



**EMSA**

**FACTS & FIGURES**

**2024**

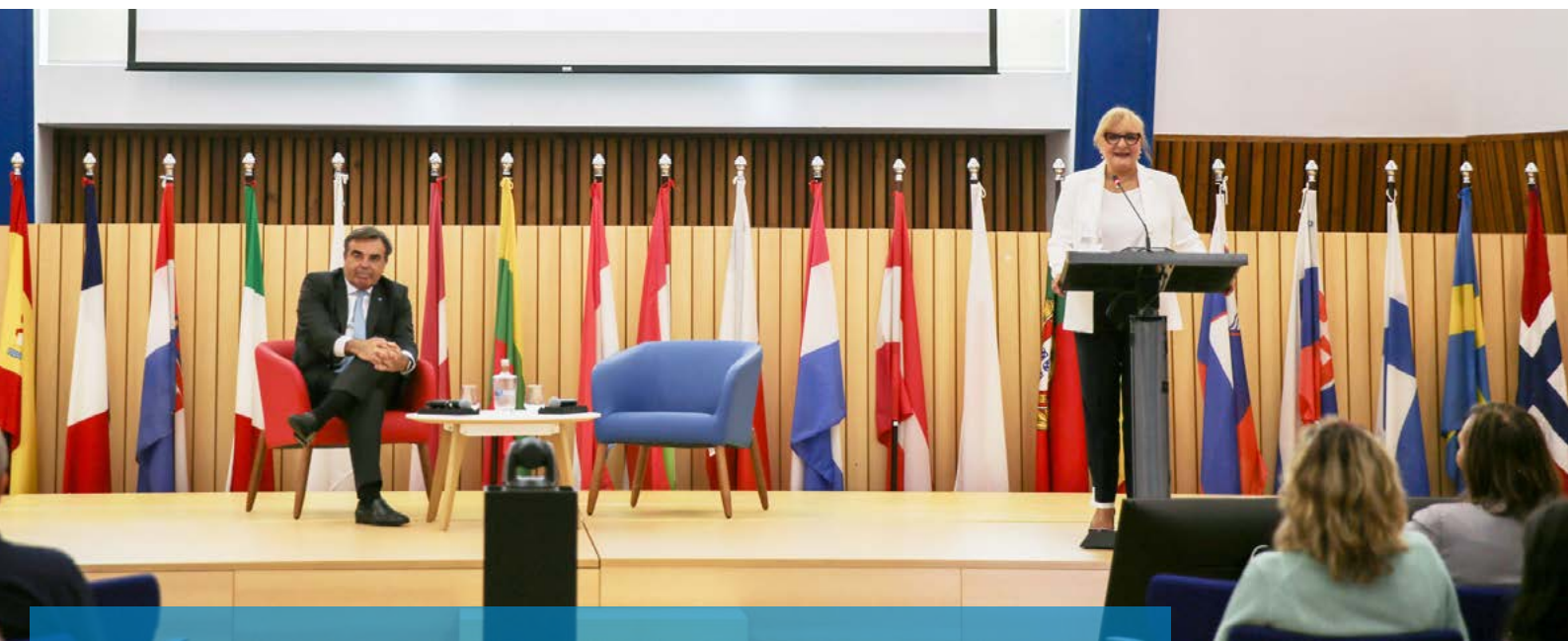


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## EXECUTIVE DIRECTOR'S INTRODUCTION



EMSA'S Executive Director, Maja Markovčić Kostelac, welcomes the Vice-President of the European Commission, Margaridas Schinas, to EMSA on 4 July 2024

In this EMSA Facts & Figures for 2024, we highlight some of the key, concrete results that we achieved under each of our areas of action, and outline how our resources and expertise were put at the disposal of the European Commission, the Member States, and maritime stakeholders.

All this work was carried out against the backdrop of another year of geopolitical instability, with commercial shipping, the backbone of global trade, deeply affected. At EMSA, we gave full support to Member States and the Commission with our reporting and analysis on the impact of the situation in Ukraine and in the Red Sea on maritime traffic, and in the implementation of sanctions against the Russian Federation. In parallel, we continued to support EU NAVFOR Atalanta in the Red Sea and the Gulf of Aden.

At the same time, demand for our services continued to increase. Our Integrated Maritime Services user base grew by 11% last year alone, with nearly 8,000 individual users from over 700 organisations.

We worked intensively throughout 2024 on maritime sustainability, providing full support to the implementation of both the FuelEU Maritime Regulation and the extension of the EU Emissions Trading Scheme to maritime transport, providing the digital platform for



reporting under the legislative frameworks. We published two studies on alternative fuels, including reports on the potential of synthetic fuels and the potential of nuclear power in shipping.

To fully support the safe and sustainable transition of the industry, we continued to deliver studies on the safety of alternative fuels and power sources, including on ammonia and hydrogen, as well as the safe bunkering of biofuels. And we released our TRAINALTER study, aimed at identifying specific competences and training areas for seafarers as the industry accelerates its decarbonisation transition.

At the end of 2024, the maritime safety package was published in the Official Journal of the European Union, and the amended directives on Port State Control and Flag State Implementation officially entered into force. Throughout the entire process leading up to the revision, EMSA was at the side of the European Commission. We will continue to work closely with both the Commission and the Member States to ensure the harmonised transposition and implementation of these key EU maritime legislative instruments.

Throughout the entire year, we continued to deliver, develop, and adapt to changing circumstances. This was thanks to the efforts of our staff members, the Commission and the Member States, and, in particular, thanks to the guidance of our Administrative Board.

**Maja Markovčić Kostelac**

Executive Director



## KEY NUMBERS 2024



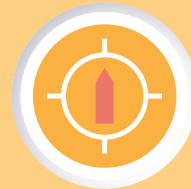
**64.8m**

VESSEL **POSITIONS**  
DETECTED EACH DAY



**185,943**

INDIVIDUAL **VESSELS**  
DETECTED EACH DAY



**1,201**

AUTOMATED BEHAVIOUR  
MONITORING  
ACTIVE **ALGORITHMS**



**16,240**

EARTH OBSERVATION  
**IMAGES** DELIVERED



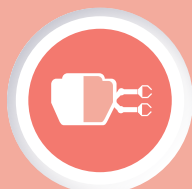
**76**

**ORGANISATIONS** USING  
COPERNICUS MARITIME  
SURVEILLANCE



**1,280**

RPAS  
DEPLOYMENT **DAYS**



**6**

ROV  
DEPLOYMENTS



**37**

**VISITS**  
& **INSPECTIONS**



**7,931**

INTEGRATED MARITIME  
SERVICES **USERS**



**15,640**

**MONITORING PLANS**  
SUBMITTED THROUGH THETIS-MRV



**1,943**

**PARTICIPANTS** IN  
EMSA ACADEMY COURSES



**9,727**

**PARTICIPANTS** AT EMSA'S  
MEETINGS, SEMINARS,  
& WORKSHOPS



## SUSTAINABILITY



## HIGHLIGHTS

- Supporting the implementation of the extension of the EU ETS to maritime and FuelEU Maritime
- Release of studies on the potential of synthetic fuels and nuclear propulsion for shipping
- Launch of first report to provide historical and future forecast underwater noise data for all European seas
- New service for intermediate storage of oil incorporated into our response toolbox



**Sustainability has been at the heart of EMSA's activities since its creation over two decades ago. Through its pollution prevention capacities, the Agency supports priority EU policies throughout the maritime dimension, including decarbonisation, air pollution, the sustainable transition of shipping, underwater radiated noise, marine litter, port reception facilities, and more.**

At the same time, EMSA's pollution response services are a foundation pillar of its activities. The Agency's "toolbox" of services, including chartered oil spill response vessels and specialised equipment stockpiles, provides a European response tier which complements and supports resources at Member State level.

Throughout 2024, EMSA gave full support to the EU basket of measures operationalising the maritime dimension of the European Green Deal. The Agency provided technical solutions, expertise, tools and capacity-building resources to enable the implementation of key maritime decarbonisation legislation. In parallel, EMSA continued to support the European Commission, Member States, and industry in the ongoing decarbonisation of the sector by filling knowledge gaps on potential alternative fuels and power solutions, including through research and studies.

In 2024, EMSA continued to enhance and modernise its pollution response services toolbox, introducing a service for intermediate storage of oil for the first time. Moreover, the Agency started the reflection on the options available to make the current response services toolbox "future-proof". In addition, in view of the ongoing decarbonisation of the maritime transport sector, and anticipated growth in the use of alternative fuels, the Agency put in place the preparatory steps for a series of studies on alternative fuels as marine pollutants and responses to their accidental release.

In 2024, EMSA provided technical solutions, expertise, and capacity-building resources to enable the implementation of key maritime decarbonisation legislation.



## Prevention of pollution from ships

On 1 January 2024, the EU became the first jurisdiction to set a carbon price on greenhouse gas emissions from ships with the extension of the EU Emissions Trading System (EU ETS) to maritime transport. Under this extension, shipping companies must monitor and report their emissions, and purchase and surrender ETS emission allowances for each tonne of reported CO<sub>2</sub> emissions in the scope of the system each year.

Furthermore, the FuelEU Maritime Regulation is the first legislative initiative to incentivise the maritime industry to increase its use of low and zero carbon fuels and to transition away from fossil fuels. It does this, in part, by mandating a progressive reduction of the greenhouse gas intensity of the energy used on board ships above 5000 GT calling at EU ports. Although the Regulation applied in its entirety from 1 January 2025, part of its provisions entered into force on 31 August 2024, requiring shipping companies to submit a monitoring plan for each ship in their fleet by that date.

EMSA fully supported the implementation of both initiatives, including by developing, enhancing, and maintaining the technical solution needed to support the reporting obligations of shipping companies under the EU ETS system and FuelEU Maritime. This work was supplemented by a dedicated helpdesk, maintained by EMSA, through which shipping companies and maritime stakeholders could submit queries and receive information.



01 January 2024  
EU ETS

31 August 2024  
Articles 8 & 9 of FuelEU Maritime:  
obligation for submission of  
monitoring plans

01 January 2025  
FuelEU Maritime  
Regulation



EMSA also provided a complete set of webinars, tutorials, guidance documents, and other resources, in collaboration with the Directorate-General for Climate Action (DG CLIMA) and the Directorate-General for Mobility and Transport (DG MOVE) at the European Commission to aid shipping companies and maritime stakeholders in the transition to the requirements of the new legislation.

**+3,000****PARTICIPANTS**

in webinars and tutorials that EMSA provided to aid shipping companies and maritime stakeholders in the transition to the requirements of the new legislation.



In 2024 EMSA held five webinars on FuelEU Maritime and the extension of the EU ETS to maritime.

The Agency also continued its research cycle into potential alternative fuels and power solutions for shipping, releasing reports on the potential of synthetic fuels (e-diesel, e-methane, and e-methanol) and the possibilities of nuclear propulsion as a potential source of power for shipping. The new studies complemented previous reports on the potential of wind assisted propulsion, hydrogen, ammonia, and biofuels, and were presented at a stakeholder workshop in November focusing both on the safety and environmental aspects of alternative fuels and sources of power. Also in 2024, EMSA completed preparations for a new series of studies on promising technologies for sustainable shipping, with the first study on onboard carbon capture expected to be delivered in 2025.

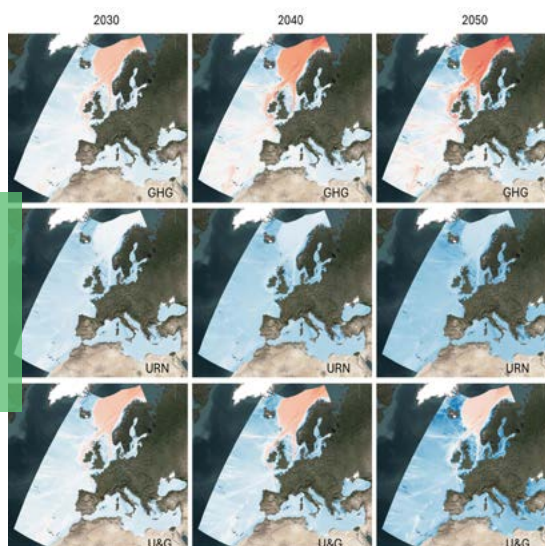
**+40,000****DOWNLOADS**

of EMSA's reports on the potential of alternative fuels for shipping.



The Agency continued its work on underwater radiated noise with the release of the NAVIs SONus (NAVISON) report in October 2024. NAVISON is the first pan-European report to provide historical and future forecast underwater noise data for all European seas, using a single methodology to map underwater noise levels and create comprehensive sound maps. The methodology also allows for quantitative like-for-like comparisons of shipping contributions to ambient sound between regions, vessel categories, years, and forecast scenarios.

NAVISON's forecast maps cover different potential underwater noise scenarios.



Throughout 2024, EMSA fully supported the European Commission and Member States in the process that led to the adoption, in November 2024, of the amendment of the Ship-source Pollution Directive. The Agency continued to offer expertise on issues including marine litter, the implementation of the revised Port Reception Facilities Directive, the Sulphur Directive and its enforcement, the Zero Pollution initiative, and greenhouse gas emissions, at European and at international level.

## Towards EMTER 2025

Underpinning all this activity were the preparations for the launch of the second edition of the European Maritime Transport Environmental Report (EMTER), produced in collaboration with the European Environment Agency.

EMTER is the first comprehensive overview of the environmental footprint of the maritime transport sector in the EU. It studies the most important trends, key challenges, and opportunities in the sustainability transition of the maritime transport sector across a wide range of indicators, using updated data and information.

The objective of the second edition of the report is to update the indicators developed for the first report, analyse new datasets, fill existing gaps, and by doing so, provide a data and knowledge-based assessment of the maritime transport sector's transition to sustainability, including in the context of the new legislation on maritime decarbonisation supporting the European Green Deal.



## Operational Pollution Response Services

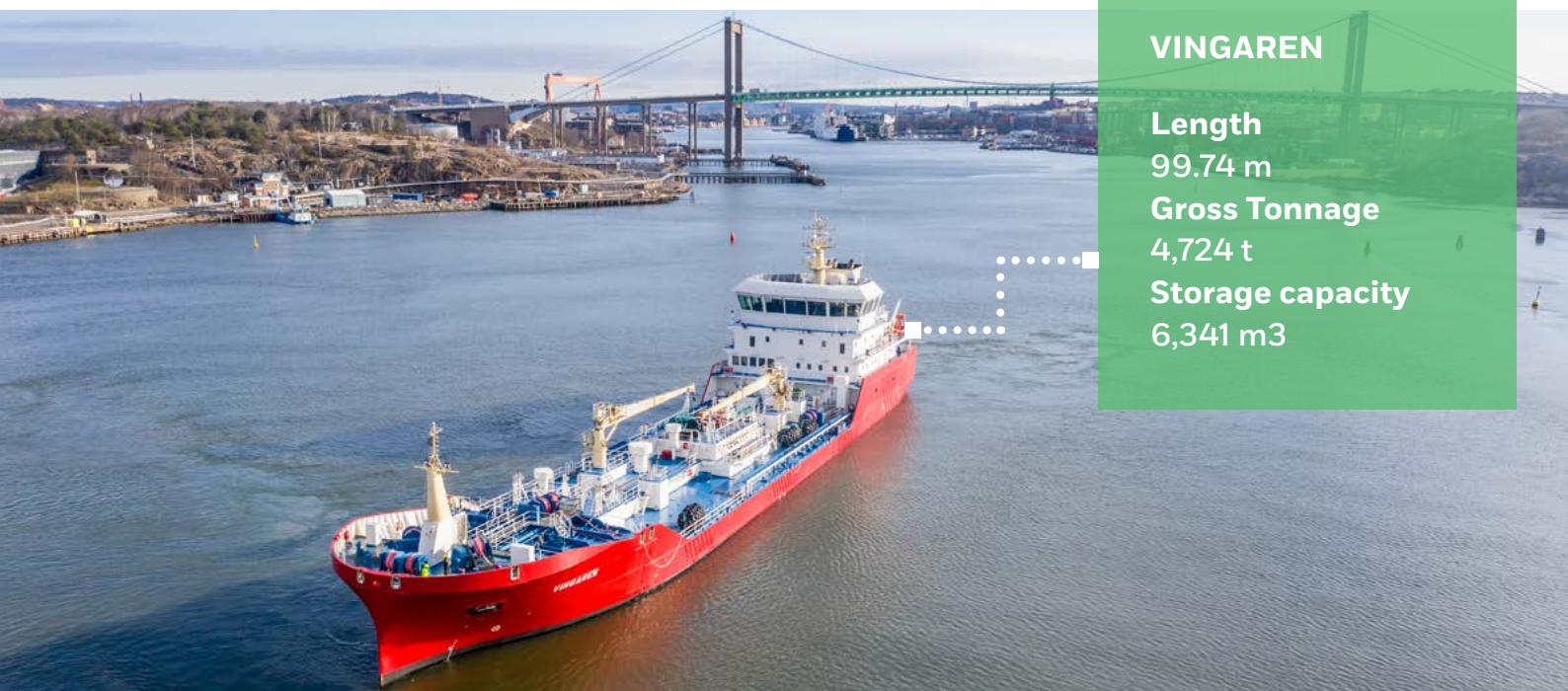
Should a pollution event occur in EU waters, EMSA's fully equipped toolbox of pollution response services is at the disposal of coastal Member States to top up their own resources. Throughout 2024, 14 stand-by oil spill response vessels and five equipment assistance service (EAS) stockpiles were maintained by EMSA, all with a full and diversified range of equipment. To maintain the highest standards of operational readiness, the Agency monitored the performance of 55 vessels drills and 54 EAS equipment condition tests. In addition, light remotely piloted aircraft systems (RPAS) were placed on 12 vessels for added support in case of emergencies.

Network of EMSA's pollution response services available to the Member States



For the first time in 2024, EMSA incorporated a new service for intermediate storage of oil into its response toolbox. The Vingaren, based in Frederikshavn, came on stream in March to provide additional storage capacity for national response vessels during ship-to-ship transfers at the site of an oil spill. In parallel, new HNS response equipment was delivered to the five equipment assistance stockpiles that EMSA maintains around the EU coastline, further reinforcing the services the Agency makes available to Member States.



**VINGAREN****Length**

99.74 m

**Gross Tonnage**

4,724 t

**Storage capacity**6,341 m<sup>3</sup>

EMSA participated in 10 operational pollution response exercises around EU waters in 2024, working with Member State authorities to strengthen cooperation, coordination, and response capabilities in the event of a pollution emergency. In addition, the three offshore patrol vessels chartered by the European Fisheries Control Agency (EFCA) are now equipped for pollution response duties under the Union Civil Protection Mechanism (UCPM). The third vessel was equipped in 2024.

**JUNE 2024**

The Interballast participates in an exercise in the North Sea.





EMSA's Marine Intervention in Chemical Emergencies Network (MAR-ICE service) provides expert support on pollution events involving chemicals or hazardous and noxious substances. During 2024, EMSA organised two MAR-ICE national familiarisation sessions aimed at promoting a better understanding of the service among relevant national administrations. At the same time, 20 new chemical datasheets were developed and included in the Marine Chemical Information Sheets (MAR-CIS database), bringing the total number of available MAR-CIS datasheets to 277.

**20**  
**NEW MAR-CIS DATASHEETS**  
were included in the Marine  
Chemical Information database in  
2024.



Through the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), composed of pollution response experts from across the EU, the Agency coordinated the work on data and risk assessment carried out under a Correspondence Group and held a workshop with Member States on managing maritime incidents involving hazardous and noxious substances in packaged form. Through this forum, EMSA also published a set of Interdisciplinary practical Guidelines on Oil Spill Sampling in Europe.

Looking to the future, as the maritime sector continues to decarbonise, the take-up of alternative fuels is expected to grow. But there are still knowledge gaps in understanding how these fuels might behave if they were accidentally released into the marine environment, what impact they might have, and how best to respond to such a situation. In this context, EMSA is preparing a study series on alternative fuels as marine pollutants and responses to their accidental release, to support Member State administrations and industry in the response dimension of the ongoing sustainable transition of maritime. The first report, commissioned in 2024, will research blends of biodiesels with conventional marine bunker fuels and is expected to be delivered in 2025.





## MARITIME

## SAFETY AND SECURITY

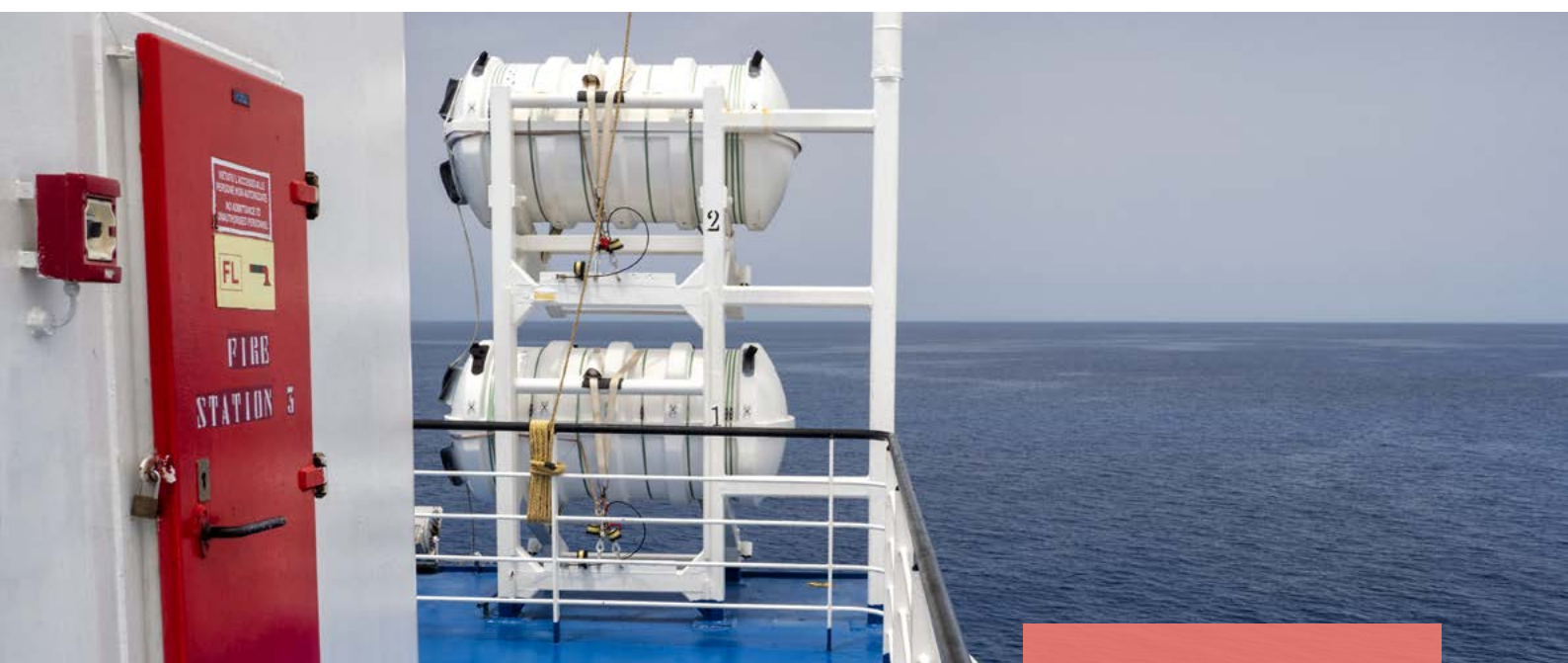
### HIGHLIGHTS

- Releasing key studies on autonomous ships, the safety of ammonia and hydrogen as fuels for shipping, and the safe bunkering of biofuels
- Further expansion of the subsea service (ROV) with six operations in 2024
- Study on identification of competences for seafarers working on ships using alternative fuels
- Enhancement of the EMCIP database, EQUASIS and the MED portal for marine equipment products



**Maritime safety is both the centre and the cornerstone of EMSA, playing a pivotal role in its current and future work. As a key partner to both the European Commission and Member States, EMSA makes a decisive contribution to safety and standardisation frameworks here in the EU and internationally, at International Maritime Organization level.**

Throughout 2024, EMSA's safety activities focused on current safety issues, like fire safety, marine equipment, cybersecurity, and accident investigation, as well as the maritime safety requirements of the future, including in the emerging areas of alternative fuels, power systems, and autonomous vessels. Across its entire safety remit, the Agency gave full support to the European Commission, the Member States, and industry with technical expertise, state of the art tools and databases, and research.



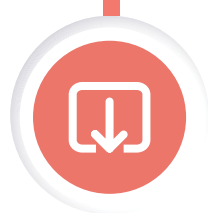
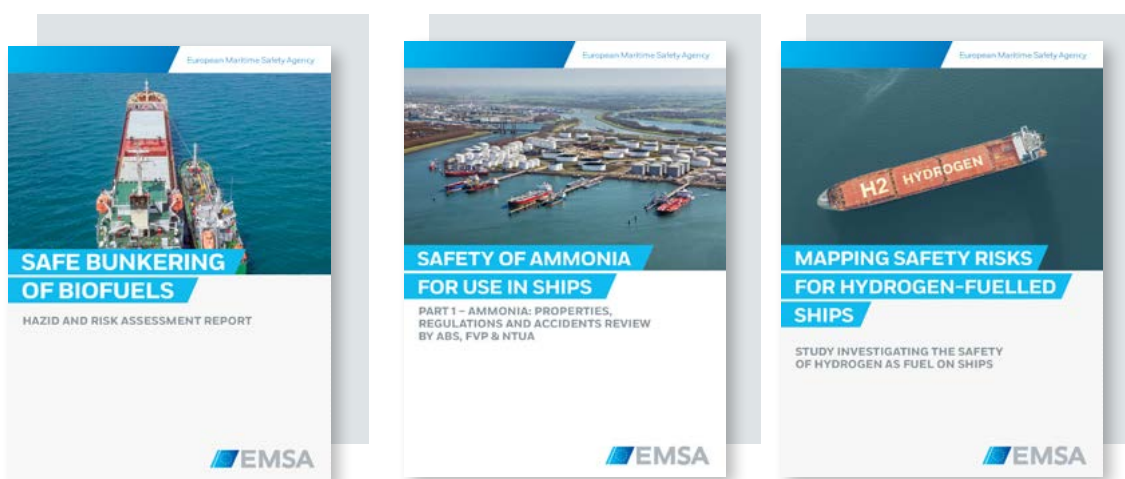
In 2024, EMSA published six safety studies and guidance products.



## Supporting a safe and sustainable transition

Throughout 2024, EMSA continued to support Member States and industry in helping to ensure a safe transition for new and alternative fuels and power systems in the maritime sector. A key pillar of this support is the production of practical guidance for national authorities, the shipping industry, and maritime stakeholders, on the safety aspects of different alternatives to fossil fuels.

In this context, two interim reports on the safety of hydrogen and ammonia as fuel on ships were published, and work began to develop safety guidance documents on their use, thus building on the work of the IMO on the same topics. In parallel, a guidance document on the safe bunkering of biofuels was finalised, and discussed with stakeholders, ahead of its publication in 2025.



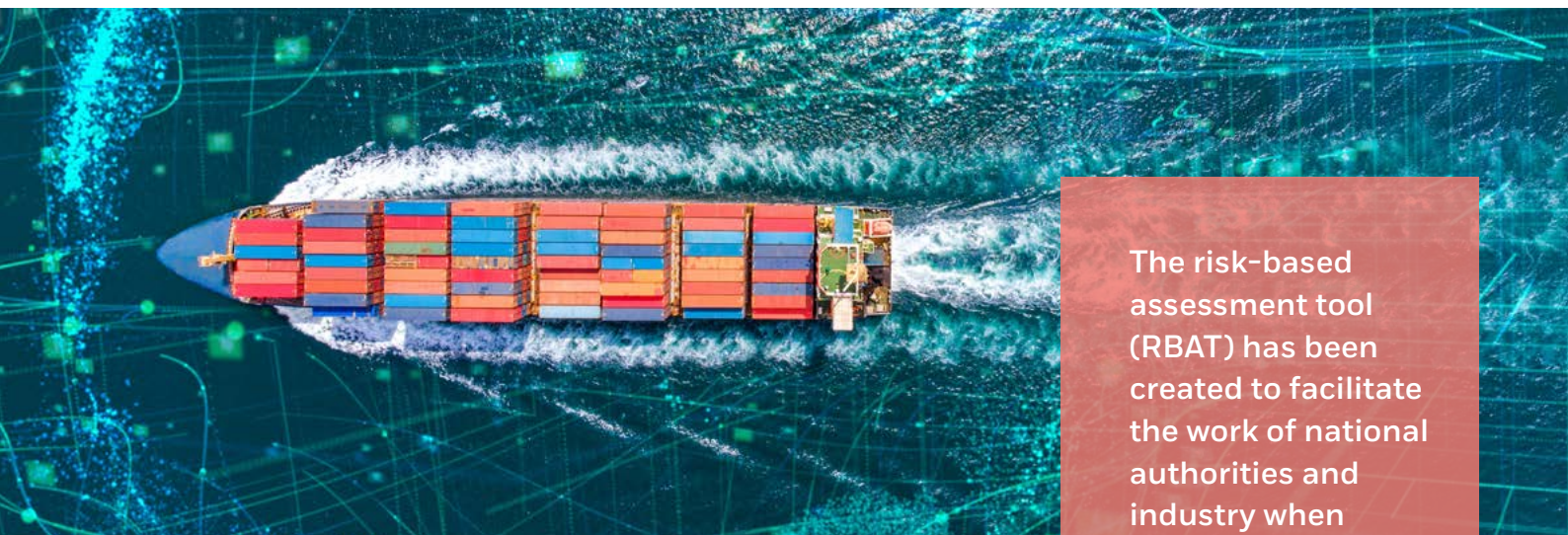
**+65,000  
DOWNLOADS**

of EMSA's reports and Guidance on the safety aspects of alternative fuels and sources of power.

Given the notable increase in electric vehicles being transported on ro-ro and passenger vessels, EMSA finalised preparatory work on a study to carry out experimental fire tests with electric vehicles. The results of this research will inform and support Member State administrations and industry, further building on EMSA's Guidance on the carriage of alternatively fuelled vehicles in ro-ro spaces which was published in 2022.



The ongoing transition towards greater digitalisation and automation on board ships is taking place in the absence of any specific regulatory framework. Therefore, EMSA is working to provide research in this area, fill knowledge gaps, and to provide practical solutions for Member States and industry. The risk-based assessment tool (RBAT), which EMSA continued to develop during 2024, has been created to facilitate the work of national authorities and industry when approving and designing ships with higher levels of automation. In addition, in 2024 EMSA completed the preparatory work for a study to analyse the communications, connectivity, and navigation challenges of these ships. EMSA also continued to provide support at International Maritime Organisation level in the development of the new Maritime Autonomous Surface Ships (MASS) Code.



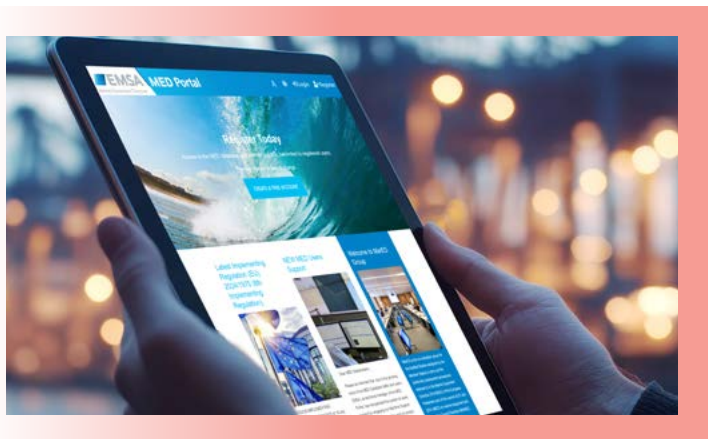
The risk-based assessment tool (RBAT) has been created to facilitate the work of national authorities and industry when approving and designing ships with higher levels of automation.

## Technical support

Throughout 2024, EMSA continued to focus on safety issues within the existing fleet, particularly on safety challenges related to passenger ships and fishing vessels, both of which are aging faster than other sectors within the fleet. The Agency fully supported the European Commission and Member States with technical expertise on issues related to passenger ship safety, including through technical input to the Passenger Ship Safety Expert Group. In 2024, EMSA also commissioned a new study on the evacuation of large passenger ships and the alternative design of oversized lifeboats.



The Marine Equipment Database of products certified to be carried onboard EU flagged ships, managed by EMSA, saw an increase in global users in 2024. EMSA also provided the technical secretariat for the MarED group of Notified Bodies and developed the annual update of technical standards applicable to the manufacturing, testing and certification of marine equipment to be carried onboard EU-flagged ships.



**239,137**  
**PRODUCTS**  
in the MED Portal.

EMSA also continued to work on places of refuge, the ISM code, port State control, the loading and unloading of bulk carriers, and the management of the EQUASIS platform. A new dynamic dashboard was developed for EQUASIS, making it possible for users to access tailor made statistics according to their needs.

The maritime safety package, comprising the directives on port State control, flag State implementation, accident investigations, and ship-source pollution, was published in the Official Journal of the European Union in December 2024. Following this, the amended directives on Port State Control and Flag State Implementation officially entered into force, representing a major step forward in reinforcing maritime safety, environmental protection, and alignment with international and EU regulations.

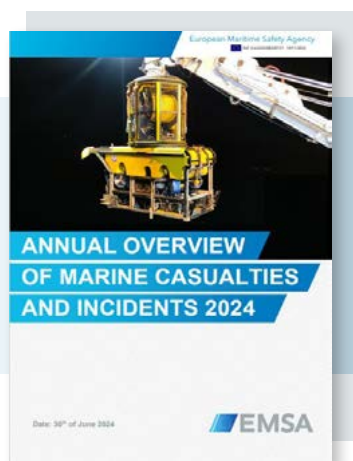
Throughout the revision process, EMSA actively supported the European Commission by providing technical expertise, data analysis, and digital tools to help shape a consistent and effective legislative framework. EMSA will continue to work closely with both the Commission and Member States to ensure the smooth and harmonised transposition and implementation of these key EU maritime legislative instruments.



## Accident investigation

Throughout 2024, EMSA continued to update and enhance the European Maritime Casualty Information Platform (EMCIP), which is populated by the Accident Investigation Bodies of the Member States and used for accident data analysis by 43 Member State organisations. EMSA also continued to act as Secretariat of the Permanent Cooperation Framework of Accident Investigation Bodies.

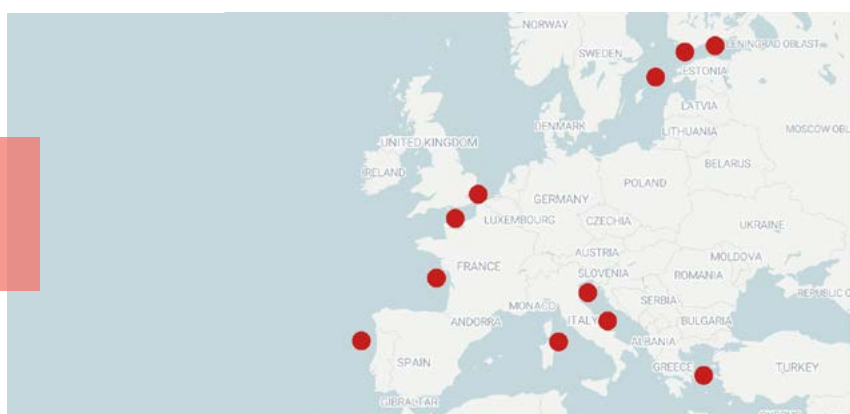
In 2024, EMSA produced the tenth annual Overview of marine casualties and incidents, covering EMCIP-derived data for the reporting period 2014-2023. The Overview continues to provide valuable data on the safety of maritime transport, drawn from a database which increases by approximately 2,700 marine casualties and incidents reported per year.



2024 marked the second full year of EMSA's remotely operated vehicle (ROV) service for underwater surveys. Throughout the year, the service experienced increasing demand from Member States, primarily for accident investigation, with the ROV service operating in the Tyrrhenian Sea, the Baltic Sea, the Adriatic Sea, and the Atlantic Coast.

EMSA also participated in exercises in France and Belgium where other ROV use cases were tested, including support to environmental projects and the monitoring and inspection of maritime infrastructure fields. Following requests from Member States, the Agency also prepared to incorporate new functionalities into the ROV service.

### ROV OPERATIONS 2022-2024





## Maritime security

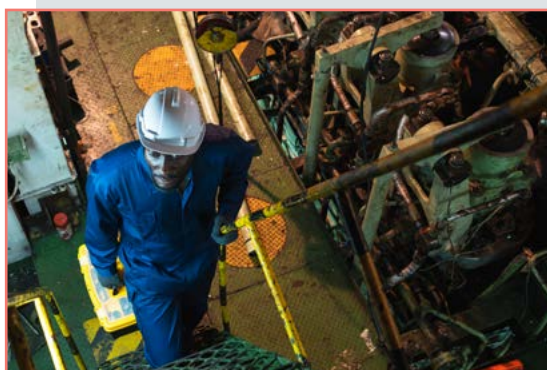
During 2024, EMSA experts participated in 23 weeks of maritime security inspections, supporting the European Commission and the EFTA Surveillance Authority with technical assistance aimed at helping to verify the implementation of EU maritime security legislation. EMSA delivered 49 inspection reports based on this work.



# 49

### INSPECTION REPORTS

were delivered in 2024 based on EMSA's experts maritime security inspections.



In 2024, together with the Directorate-General for Mobility and Transport at the European Commission (DG MOVE), EMSA updated the EU MARSEC Handbook (formerly the “Interim Guidance on Maritime Security for Member States’ Competent Authorities”). This handbook reflects the experience gained during maritime security inspections and disseminates best practices among Member States. Its content is intended for the use of all personnel responsible for maritime security in the EU.

In October 2024, EMSA held its third maritime cybersecurity conference, attended by maritime experts from the EU institutions, Member States, industry, and academia, with the theme of exploring options for effective information sharing in the EU on maritime cybersecurity issues. In parallel, and responding to Member State interest, a second edition of the Maritime Cybersecurity (MCS) training course was delivered in 2024. The course is specifically designed for national administration officers having a role in developing or enforcing cybersecurity regulations in the maritime domain.



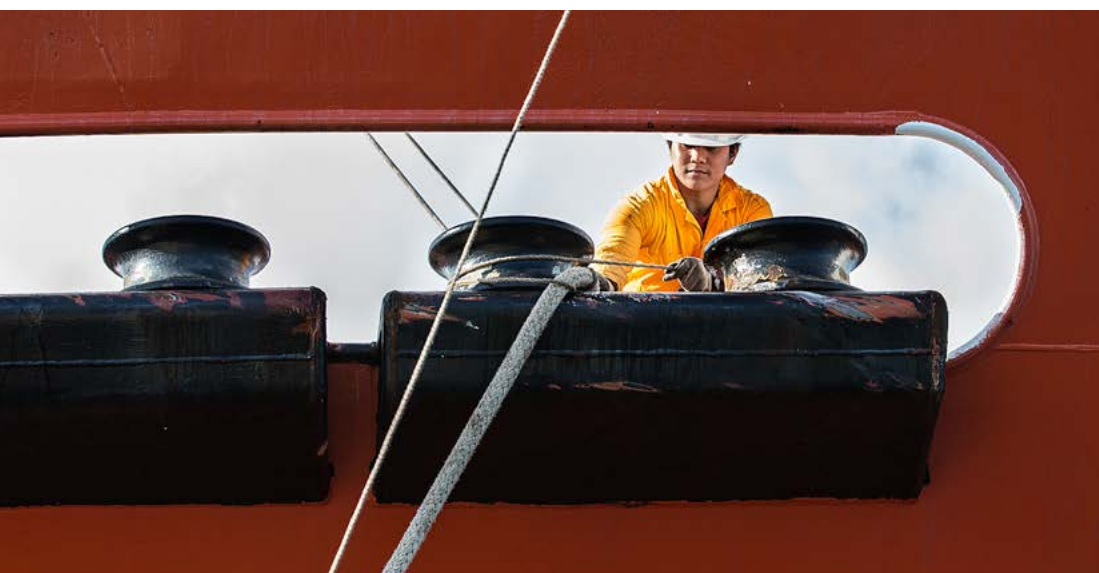
## The Human Element

Throughout 2024, EMSA fully supported the European Commission and the EU Member States in the comprehensive review of the IMO International Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers.

At the same time, EMSA enhanced the STCW Information System (STCW-IS), which contains information on maritime administrations and maritime education and training institutions in the EU and EFTA, to ensure a more effective processing of data received from the Member States. EMSA also continued to develop the EU Seafarers' Certification Platform.

In 2024, EMSA produced the annual Seafarer Statistical Review, based on the analysis of the data reported by the EU Member States in the STCW-IS, thus ensuring insights into the availability and distribution of seafarers certified at EU level.

In December, EMSA published a study on the identification of competences for seafarers working on board ships using alternative fuels (the TRAINALTER study), the results of which could feed the ongoing discussions on the revision of the STCW Convention and support the development of relevant guidance and standards.



In 2024, EMSA continued to support the European Commission and Member States in a wide range of activities linked to the human element in shipping, including looking ahead to changes in the industry linked to decarbonisation.



## Recognised Organisations

Recognised Organisations are classification societies which have been recognised by the European Commission to carry out statutory survey and certification work on ships on behalf of EU Member States. In 2024, EMSA carried out 17 inspections to verify the performance of these recognised organisations. In addition, throughout 2024, EMSA continued to ensure technical support to the European Commission in the ongoing work to develop further technical guidelines for remote surveys and audits.

In 2024 intensive preparatory work for the second edition of the EMSAFE report took place.



## Preparing EMSAFE 2025

Preparations for the second edition of the European Maritime Safety Report (EMSAFE) constituted an important part of EMSA's safety work in 2024.

EMSAFE is unique; it is the first consolidated overview of maritime safety in the European Union. The report gives a factual overview of a wide range of maritime safety topics, as well as an in-depth analysis of specific technical areas.

The second edition, to be launched in 2025, builds on the findings of the first report, published in 2022, with new information from all the databases hosted by EMSA to give detailed insights into the status of maritime safety in the EU.

EMSAFE 2025 will also review the current the development, application and status of relevant EU and international safety standards, as well as looking ahead to future challenges for the sector, including in the context of increased decarbonisation and greater digitalisation.



## SURVEILLANCE

### HIGHLIGHTS

- More than 16,000 Earth Observation images delivered
- 1,280 RPAS deployment days in 2024
- CISE enters its operational phase and is used in a search and rescue exercise



**EMSA offers two main satellite-based Earth Observation services: CleanSeaNet and the Copernicus Maritime Surveillance service, as well as multipurpose maritime surveillance using Remotely Piloted Aircraft Systems (RPAS) which is made available to Member State authorities and EU bodies engaged in coast guard functions. Specially adapted RPAS services are also used to support emissions monitoring around the EU.**

In 2024, EMSA's Earth Observation services continued to develop and deliver advanced surveillance capabilities, providing support for a wide range of use cases and services. Additionally, the Agency reinforced its regional RPAS strategy for multipurpose maritime surveillance by supporting multiple entities across different countries, thereby promoting more efficient use of resources in the execution of coast guard functions.

Also in 2024, the Common Information Sharing Environment (CISE) concluded its transitional phase and entered its operational phase, marking an important milestone in the evolution of the network, which connects systems of European and EU/EEA Member States authorities with responsibility in maritime surveillance.

In 2024, the Earth Observation images we delivered represented over 1,5 billion square kilometres of sea surface monitored.





## Earth Observation services

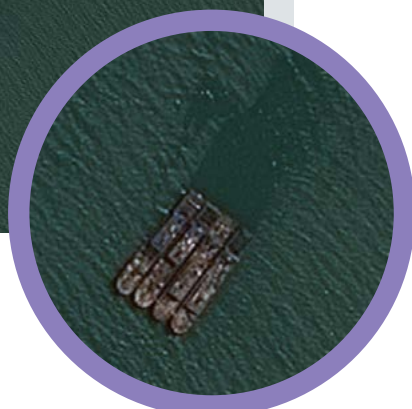
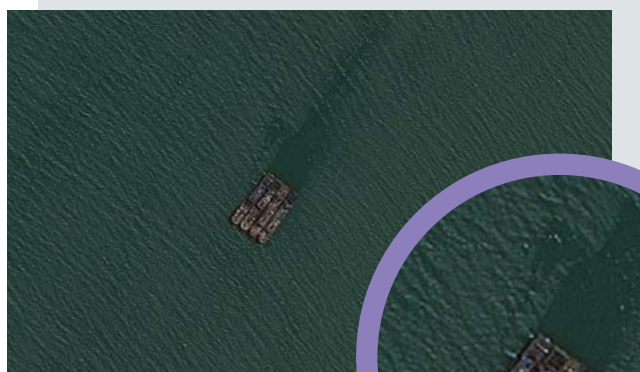
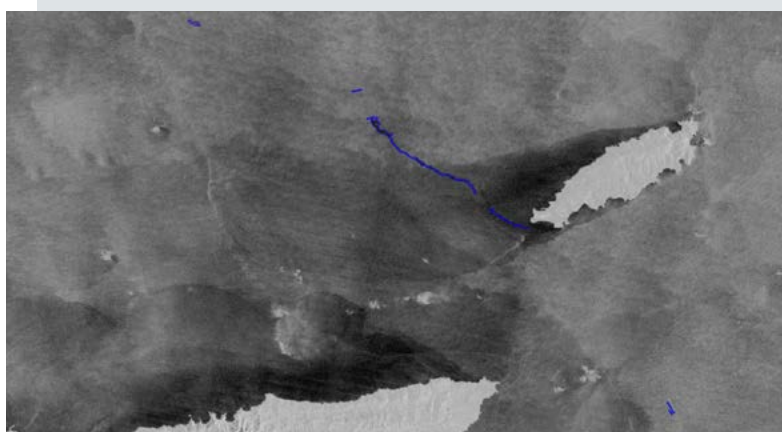
EMSA's Earth Observation delivered 16,240 images to Member State administrations and EU Institutions in the scope of CleanSeaNet, EMSA's support to emergencies at sea, Copernicus Maritime Surveillance, and support delivered under the Frontex-EMSA service level agreement.

The CleanSeaNet service delivered 6,964 images to Member States and 855 images to European Neighbourhood Policy Projects Beneficiary Countries, while the Copernicus Maritime Surveillance service (CMS) delivered 6,411 images to a wide range of users in different function areas. At the end of 2024, CMS served 76 Member State national administrations, European institutions and international organisations.

**7,819**

**CSN IMAGES  
DELIVERED IN 2024**

supporting participating States in identifying and tracing oil pollution at sea; monitoring pollution during emergencies and helping to identify polluters.



**6,411**

**CMS IMAGES  
DELIVERED IN 2024**

providing high-quality satellite images and value-added products which support the monitoring of human activity at sea.



In 2024, there were 50 activations of the EMSA contingency plan which triggered dedicated Earth Observation services linked with oil pollution, search and rescue and maritime safety. 207 images were delivered for this purpose.

In 2024, EMSA organised and successfully completed three distinct pre-operational qualification tests involving the Cosmo-SkyMed, Cosmo-SkyMed Second Generation, and Pleiades Neo constellations. Following these tests, a procurement procedure for Cosmo-SkyMed was launched, with a contract for satellite services expected in early 2025. The Pleiades Neo constellation passed EMSA's acceptance checks and will be included in the Agency's portfolio in 2025.

## Remotely Piloted Aircraft Systems (RPAS)

During 2024, EMSA offered nine RPAS operations to Member States and relevant EU Agencies, including regional services in the Mediterranean Sea (Italy), Baltic Sea (Finland, Estonia and Latvia), North Sea (Denmark), and Atlantic (Portugal and Spain).

RPAS emission monitoring operations were organized in Germany (vessel based operation in the North Sea), France and Belgium, and the port of Barcelona (light RPAS). The France and Belgium RPAS services supported the EMSA 2024 MMO operation in the Channel. Two EFCA vessels were equipped with RPAS capabilities.

### 2024 EMISSIONS MONITORING in the Port of Barcelona (Spain).



### 2024 MULTIPURPOSE MARITIME SURVEILLANCE in Gulf of Genoa (Italy).



In total RPAS services delivered 1,280 operational flight days associated with Regional multipurpose operations, emissions monitoring and support to EU chartered vessels (EMSA for pollution response and EFCA for fisheries control). In 2024, EMSA began the process of renewing its RPAS services portfolio for multipurpose maritime surveillance, emissions monitoring, and the deployment of light RPAS on board EMSA's operational pollution response vessels, as well as on board EU Agency vessels.

## 2024 RPAS OPERATIONS

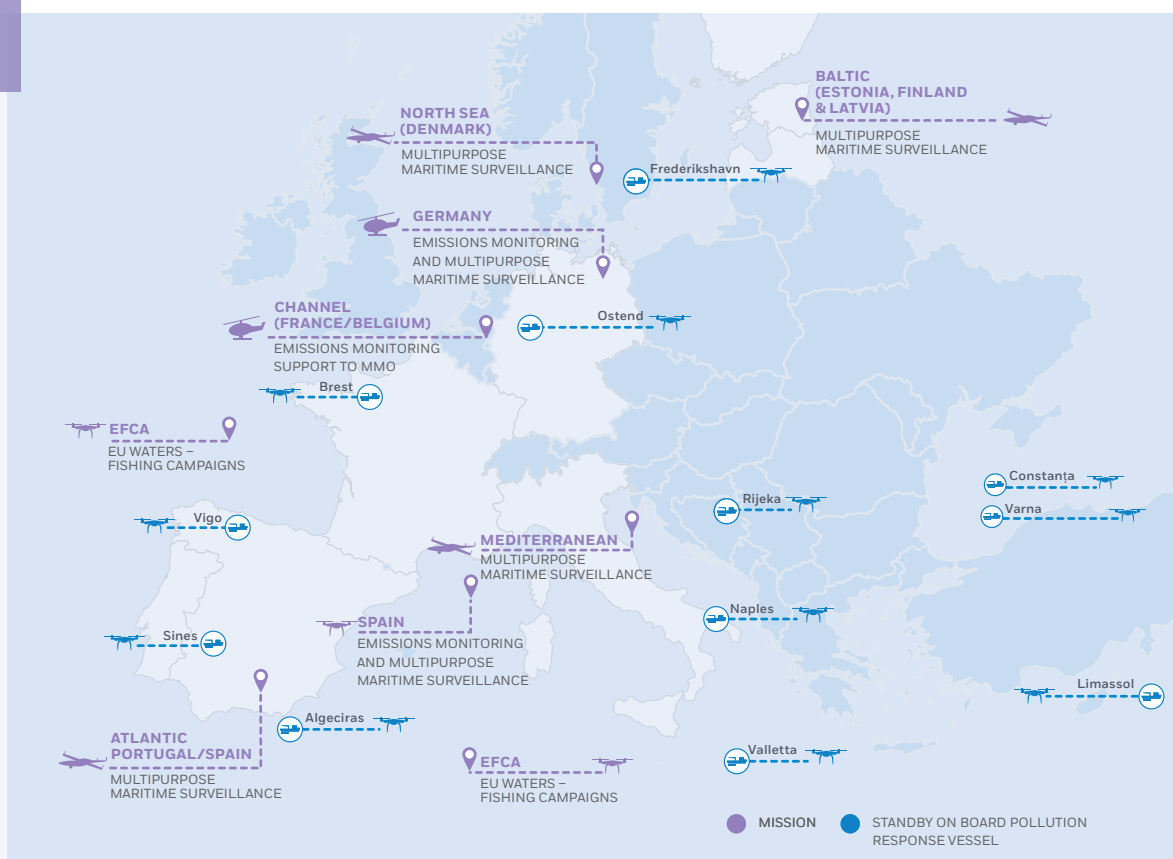
### MULTIPURPOSE MARITIME SURVEILLANCE OPERATIONS

875  
DAYS

1,280  
OPERATIONAL  
FLIGHT DAYS

405  
DAYS

### EMISSIONS MONITORING OPERATIONS



## SAT-AIS


In parallel, EMSA continued delivering global satellite AIS data services (SAT-AIS) to end-users, ensuring real-time coverage through high-performance satellites while providing a supplementary service as a complementary feed and backup solution.

EMSA also strengthened its collaboration with the European Space Agency (ESA) to advance integrated space-based solutions for operational maritime activities, with both Agencies identifying ways to maximize the potential of space-based technologies in enhancing maritime safety and surveillance services.



## Common Information Sharing Environment (CISE)

The Common Information Sharing Environment (CISE) finally concluded its transitional phase in 2024. CISE is a network that connects systems of European and EU/EEA Member State authorities with responsibility in maritime surveillance, enabling them to exchange relevant information across borders and different sectors in a seamless and automated way.



As part of a search and rescue exercise performed in the Adriatic Sea, the Slovenian Maritime Administration, the Italian Coastguard, the European Fisheries Control Agency, and EMSA all tested sharing information through CISE.

As from April 2019, EMSA in close coordination with the Member States and relevant EU bodies has been engaged in the implementation of CISE. In July 2024, based on the results achieved in the CISE Transitional Phase (2019-2023), the European Commission set up the Operational Phase with the aim of fully implementing CISE in the operational activities of maritime surveillance authorities. EMSA exercises the chairmanship and provides the secretariat of the CISE Stakeholders Group (CSG) responsible for the execution of the activities of the Operational Phase.



A large container ship is sailing on the water, with other ships and port infrastructure visible in the background. The ship is loaded with colorful containers. The water is calm, and the sky is overcast. The ship is moving towards the right side of the frame.

## SIMPLIFICATION

## HIGHLIGHTS

- Publication of the EMSWe Message Implementation Guide, outlining common specifications for all Maritime National Single Windows
- All Member States successfully transitioned to SSN v.5 within their national systems during 2024
- Continued enhancements to the Traffic Density Map service in 2024



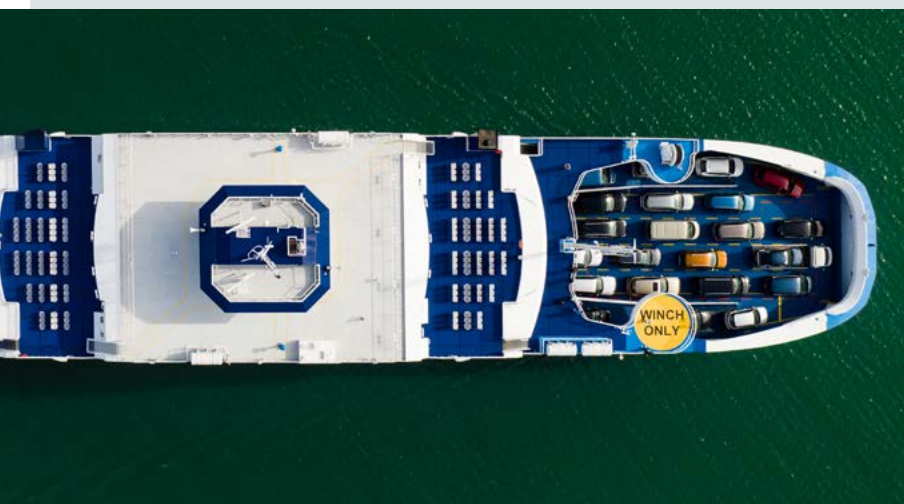
With approximately 35,000 ships operating around the EU each day, Europe's waters are among the busiest in the world. Each year, billions of tonnes of goods pass in and out of EU ports, and nearly 400 million passenger journeys take place here. The highest standards of maritime safety, security, and the efficient flow of maritime traffic are therefore vital to support the flow of goods and people entering, leaving, and travelling through our European Union by sea.

In this context, the 24/7 provision of accurate and reliable vessel and voyage-related information to national administrations, the reduction of the reporting burden on shipping, and the increased digitalisation of administrative processes are at the heart of EMSA's work. Through this, the Agency fully supports the European Commission, Member State authorities, industry, port authorities, and the wider maritime community, facilitating greater simplification and supporting harmonised information sharing across the EU.

Europe's waters are among the busiest in the world.

**35,000**  
SHIPS

per day operating around the EU.



**395.3 million**  
PASSENGERS  
recorded in EU ports in 2023.



## SafeSeaNet

For two decades, the European Platform for Maritime Data Exchange (SafeSeaNet) has been one of the pillars of the services that EMSA provides to EU maritime authorities.

SafeSeaNet, managed by EMSA, links together port authorities, coastal stations, search and rescue, vessel traffic services, pollution response bodies, and other maritime authorities from across Europe. It enables Member States to provide and receive information on ships, ship movements, and a range of ship safety issues, including hazardous materials, bunkers, security, waste, persons on board passenger ships, and incident and accident reports.

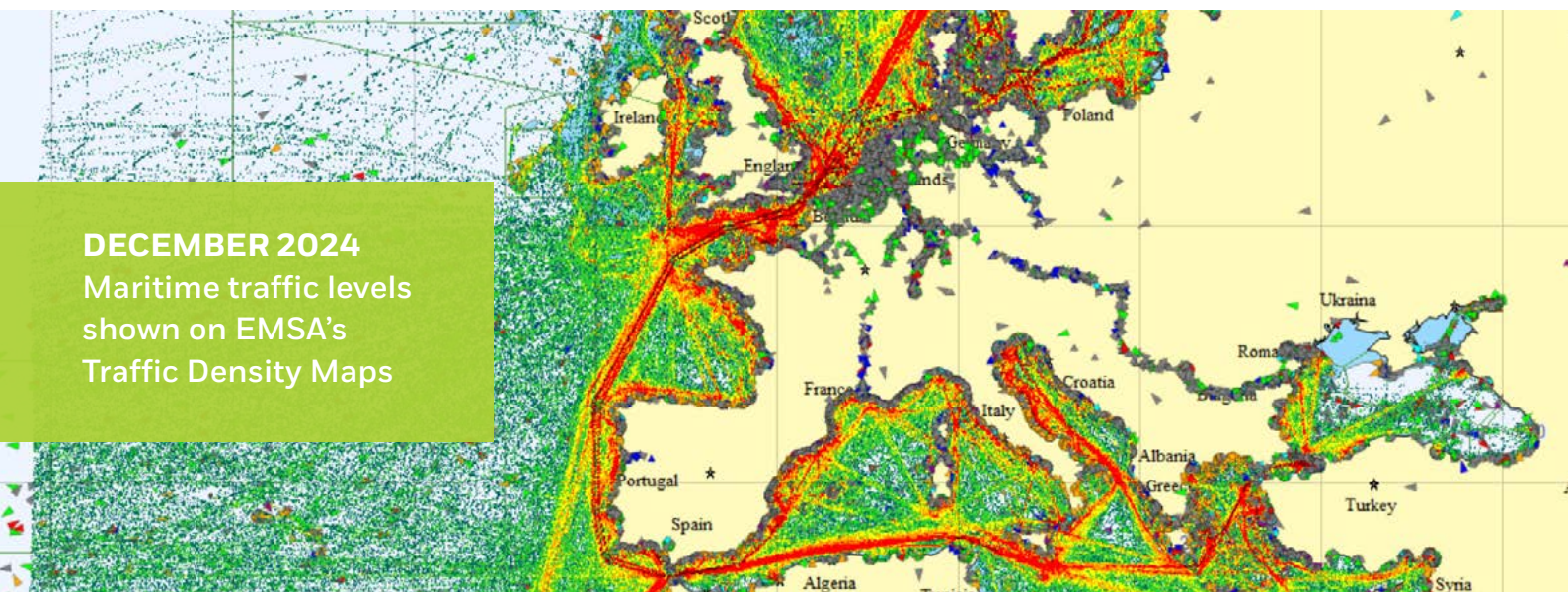
In 2024, EMSA continued to maintain and develop the SafeSeaNet system, supporting Member States in successfully transitioning to the latest version of the system (SSN v.5) within their national systems. By the end of the year, all Member States were operating the new version.

SafeSeaNet was further upgraded in 2024 for ship-to-shore reporting. This upgrade aims to simplify the fulfilment of ship reporting obligations by reusing information already reported and applying the 'once only' principle, thereby consolidating the role of SafeSeaNet as an exchange platform for maritime information.

Throughout 2024, EMSA supported the maritime administrations of Albania, Italy, Croatia, Greece, Montenegro, Slovenia and Bosnia and Herzegovina in modernising the IMO adopted Ship Reporting System in the Adriatic Sea.

In addition, throughout 2024, EMSA continued to enhance the Traffic Density Map (TDM) service within SafeSeaNet to support Member States in monitoring shipping activity trends in their areas of responsibility.

**DECEMBER 2024**  
Maritime traffic levels  
shown on EMSA's  
Traffic Density Maps



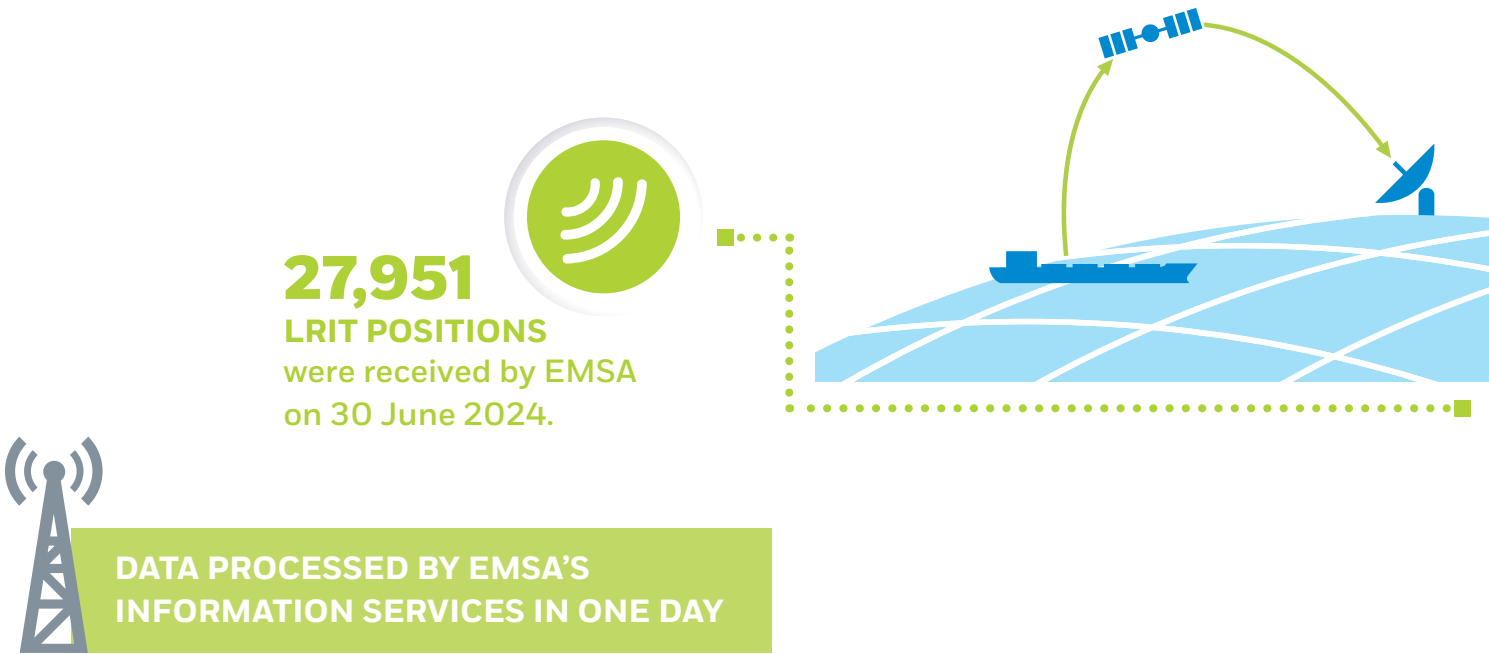


## Long-Range Identification and Tracking

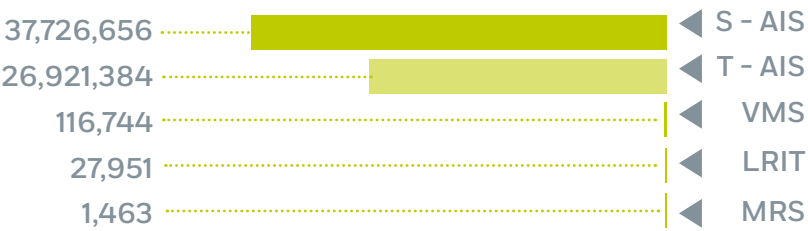
The Long-Range Identification and Tracking (LRIT) system provides for the global identification and tracking of ships to enhance the security and safety of shipping as well as marine environmental protection. The LRIT Data Centres (DC) collect, store and provide LRIT information (ship position reports) to users worldwide through an Internet based network.

EMSA hosts, operates and maintains the European Union LRIT Cooperative Data Centre (EU LRIT CDC) and the European Union LRIT Ship Database (EU LRIT Ship DB) on behalf of the European Commission and EU Member States, Norway and Iceland (EEA), and Montenegro, Georgia and Tunisia.

The Agency also continued hosting, operating, and maintaining the LRIT International Data Exchange (LRIT IDE) on behalf of the International Maritime Organisation (IMO) and SOLAS contracting governments. The International LRIT Data Exchange (IDE) interconnects 72 LRIT Data Centres and 137 contracting governments and territories, making it possible for LRIT users worldwide to request and receive LRIT position reports from ships in a secure, effective and timely manner.



**64,8 million**  
NUMBER OF **POSITIONS**  
RECEIVED BY EMSA  
ON 30 JUNE 2024

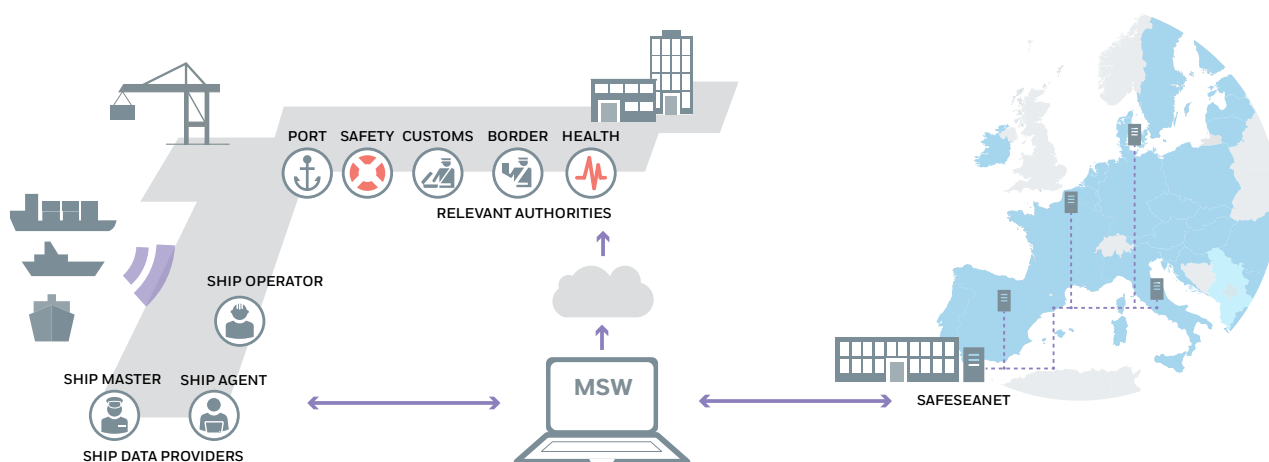




## European Maritime Single Window

On 15 August 2025, Regulation (EU) 2019/1239 on the European Maritime Single Window environment (EMSWe) is set to be fully implemented. The EMSWe will harmonise port-call reporting across EU ports, applying the “once-only” principle to reduce repetitive reporting for ship operators. EMSA is fully supporting the European Commission in the preparations for the implementation of the Regulation, and has worked with experts from the Commission, Member States, and shipping industry associations to develop common specifications and database services for the EMSWe.

In 2024, EMSA published the EMSWe Message Implementation Guide, which outlines the common specifications for all Maritime National Single Windows. This ensures that ship operators can meet their reporting obligations consistently across all EU ports. Additionally, EMSA released detailed technical message specifications which allow the developers of ship operators’ ICT systems to interact with the Maritime National Single Windows, to allow for greater technical harmonisation.



## e-Certification

In 2024, EMSA finalised the basic modules of the EU Seafarers’ eCertification platform for search and verification, by setting up e-sign and e-seal functionalities. The platform will, once completed, enable competent authorities in the Member States to issue electronic STCW certificates through a secure, accredited, and transparent system. By centralising the development, hosting and operation of this platform, EMSA will be providing economies of scale, reducing costs and streamlining processes for participating Member States.



An aerial photograph of two large container ships sailing on a blue sea. The ship in the foreground is loaded with multi-colored containers (blue, red, green, and yellow). The ship in the background has predominantly red and white containers. Overlaid on the image are glowing blue digital lines and dots, forming a network that connects the ships and extends across the horizon, symbolizing digital connectivity and data exchange in maritime operations.

## DIGITALISATION

## HIGHLIGHTS

- 704 operational bodies connected to EMSA's IMS
- Global continuous ABMs detected up to 300,000 incidents per day
- 15,640 monitoring plans submitted via THETIS-MRV



**EMSA is the main provider of the maritime picture in Europe, integrating and fusing data and information through state of the art tools and digital services. The Agency's Integrated Maritime Services (IMS) offers EU Member State maritime administrations, as well as EU Agencies and bodies, comprehensive, global maritime traffic visualisation with a continually updated array of new information, data products, functionalities, and development of analytical data. At the same time, EMSA's THETIS information system portfolio supports the effective enforcement of EU and international maritime legislation.**

## Integrated Maritime Services

Through IMS, EMSA provides an enhanced, global, maritime awareness picture that supports its users in a wide variety of responsibilities at sea. The service forms a pivotal part of Member State monitoring, information and surveillance functions, and benefits a continuously growing range of user communities.

In 2024, the number of IMS users increased by 11%, reflecting the increased interest in the service. By 31 December 2024, 7,931 individual users and 704 operational bodies were connected to IMS.

**704**

**OPERATIONAL BODIES**  
were connected to IMS  
in 2024.





The Automated Behaviour Monitoring (ABM) function within IMS was also further developed by refining global, continuous (“always on”) algorithms that detect port calls, at-sea encounters, drifting, speed anomalies and ship reporting gaps. The global continuous ABMs detect approximately 300,000 worldwide events per day. During 2024, the continuous ABM features were also added to the updated version of the IMS Mobile App for port calls.



**300,000**  
**EVENTS PER DAY**  
detected by the global  
continuous ABMs.



EMSA also introduced voyage-related ABMs, which include a standardised way to report the AIS-based destination (port of call) based on language based artificial intelligence.

By using cloud-based services, IMS was maintained and further improved, thus providing an archive of over five years of vessel position data.

Also, during 2024, EMSA released a third version of the graphical interface for the integrated maritime picture (SEG). The new version is more user-friendly, has a simplified workflow, and enhanced performance. To aid users, EMSA also released a series of tutorial videos explaining the new functionalities and improvements of SEG 3.0.



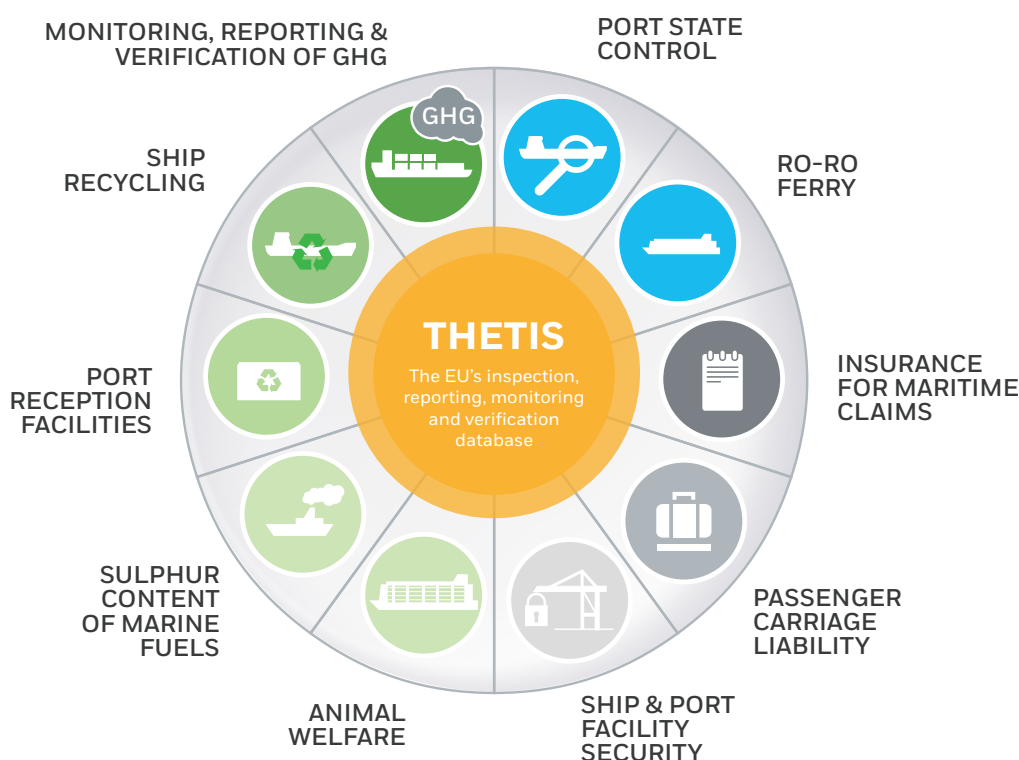
## THETIS

During 2024, EMSA introduced new functionalities in THETIS-MRV to support the inclusion of maritime transport in the EU Emissions Trading System, including new workflows for the approval of monitoring plans, ETS data submission processes, and partial emissions reporting functionality for ship ownership changes. EMSA also adapted THETIS-MRV to enable shipping companies to electronically submit their FuelEU Monitoring Plans within the legal deadline.

The THETIS-EU Sulphur Module was extended with additional system-to-system services, providing authorised authorities with direct access to SOx measurement data uploaded into THETIS-EU. This enhancement strengthens risk-based assessments for maritime sulphur inspections.

The THETIS-Animal Welfare module, developed in cooperation with DG SANTE, was further enhanced to improve enforcement of Regulation (EC) 1/2005 on animal welfare during transport, and collaboration continued with Member States of the Mediterranean MoU on Port State Control on continuous development of THETIS-MED for regional Port State Control operations.

In addition, technical planning for the evolution of the THETIS platform intensified in 2024, following the revision of the Flag State Directive and the Directive on Port State Control.





## Maritime Support Services

The Maritime Support Services (MSS) centre offers round-the-clock support to ensure two main functions: the smooth running of EMSA's maritime applications and the provision of rapid assistance in the event of an emergency at sea. In 2024, the MSS, as the single point of contact at EMSA for Member State authorities and the European Commission, coordinated 50 activations of EMSA's contingency plan in response to requests for assistance. Through EMSA's contingency plan, Member States can access services like oil spill response vessels and/or equipment and/or dispersants, satellite images, as well as expertise and information on vessels and their cargoes.

As part of its role as a point of contact for maritime awareness, the MSS gathered information from different EMSA services, assisting the Commission and the Member States in the monitoring of sanctions against the Russian Federation, the monitoring of traffic in the Black Sea, the identification of trends in activity such as hotspots for ship-to-ship transfers around the EU and on developing situations on a global scale, such as in the Red Sea, that had impact on the merchant fleets of the Member States.

The MSS also acted as the European Coordination Centre for the EMSA-led Multipurpose Maritime Operation in La Manche and the Southern North Sea, providing coordination between the different EU Agencies and Member State authorities involved in the operation, and issuing daily and weekly reports throughout its duration.



**50**  
**ACTIVATIONS**  
of EMSA's contingency  
plan in response to  
requests for assistance.



The MSS is the single point of contact at EMSA for Member State authorities and the European Commission.



## Service level and cooperation agreements

Throughout 2024, EMSA continued to provide services to the European Fisheries Control Agency (EFCA) and the European Border and Coastguard Agency (Frontex) through service level agreements, which include the provision of tailored integrated maritime services and Earth Observation products acquired through the Copernicus Maritime Surveillance (CMS) service. EMSA also provides the European Union Agency for Law Enforcement Cooperation (Europol) with an IMS-based service to support situational awareness for tackling law enforcement and organised crime activities at sea. During 2024, the number of Europol IMS user accounts grew by more than 200% compared with 2022.

A new Cooperation Agreement to provide the legal basis for collaboration between EMSA and the EUNAVFOR Aspides mission was prepared and endorsed by the EMSA Administrative Board in late 2024. Meanwhile, EMSA continued to provide IMS services in support of EUNAVFOR Atalanta to enhance maritime situational awareness in the high-risk area off the coast of Somalia. EMSA also supported the EUNAVFOR MED: Operation Irini mission in the Mediterranean with IMS services. In parallel, EMSA provided surveillance tools and services to the Maritime Analysis and Operations Centre (MAOC (N)) to support Europe's fight against drug trafficking in the Atlantic and Mediterranean maritime domains.



## TECHNICAL ASSISTANCE



## HIGHLIGHTS

- 39 learning services delivered to 1,943 participants by the EMSA Academy
- 37 visits and inspections carried out in 2024
- RuleCheck and/or MAKCs now used by all nine PSC regimes worldwide and Australia



**EMSA offers technical assistance to the European Commission, the Member States, and third countries through a variety of means. Its visits and inspections programme allows the European Commission to assess the extent to which EU law is being properly implemented in a given field, while the EMSA Academy provides learning services outside formal education to all beneficiary organisations and their members. Outside the EU, EMSA works to build up the national capacity of European neighbourhood countries, thereby helping to reinforce safety, security, and environmental standards in a much broader geographical context than simply at EU level.**

In 2024, EMSA's cycle of visits and inspections, corresponding reports, and cumulative horizontal analyses continued, while the EMSA Academy delivered a full programme of blended learning services to staff from the relevant authorities of EU Member States and EEA countries, European neighbouring countries, EU candidate and potential candidate countries, and members of the Paris MoU and Med MoU.

At the same time, through the projects for the Mediterranean Sea (SAFEMED V), the Black and Caspian Sea (BCSEA II), and the Instrument for Pre-Accession Assistance (IPA III) programme, EMSA continued to offer technical assistance, training and access to tools and services, for non-EU countries.

## 18 VISITS TO MEMBER STATES

Belgium, Croatia, Cyprus, Denmark, Estonia, France, Ireland, Italy, Germany, Greece, Latvia, Malta, Netherlands, Poland, Portugal, Romania, Spain, Sweden

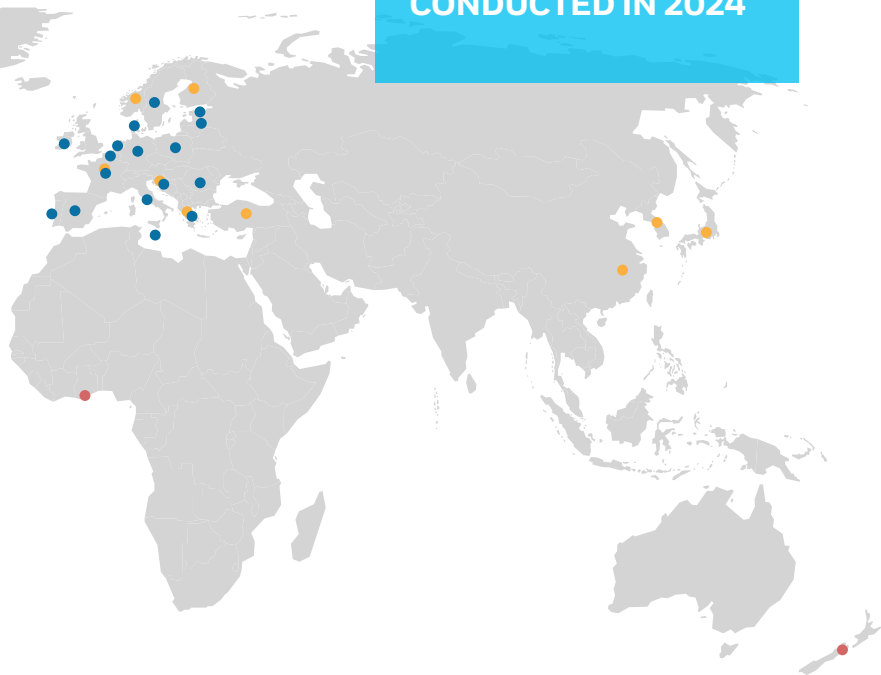
## 2 STCW 3<sup>RD</sup> COUNTRY INSPECTIONS

Ghana, New Zealand

## 17 RECOGNISED ORGANISATIONS INSPECTIONS

China (5), Croatia, Finland, France, Greece, Japan (3), Norway, South Korea (2), Turkiye (2)

### VISITS & INSPECTIONS CONDUCTED IN 2024





## Visits & Inspections

During 2024, EMSA completed a cycle of visits to Member States concerning Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers. A new cycle of visits was launched related to Directive (EU) 2019/883 on port reception facilities for delivery of waste from ships.

Meanwhile, two horizontal analysis reports were concluded in respect of Directive 2014/90/EU on marine equipment and Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers. An end-of-cycle workshop was subsequently organised on marine equipment to discuss the horizontal findings, consider lessons learnt, share best practices and reflect on ways how the governing legislation could be more effective.

Throughout 2024, EMSA continued to carry out inspections of third countries to verify their compliance with the requirements established under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention).



**2**  
**42**

**HORIZONTAL ANALYSES**  
**REPORTS SUBMITTED**





## The EMSA Academy

The EMSA Academy delivered 39 learning services to 1,943 participants from different competent authorities and EU institutions in 2024. The learning services consisted of Common Core Curricula, part-time courses and short courses. All courses were related to identified job profiles, to EU/International maritime legislation or to EMSA's operational maritime applications and tools, leading to certification upon demonstration of acquisition of knowledge and specific skills.

**39****LEARNING SERVICES**

were delivered by the EMSA Academy, consisting of Common Core Curricula, part-time courses and short courses.

**OCTOBER 2024****Common Core Curriculum for Med MoU PSCOs**

The Common Core Curricula offered included: a third edition for Sulphur Inspectors; a second edition for Flag State Inspectors (basic), a second, enriched, edition for Maritime Auditors; a first edition for Accident Investigators; and a first edition for Flag State Inspectors (intermediate level). In addition, part-time courses and short courses were delivered covering a wide range of topics such as the introduction to EU maritime law, core skills for maritime search and rescue coordinators, cybersecurity in the maritime domain. The catalogue of learning services was further enriched, for instance by a course on ship knowledge for HNS responders, and by a course for MLC Inspectors. They were delivered jointly to participants from EU Member States, EEA Countries and ENP / IPA beneficiaries, thus fostering increased cooperation and a uniform implementation of maritime regulations inside and outside the EU.

Learning services are delivered through the Maritime Knowledge Centre (MaKCs) which offers interactive content, live meetings, and synchronous and asynchronous learning activities. In addition, ten Member States are currently using the national extension of MaKCs where they upload and deliver their own national trainings.



EMSA has also integrated a virtual reality training element into different learning services to facilitate training courses on ship inspections. Meanwhile in 2024, EMSA's e-Lab recorded and edited 168 teaching and learning activities for various learning services.

**168**

**TEACHING AND LEARNING ACTIVITIES**  
were recorded and edited in 2024.

## Research, analytics, and tools

During 2024, EMSA's research and analytics capacity provided regular, and ad-hoc statistics and analytics to analyse data, and identify trends and risks, in support of maritime safety, security and sustainability for Member States and relevant European Commission services.

The Dynamic Overview of National Authorities (DONA) is an EMSA application which supports Member States and the European Commission via a range of functionalities, including a restricted-access reporting gate for the implementation of legal acts, and a public information section on relevant maritime authorities at Member State level. In 2024, to fulfil European Commission obligations under Directives 2009/45/EC and 98/41/EC, EMSA finalised the DONA tool, which enables the notification of passenger ship measures (i.e., exemptions, equivalents, and safeguard measures).

Additionally, an updated version of RuleCheck, the online repository of relevant maritime legislation used inside and outside the EU, was released in November 2024. RuleCheck was also enriched with more legislative acts. Currently, all PSC regimes at global level, as well as the Australian Maritime Safety Authority, are using RuleCheck and/or MaKCs.



## Pre-accession and European neighbourhood countries

Throughout 2024, EMSA continued to implement the SAFEMED V, BCSEA II, and IPA III projects. SAFEMED V aims to implement the EU Agenda for the Mediterranean and the maritime components of the Union for the Mediterranean (UfM) Regional Transport Action Plan. Similarly, the BCSEA II project aims at implementing the EU Agenda for the Black and Caspian Sea. EMSA has also been entrusted with the IPA III project, funded by the EU through the Instrument for Pre-accession Assistance (IPA) with beneficiary countries Albania, Bosnia and Herzegovina, Montenegro, Serbia and Turkey.

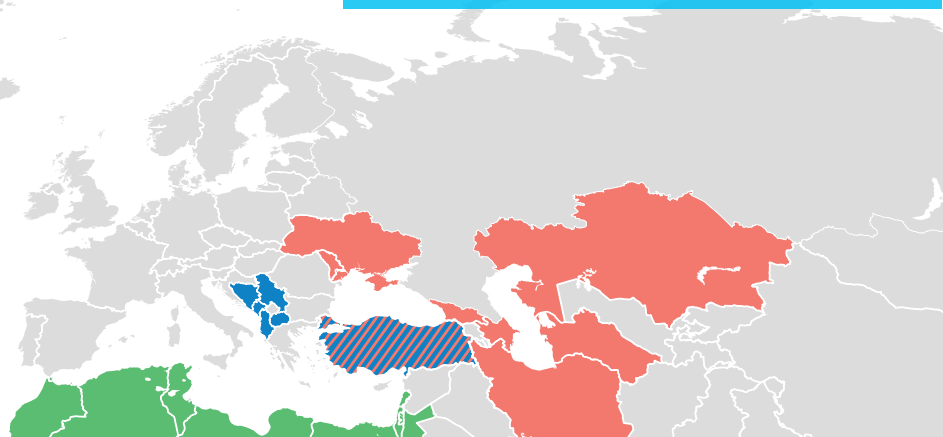
Capacity building across all projects continued in 2024, including providing access to the learning services of the EMSA Academy as well as to postgraduate studies. EMSA also concluded preparatory IMSAS audits and fact-finding visits to beneficiary countries and offered ad-hoc technical activities and the provision of tools and services, including access under pre-defined conditions to CleanSeaNet, RuleCheck, and MaKCs.

Among the many activities carried out through these projects in 2024, work continued on a pilot AIS-sharing project between beneficiary countries and selected EU Member States in the Mediterranean. as well as support to the transposition of international conventions in the beneficiaries' national legal systems. THETIS-MED, a modern "state-of-the-art" inspection database developed and maintained by EMSA, remained the sole reporting tool for PSC inspections in the Mediterranean MoU region.

At the same time, the geopolitical situation in the regions covered by these two projects, including the war in Ukraine, the situation in Georgia, and the conflicts in the Middle East impacted several activities. By using recorded materials and online capabilities, however, EMSA could continue delivering capacity-building measures in the framework of the projects.



### 2024: NON-EU PARTICIPANTS IN EMSA TRAINING COURSES





**COAST GUARD****COOPERATION****HIGHLIGHTS**

- Successful completion of the second EMSA-led MMO in La Manche and the Southern North Sea
- EMSA led a SAR exercise in the Adriatic with EFCA, Italy, Slovenia,
- First edition of the Greening Award Initiative



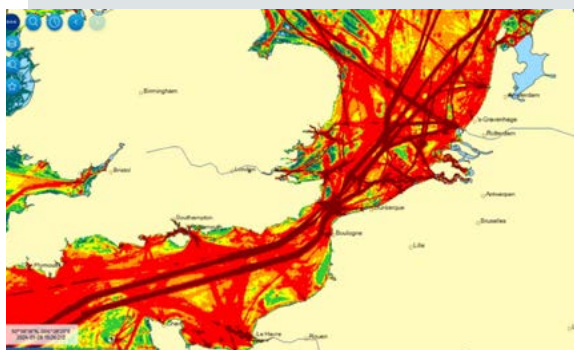
**Together with the European Fisheries Control Agency (EFCA) and the European Border and Coast Guard Agency (Frontex), EMSA works jointly to support civilian and military authorities across the EU in their coast guard functions.**

These functions comprise tasks related to safety and security at sea, search and rescue, maritime monitoring and surveillance, border control, fisheries control, customs activities and environmental protection and response. Working together, the three EU Agencies join forces and streamline activities in order to increase maritime situational awareness and provide tailored services to Member State authorities carrying out coast guard functions at national, EU and, where appropriate, international level.

Throughout 2024, EMSA continued to develop and enhance its coast guard cooperation, including through the delivery of its second Multipurpose Maritime Operation (MMO). An MMO, defined as a coordinated activity in a specific maritime area and for a defined period of implementation, is aimed at supporting national authorities carrying out coast guard functions at national, Union, and international levels. MMOs involve at least two coast guard functions falling under the mandate of multiple agencies and can be launched upon request from Member States or EFCA, EMSA, or Frontex. The Agencies involved may provide assets, services, or experts, which can be supplemented by the Member States.

The EMSA-led MMO was held in cooperation with EFCA and the Member States of France and Belgium during a four-month operation in La Manche and the Southern North Sea, starting in mid-May 2024. The MMO included a regional deployment of EMSA's RPAS service operating from the Gris-Nez Maritime Rescue Coordination Centre in the Pas-de-Calais Department of France.

In addition, EMSA also participated in the Frontex led Western Black Sea MMO and the Baltic Sea MMO, as well as in the EFCA-led Adriatic Sea MMO.



**MAY-SEPT 2024**

**EMSA-led MMO  
underway in La  
Manche & the  
Southern North Sea**



Within the framework of the Adriatic Sea MMO, EMSA, with the support of EFCA and Frontex, led the Adriatic Sea search and rescue (SAR) exercise with Italy, Slovenia and Croatia for the second year in a row. The exercise reinforced cross-border coordination across the respective Search and Rescue regions in the northern Adriatic and identified areas for future improvement.

EMSA continued to support the work of the European Coast Guard Functions Forum (ECGFF), which brings together over 35 national coast guard authorities from EU countries and associated Schengen countries. In 2024, EMSA supported the Portuguese Presidency of the ECGFF, including through holding a workshop in the Agency's Lisbon headquarters.

**MARCH 2024**  
**ECGFF workshop**  
**held at EMSA**



In the framework of the 2024 Annual European Coast Guard Event, EMSA, in collaboration with Frontex and EFCA, developed and launched the first ever Greening Award Initiative, an award programme aimed at celebrating the sustainability actions that are carried out and developed across the authorities that make up the European Coast Guard community. With four categories, the awards recognise projects and activities which empower a green transition, contribute to a more sustainable future, and which directly or indirectly support the goals of the European Green Deal. After the successful first edition, a second edition of the awards will open for applications in 2025.





## OUR PEOPLE AND

## OUR ADMINISTRATION



## HIGHLIGHTS

- New Diversity and Inclusion policy adopted
- Extension of Environmental Management System
- Certification for three ISO standards maintained in 2024



**Good governance, a transparent administration, and internal efficiency are at the centre of EMSA's work. The Agency's management team is responsible for the implementation of the work programme and delivering on the set objectives, supported by a strong administrative framework that, in turn, supports the work of EMSA's business units and operational projects.**

Through its ISO 9001-certified Quality Management System, demanding environmental targets, a staff-centred human resources strategy, and its commitment to diversity and inclusion, EMSA sets and maintains high standards in all its administrative work, continually implementing efficiencies and modernising workflows and processes to deliver value for money and meet stakeholder needs and expectations.

## Administrative Board

EMSA's Administrative Board is composed of representatives from all EU Member States, Iceland, Norway (EFTA countries), and four Commission representatives, along with four non-voting members from diverse maritime sectors. The Board oversees EMSA's operations and the work of its Executive Director.





In June 2024, Mr. Eric Banel took up the position of Deputy Chair of the EMSA Administrative Board, replacing the outgoing Deputy Chair, Benito Nuñez Quintanilla, who had been appointed Secretary General for Air and Maritime Transport of Spain.

Mr. Banel, already Chairman of EMSA's Administrative and Finance Committee, and the Director-General of the French Directorate-General for Maritime Affairs, Fisheries, and Aquaculture, was elected Deputy Chair by acclamation.



#### JUNE 2024

Mr. Eric Banel took up the position of Deputy Chair of the EMSA Administrative Board

During 2024, the EMSA Administrative Board met three times. The March meeting is now regularly held by video conference, to cut down on travel time for the Members. The June and November meetings are always held at EMSA's headquarters in Lisbon.

Ahead of each session, the Administrative and Finance Committee convenes to scrutinise technical, financial, and administrative matters, providing recommendations and opinions in line with its mandate.

#### JUNE 2024

70<sup>th</sup> Administrative Board meeting





## Human resources

Following its adoption in 2023, the EMSA Human Resources strategy entered its second year of implementation. In January 2024, EMSA launched its first all-staff survey, and presented the results to staff in April.




**APRIL 2024**

Staff survey results presented in EMSA

2024 also saw EMSA launch its Diversity and Inclusion policy after a brainstorming workshop with staff members. The policy's overall objectives have already been included under different actions in the HR Strategy, and actions like unconscious bias training for selection committee members, and attending career fairs for under-represented nationalities, have already been put in place. Also in 2024, the Agency created its Well@EMSA initiative, which centres on physical, mental and workplace wellbeing. A number of Well@EMSA initiatives were implemented in 2024, with more planned for the future.

**20**



**WELL@EMSA INITIATIVES**  
were implemented in 2024,  
focusing on physical, mental  
and workplace wellbeing.





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, including attracting women and the younger generation, not just to EMSA but also to the transport, maritime, and ICT fields. EMSA won a Certificate of Excellence for one of these actions, the Ambassador Programme, at the 2024 EU Agencies' Network Diversity & Inclusion Awards.

These activities took place against the backdrop of increased recruitment and onboarding work at operational HR level. At the end of 2024, EMSA had a 100% occupancy rate in its establishment plan.

### NOVEMBER 2024

#### Certificate of Excellence for EMSA's Ambassador Programme



## Integrated quality management

The Agency 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. During 2024, the certification was maintained, and an internal audit was performed in preparation of the annual verification external audit scheduled for February 2025. EMSA's registration under the EU's eco management and audit scheme (EMAS) registration was also maintained in 2024.

EMSA's environmental programme, part of its Environmental Management System, grew in 2024, with the completion of the design phase of green infrastructure projects, reducing paper usage through digital optimisation, implementing new printing solutions, continuing green procurements, eliminating plastic and single use items, and offsetting carbon emissions from business travel through supporting environmental projects.



## 2024 HIGHLIGHTS TIMELINE

**FEB**

Together with the European Environment Agency, we launch our online stakeholder consultation on the second edition of the EMTER report. The stakeholder consultation event was a crucial milestone in the report's development.

**MAR**

In Brussels, our Executive Director, Maja Markovčić Kostelac, met the Deputy Minister of Shipping of Cyprus, Ms Marina Hadjimanolis, for talks on EMSA's work, projects, and areas of mutual cooperation.

**APR**

Our Executive Director and members of her management team meet the Head of the Ukrainian Maritime Administration and his delegation during their visit to our Lisbon headquarters.

**MAY**

Together with the French and Belgian authorities, our Executive Director formally opens the EMSA-led Multipurpose Maritime Operation (MMO) at a press conference in Dunkirk. The MMO, which covered the La Manche and Southern North Sea maritime region, ran from mid-May to early September 2024.



## 2024 HIGHLIGHTS TIMELINE

JUN

Interagency coastguard cooperation in action. The Executive Director of the European Fisheries Control Agency, Susan Steele, and the Executive Director of Frontex, Hans Leijtens, with our Executive Director at the 2024 Annual European Coast Guard Event, held in Tenerife, Spain.



JUL



Our Executive Director welcomes Teresa Ribera, then the Minister for the Ecological Transition of Spain, and, from 1 December 2024, the First Executive Vice-President of the European Commission for a Clean, Just and Competitive Transition, and Commissioner for Competitiveness, under the second Von der Leyen Commission.

SEPT

After the European Parliament elections, and at the start of a new Parliamentary cycle, our Executive Director addressed the Transport and Tourism committee of the European Parliament (TRAN Committee), briefing MEPs about EMSA, its role, its responsibilities, and its day-to-day work.



OCT



The Common Information Sharing Environment (CISE) formally entered its operational phase in 2024. At a high-level event in Brussels in October, with our Executive Director as a keynote speaker, maritime stakeholders gathered to reflect on CISE's evolution in enhancing information exchange between maritime surveillance authorities, and its future development and use.

NOV

We held our third workshop on alternative fuels and power solutions for shipping and ports, dedicated to discussing our two latest studies (on the potential of synthetic fuels and the possible uses for nuclear propulsion in maritime). We also presented reports into safe bunkering with biofuels, the safety of ammonia as a fuel for shipping, and the safety of hydrogen as a fuel for shipping.





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## ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

EMSA's mission is to serve EU maritime interests for a safe, secure, green and competitive maritime sector, and act as a reliable and respected point of reference in the maritime sector in Europe and worldwide. Based in Lisbon, we work on maritime safety, security, sustainability, digitalisation, and capacity building, among other tasks, in full support of the EU Member States and the European Commission.



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

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