

Lisbon, 28 June 2023

67th Meeting of the Administrative Board

Lisbon, 14 and 15 June 2023

SUMMARY OF DECISIONS

1st day of the meeting

1. Welcome from the Chairman and adoption of the draft agenda

New Board Members/alternates were welcomed, as listed below.
No conflicts of interest were declared. The agenda was adopted.

New Board Members and new alternates:

European Commission

- Member: Maja Bakran, Deputy Director General, Acting Director General and Acting Director for Waterborne Transport DG MOVE, replacing both Mr Hololei and Ms Kopczynska.
- Member: Hanna Jahns, Director for Disaster preparedness and Prevention, DG ECHO, absent today, replacing Ms Julia Steward-David.

Croatia

- Alternate: Toni Maričević, Head of Sector, replacing Mr Zdravko Seigel.

Greece

- Member: Andreas Spanos, Director for Shipping at the Hellenic Shipping Administration (replacing Mr Kontorouchas)
- Alternate: Nikolaos Matoulas, absent today, Head of International Organizations and EU Unit of the Directorate for Shipping (replacing Mr Syrigos)

Estonia

- Member: Marek Rauk has left the Estonia representation at the EMSA Board, the nomination of his replacement is pending

Absences:

Austria and Slovakia were not present and did not provide proxies.

Proxies:

Norway was represented by Trine Beate Solevaagseide, international advisor in charge of international relations for Navigation Technology and Maritime Services as expert.

European Commission

- Hanna Jahns, DG ECHO to Maja Bakran, DG MOVE
- Fotini Ioannidou, DG MOVE to Anne Montagnon, DG SRD

Spain

- Benito Núñez Quintanilla, Spain, to Christophe Lenormand, France on 15 June 2023

2. Workshop on the future of services for maritime awareness, analytics and enforcement

The Administrative Board **took part** in the workshop on the future of services for maritime awareness, analytics and enforcement. The outcomes presented in plenary would be assessed by the Agency in the context of the finetuning of the multiannual programme 2024-2026.

2nd day of the meeting

3. Minutes of the last meeting

The Administrative Board **approved**, with a minor editorial change by the Commission, the minutes of the last Administrative Board meeting which took place via video conference on 15 March 2023.

4. EMSA Consolidated Annual Activity Report 2022

The Administrative Board **confirmed the adoption of the EMSA Consolidated Annual Activity Report 2022** in accordance with Articles 15(2)(d) and 10(2)(b) of Regulation (EC) n° 1406/2002 as amended, and **its assessment**, in accordance with Article 48 of the EMSA Financial Regulation.

5. Update on the implementation of the Agency activities in 2023

The Administrative Board **took note** of the information provided by the Agency on:

- (a) Relevant tenders and developments in the fields of Anti-Pollution Measures;
- (b) European cooperation on coast guard functions - 2023 Budget execution;
- (c) CARGOSAFE;
- (d) Seafarers' statistics in the EU.

The Administrative Board also **took note** of the current state of the budget and estimated deficit in Title 1 and the future possible shift of appropriations, once the annual update on remunerations and correction coefficients are available. Such transfer, possibly requiring approval of the Administrative Board, would happen by the end of the year.

6. Draft Administrative Arrangements (this AI was taken immediately after AI8)

The Administrative Board **considered and did not object** to the following draft administrative arrangements as foreseen by Article 10(2)(cc) of the Founding Regulation:

- the Draft Contribution Agreement EMSWe
- the Draft Contribution Agreement FuelEU Maritime.

The Administrative Board also **took note** of the elements of the future Contribution Agreement for IPA III with DG NEAR for consideration by the Board by written procedure. The written procedure will be launched after the meeting, once the documents are available.

7. Information on the future Chairmanship (this AI was taken immediately after AI5)

The Administrative Board **took note** of the next steps for the future Chairmanship of the Agency. Candidatures for the role of Chairperson should be transmitted to the Agency by 30 September 2023.

8. Extension of the term of office of the Executive Director

The Administrative Board **adopted the decision on the extension** of the Executive Director's term of office and her regrading.

9. EMSA Capacity Building activities

The Administrative Board **took note** of the update on the activities of the EMSA Academy and the list of delivered and planned learning services for 2023 and **endorsed** the proposed learning services for 2024 (Annex III).

10. Status of the EMSA Draft Single Programming Document 2024-2026

The Administrative Board:

- (a) **took note** of the information provided by the Agency on the latest operational and budgetary developments with potential impact on the Draft Single Programming Document 2024-2026 and the corresponding Draft Budget and Establishment Plan for 2024, as well as information on planned contract agents and seconded national experts under the EU subsidy and on expected project financed human and financial resources, and was invited to provide written comments by 30 June 2023;
- (b) **took note** of the paper provided by Denmark on how EMSA may be able to assist Member States with their risk analyses of oil and HNS spills and **confirmed a shared interest from the Member States to discuss further the topic** in a dedicated technical meeting with all relevant counterparts including different Services of the European Commission and the Regional Agreements;
- (c) in line with article 10(2)(c) of the EMSA Founding Regulation, **examined** a request for assistance as referred to in Article 2a (ancillary tasks). The request from the Commission to activate the ancillary task related to CISE was **approved**, thus allowing the parties (DG MARE and EMSA) to proceed with drafting an administrative arrangement concerning the operational phase of CISE which would then be submitted to the Administrative Board for consideration as usual.

11. Adoption of the list of "A" items

The Administrative Board **approved and took note** as appropriate of the following "A" items:

- (a) **EMSA Financial Statement for 2022** - provided a **positive opinion** and approved the EMSA 2022 final accounts.
- (b) **Monitoring of findings and recommendations from internal and external audits and EMSA follow up** – **took note** of the information provided on findings and recommendations from internal and external audits and the EMSA follow-up.
- (c) **2023 Appropriations cashed** - **took note**.

12. Any Other Business

Mr Siniša Orlić, the representative of Croatia at the EMSA's Administrative Board briefly reported on the phase 2A of EMSA's Technical assistance under the project ADRIREP.

Dates of next EMSA's Administrative Board Meeting

(subject to availability of the Spanish Presidency Council calendar of meetings)

Administrative and Finance Committee: 9 November 2023 morning, online meeting

Administrative Board: 14 and 15 November 2023

67th Meeting of the Administrative Board
Lisbon, 14 and 15 June 2023

DETAILED MINUTES

1st day of the meeting

1. Welcome from the Chairman and adoption of the draft agenda

New Board Members/alternates were welcomed, as listed below.
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New Board Members and new alternates:

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- Member: Hanna Jahns, Director for Disaster preparedness and Prevention, DG ECHO, absent today, replacing Ms Julia Steward-David.

Croatia

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- Member: Marek Rauk has left the Estonia representation at the EMSA Board, the nomination of his replacement is pending

Absences:

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Norway was represented by Trine Beate Solevaagseide, international advisor in charge of international relations for Navigation Technology and Maritime Services as expert.

European Commission

- Hanna Jahns, DG ECHO to Maja Bakran, DG MOVE
- Fotini Ioannidou, DG MOVE to Anne Montagnon, DG MOVE.SRD

Spain

- Benito Núñez Quintanilla, Spain, to Christophe Lenormand, France on 15 June 2023.

2. Workshop on the future of services for maritime awareness, analytics and enforcement

The Administrative Board **took part in the workshop on the future of services for maritime awareness, analytics and enforcement**. The outcomes presented in plenary would be assessed by the Agency in the context of the finetuning of the multiannual programme 2024-2026.

The purpose of the workshop was to discuss and anticipate future digital solutions for the maritime sector and how EMSA services could be used to support the digital transformation of maritime transport and finally how digital smart solutions and new services can be used.

In a rapidly evolving society, collecting maritime data into data categories and producing reliable statistics was not enough anymore: data should be transformed into information and ultimately into knowledge by using intelligent tools while taking into consideration the identified needs of the various user communities or policy areas to be tackled.

In order to provide a basis for the exercise the workshop started with two presentations outlining concrete examples of the two layers of services that the Agency provided, based on the data available today and given the various user contexts/needs existing or expressed to date. These two sessions consisted of a visit to the MSS control room to see directly the portfolio of tailored monitoring services available to stakeholders, and a presentation of the statistical and analytical processes and services currently provided by the Agency.

Board Members broke out into 6 groups, each hosted by a Board Member and supported by key EMSA staff. The group discussions were framed by the following questions:

- what more: taking into account the current services in the area of maritime awareness and analytics, what enhancements or developments could add more value for stakeholders?
- what else: what new services in the area of maritime awareness and analytics could be of added value for stakeholders?
- new technologies: taking into account emerging technological opportunities in the area of maritime awareness and analytics, which are the most relevant to focus on over the coming decade?
- less burden: how might the maritime awareness and analytical services provided by EMSA alleviate data analysis tasks, including the processing of big data and the automation of reporting, currently being carried out by the Member States/Commission?

To conclude, the main ideas emerging from the groups were presented during a panel discussion.

The Chairman thanked the Executive Director for organizing the workshop.

Ms Markovčić Kostelac thanked the Administrative Board Members for their participation and confirmed that the Agency would assess the outcomes of the discussions in the context of the finetuning of the multiannual programme 2024-2026.

2nd day of the meeting

3. Minutes of the last meeting

The Administrative Board **approved**, with a minor editorial change by the Commission, the minutes of the last Administrative Board meeting which took place via video conference on 15 March 2023.

The draft minutes of the March Board meeting were circulated on 12 April 2023. Minor editorial comments were received from the Commission and were integrated in the document.

11. Adoption of the list of “A” items

The Administrative Board **approved and took note** as appropriate of the following “A” items:

The Chairman of the Administrative and Finance Committee, Mr Benito Núñez Quintanilla, reported that the necessary quorum for the meeting had been in place with the participation in the meeting of the representatives from Belgium, France, Poland, Sweden, Germany and the Commission. Relevant EMSA staff members and management were also present. The Committee had reviewed all the “A” points and could recommend that the Administrative Board take note, consider or adopt them as appropriate, “en bloc”.

(a) EMSA Financial Statement for 2022 – **provided a positive opinion and approved the EMSA 2022 final accounts.**

The main elements of the EMSA 2022 accounts were presented as follows:

The total balance for the year was 68.6 M € (+1.46%) mainly due to an increase in equipment (+1 M €) and increase in cash (+5 M €). The economic outturn of the year was -3.1 M € (vs. -0.5 M € in 2021). The total revenues were up + 8.02% due to an increase in the Commission subsidy and prefinancing for project-financed activities (+6.9 M €) representing 98% of the total revenues. The total expenditures increased by 10.5% which was mainly due to the increase in the operational expenses (+10.8 M €).

The budgetary execution for C1 (credits of the year) was again high: 99,80% of commitment execution and 98.42% of payment execution.

Cristina Cuadra Garcia (Commission) confirmed that the Commission was very satisfied with the budgetary execution, as well as with the ECA observations, and praised the performance of the Agency.

(b) **Monitoring of findings and recommendations from internal and external audits and EMSA follow up – took note of the information provided on findings and recommendations from internal and external audits and the EMSA follow-up.**

The Administrative and Finance Committee was presented with a summary table (a revised version had been circulated on 9 June) outlining the recommendations/findings and the EMSA actions planned or undertaken, showing that out of 23 recommendations, 5 were open, 4 were ready for review and 14 closed.

In response to a request of Anne Montagnon (Commission) for a future presentation of the action plan for the implementation of recommendations from the IAS audit on operational oil pollution response services, the Executive Director recalled that the action plan would be, as usual, fully available to the Administrative and Finance Committee upon approval by the IAS.

(c) 2023 Appropriations cashed – took note.

Andrea Tassoni, Head of the Executive Office, informed the Administrative and Finance Committee on the 2023 Appropriations cashed of a total of € 7,167,155.79 that had been received since March. Further updates would be provided at the next meeting and the final amounts will be recorded and adopted by the Administrative Board through the final budget amendment after 31st December.

4. EMSA Consolidated Annual Activity Report 2022

The Administrative Board **confirmed the adoption of the EMSA Consolidated Annual Activity Report 2022** in accordance with Articles 15(2)(d) and 10(2)(b) of Regulation (EC) n° 1406/2002 as amended, and **its assessment**, in accordance with Article 48 of the EMSA Financial Regulation.

The Chairman recalled that the Board discussed, adopted and provided its Assessment of the EMSA CAAR 2022 at the March meeting taking into account the European Court of Auditors' observations of previous years and subject to the preliminary observations of the European Court of Auditors. Following the receipt of the Court's preliminary observations on the Agency's accounts for 2022, the role of the Administrative Board at this meeting was to confirm its adoption and Assessment.

The preliminary observations of the European Court of Auditors were received on 26 May 2023 and provide a positive opinion on the reliability of the accounts as well as on the legality and regularity of revenue and payments underlying the accounts in all material respects.

Anne Montagnon (Commission) confirmed that the comments by the Commission were all taken into account but took the opportunity to flag the importance of the recommendations stemming from the IAS audit on IT governance that were still to be implemented and informed the Board of the Commission guidelines for staff on the use of Artificial Intelligence tools.

The Executive Director confirmed that the recommendations from the IAS audit on IT governance would be implemented, including CISE for which a decision from the Board to activate the operational phase was to be examined and approved at the same meeting.

5. Update on the implementation of the Agency activities in 2023

The Administrative Board **took note** of the current state of the budget and estimated deficit in Title 1 and the future possible shift of appropriations, once the annual update on remunerations and correction coefficients are available. Such transfer, possibly requiring approval of the Administrative Board, would happen by the end of the year.

The Executive Director provided an update to the Board on a very positive budget execution and implementation of the work programme. She also informed the Board on the current state of the forecasted deficit in Title 1, which was still estimated at 4.2 M € as had been the case at the March

meeting. 3.1 M € had already been filled by budget transfers from Title 2 (0.3 M €) and Title 3 (2.5 M €) which included 1.5 M € from cost recoveries related to the use of the EMSA pollution response assets i.e. OSR vessels Ria de Vigo and VN Partisan as well as the RPAS services to respond to the clean-up operations led by the French authorities following the sinking of the Grand America and response operations following the Ulysse/Virginia collision) and 0.3 M € compensated by remuneration and other indirect costs resulting from project finance actions.

Once the publication of the annual update of remuneration (salary adjustment) and the correction coefficients applied are confirmed, the remaining funds needed would be transferred, possibly requiring approval of the Administrative Board, which would happen by the end of the year.

In response to Ms Montagnon who suggested cuts in administrative expenditure such as missions or meetings would be preferable to cope with the rise in salary costs, Ms Markovčić Kostelac confirmed that these costs are continuously being reduced, and that for EMSA, mission and meetings costs were actually a part of operational expenditure or Title 3, not administrative expenditure Title 2.

The Administrative Board **took note** of the information provided by the Agency on:

(e) Relevant tenders and developments in the fields of Anti-Pollution Measures¹

The Executive Director presented the following highlights in this field of activities:

- **Intermediate storage:** a re-launched tender for intermediate storage with an increased budget (2.8 M €) and specifications adapted in order to find a suitable tanker with large storage capacity for Ship-To-Ship Transfer operations in case of pollution at sea for which offers received were under evaluation and expected to be signed by in November.
- **Vessel network:** Baltic Sea and Canary Islands & Madeira lots were launched to replace the contracts that will expire in 2024 with offers under evaluation and expected to be signed by in November.
- **EAS updates:** a new tender in the Southern Baltic and the North Sea was ongoing to replace existing contracts that expire at the beginning of next year with contracts expected to be signed in November and a new tender to diversify the equipment in stockpiles with HNS equipment which was about to be finalized and signed in July. Based on budget availability, this new equipment will be made available in the different stockpiles.
All EAS stockpiles now had near-shore equipment and each EAS arrangement had two of each system type: working boats, solid floatation boom and small storage barge. As concerns the working boats, the Executive Director announced the launching of a consultation to better understand the regime applicable in the different Member States and ensure full access to the asset in case of emergency or for trainings and exercises.

The Executive Director also provided the planned geographical distribution of the different pollution response services at the end of 2023 and informed the Board of an additional 3 vessels that were being equipped with RPAS: Ria de Vigo in the Atlantic South, Amalthia in the North Black Sea and Interballast III in the Channel and the North Sea for a total of 13 vessels equipped with onboard RPAS by the end of the year.

¹ All presentations provided at the 67th EMSA Administrative Board meeting are available at the extranet: [67th Administrative Board meeting \[restricted\] \(europa.eu\)](#)

Based on the Member States requests, RPAS services for emissions monitoring were relaunched in several regions, confirming the interest of this technology in the Antipollution domain:

3 deployments for emissions monitoring were already operational:

- in Germany, the helicopter type Camcopter was operating from a Federal police vessel in cooperation with the Maritime and Hydrographic Agency combining Sulphur emissions monitoring with a whole range of other general surveillance tasks (Search and Rescue, traffic monitoring, environmental crimes and cross border crime prevention.).
- In France, a Camcopter was also flying for emissions monitoring and other general surveillance tasks from the MRCC to control the traffic in the Channel Area.
- In the Port of Klaipeda in Lithuania a Lighter RPAS quadcopter was deployed from the port and preparing to operate from a patrol vessel.

Regarding the light RPAS on stand-by:

- They are deployed this year from onboard 12 of our EMSA OPRVs, regularly tested during drills
- A thirteenth vessel, Interballast in Belgium, will be prepared in the second semester to be also equipped with an RPAS.

In terms of Earth Observation services, the CSN routine monitoring activities continued to provide the service upon requests from the Member States and the 22nd CleanSeaNet User Group meeting was held in March with some proposals for additional statistics on “possible polluters” to be shared with the users only.

The CSN catalogue was published with examples of use of the CleanSeaNet service and the CSN ISO certified training sessions delivered in May 2023 with 21 participants.

One procurement for the acquisition of TerraSAR-X/TanDEM-X/PAZ licences to renew the possibility to use imagery from those satellites for services around the EU and EFTA areas of interest was launched and the preparation for the new procurement for Radarsat-2 licenses was being finalised and planned to be launched in early July.

She presented in detail the current budget, including the funds already transferred and to be transferred later in the year to Title 1 leading towards a planned execution of 100% in both Commitment appropriations and Payment appropriations.

In response to Finland, who expressed worries in relation to the situation in Northern Baltic, in particular relative to Russian oil transport which represented an increased risk in these waters, the Executive Director confirmed the Agency's commitment to looking into various options for the area, but reiterated difficulties in finding companies willing to respond to calls for tender.

While praising the excellent budgetary execution of the Agency in this area, France enquired about the possible impact of inflation on procurement.

The Executive Director confirmed that increases were to be expected with future contract renewals.

(f) European cooperation on coast guard functions - 2023 Budget execution

The Executive Director presented to the Board an overview of ongoing activities and a complete picture of the status of implementation of the 2023 coast guard budget.

In the area of **information sharing**, the focus was on the continuous improvements of the IMS services with the drift modelling guidelines approved by the HLSG 10 and the IMS drift modelling demonstrator implementing key requirements that would be developed at the end of the year. The IMS Maritime Picture would be enhanced by an improved quality of vessel identifiers (integration with Central Ship Database). Integration of satellite AIS quality indicators to detect AIS spoofing and migration of the maritime picture to the cloud would be introduced to improve performance of the system. The Automated Behaviour Monitoring service will be enhanced in order to provide for continuous and permanent detection of vessels behaviour. The demonstrator for the use of Artificial Intelligence and Machine Learning solutions in the IMS, will facilitate future improvements of Automated Behaviour Monitoring algorithms.

As concerns the RPAS data centre, Ms Markovčić Kostelac explained that in 2023 services had been deployed to support all EMSA operations, including support to a high number of missions in parallel.

In relation to the Blue Datawarehouse the Executive Director highlighted the advancements in the development of the data repository that will allow for the integrated management of EMSA datasets in order to ease the production of analytical and statistical data products and enable data cross fertilisation as well as to improve data sharing.

So far EMSA facilitated the following multipurpose RPAS services:

- RPAS services for EFCA on board of one of their patrol vessels (Ocean Sentinel) to take place in the summer completed by an RPAS on board a second patrol vessel (Ocean protector), the later to be financed by EFCA directly:
 - The service in the Baltic flying from Finland, Estonia and Latvia was flying since April with full cooperation in the planning of the flights and in the sharing of the data, as part of the Baltic MMO coordinated by EMSA;
 - The RPAS service in the North Sea flying from Denmark and with the participation of multiple Danish authorities, with the idea of promoting this service also to Norway;
 - The multipurpose RPAS operations in the Mediterranean flying from Italy and sharing data with France. The planned cross border flights were at the end not possible due to the inability to obtain authorization to operate in French airspace;
 - Finally, the third long range operation was planned to start soon to monitor activities from the South of Spain in cooperation with the Portuguese authorities over the Atlantic coastline.

These were all a continuation and reinforcement of the services already provided in previous years with the objective to further develop the regional cooperation through the sharing of data and flight planning and promoting cross border flights.

The Executive Director also informed the Board that, in the period from January to May, the Satellite based services were requested for emergency support during 8 activations of EMSA's contingency plan.

She also informed the Board that all planned Capacity Building activities were on track and a full overview was available in the document circulated under Agenda Item 9. She outlined the highlights for the different learning services and tools and recalled that since December 2022, when the EMSA Academy Management System had been certified for the design, development, and delivery of learning services outside formal education in the maritime domain, all learning services of the EMSA Academy were now developed and delivered in line with the relevant ISO standard

In relation to the budget, the initial budget had been reduced by 0.29 M € transferred to Title 1. Ms Markovčić Kostelac announced an additional transfer of 0.05 M € to Title 1 foreseen for later in the year and confirmed a very high planned execution in both Commitment and Payment appropriations.

The Chairman invited the Chairman of the Administrative and Finance Committee to report on its discussions on the projected 2023 budget execution in this field. Mr Nunes Quintanilla confirmed a positive opinion of the Committee on the status of implementation of the overall Coast Guard budget envelope for 2023, and a very positive estimated total execution both in commitment and payment appropriations, considering all internal transfers done.

The representative of Finland took the opportunity to thank the Agency for the successful organisation of the MMO in the Baltic Sea.

(g) CARGOSAFE

Leendert Bal, Head of Department 2, recalled the origin of the CARGOSAFE Study as a response to one of the safety concerns expressed in the 5-year strategy given the increase in the number of fires onboard containerships in recent years, aiming in particular at identifying cost-effective measures for reducing the risk from cargo fires on new and existing containerships.

The study had been sent to IMO as a Formal Safety Assessment (FSA) study following standard risk analyses methodology at IMO.

He also announced an online workshop to be held on 20 June to present the study to Member States and stakeholders as well as a review by the IMO FSA Expert Group in September and asked the Board members to send their experts.

Finally, he reported that IMO concluded the amendments to improve the fire safety of ro-ro passenger ships, mainly based on the results of the EMSA FIRESAFE Study which was a concrete example of how the Agency's safety efforts bring added value to the shipping world.

France and Malta commended the work of the Agency in this area by expressing their appreciation.

Maja Bakran (Commission) confirmed the importance of the study that dealt with both dimensions - existing ships and new builds - and the commitment of the Commission to pursue relevant discussions at IMO.

(h) Seafarers Statistics in the EU

Manuela Tomassini, Head of Department 1, explained that the review published on 5 May 2023 was based on data provided by the Member States in the STCW Information System, covering 2021. Presenting various aspects of the profession (distribution by age, gender, nationality etc.), the review represented a wealth of information and was one of the most authoritative sources of statistical information available in this regard.

Concerning the timing of the publication of the review, almost 18 months after the reference year of the data, she appealed to Member States to provide their data by the end of the first quarter of the year following the reference, ahead of the current 31 December deadline, given that the Agency's review can only start after data is received from all Member States due to the interconnectivity

between the seafarers, their nationality, their certification and their recognition, which might possibly fall under different Member States. The Executive Director urged Member States to do their best to facilitate a more timely review for the benefit of all.

Various Member States commented on issues they faced in relation to the seafarer profession: for Cyprus, this was the profession of the future that should be promoted amongst young EU citizens; for France it seemed important to bring to light the reasons for a relative loss of interest in the profession; in the case of Malta, the profession was heavily impacted by the pandemic when seafarers were not allowed to disembark; Slovenia noted an important discrepancy in the level of interest in the profession between Member States, possibly due to tax related issues and suggested a wider socio-economic study to determine how to generate more interest amongst young people and create a level playing field.

In response to the Chairman on age profiles and possibility to distinguish data for each Member State, Ms Tomassini confirmed the possibility for customised data through also a new functionality that would soon be available in the STCW-IS. An informal online meeting on statistics will be organised by the Agency.

The Executive Director stated that the STCW Information System not only reduced the Member States' burden in reporting but also increased the Agency's capacity and ability to follow the issued, validated or endorsed certificates of competency. She further mentioned an ongoing study on the impact of the pandemic on maritime safety that may include the impact on the workforce of the lack of timely repatriation, to be presented in the future.

Maja Bakran (Commission) stated that DG MOVE was proactively working on actions to attract young people in the field, including young females for a more gender balanced profession.

The Chairman concluded the discussions, encouraging the Agency to explore the issues raised in an informal working group.

7. Information on the future Chairmanship

The Administrative Board took note of the next steps for the future Chairmanship of the Agency. Candidatures for the role of Chairperson should be transmitted to the Agency by 30 September 2023.

The Executive Director recalled that the current Chairmanship was first elected in November 2017 until 4 December 2020 and then renewed in November 2020 for an additional three-year period, ending in December 2023.

She further recalled that following the departure of Nicola Carlone from the Administrative Board, Wojciech Zdanowicz was elected Deputy-Chairman in November 2021 which was valid for the remainder of the predecessor's term of office, thus also expiring in December 2023.

She also explained the legal basis in relation to the Chairmanship of the EMSA Administrative Board: Article 12 of the EMSA Founding Regulation: "*2. The terms of office of the Chairperson and Deputy Chairperson shall be three years and shall expire when they cease to be members of the Administrative Board. The terms of office shall be renewable once.*"

She invited the Board members to put forward their candidatures for the position of Chairperson bearing in mind that, in line with the Rules of Procedure, the candidates should apply for the position of the Chairperson only and that the second most successful candidate becomes the Deputy-Chairperson.

Motivation letters of one page should be sent to the Executive Director by 30 September 2023. The Administrative Board Secretariat will then circulate the candidatures received in view of a vote at the November meeting.

8. Extension of the term of office of the Executive Director

The Administrative Board **adopted the decision on the extension of the Executive Director's term of office and her regrading.**

The Chairman requested all EMSA staff including the Executive Director, except for the representative of the AB Secretariat, to leave the room and invited Maja Bakran from the Commission to take the floor.

Ms Bakran confirmed the excellent performance of the Executive Director in these first years recalling the exemplary role that the Agency played under Ms Markovčić leadership during the COVID pandemic and crisis in Ukraine.

She confirmed the proposal by the Commission to extend the mandate of the Executive Director for an additional term and the proposal to regrade the Executive Director from AD14 to AD15 as from 1st January 2024.

The Chairman gave full support to the words of Ms Bakran highlighting the many achievements of Ms Markovčić Kostelac during her first mandate, which included the quick development of the new EMSA 5-year strategy and the restructuring of the Agency to implement it.

In response to a request for clarification from Mr Sammut (Malta), Ms Bakran confirmed that the extension of the Executive Director's mandate is for an additional 4 years under the current EMSA Founding Regulation. However, the proposal for the revision of the Agency's mandate provides for a 5-year term of office; transitional provisions are included in the proposal and would extend the new term of office of the current Executive Director by one additional year (from 4 to 5).

The Administrative Board decided on the extension of the term of office and the regrading of the Executive Director by acclamation.

Once the EMSA staff was called back in the room, the Executive Director thanked the Commission and the Administrative Board for their trust and confirmed her commitment to continuous cooperation.

6. Draft Administrative Arrangements

The Administrative Board **considered and did not object** to the following draft administrative arrangements as foreseen by Article 10(2)(cc) of the Founding Regulation:

- the Draft Contribution Agreement EMSWe

- the Draft Contribution Agreement FuelEU Maritime.

1. Draft Contribution Agreement EMSWe

The Executive Director outlined the main elements of the draft Contribution Agreement – including minor adaptations in the Annexes - on the European Maritime Single Window proposed with DG MOVE that would allow EMSA to proceed with the initial development of the four databases and respective interfaces to be integrated with each MNSW with respective commissioning support.

The implementation period of the agreement was to be finalised within 48 months after its entry into force.

In order to deliver a full operational set of services by 2025 a number of activities would be executed by the end of 2024. In addition, workshops and meetings with relevant stakeholders on different aspects of implementation as appropriate would be organised.

Ms Markovčić Kostelac further explained that the realisation of the agreement was included in the EMSA's SPD 2023-2025 and foresaw the development by the Agency of the common database services for the EMSWe and support to the Commission and Member States during the development and validation of the different elements of the EMSWe architecture.

The full amount foreseen under the Contribution Agreement was of 800,000 € for 2023 and 2024 and did not require additional staff. Budget and resources for operation and maintenance services for the four databases would be needed as from 2025 which was foreseen in the proposal for the revision of the Agency's Founding Regulation.

Ms Bakran (Commission) confirmed that the EMSWe was on track and that the contribution of EMSA was crucial. The Contribution Agreement was therefore essential to grant the necessary funds to the Agency in view of the entry into force of the EMSWe Regulation.

Italy and Cyprus expressed full support to the draft agreement. Cyprus specifically requested that the list of ships and companies for which the national administrations would be the administering authorities be published in good time.

2. Draft Contribution Agreement FuelEU Maritime.

The Executive Director presented the draft Contribution Agreement for FuelEU Maritime with DG MOVE which had already been briefly mentioned at the March Board meeting, including minor adaptations in the Annexes. The publication of the FuelEU Maritime Regulation was foreseen for September and included a revised Legal Financial Statement with an increase of the EU Subsidy for EMSA to ensure resources for the different tasks to be performed by the Agency in support of the Commission and the Member States during the implementation and enforcement phases, including the development of the FuelEU Maritime Database with planned additional staff of 1 contract agent from 2023 onwards and 4 more contract agents from 2026.

Due to the tight timeline the Agency had already started working on the common building blocks shared between ETS and FuelEU with resources made available under the SLA with DG CLIMA in support of the extension of the ETS to maritime transport.

As of the end of June, the specific FuelEU Maritime developments would need to start, for which DG MOVE wished to make available 500,000 €, following a "project-financed" logic in the framework of the proposed Contribution Agreement, in order to bridge the gap until the publication of the Regulation and allow the Agency to proceed immediately.

Maja Bakran (Commission) thanked the Agency for its support for the implementation of the FuelEU Maritime within very tight deadlines and confirmed – following a question from the Netherlands - that the resources under the Contribution Agreement were a stopgap and more permanent additional resources were foreseen for the Agency in the FuelEU Maritime Regulation which was on the table and for which she counted on the support of the Member States' delegations.

Italy, Belgium, Cyprus and the Netherlands expressed full support for the draft agreement.

Ms Claeys (Belgium) reiterated the importance of the principle of reporting once and not increasing the administrative burden on operators and Maritime Administrations and therefore welcomed indications of synergies with the system being developed to support the extension of ETS to maritime transport. She looked forward to future workshops organised by EMSA which were excellent platforms for exchanging good practices and facilitating smooth implementation of legislation.

The representative of Norway also welcomed the Contribution Agreement which he considered as a very positive building block in terms of implementation. He hoped that the system would also allow for registering non compliances and potential sanctions and that it would be available to all EU and EEA Member States, like the current THETIS family of tools.

The Executive Director thanked the Board for its support and confirmed that reporting once was a key principle.

The Administrative Board also **took note** of the elements of the future Contribution Agreement for IPA III with DG NEAR for consideration by the Board by written procedure. The written procedure will be launched after the meeting, once the documents are available.

The Executive Director recalled that the current IPA II project with a duration of 38 months and a budget of 625,000 € ended on 30 June 2023.

The European Commission (DG NEAR) already confirmed that the next edition of the Action (IPA III) would also be implemented by EMSA, with an expected duration of 48 months and a budget of 800,000 €. EMSA would continue to implement the project with its own staff.

The beneficiaries would be Albania, Bosnia-Herzegovina, Montenegro, Serbia and Turkey. North Macedonia was no longer included in the project due to its lack of participation.

Once the text of the agreement will be available, a written procedure would be launched in support of the Administrative Board's consideration.

9. EMSA Capacity Building activities

The Administrative Board **took note** of the update on the activities of the EMSA Academy and the list of delivered and planned learning services for 2023 and **endorsed** the proposed learning services for 2024 (Annex III).

Manuela Tomassini recalled that the highlights of the Capacity Building activities for 2023 were already provided with the presentation related to the Coast Guard budget execution, which financed

many of the Capacity Building activities, such as the Common Core Curricula, the online courses, RuleCheck, MaKCs and VRESI.

As concerns 2024, the proposed list of learning services was circulated in the 1st set of documents as an outcome of the Training Needs Analysis foreseen by the EMSA Academy Quality Management System, taking into consideration all the requests that were received from the Member States following a bottom-up approach.

Mr Wojciech Zdanowicz (Poland) congratulated the Agency for the EMSA Academy and welcomed the SAR course that reflected the Board's discussions from a few years ago and recalled the need to include in the future learning services on newly introduced legislation. He suggested that the Agency produce a list of all user groups to help Member States ensure attendance and support discussions on data sharing.

Ms Tomassini confirmed that learning services to support new legislation would be introduced progressively through separate capacity building actions, in a step-by-step approach when the relevant legal framework will be in place.

The Chairman confirmed the Board took note of the update on the activities of the EMSA Academy and the list of delivered and planned learning services for 2023; and endorsed the proposed learning services for 2024.

10. Status of the EMSA Draft Single Programming Document 2024-2026

- (a) **took note** of the information provided by the Agency on the latest operational and budgetary developments with potential impact on the Draft Single Programming Document 2024-2026 and the corresponding Draft Budget and Establishment Plan for 2024, as well as information on planned contract agents and seconded national experts under the EU subsidy and on expected project financed human and financial resources, and was invited to provide written comments by 30 June 2023;

The Executive Director recalled the timeline of the document stating that this was a strategic moment for the Member States to provide their comments and further shape the substance of the Agency's programming for next year.

She outlined the elements that had been integrated into the document following the discussions at the workshop in November 2022 on the multi-annual programme and provided the highlights of the annual programme for 2024 and the associated financial and human resources, including information on the Agency's activities to address gender balance. She also announced that written comments were welcome by 30 June 2023.

Concerning the workshop on multiannual programming in November 2022, the outcomes had already been reflected, to the extent possible bearing in mind the Agency's mandate and resources, in the multiannual part of the SPD 2024-2026 that was circulated for endorsement by written procedure at the end of last year, in particular with the references to the priorities under each area of action.

As concerns the annual part of the document, Ms Markovčić Kostelac explained that 2024 would be a crucial year for the work in support of the implementation of FuelEU Maritime and the extension of the ETS to maritime transport with a focus on the development of the necessary IT tools.

EMTER 2.0 would also be launched in a joint effort with EEA and work would begin on the second EMSAFE report scheduled for publication in 2025.

Under the ongoing heading of studies on alternative sources of power, the last two studies will be presented in the last quarter of 2024, on synthetic fuels, including eMethanol, and Hull air cavity lubrication and Waste heat recovery systems as promising technologies that could contribute to the de-carbonisation of shipping.

The study on safety aspects of the use of hydrogen will be on its way as well as work on alternative fuels from the angle of response to pollution, with a new series to be launched that would allow the Agency to identify ways to upgrade its toolbox.

Following agreement with DG MOVE, a new study on mass evacuation systems for large passenger ships will be launched and in the area of safety and the human element support will be provided to the discussions on the revision of the STCW Convention.

Depending on the decision of the Administrative Board concerning the Commission's proposal to activate the relevant ancillary task, and subject to the approval by the Administrative Board of a future administrative arrangement, the operational phase of CISE would subsequently be managed by EMSA.

The focus on regional RPAS services will continue and procurement procedures will be prepared for a new set of RPAS service contracts as of 2025 with also the new RPAS Data Centre that will be made available to cater for the growth of the RPAS services.

Satellite earth observation services with CleanSeaNet and Copernicus continue to be delivered to users.

The Agency will also deploy the first module of the EU seafarers' eCertification platform, to facilitate secure, accredited and transparent means of issuing electronic documents attesting to seafarers' certification.

DONA will be enhanced to cater for the Exemptions Database pursuant to Directive 2009/45/EC and the first version of the Recognized Organizations application – an internal tool for recording and analysing the results of inspections of ROs recognized pursuant to Regulation (EC) No. 391/2009 – would be finalized.

Integrated Maritime Services (IMS) will be enhanced with new drift modelling capabilities improving EMSA SAR Toolbox and Maritime Events Module supported by Machine Learning thus complementing the analytical capabilities of the Member States.

The establishment of the Maritime Picture in the Cloud will be finalized in 2024 and with its high processing capabilities will enable the transition of Integrated Maritime Services from near-real time into the real time maritime traffic picture and related analytical possibilities.

The deployment in production of the new Earth Observation Data Center (EODC) will continue in 2024 and the new EODC will gradually replace the existing data processing system, further improving its performance and adding new satellite data sources to the EMSA EO product portfolio.

New Earth Observation products based on artificial intelligence, such as automatic vessel detection from satellite images, will start to be used in 2024.

She then recalled the specific actions for 2024 in the field of Technical Assistance presented and endorsed by the Administrative Board under the previous agenda item.

The Chairman invited Wojciech Zdanowicz (Poland), Deputy Chairperson and member of the Administrative and Finance Committee, to provide on behalf of its Chairperson (who had to leave the meeting) the opinion of the Committee on the resource-related aspects of the draft EMSA Single Programming Document 2024-2026 that had been endorsed by written procedure on 13 January 2023. He explained the new elements that had been taken into account since then: the previous year's budget surplus which can only be calculated after year end and for which an estimate had been used, as well as the actual 2024 EFTA rate of 3.58% that had been notified in May leading to an increase in the Draft Budget for 2024 of 578,497 EUR. In addition, the DB 2024 was increased by 1,191,000 EUR to reflect the additional budget needed for tasks related to FuelEU Maritime for a total amount in both payment and commitment appropriations of 93,278,457 EUR.

The Chairman invited Board members to comment in general and then by chapter.

Ms Bakran (Commission) took the opportunity to announce to the Board that the Commission Opinion on the Draft EMSA SPD 2024-2026 was being finalised and would be available in the coming weeks. She remarked on the quality and maturity of the document and thanked the Agency for taking the Commission's comments on the first draft into account. She commended the Agency's contribution to supporting the implementation of sanctions against the Russian Federation and highlighted the proposal for the Agency's new mandate which foresaw a major financial and human resources boost for EMSA.

Ms Montagnon (Commission) commended the Agency's efforts on gender balance and HR issues. These were important as were wider inclusiveness issues such as a flexible working framework etc. as key factors for attracting younger generations. She offered the Commission's availability to help with the alignment of the establishment plan of the Agency and requested information on a future staff survey.

The Executive Director informed the Board about the HR Strategy that had been adopted in 2023 which was based on a survey and interviews with staff and the Staff Committee. She announced that the next staff survey was already planned for next year but would probably be conducted sooner. In relation to the establishment plan of the Agency, Ms Markovčić Kostelac acknowledged that there was room for improvement but also recalled the Agency's particular reality in the context of opportunities for advancement of existing staff.

Finland suggested in relation to the Agency's output on the launch of studies on the behaviour of alternative fuels and low sulphur fuels to determine the adequate response strategies and means that EMSA may contact the Member States involved in the IMAROS project that consisted in gathering

their knowledge and experience to make recommendations on how best to implement oil spill response in the event of an oil spill of low sulphur fuel oil on water.

- (b) **took note** of the paper provided by Denmark on how EMSA may be able to assist Member States with their risk analyses of oil and HNS spills and **confirmed a shared interest from the Member States to discuss further the topic** in a dedicated technical meeting with all relevant counterparts including different Services of the European Commission and the Regional Agreements;

The Chairman invited the representative from Denmark Mr Niels Peter Fredslund to present their proposal which recommended that EMSA take the lead on risk analyses throughout European waters. The proposal highlighted the importance of applying a standard and well-founded analytical methodology across Europe to allow proper decision-making for Member States and the EMSA's fleet of Operational Pollution Response Services, allowing for comparison of risks and focusing the EMSA resources in the areas where the need would be the highest.

Finland, echoed by Ireland, Sweden and Norway expressed support for the Danish proposal. Germany, Belgium and the Netherlands expressed words of caution, and some reservations in terms of possible impact on the current distribution of EMSA assets along the EU coasts, as well as in relation to the competence of the Member States that the proposal - if followed - would infringe upon.

The need for clear terms of reference was also highlighted. Nevertheless, interest in discussing the issue further was conveyed.

Maja Bakran (Commission) confirmed that the Agency could act as a facilitator for supporting - for example - the development of a common methodology. In addition to the fact that performing risk analyses on regional level would find legal restraints in the mandate of the Agency and in the competence of the Member States, the context of the task - that goes beyond the maritime domain - was also recalled, together with the impact on resources that would also need to be assessed. Further discussions were needed to evaluate the level of interest of Member States, allowing them to assess the exact roles of the Agency, of the Member States and the European Commission for the definition of a common methodology.

The Chairman confirmed a shared interest from the Member States to discuss further the topic in a dedicated technical meeting with all relevant counterparts including different Services of the European Commission and the Regional Agreements.

- (c) **in line with article 10(2)(c) of the EMSA Founding Regulation, examined a request for assistance as referred to in Article 2a (ancillary tasks). The request from the Commission to activate the ancillary task related to CISE was approved, thus allowing the parties (DG MARE and EMSA) to proceed with drafting an administrative arrangement concerning the operational phase of CISE which would then be submitted to the Administrative Board for consideration as usual.**

Christos Economou, as part of the Commission delegation from DG MARE present for this agenda item, recalled the importance of this project establishing a voluntary Common Information Sharing Environment (CISE), an interoperability solution facilitating the exchange of information between different systems used by civil and military authorities with a responsibility in maritime surveillance. He reiterated that CISE was one of the key deliverables of the updated EU Maritime Security Strategy

(EUMSS) and stated that a fully operational CISE will contribute to strengthening the maritime situational awareness and help respond to the growing security threats in the maritime domain by facilitating information exchanges.

He further stated that, based on the successful experience proved by EMSA in managing the transitional phase and the results achieved, as well as on the fact that the role of EMSA has been fully acknowledged and appreciated by the Member States and EU Agencies and bodies, the Commission proposed that EMSA continues its coordination role of CISE also during the operational phase by activation of the relevant ancillary task: "the support to the Commission in developing CISE for the EU maritime domain".

Member States (France and Finland) welcomed the proposal by the Commission to activate this ancillary task.

The Executive Director confirmed the readiness of the Agency to further advance in this project as an efficient interoperability tool enabling shared information between communities. She also took the opportunity to thank her team.

The Chairman confirmed that the Board examined and approved the activation of CISE Operational Phase and recalled that a grant agreement would be submitted to the Board for the actual implementation of the operational phase of CISE by EMSA between the Commission (DG MARE) and the Agency.

12. Any Other Business

[Mr Siniša Orlić, the representative of Croatia at the EMSA's Administrative Board briefly reported on the phase 2A of EMSA's Technical assistance under the project ADRIREP.](#)

Mr Orlić confirmed the successful results achieved during Phase 1 and 2A for the Adriatic Sea region that can be used for reference purposes by all other EU regions. Testing would continue in July and August and as soon as the EUREKA Consortium members will be ready to proceed with Phase 2B, EMSA and its Administrative Board will be asked to consider a new Cooperation Agreement for its implementation.

Dates of next EMSA's Administrative Board Meeting

(subject to availability of the Spanish Presidency Council calendar of meetings)

Administrative and Finance Committee: 9 November 2023 morning, online meeting

Administrative Board: 14 and 15 November 2023

Signed:



Andreas Norseth

Chairman of the EMSA Administrative Board

Done at Lisbon, 15 November 2023

LIST OF PARTICIPANTS

67th Meeting of the Administrative Board, 14 and 15 June

MEMBER STATES	
BULGARIA	
Ventsislav Ivanov	Board Member
CROATIA	
Siniša Orlić	Board Member
Toni Maričević	Alternate Member
CYPRUS	
Ioannis Efstratiou	Board Member
DENMARK	
Andreas Nordseth	Board Member - Chairman of the Board
Niels Peter Fredslund	Alternate Member
ESTONIA	
Kaupo Laanerand	Alternate Member
FINLAND	
Juha-Matti Korsi	Board Member
FRANCE	
Christophe Lenormand	Alternate Member
GERMANY	
Christian Kohlhase	Alternate Member
GREECE	
Andreas Spanos	Board Member
HUNGARY	
Csaba Bellyei	Board Member
IRELAND	
Noelle Waldron	Alternate Member
ITALY	
Enrico Castioni	Board Member
Massimo Di Marco	Alternate Member
LATVIA	
Laima Rituma	Alternate Member
LITHUANIA	

Linas Kasparavicius	Board Member
LUXEMBOURG	
Marc Siuda	Alternate Member
MALTA	
Ivan Sammut	Board Member
POLAND	
Wojciech Zdanowicz	Board Member - Deputy Chairman of the EMSA Administrative Board
PORTUGAL	
Paulo Pamplona	Alternate Member
ROMANIA	
Gabriel Trafandir	Board Member
SLOVENIA	
Jadran Klinec	Board Member
SPAIN	
Benito Núñez Quintanilla	Board Member – Chairman of the Administrative and Finance Committee
SWEDEN	
Pernilla Wallin	Board Member
EUROPEAN COMMISSION	
Maja Bakran	Board Member
Anne Montagnon	Board Member
Barbara Sellier	Alternate Member
Cristina Cuadra Garcia	Alternate Member
Isabel Báez Lechuga	Expert
Christos Economou	Expert
Pantelis Lamprianidis	Expert
EFTA STATES	
ICELAND	
Jon Gunnar Jonsson	Board Member
NORWAY	
Trine Beate Solevaagseide	Expert
PROFESSIONAL SECTOR	
Henrik Ringbom	Board Member

EMSA	
Maja Markovčić Kostelac	Executive Director
Manuela Tomassini	Head of Department 1 Sustainability
Leendert Bal	Head of Department 2 Safety, Security & Surveillance
Gianluca Luraschi	Project Officer
Peter Kirov	Head of Department 3 Digital Services & Simplification
Andrea Tassoni	Head of Unit Executive Office, Board Secretariat
Frédéric Hébert	Head of Unit 1.1
Victor Diaz Seco	Senior Project Officer 1.1
Mario Mifsud	Head of Unit 1.2
Georgios Christofi	Head of Unit 1.3
Pedro Lourenço	Head of Unit 2.2
Lukša Čičovački	Head of Unit 3.1
Ivo Kupsky	Head of Unit 3.2
Lazaros Aichmalotidis	Head of Unit 3.3
Cristina Romay-Lopez	Head of Unit 4.1
Andrea Iber	Head of Unit 4.2
Lorenzo Fiamma	Chairman EMSA Staff Committee
Brian Elliot	EMSA Staff Committee
Tom Van Hees	Internal Control Coordinator
Davide Mola	Accountant
Marco Ingrosso	Budget and Finance Specialist – Planning and Monitoring
Soraya Obura	Senior Assistant for Planning and Reporting – Planning and Monitoring
Selena Matić	Senior Administrative Assistant – Planning and Monitoring

