
Financial expenses	2,472.72	4,164.17
<b>SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES</b>	<b>(2,472.72)</b>	<b>(4,164.17)</b>
<b>ECONOMIC RESULT OF THE YEAR</b>	<b>(2,679,588.31)</b>	<b>(772,521.99)</b>

Summary of data provided by the Agency in its annual financial statement. These accounts are drawn up on an accrual basis and are rounded.

Balance sheet

(in EURO)

	2025	2024
<b>NON CURRENT ASSETS</b>		
Intangible fixed assets	18,664,304.25	18,405,121.48
Tangible fixed assets	10,895,391.81	15,196,145.81
Long-term pre-financing	290,136.00	290,136.00
Long-term receivables		
<b>CURRENT ASSETS</b>		
Inventories	4,445,313.85	4,446,571.09
Short-term pre-financing	1,417,029.72	405,123.93
Short-term receivables	3,003,150.70	3,012,806.74
Cash and cash equivalents	31,282,093.49	31,457,914.78
<b>TOTAL ASSETS</b>	<b>69,997,491.82</b>	<b>73,213,819.83</b>
<b>NET ASSET</b>	<b>37,456,807.73</b>	<b>40,136,396.04</b>
<b>NON-CURRENT LIABILITIES</b>		
Provisions for risks and charges	82,618.09	82,618.09
Other long-term liabilities	82,618.09	82,618.09
<b>CURRENT LIABILITIES</b>		
Provisions for risks and charges		
Accounts payable	32,457,994.00	32,994,805.70
<b>TOTAL LIABILITIES</b>	<b>69,997,491.82</b>	<b>73,213,819.83</b>