



EMSA
FACTS & FIGURES
2025

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EXECUTIVE DIRECTOR'S INTRODUCTION



Executive Director Maja Markovčić Kostelac accompanies Commissioner Apostolos Tzitzikostas on his first official visit to EMSA.

Each year, EMSA Facts & Figures offers an opportunity to look back at what we have achieved together with the European Commission, the Member States and our partners across the maritime community. It is also a moment to reflect on how the maritime domain continues to evolve – and how EMSA adapts to support it.

In 2025, maritime transport once again operated in a complex global environment. Geopolitical tensions, pressures on key shipping routes and growing security concerns continued to affect global trade. In such circumstances, reliable information and close cooperation are essential. Throughout the year, EMSA worked closely with the European Commission and Member States to help maintain situational awareness at sea and respond to emerging risks.

Against this backdrop, the roll-out of the EU Maritime Safety Package marked an important milestone. This comprehensive update of several key legislative instruments reflects the changing realities of shipping and the need for Europe's regulatory framework to keep pace. The revised rules strengthen oversight in areas such as port State control, flag State responsibilities, accident investigation and pollution prevention, while also recognising the growing importance of digitalisation, new technologies and the environmental transition of shipping.

For EMSA, the package represents an important step forward. It confirms and expands the Agency's mandate, building on more than two decades of experience supporting the European Commission and Member States. EMSA's technical expertise, digital systems, analytical tools and operational services will continue to play a central role in implementing these updated rules and ensuring consistent safety standards across the Union.

At the same time, demand for EMSA's services continued to grow. An increasing number of organisations rely on the Agency's digital platforms, surveillance capabilities and analytical tools to support their work. This reflects the growing complexity of activities at sea and the importance of shared European capabilities.

Supporting the environmental transition of shipping remained another key priority. The extension of the EU Emissions Trading System to maritime transport and the application of the FuelEU Maritime Regulation marked important steps in the decarbonisation of the sector. EMSA supported their implementation by providing the digital infrastructure, expertise and guidance needed to help both administrations and industry adapt to the new framework.

Environmental protection also remained central to EMSA's activities. Through satellite monitoring, Earth Observation services, remotely piloted aircraft systems and its network of pollution response vessels and equipment stockpiles, the Agency continued to assist Member States in detecting and responding to pollution incidents. At the same time, work progressed on preparing for the environmental implications of new fuels and technologies.

Safety continues to underpin all of EMSA's activities. In 2025, the publication of the second edition of the European Maritime Safety Report provided an updated overview of safety trends across the European Union, highlighting both the progress achieved and the challenges ahead.

Digitalisation is also transforming how maritime information is shared and used. Through systems such as Integrated Maritime Services, THETIS and the Common Information Sharing Environment, EMSA enables better data exchange, risk analysis and operational cooperation across borders and sectors.

Finally, I would like to thank everyone who contributes to this work: the staff of EMSA for their dedication and professionalism, the European Commission for its continued cooperation, the Member States for their expertise and engagement, and the Administrative Board for its guidance.

Together, we continue working towards a maritime sector that is safer, cleaner and better prepared for the future.

Maja Markovčić Kostelac

Executive Director

KEY NUMBERS 2025



43.3m

VESSEL **POSITIONS**
DETECTED EACH DAY

152,787

INDIVIDUAL **VESSELS**
DETECTED EACH DAY

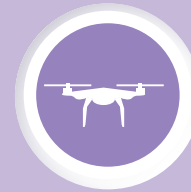
1,304

AUTOMATED BEHAVIOUR
MONITORING
ACTIVE **ALGORITHMS**

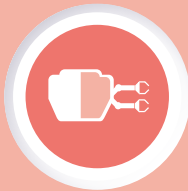
16,710

EARTH OBSERVATION
IMAGES DELIVERED

78

ORGANISATIONS USING
COPERNICUS MARITIME
SURVEILLANCE

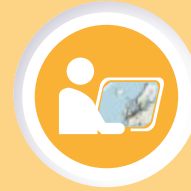
1,252

RPAS
DEPLOYMENT **DAYS**

8

ROV
DEPLOYMENTS

38

VISITS
& **INSPECTIONS**

8,592

INTEGRATED MARITIME
SERVICES **USERS**

151m

TONS OF CO2 EQUIVALENT
REPORTED TO THETIS-MRV IN 2024

1,850

PARTICIPANTS IN
EMSA ACADEMY COURSES

9,382

PARTICIPANTS AT EMSA'S
MEETINGS, SEMINARS,
& WORKSHOPS

SUSTAINABILITY**HIGHLIGHTS**

- **Facilitation of the implementation of the extension of EU ETS to maritime transport and of FuelEU Maritime**
- **THETIS-MRV system expanded to enable emissions reporting**
- **CleanSeaNet satellite service strengthened to assist enforcement of the revised Ship Source Pollution Directive**
- **EMTER 2.0 published with the European Environment Agency**
- **Continued operational support through oil spill response vessels, equipment stockpiles and satellite monitoring**
- **Identification of actions to future-proof the pollution response toolbox**

Maritime transport plays a vital role in Europe's economy but also has significant environmental impacts. Supporting the transition towards cleaner and more sustainable shipping is therefore a central priority for the European Union.

EMSA contributes to this objective by helping the EU protect the marine environment, address climate change and strengthen the environmental performance of maritime transport. The Agency supports the European Commission and Member States through technical expertise, digital monitoring systems and operational pollution response services.

In 2025, EMSA continued assisting the implementation of EU environmental legislation while strengthening Europe's capacity to prevent and respond to pollution at sea.

EU climate and environmental legislation

In 2025, EMSA supported the implementation of major climate and environmental measures affecting maritime transport. A key focus was the extension of the EU Emissions Trading System (ETS) to maritime transport and the rollout of the FuelEU Maritime Regulation, which promotes the use of renewable and low-carbon fuels in shipping.

To support these measures, EMSA further developed the THETIS-MRV digital platform. The system allows shipping companies to submit emissions data and comply with reporting requirements. In 2025, companies reported their fleet emissions under the EU ETS framework, leading to the surrender of allowances for 99% of the maritime emissions covered by the system. THETIS-MRV was also adapted to support reporting under FuelEU Maritime, which began applying on 1 January 2025.

EMSA also continued developing digital solutions to support the revised Ship Source Pollution Directive. Building on existing systems such as Integrated Maritime Services (IMS), SafeSeaNet, THETIS and the Earth Observation Data Centre, the Agency introduced new tools to improve monitoring and enforcement. In 2025, a prototype electronic reporting tool was developed to allow Member States to report actions taken after pollution incidents. New functions were also added to EMSA's IMS to support the identification of potential polluters, while work began on an AI-based tool to analyse pollution events.



Roundtable discussion at the EMTER Conference, bringing stakeholders together to explore the challenges and solutions for decarbonising maritime transport



European Maritime Transport Environmental Report

In February 2025, EMSA and the European Environment Agency published the second edition of the European Maritime Transport Environmental Report (EMTER 2.0).

The report provides an updated analysis of the environmental performance and impacts of maritime transport in Europe, supporting evidence-based policy development and monitoring progress towards EU climate and environmental objectives.

Building capacity to prevent pollution

EMSA continued supporting Member States in implementing environmental legislation and using the Agency's digital tools.

Throughout the year, a series of webinars, tutorials and learning activities helped national authorities and maritime stakeholders understand regulatory requirements and operational systems.

Through the EMSA Academy, several training programmes were delivered in 2025, including courses for sulphur inspectors, port reception facility inspectors and ship recycling inspectors. Short courses also addressed emerging topics such as hazardous and noxious substances (HNS) and alternative fuels, including ammonia.

To support stakeholders adapting to the new climate legislation, EMSA also maintained a dedicated helpdesk for the EU ETS and FuelEU Maritime, providing practical guidance and technical assistance.



Participants in the Sulphur Inspectors course in Lisbon, June 2025

+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



Innovative solutions for greener shipping

EMSA continued exploring technologies that could help reduce greenhouse gas emissions from shipping.

In 2025, the Agency carried out studies examining carbon capture technologies and air lubrication systems for ship hulls. Both technologies show potential to improve vessel energy efficiency and reduce emissions. The results were discussed with Member States and industry experts during a workshop held at the beginning of 2026.

EMSA also contributed to policy and technical discussions within European and international forums, including the European Sustainable Shipping Forum, the EU Sulphur Committee and the Climate Change Expert Group.



+40,000
DOWNLOADS

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

Strengthening Europe's pollution response capacity

EMSA continued to play an operational role in supporting Member States' preparedness and response to pollution incidents at sea. Through its network of stand-by oil spill response vessels and Equipment Assistance Service (EAS) stockpiles, the Agency provides additional response capacity that can be mobilised rapidly at the request of Member States.

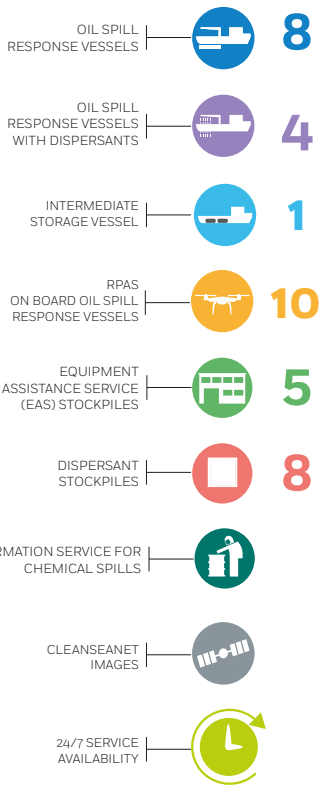
The response toolbox includes specialised equipment capable of addressing not only oil spills but also incidents involving hazardous and noxious substances (HNS) and pollution events occurring close to shore.

In 2025, EMSA launched an exercise to future-proof the pollution response toolbox, taking into account emerging risks linked to geopolitical challenges and the green transition of shipping. This led to the identification of actions for implementation in the short and medium term.

The Agency also initiated work on a risk-assessment framework to support the strategic deployment of pollution response assets. This initiative follows new responsibilities assigned to the Agency under its revised founding regulation. Extensive consultations with Member States and the Administrative Board helped identify measures to ensure that pollution response services remain effective in a changing maritime risk environment.

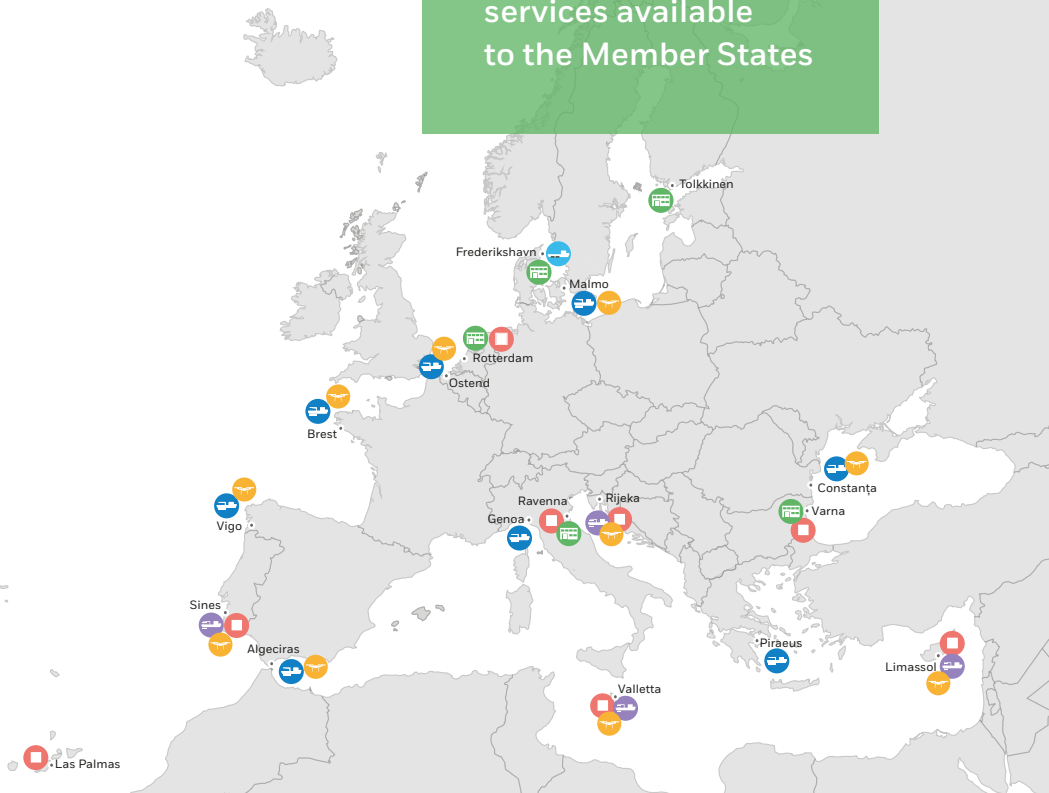
Satellite monitoring through CleanSeaNet continued supporting Member States in detecting illegal discharges at sea. The service provides alerts on potential pollution events and helps identify possible polluters. In 2025, EMSA launched activities to expand CleanSeaNet’s capabilities in line with the revised Ship Source Pollution Directive, including the future detection of additional pollution types.

EMSA also deployed Earth Observation services to support the monitoring of accidental oil spills and enhance situational awareness during pollution incidents.



PROJECTION OF OPERATIONAL SERVICES IN THE END OF 2025

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



Monitoring emissions and pollution at sea

Remotely Piloted Aircraft Systems (RPAS) continued to support Member States in monitoring ship emissions and enforcing sulphur limits in marine fuels. RPAS operations were carried out in several European maritime areas, particularly along busy shipping lanes and in major ports.

These aircraft measure sulphur content directly in vessel exhaust plumes, helping authorities identify potential violations and enabling targeted inspections at the vessel's next port of call. RPAS were also used to support verification activities linked to the CleanSeaNet satellite service.

Preparing for emerging environmental challenges

As the maritime sector evolves with the introduction of new fuels and technologies, EMSA continued strengthening its knowledge base and response capabilities.

In 2025, the Agency concluded a procurement process that will allow the future acquisition of specialised equipment designed to address pollution incidents involving low-sulphur fuels.

EMSA also took forward research on alternative fuels, delivering a study on the behaviour of biodiesel-bunker fuel blends as marine pollutants and launching a second study focusing on diesel-like biofuels.

To support operational cooperation, EMSA facilitated exchanges of experience between national authorities and partner organisations through several coordination platforms, including the Pollution Response Services User Group, the Consultative Technical Group on Marine Pollution Preparedness and Response, and other inter-secretariat cooperation mechanisms.



**AVAILABLE FOR
DOWNLOAD**

**New EMSA study on
biodiesel blends with
marine fuels: pollutant
behaviour and spill
response measures**

A satellite image of Europe at night, showing city lights and a grid of white lines representing latitude and longitude. The image is set against a dark blue background with a glowing horizon line on the left.

SURVEILLANCE

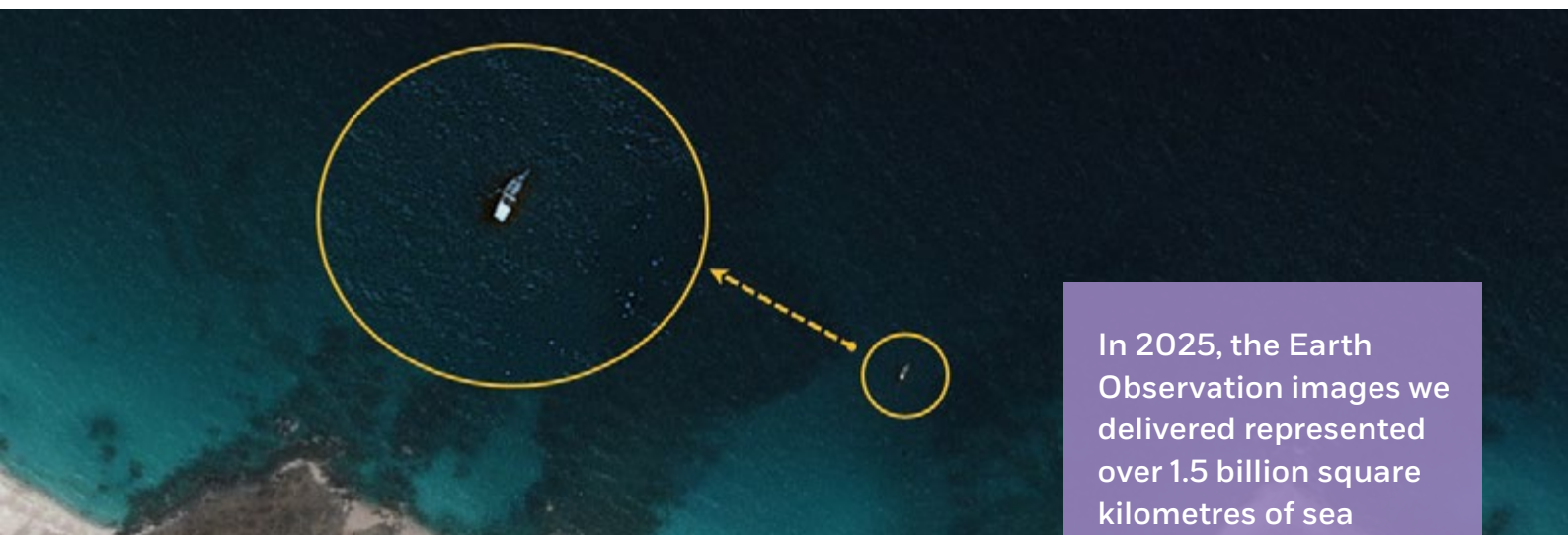
HIGHLIGHTS

- **Satellite portfolio expanded with eight additional very high-resolution optical satellites**
- **16,710 Earth Observation images delivered to authorities**
- **1,252 RPAS operational deployment days in 2025**
- **Contingency Plan activated 45 times, including 18 Search and Rescue events**

Maritime surveillance relies on the timely exchange of reliable information between authorities responsible for safety, security, environmental protection and law enforcement at sea. EMSA plays a central role in this system by providing integrated maritime monitoring services and analytical tools to Member States, EU institutions and operational authorities.

By combining vessel traffic data, satellite imagery, remotely piloted aircraft systems (RPAS) and advanced analytical tools, the Agency delivers a comprehensive maritime picture supporting operational decision-making across Europe.

In 2025, EMSA further strengthened its surveillance services through improvements in data quality and analytics, expanded satellite monitoring and RPAS services, closer cooperation with the European maritime surveillance community and the continued migration of services to cloud infrastructure.



In 2025, the Earth Observation images we delivered represented over 1.5 billion square kilometres of sea surface

Earth Observation

Satellite monitoring remains a key component of EMSA's surveillance capabilities. In 2025, the Agency expanded its satellite portfolio with eight additional very high-resolution optical satellites, significantly increasing monitoring capacity across European waters and beyond.

Over the year, 16,710 images were delivered to Member State administrations and EU institutions. These were provided through services including CleanSeaNet, support for emergencies at sea (155), Copernicus Maritime Surveillance, and support delivered under the Frontex-EMSA service level agreement (1,801).

Through the Copernicus Maritime Surveillance (CMS) service, 6,548 satellite imagery and value-added products were delivered to support functions such as maritime safety, security, customs, fisheries control, pollution monitoring and international cooperation.

Satellite information can be combined with other EMSA datasets and external sources to provide richer situational awareness for operational authorities.

The CleanSeaNet service delivered 7,322 images to Member States and 884 images to European Neighbourhood Policy projects.

Development of the new Earth Observation Data Centre was also completed. This cloud-native system will replace the existing CleanSeaNet data centre and provide enhanced services to users from 2026.

8,206

CLEANSEANET IMAGES DELIVERED IN 2025

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



6,548

CMS IMAGES DELIVERED IN 2025

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

RPAS aerial surveillance

Remotely Piloted Aircraft Systems (RPAS) continued to provide operational surveillance support to Member States and EU agencies performing coast guard functions.

In 2025, RPAS and satellite communications framework contracts were renewed, ensuring the continuation and expansion of aerial surveillance services. RPAS operations supported a wide range of missions, including maritime safety, pollution monitoring, security surveillance and fisheries control.

The RPAS Data Centre was also further enhanced, providing a dedicated platform for operational deployments and data management.

In total, RPAS services delivered 1,252 operational flight days, supporting regional multipurpose operations, emissions monitoring and EU-chartered vessels used for pollution response (EMSA) and fisheries control (EFCA).

2025 MULTIPURPOSE MARITIME SURVEILLANCE in the northern Baltic Sea (Finland, Estonia & Latvia)



2025 MULTIPURPOSE MARITIME SURVEILLANCE & EMISSIONS MONITORING over the Channel and southern North Sea (France & Belgium)

Where we are flying

2025 RPAS OPERATIONS

MULTIPURPOSE MARITIME SURVEILLANCE OPERATIONS

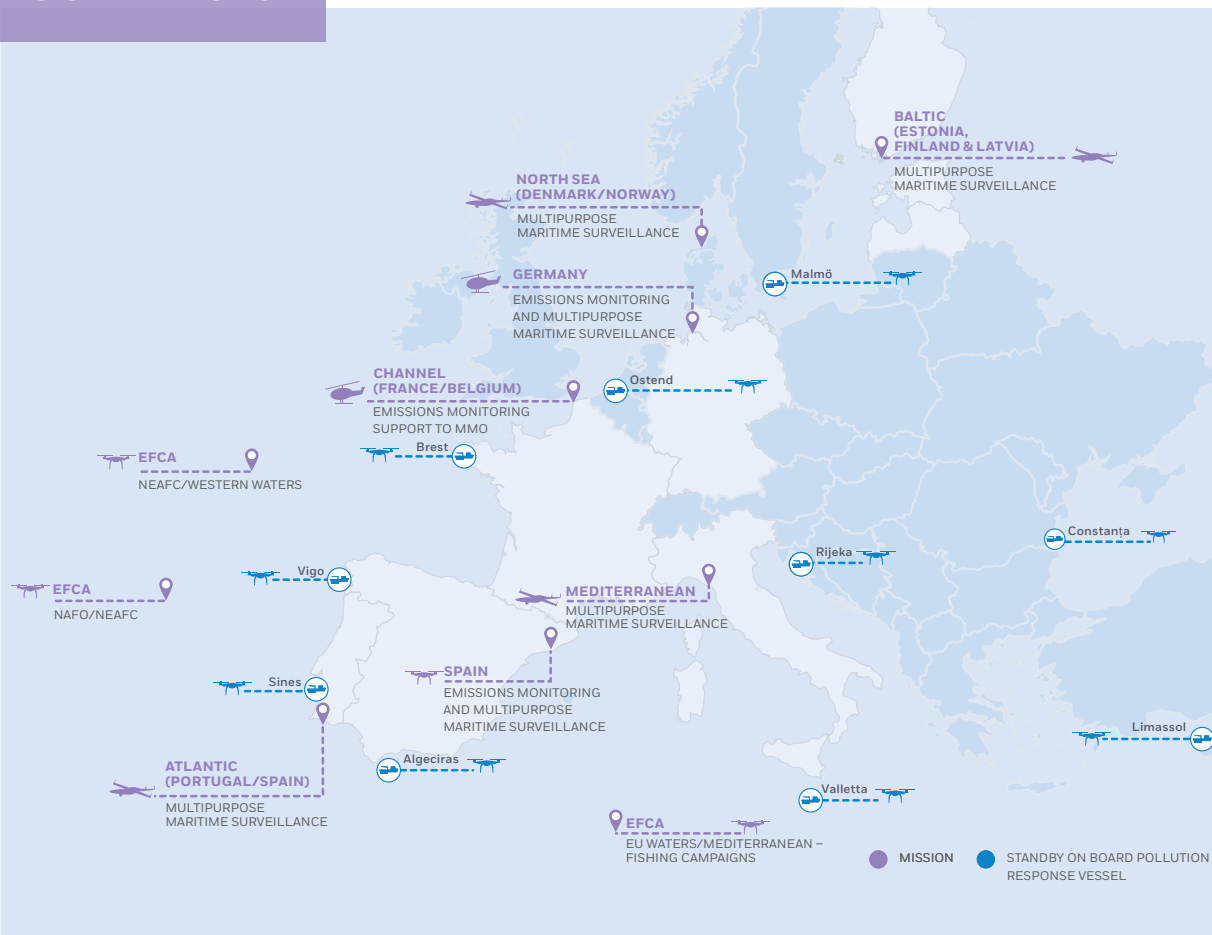
881 DAYS

1 252

OPERATIONAL FLIGHT DAYS

371 DAYS

EMISSIONS MONITORING OPERATIONS



Search and rescue services

EMSA assisted Member States' search and rescue (SAR) operations by providing rapid access to satellite imagery and maritime information services.

In 2025, the EMSA Contingency Plan was activated 45 times, including 18 SAR events, delivering emergency satellite imagery to assist rescue operations.

The EMSA Academy also delivered specialised training for national SAR coordinators to strengthen operational coordination across Europe.

EMSA coordinated real SAR exercises in the Adriatic Sea, bringing together Italy, Slovenia, Croatia, EFCA and Frontex within the framework of the ADRIA Maritime Multipurpose Operations (MMO). In parallel, EMSA also coordinated SAR exercises in La Manche, in cooperation with France, Belgium and EFCA under the framework of the La Manche and Southern North Sea MMO.

Further steps were taken to improve the Integrated Maritime Services SAR toolbox, including preparing for new drift modelling capabilities and the integration of COSPAS-SARSAT distress alert information.

SAT-AIS

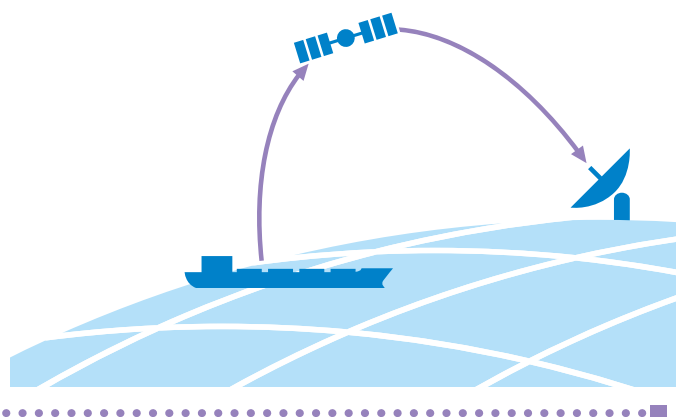
EMSA continued to play a key role in delivering near real-time satellite-based vessel tracking services, including SAT-AIS.

The Agency maintained close cooperation with Member States and national administrations developing satellite AIS and VDES capabilities, supporting the adoption of new technological developments in maritime monitoring.

Global SAT-AIS data feeds continued to support the monitoring of vessels worldwide, enabling the identification of reporting ships and strengthening maritime domain awareness when combined with Earth Observation services.

Cooperation with the European Space Agency (ESA) also continued, with both agencies exploring ways to maximise the use of space-based technologies for operational maritime services.

34,811,135
SAT-AIS POSITIONS
were received by EMSA
on 10 September 2025



MARITIME**SAFETY AND SECURITY****HIGHLIGHTS**

- **EMSAFE second edition published, providing an overview of EU maritime safety trends**
- **Entry into force of revised rules under the EU Maritime Safety Package**
- **Studies on the safety of ammonia and hydrogen as marine fuels**
- **Core safety databases strengthened: EMCIP, EQUASIS and the MED portal**
- **Subsea service expanded, with eight operations in 2025 and enhanced capabilities**
- **Support for the revision of the STCW Convention, including through the TRAINALTER study**

Safe, secure and efficient maritime transport depends on high standards, effective oversight and the ability to respond to emerging risks. EMSA supports the European Commission and Member States in this work through technical expertise, operational services, digital tools and knowledge sharing.

In 2025, the Agency strengthened EU capacity across maritime safety, the human element, accident investigation and maritime security. Particular attention was given to emerging challenges such as alternative fuels, autonomous shipping, cyber resilience and a rapidly evolving security environment.

EMSAFE and maritime safety knowledge

In 2025, EMSA published the second edition of the European Maritime Safety Report (EMSAFE), providing a comprehensive overview of maritime safety standards and trends across the European Union.

The report highlights continued progress, including a 16% reduction in reported accidents since 2019, while also identifying emerging challenges such as ageing passenger vessels, fire risks on ro-pax ships, workforce shortages and the safe introduction of alternative fuels.

To mark its publication, EMSA organised the Safety First Conference, bringing together senior industry experts and policy leaders to discuss current developments and future priorities for maritime safety in Europe.



On 8 December 2025, industry and policy leaders came together for the Safety First Conference which marked the launch of the second European Maritime Safety Report (EMSAFE) and was streamed live to a broad audience.

Flag State and Port State Control capacity

Revised EU rules on flag State requirements and port State control entered into force in January 2025 under Directive (EU) 2024/3099 and Directive (EU) 2024/3100, as part of the EU Maritime Safety Package. The updated framework strengthens flag State oversight and inspection regimes for ships calling at EU ports, with the aim of ensuring a high and uniform level of maritime safety. Member States are required to transpose the directives into national law by July 2027.

In 2025, EMSA supported the European Commission and Member States in the early implementation phase, organising a dedicated workshop and providing technical expertise, data analysis and digital tools to support consistent application of the revised requirements. This work reinforces compliance with international conventions and strengthens oversight across the Union.

The Agency also completed a comprehensive update of the Flag State Common Core Curriculum, reflecting the strengthened obligations under Directive (EU) 2024/3099. The updated training framework supports national administrations in effectively monitoring their fleets, addressing deficiencies and maintaining high safety standards.

In the area of Port State Control (PSC), EMSA continued to promote a harmonised inspection approach. The PSC Common Core Curriculum remained the main training framework for inspectors under the Paris MoU and Mediterranean MoU, supporting a consistent application of inspection procedures and contributing to the identification and detention of substandard ships.

Under the SAFEMED V project, EMSA further developed the THETIS-MED information system, improving data exchange and cooperation among Mediterranean PSC authorities and enabling more targeted inspections of higher-risk vessels.

In parallel, EMSA upgraded the THETIS Port State Control system to support implementation of the revised framework, including the Recognised Organisation (RO) performance methodology entering into application in January 2026. Enhanced risk profiling and analytical tools support more effective inspection targeting and contribute to the prevention of accidents at sea.

Safety of vessels outside international convention coverage

EMSA supported work on vessels not fully covered by international conventions. In 2025, the Agency contributed to the Commission's ex-post evaluation of the Fishing Vessel Safety Directive, coordinated the technical amendments to safety standards applicable to passenger ships operating domestically, and supported a pilot project on a port State control regime for fishing vessels.

The results of this pilot project will inform the implementation of the voluntary PSC regime for fishing vessels introduced under the amended PSC Directive.

Autonomous shipping and risk assessment

EMSA continued developing tools and methodologies to support the safe introduction of Maritime Autonomous Surface Ships (MASS).

In 2025, EMSA organised the first familiarisation sessions for the Risk-Based Assessment Tool (RBAT), testing the tool using real project scenarios and enhancing its functionality.

EMSA also supported the Commission in the work of the IMO Correspondence Group on MASS, contributing to the development of the non-mandatory IMO MASS Code, where RBAT is recognised as a suitable risk assessment method.

Work on the human element of autonomous shipping continued. Results from EMSA's study on competencies for Remote Operation Centre (ROC) operators contributed to discussions on the human element provisions of the MASS Code.

A new EMSA study was also launched to identify navigation, communication and connectivity requirements for the safe operation of autonomous ships.



The Risk-Based Assessment Tool (RBAT) is a structured methodology designed to systematically identify hazards, evaluate risks and define controls for autonomous vessel operations.

Safety aspects of new fuels and emerging technologies

In 2025, EMSA published final studies on the safety of ammonia and hydrogen as marine fuels. The work analysed fuel properties, accident experience, regulatory frameworks and system reliability, and carried out hazard identification and risk assessments.

EMSA will use these results to develop practical safety guidance, complementing work at the International Maritime Organisation (IMO).

The Agency also launched a new study adapting its risk-based assessment tool (RBAT) to alternative fuels, supporting harmonised safety approaches.

In addition, EMSA prepared IMO submissions on topics including steering and manoeuvrability, batteries, nuclear-powered ships, the carriage of electric vehicles and wind-assisted propulsion.



+58,000
DOWNLOADS

of EMSA's reports on the safety aspects of hydrogen and ammonia as alternative fuels

High-risk vessels and accident scenarios

EMSA intensified work on vessels and scenarios where the risk and impact of accidents can be particularly high. In 2025, the Agency developed tools to support monitoring of vessels with questionable insurance coverage and those using fraudulent flags, providing near real-time warnings and trend analysis tailored to user needs.

EMSA also focused on the fire safety risks associated with transporting electric and other alternative fuel vehicles (AFV) on board ships, particularly ro-ro passenger vessels. In 2025, the Agency published the first report in the Safe Transport of AFV on Ro-Ro Ships (STARRS) study series, which aims to provide scientific and technical knowledge on the fire safety of AFV in maritime transport.

The report provides a technical and regulatory review of the framework governing the safe carriage of AFV, summarising the current state of experimental research on AFV fire behaviour in ro-ro spaces, and reviewing current work on numerical modelling and simulation. Its findings establish a basis for further experimental and modelling activities under the STARRS study series, supporting the development of enhanced safety measures, updated guidance and potential future international standards.

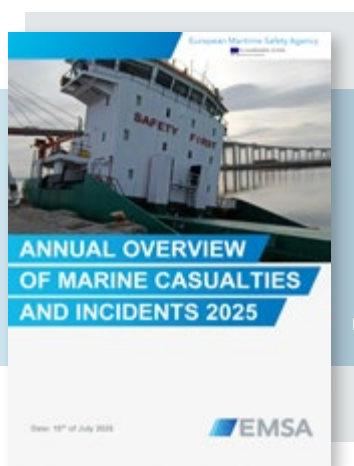
First in the STARRS study series, the 2025 report delivers a focused assessment of safety risks linked to alternative fuel vehicles on ro-ro ships, strengthening the knowledge base for safer maritime transport



To strengthen preparedness for complex incidents, EMSA and Ireland organised a table-top exercise on Places of Refuge, involving Member States, the Commission and industry. The scenario centred on a high-risk vessel and generated lessons to improve implementation of EU guidelines, national procedures and EU cooperation.

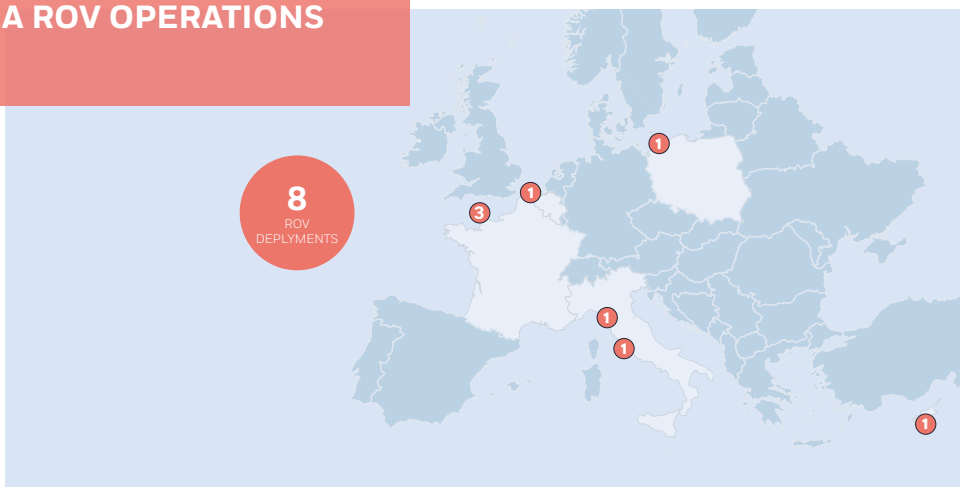
Accident investigation

EMSA published its Annual Overview of Marine Casualties and Incidents using statistics from the European Marine Casualty Information Platform (EMCIP), supporting evidence-based risk understanding across ship types. EMSA continued its role as technical secretariat for the Permanent Cooperation Framework and manager of the EMCIP database, reinforcing Member States' capacity to produce practical, data-driven risk assessments.



In the area of accident investigation, EMSA's underwater services using remotely operated vehicles (ROV) were frequently mobilised by national accident investigation bodies to recover evidence and retrieve voyage data recorders from wrecks, helping to clarify accident causes. A tender was also launched to enhance the operational capabilities of the service. There was further expansion of the subsea service with eight operations in 2025.

8 SUBSEA ROV OPERATIONS in 2025



EMSA also maintained the Marine Equipment Database, supporting the use of properly certified products onboard EU-flagged ships, and provided technical support for guidance on passenger ship safety.

EQUASIS at 25 years

In 2025, EMSA marked the 25th anniversary of Equasis by organising a conference that brought together key industry stakeholders to discuss transparency and public access to maritime safety and environmental information.

Equasis remains the world's leading open maritime safety information platform, with more than 600,000 users worldwide and growing usage following recent system improvements.

EMSA continues to host the Equasis Management Unit, ensuring the platform's day-to-day operation and coordination with partners, while supporting the implementation of a new five-year strategy to further strengthen and modernise the service.

Human Element

Work also continued on the human element, which remains central to safe and efficient shipping.

In 2025, EMSA prepared the annual STCW statistical review, supporting Member States and the European Commission with up-to-date information on seafarer certification trends and the implementation of training and certification requirements.

The revision of the STCW Convention was a substantial task for EMSA in terms of the technical assistance provided to the Commission and Member States. The TRAINALTER study, delivered by the Agency at the end of 2024, identified the competences and training required for seafarers working with alternative fuels and energy systems, and was recognised as an important contribution to international discussions.



In 2025, EMSA promoted the results of the TRAINALTER study, supporting awareness of the skills needed for seafarers in the transition to alternative fuels

Maritime security, situational awareness and cybersecurity

EMSA contributed to the strengthening of maritime security in Europe and, where there is a European interest, beyond Europe's borders. The Agency supported the implementation of EU and international maritime security legislation while offering services aimed at improving situational awareness for Member States.

In 2025, EMSA provided technical assistance to the European Commission and the EFTA Surveillance Authority in conducting maritime security inspections of Member States, including on cybersecurity aspects. The Agency also supported the work of the MARSEC Committee and the Stakeholders Advisory Group on Maritime Security (SAGMAS), and analysed Member State monitoring reports on the implementation of security legislation.

To enhance the information available for the protection of the EU merchant fleet, EMSA developed tools that allow Member States to track their flagged, owned and operated fleets and to monitor areas facing heightened security risks. Dashboards were developed for regions including the Red Sea, the Black Sea and the Persian Gulf, with risk indicators created for vessels transiting the Red Sea.

Through cooperation agreements, EMSA also delivered Integrated Maritime Services (IMS) to three EUNAVFOR operations – Aspides, Atalanta and Irini – supporting maritime situational awareness across a wide area including the Horn of Africa, the Red Sea and the Mediterranean.

In cybersecurity, EMSA continued to promote cross-sector cooperation and capacity building. Building on outcomes from its maritime cybersecurity conference, the Agency began developing an information-sharing system on cyber-attacks affecting shipping, in cooperation with other EU bodies, with a first phase expected in 2026. A dedicated Maritime Cyber Security training course was delivered for a third time in 2025 due to continued Member State demand.

EMSA also reinforced its own cyber posture, delivering key cybersecurity milestones under Regulation (EU) 2023/2841, including an initial review, risk and maturity assessments, and a cybersecurity plan for 2026.

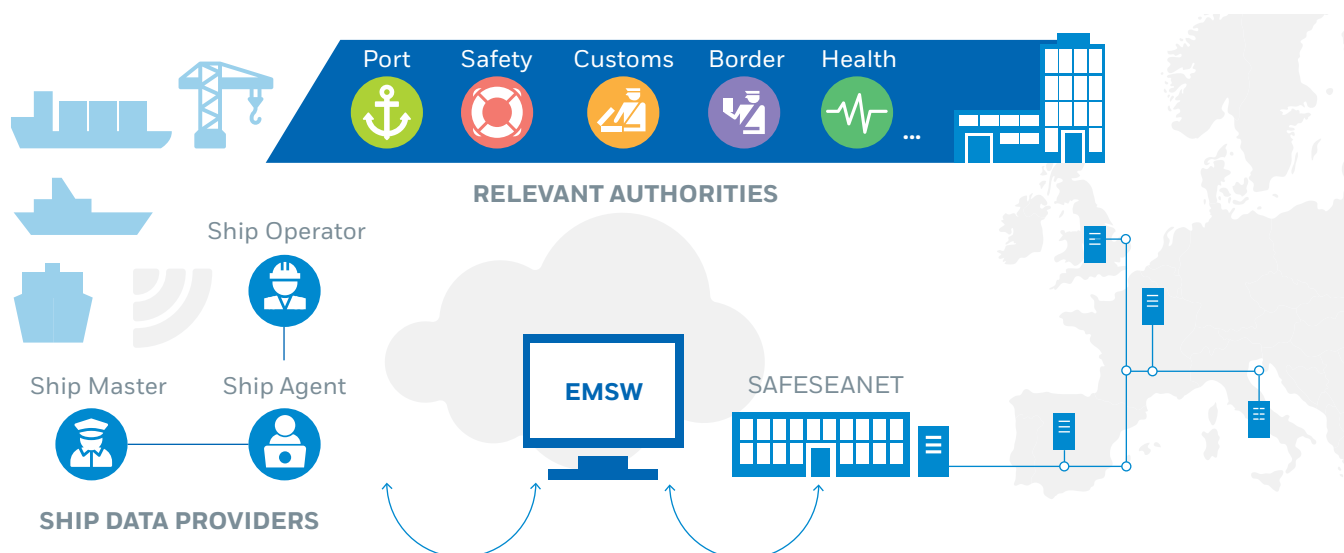
SIMPLIFICATION**HIGHLIGHTS**

- **Cloud-based SafeSeaNet archive introduced to support advanced traffic data analysis**
- **Progress on the rollout of the European Maritime Single Window environment (EMSWe)**
- **Development of digital certification solutions for ships and seafarers**
- **New services enabling reuse of ship reporting data across EU maritime systems**

With around 35,000 ships operating in EU waters each day, Europe's maritime domain is among the busiest in the world. Efficient reporting procedures and reliable maritime information are essential to keep goods and passengers moving smoothly through EU ports.

Reducing the reporting burden on shipping, while ensuring authorities receive accurate and timely information, remains a key focus for EMSA. Through interoperable systems and more harmonised data standards, the Agency supports the European Commission and Member States in simplifying reporting and improving information exchange across the EU.

In 2025, this work continued with progress on the European Maritime Single Window environment (EMSWe), alongside further development of digital certification solutions and improvements to ship-shore reporting and maritime information systems.



SafeSeaNet traffic monitoring

SafeSeaNet (SSN) remains the EU's central maritime traffic monitoring and information exchange system, connecting port authorities, coastal stations and maritime administrations across Europe.

In 2025, EMSA continued working with Member States to improve system compatibility, strengthen data quality and deliver training to national authorities.

A major development was the introduction of a cloud-based SafeSeaNet long-term archive, enabling advanced analysis of historical maritime traffic data and supporting modern analytical techniques such as big data analytics and machine learning.

Real-time dashboards were also introduced to enhance compliance monitoring and improve data quality checks, allowing authorities to detect and resolve reporting issues more rapidly.

Cooperation with EUROSTAT also progressed, enabling automated transmission of aggregated maritime transport data to support early statistical estimates.

EU reporting harmonisation

EMSA continued supporting the implementation of the European Maritime Single Window environment (EMSWe) established by Regulation (EU) 2019/1239. In close cooperation with the European Commission and Member States, the Agency developed the common technical specifications and standards required for the deployment of Maritime National Single Windows (MNSW). These include the EMSWe reference dataset, the Message Implementation Guide (MIG), message schemas, and digital reporting templates, ensuring a harmonised and interoperable approach to maritime reporting across the EU.

In parallel, EMSA developed and operates common database services, covering areas such as ship information, locations, hazardous materials, and ship sanitation, which are designed to interface with national systems. The Agency works closely with national authorities, industry stakeholders and Commission services (including DG MOVE, TAXUD and DIGIT), and coordinates this work through dedicated expert groups, notably the Data Modelling and Databases Working Groups.

Looking ahead, EMSA's role includes testing the integration of national systems with common databases, maintaining and updating the EMSWe data models and specifications, further developing shared databases and enabling data sharing and re-use through SafeSeaNet. Through these activities, EMSA supports the digitalisation, simplification and harmonisation of maritime reporting in Europe.

Digital certification systems

Work continued to support the maritime sector's transition towards paperless certification processes.

Within the EU Seafarers' Certification Platform, modules enabling national administrations to digitally sign and seal STCW certificates were completed. Work also progressed to support the digitalisation of certification processes within Member States.

The Search and Verification modules were finalised, allowing authorised users to verify certificates electronically.

Ship-shore reporting systems

EMSA has played a key role in modernising maritime reporting in Europe by enhancing the SafeSeaNet system and developing innovative ship-to-shore reporting solutions. In cooperation with the European Commission and Member States, EMSA piloted a system enabling ships to fulfil reporting obligations electronically through a single interface, re-using existing data and significantly reducing administrative burden and voice communications.

The Agency supported extensive testing of these solutions in real operational conditions, including large-scale trials with commercial vessels across multiple European coastal states.

In 2025, EMSA continued assisting the Maritime Safety Permanent Transnational Network (MSPTN) in updating the ADRIREP ship reporting system in the Adriatic Sea. Proposed amendments were agreed at the IMO Navigation, Communications and Search and Rescue Sub-Committee and are expected to be adopted by the International Maritime Organisation Maritime Safety Committee in 2026.

Following a request from France and Italy, EMSA also provided technical assistance for the modernisation of the BONIFREP reporting system in the Bonifacio Strait.

Through these efforts, EMSA is paving the way towards harmonised, digitalised, and more efficient ship reporting across the EU, enabling the re-use of data across systems, reducing duplicate reporting requirements for vessels and enhancing overall maritime safety.

In parallel, a proposal was prepared for the harmonised digital reporting of insurance certificates, following amendments to EU legislation requiring this information to be transmitted through ship reporting systems. EMSA is developing a harmonised EU system for the electronic reporting, validation and sharing of ship insurance certificates within the SafeSeaNet framework. This includes a standardised interface for ships to submit structured certificate data and documents, as well as a central database accessible to authorities for consultation and validation.

The technical solution will be further discussed with the Commission and Member States with a view to implementation in 2026.

DIGITALISATION

HIGHLIGHTS

- **Integrated Maritime Services expanded to 8,592 users across 720 organisations, supported by 16 system-to-system services**
- **Automated Behaviour Monitoring strengthened with 1,304 active algorithms to detect unusual vessel behaviour**
- **THETIS-MRV achieved 99.9% availability and was enhanced to support EU ETS and FuelEU Maritime implementation**
- **CISE supported cross-border operational cooperation, with 14 training events and progress on classified information exchange**
- **EMSA supported EU agencies and missions with IMS-based solutions and Earth Observation products for fisheries control, border management, law enforcement and maritime security operations**

Digital systems are central to EMSA's role in supporting maritime authorities across Europe. Through a range of digital platforms and operational services, the Agency provides Member States, the European Commission and EU bodies with maritime information, surveillance capabilities and analytical tools that support maritime safety, security and environmental protection.

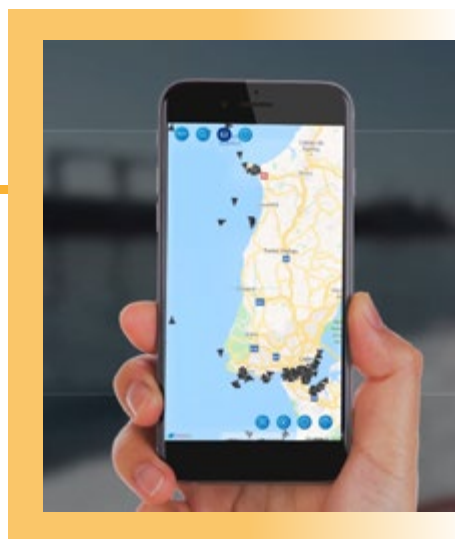
In 2025, EMSA continued developing and operating its digital services, strengthening maritime situational awareness, enhancing analytical capabilities and supporting the implementation of new EU legislation.

Integrated Maritime Services

Integrated Maritime Services (IMS) continued providing authorities with a comprehensive maritime picture by combining vessel traffic information with satellite data, analytics and operational tools.

User uptake increased significantly in 2025, reaching 8,592 users across 720 organisations and supported by 16 system-to-system services. Automated Behaviour Monitoring (ABM) capabilities were further expanded, with 1,304 active algorithms enabling authorities to detect unusual vessel behaviour and support operational decision-making.

720
OPERATIONAL BODIES
were connected to IMS
in 2025



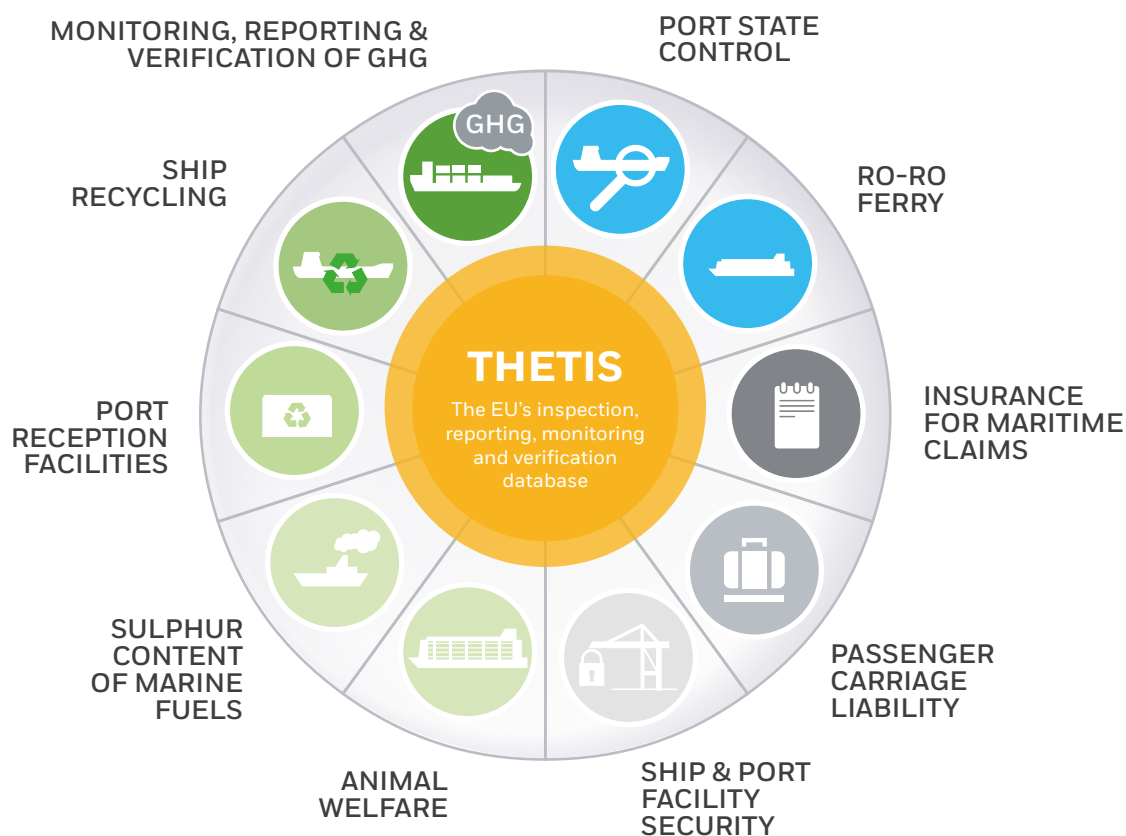
Cloud-based IMS services, advanced analytics dashboards and collaboration tools were further enhanced. Additional developments included improvements to the Search and Rescue toolbox, new situational awareness layers and capabilities addressing challenges such as AIS spoofing.

THETIS inspection platform

The THETIS platform remained the core EU digital system supporting maritime inspections and regulatory compliance. In 2025, the system maintained 99.8% operational availability, ensuring reliable reporting and monitoring of port State control inspections across the EU.

Operation and development of THETIS-EU continued, supporting inspection regimes covering sulphur emissions, port reception facilities, ship recycling, maritime security and animal welfare.

Work also progressed on THETIS NEXT, a major modernisation initiative that will transform the platform into a cloud-native system and prepare it for the implementation of new requirements under the revised Port State and Flag State directives.



Climate and environmental systems

Digital systems continued facilitating the implementation of EU environmental legislation.

THETIS-MRV, which supports monitoring, reporting and verification of greenhouse gas emissions from ships, achieved 99.9% availability in 2025 and was enhanced to support the extension of the EU Emissions Trading System (ETS) to maritime transport.

Digital tools were also developed to assist implementation of the FuelEU Maritime Regulation, including IT infrastructure enabling shipping companies to report emissions and fuel data.

In parallel, development began on new digital solutions following the revision of the Ship Source Pollution Directive, including tools to improve reporting, pollution monitoring and the identification of potential polluters.

CISE information exchange

The Common Information Sharing Environment (CISE) continued to support operational cooperation between maritime authorities across sectors and national borders by enabling interoperable information exchange between surveillance systems.

CISE is recognised as a key tool for strengthening maritime situational awareness under the EU Maritime Security Strategy and supports the objectives of broader EU initiatives aimed at improving maritime governance and protecting critical maritime infrastructure.

CISE is also used during Multipurpose Maritime Operations (MMO), enabling authorities from different sectors and countries to exchange information in real time and coordinate maritime surveillance activities.

In 2025, EMSA organised 14 training events and workshops, and maintained the technical infrastructure enabling secure information exchange between participating authorities. Work also progressed on enabling the exchange of classified information through CISE, further strengthening its operational potential.

Maritime data platforms

A wide range of digital services continued supporting maritime administrations and EU institutions.

These include systems such as RuleCheck, STCW-IS, EMCIP, MARINFO, MED DB, IMS and the Earth Observation Data Centre, all of which maintained very high levels of availability in 2025. For example, the Earth Observation Data Centre achieved 100% operational availability, while RuleCheck maintained 99.7% availability.

Development also continued on the Blue Datawarehouse, which integrates data from multiple maritime applications to support advanced analytics and decision-support tools.

Maritime Support Services

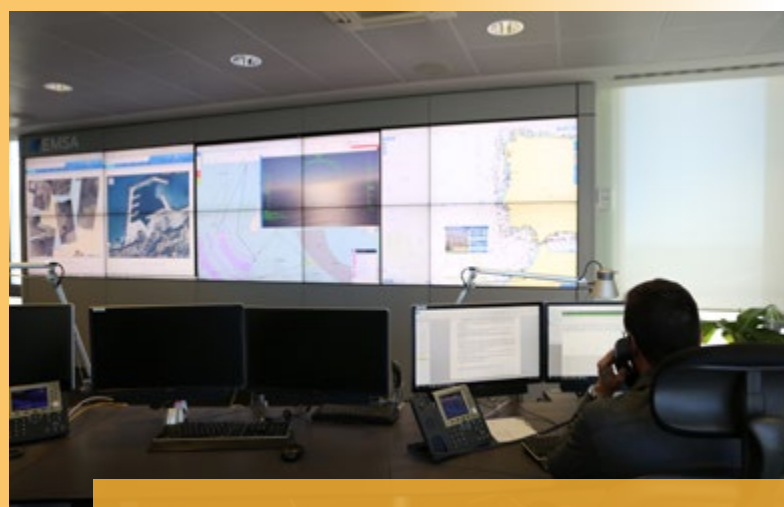
Digital services are complemented by Maritime Support Services, which provide round-the-clock assistance to users of EMSA applications.

In 2025, response times remained well within target levels. Urgent requests were handled on average within 19 minutes, non-urgent requests within 50 minutes and emergency support under the contingency plan was activated within an average of 10 minutes.

These services include operational monitoring, data analysis and technical support for maritime safety and pollution response activities.



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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 2025, EMSA continued to provide integrated maritime services and Earth Observation products under its service level agreements (SLA).

The partnership with the European Fisheries Control Agency (EFCA) reached a new phase with the signing of Specific Agreement No. 2, extending cooperation for another five years. This agreement includes the deployment of light RPAS on EFCA offshore patrol vessels, significantly enhancing fisheries monitoring and control. EFCA's IMS user community grew by 8.1% to 1,753 accounts, with 57 daily active users on average. EMSA also delivered 1,398 SAR and 16 optical Earth Observation products to support EFCA's global fisheries control operations.

In parallel, EMSA maintained its support to the European Border and Coast Guard Agency (Frontex) and Europol, providing integrated maritime services and IMS-based solutions to combat organised crime and enhance law enforcement at sea.

Overall in 2025, EMSA shared over 16 billion vessel messages with Frontex, covering 1,067,574 vessels, along with historical position data for voyage and behaviour analysis. It also delivered 679 SAR images (cross-referenced with vessel data) and 621 high-resolution optical images for monitoring activities at sea, in coastal areas, ports and shorelines. Through the SLA, these products are shared with all IMS stakeholders including EFCA, EUNAVFOR and Europol.

The number of Europol IMS user accounts continued to grow, reflecting the increasing demand for EMSA's data-driven tools.

Following the establishment of a new Cooperation Agreement to provide the legal basis for collaboration between EMSA and the EUNAVFOR Aspides mission in the Red Sea, EMSA provided IMS support to their operations. 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.

EUNAVFOR ASPIDES

New Cooperation Agreement formalises collaboration with EU Naval Forces operating in the Red Sea



TECHNICAL ASSISTANCE



HIGHLIGHTS

- **38 inspections and visits carried out to monitor implementation of EU maritime legislation**
- **1,315 experts trained through EMSA Academy learning services**
- **DONA platform fully operational, supporting reporting and transparency under passenger ship safety directives**
- **Horizontal analysis on passenger ship safety legislation delivered to support policymaking**
- **Technical assistance provided to neighbouring regions, reaching 424 participants through SAFEMED V and BCSEA II programmes**

EMSA supports the European Commission, EU Member States and partner countries by providing technical assistance aimed at strengthening maritime administrations and promoting the consistent implementation of EU and international maritime legislation.

Through inspections, expert missions, learning services and digital tools, the Agency contributes to improving regulatory oversight, operational capability and maritime governance. These activities also support the development of technical expertise within maritime administrations and facilitate cooperation between authorities across Europe and neighbouring regions.

Visits & Inspections

EMSA assists the European Commission in monitoring the implementation of EU maritime legislation through inspections and visits carried out in Member States and within Recognised Organisations (RO) acting on behalf of national administrations.

In 2025, EMSA conducted 20 inspections of recognised organisations (classification societies) responsible for ship surveys and certification. These inspections assist the European Commission in monitoring compliance with EU rules governing organisations performing statutory ship inspections.

The Agency also carried out seven inspections and visits on seafarer training and certification systems in both Member States and third countries. These activities assess compliance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and verify that certification systems meet international requirements.

In addition, 11 visits to Member States reviewed the implementation of EU legislation on passenger ship safety, the safe operation of ro-ro passenger ships and high-speed passenger craft, and port reception facilities for ship-generated waste.

The results of these activities provide valuable input for the European Commission and Member States, helping ensure the consistent implementation of EU maritime legislation across the Union while identifying areas where improvements may be required.



EMSA Academy learning services

The EMSA Academy is the Agency’s main platform for capacity building, supporting maritime administrations in the implementation and enforcement of EU and international maritime legislation. Through a structured portfolio of learning services, the Academy helps strengthen technical expertise and promote a harmonised approach to maritime governance across Europe and neighbouring regions.

Training activities are delivered through a combination of Common Core Curricula, part-time courses, short courses and specialised learning services, using blended learning methods supported by advanced digital tools and simulation environments. The Academy’s programmes are designed around the practical needs of maritime authorities and are delivered under a quality-assured framework aligned with the ISO 29993:2017 learning services standard.

In 2025, the EMSA Academy delivered:

12 Common Core Curricula

11 part-time courses

15 short courses

These activities reached 1,315 experts from EU Member States, covering topics including maritime safety, environmental legislation, digital tools and alternative fuels.

New learning services introduced during the year included the Common Core Curriculum for Port State Control Officers from the MED MoU, a revamped curriculum for marine safety investigators, and a short course on ammonia as an alternative marine fuel, reflecting the evolving priorities of the maritime sector.

The Academy's digital learning platforms maintained 100% availability in 2025, ensuring continuous access to training materials and online learning services for maritime authorities.

Through these activities, the EMSA Academy continues to play a central role in strengthening administrative capacity, fostering cooperation between maritime authorities and supporting the consistent application of EU maritime legislation.



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LEARNING SERVICES

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

Research, analytics and tools

Inspection activities are complemented by analytical work and statistical analysis supporting maritime policy development.

In 2025, EMSA delivered a horizontal analysis on the implementation of EU passenger ship safety legislation, identifying trends, best practices and areas where additional guidance or improvements may be required.

The Agency also produced statistical updates and analytical reports on the EU maritime sector to support the work of the European Commission and Member States. This included monitoring the impact of geopolitical developments on maritime transport and providing data to assist with the implementation of EU sanctions.

Through dashboards and analytical tools, EMSA provides authorities with reliable maritime data, helping strengthen evidence-based policymaking.

The Dynamic Overview of National Authorities (DONA) application continued to support Member States and the Commission. The system provides several functionalities, including country profiles of national maritime authorities, a restricted reporting gate for legal obligations, statistical tools and a notification portal for passenger ship measures required under Directives 2009/45/EC and 98/41/EC.

In 2025, DONA became fully operational across all its core functions. A new module was also introduced to support the notification of exemptions, derogations, equivalences, safeguard measures and additional safety requirements under Article 9 of both passenger ship directives, further strengthening reporting and transparency across Member States.

Neighbourhood cooperation programmes

Technical assistance is also provided to partner countries through EU-funded cooperation programmes.

Under the SAFEMED V project, Mediterranean partner countries received training, technical meetings and access to EMSA tools and services. In 2025, the programme's learning services reached 276 participants, significantly exceeding annual targets.

Through the BCSEA II project, similar support was provided to countries in the Black Sea and Caspian Sea regions, with 148 participants taking part in training and technical assistance activities.

EMSA also continued implementing the IPA III project, funded through the EU’s Instrument for Pre-Accession Assistance. The programme supports beneficiary countries including Albania, Bosnia and Herzegovina, Montenegro, Serbia and Türkiye, strengthening their capacity as flag, port and coastal States and supporting alignment with EU maritime legislation.

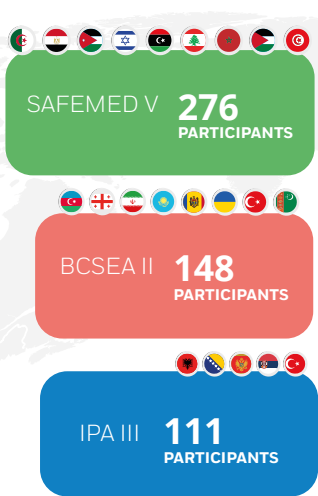
Across these programmes, EMSA delivered capacity-building activities, technical advice and access to operational tools such as CleanSeaNet, RuleCheck and MaKCs, as well as learning services provided through the EMSA Academy.

The Agency also supported work on the transposition of international maritime conventions into national legislation and continued developing THETIS-MED, the inspection database used by the Mediterranean MoU for port State control.

Despite geopolitical challenges affecting several regions – including the war in Ukraine and instability in parts of the Middle East – EMSA maintained programme activities by combining in-person missions with online training and recorded learning materials.

Through these initiatives, EMSA helps strengthen maritime governance in neighbouring regions while promoting alignment with EU and international maritime standards.

2025: NON-EU PARTICIPANTS IN EMSA TRAINING COURSES



COAST GUARD COOPERATION



HIGHLIGHTS

- **Successful implementation of the third EMSA-led Multipurpose Maritime Operation (MMO) in La Manche and the Southern North Sea**
- **Operational exercises (SAREX, POLLEX and CISEX) coordinated in the Adriatic Sea MMO, strengthening cross-border cooperation**
- **Annual European Coast Guard Event 2025 held in Gdańsk, bringing together the European coast guard community**
- **Continued development of the Greening Award Initiative recognising sustainability actions within the European coast guard community**

Together with the European Fisheries Control Agency (EFCA) and the European Border and Coast Guard Agency (Frontex), EMSA supports national authorities across the EU in carrying out coast guard functions. These functions include maritime safety, security, border management, search and rescue, fisheries control, customs activities and environmental protection.

Through this cooperation, the three agencies combine their expertise, operational services and information systems in order to improve maritime situational awareness and provide coordinated support to Member States.

Cooperation is implemented under the Tripartite Working Arrangement (TWA), which establishes a framework for joint action between the three agencies. The TWA is guided by a jointly agreed Annual Strategic Plan that defines shared priorities and ensures coordinated delivery of services and activities supporting coast guard authorities across Europe.

Through this cooperation, the three agencies combine their expertise, operational services and information systems in order to improve maritime situational awareness and provide coordinated support to Member States.

Multipurpose Maritime Operations

Multipurpose Maritime Operations (MMO) remain one of the main operational instruments supporting European coast guard cooperation.

An MMO is a coordinated activity conducted in a defined maritime area and for a specific period, aimed at assisting national authorities carrying out coast guard functions at national, Union and international levels. MMO involve at least two coast guard functions and combine services, assets and expertise provided by the participating agencies and Member States.

In 2025, EMSA organised the third EMSA-led MMO, conducted in cooperation with EFCA and the participating Member States of France and Belgium. The four-month operation took place in La Manche and the Southern North Sea, supporting authorities in the implementation of several coast guard functions including maritime safety, maritime surveillance, environmental protection and search and rescue.

A notable development during the operation was enhanced interagency cooperation through the use of an EFCA offshore patrol vessel as a platform for EMSA remotely operated vehicle (ROV) services, enabling underwater inspection activities in response to operational needs identified by participating Member State authorities.

EMSA also participated in other regional MMO led by partner agencies, including the Frontex-led Western Black Sea and Baltic Sea MMO and the EFCA-led Adriatic Sea MMO, contributing services and expertise to support operational cooperation between national authorities.

Within the framework of the Adriatic Sea MMO, EMSA coordinated exercises involving Italy, Slovenia and Croatia for a third consecutive year. The activities included operational search and rescue exercises (SAREX), table-top exercises, pollution response drills and a CISE communication exercise, strengthening regional preparedness and cross-border cooperation between maritime authorities.



EMSA coordinated Adriatic Sea MMO exercises for a third year, strengthening cooperation between Italy, Slovenia and Croatia.

European Coast Guard Functions Forum

EMSA continued supporting the work of the European Coast Guard Functions Forum (ECGFF), which brings together more than 35 national coast guard authorities from EU Member States and associated Schengen countries.

The Forum provides a platform for exchanging best practices, strengthening cooperation between national authorities and promoting interoperability between coast guard services across Europe.

Through its participation in ECGFF activities, EMSA contributes technical expertise and operational experience, supporting discussions on emerging challenges such as maritime security, environmental protection and digital maritime services.



Participants of the European Coast Guard Functions Forum workshop on maritime traffic monitoring and surveillance in March 2025

Annual European Coast Guard Event

The Annual European Coast Guard Event (AECGE) remains the main gathering of the European coast guard community, bringing together national authorities, EU agencies and international partners.

The 2025 edition of the event was held in Gdańsk in June, under the coordination of Frontex as chair of the Tripartite Working Arrangement. The event included workshops and breakout sessions focusing on operational cooperation, including discussions on the future development of Multipurpose Maritime Operations.

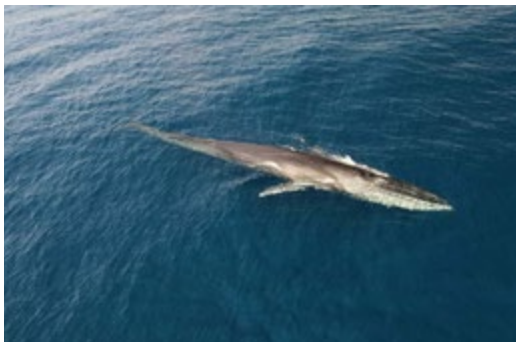
The programme also featured a multipurpose maritime exercise and provided a forum for participants to exchange experiences and identify opportunities for strengthening cooperation between national authorities and EU agencies.

Greening Award Initiative

In the framework of the Annual European Coast Guard Event, EMSA continued supporting the Greening Award Initiative, launched jointly with Frontex and EFCA.

The initiative recognises sustainability actions and environmental projects developed by authorities within the European coast guard community. The awards highlight initiatives that contribute to reducing environmental impacts, supporting the green transition and advancing the objectives of the European Green Deal.

Following the successful launch of the initiative, preparations continued for subsequent editions of the awards, which will continue promoting innovative approaches to environmental sustainability across coast guard authorities.



**RPAS in the Mediterranean
- Italy**



**Patrol boats for fishing
inspection & surveillance -
Spain**

OUR PEOPLE AND OUR ADMINISTRATION



HIGHLIGHTS

- High implementation rate of the 2025 EMSA Work Programme
- 141 meetings and workshops organised, bringing together over 9,300 participants
- Continued growth in digital engagement with over 71,800 social media followers
- ISO-certified quality management system maintained and Environmental Management System strengthened

Effective governance, sound administration and a highly skilled workforce are essential for delivering EMSA's mission. The Agency relies on a strong organisational framework that supports operational activities, ensures accountability and provides efficient services to stakeholders.

In 2025, EMSA continued to support the delivery of the work programme by ensuring the efficient use of resources. The Agency maintained high standards in financial management, quality assurance and organisational performance while supporting a growing portfolio of operational and technical activities.

Administrative governance

EMSA operates under the supervision of its Administrative Board, which is composed of representatives from all EU Member States, Iceland and Norway, alongside representatives of the European Commission and observers from maritime sector organisations.

The Board oversees the Agency's activities, approves the annual work programme and budget, and monitors the implementation of EMSA's strategic objectives. In 2025, the Board continued guiding the Agency's activities while ensuring that EMSA remains aligned with EU policy priorities and stakeholder needs.



Delivering the work programme

The Agency maintained a high level of performance in implementing its annual work programme.

In 2025, EMSA achieved near-full implementation of planned activities, reflecting the continued expansion of the Agency's operational services and technical support to the European Commission and Member States.

Financial execution remained strong, with commitment appropriations executed at 99.68% and payment appropriations at 97.04%, ensuring that available resources were used effectively in support of the Agency's activities.

The robustness of EMSA's governance framework was confirmed, with 100% of recommendations from both the European Court of Auditors and Internal Audit Service implemented on time.

Supporting cooperation and engagement

EMSA continued to facilitate cooperation and knowledge exchange across the European maritime community.

During 2025, the Agency organised 141 meetings and workshops, attracting 9,382 participants from national administrations, EU institutions, industry and international organisations. These events supported policy development, operational cooperation and technical dialogue across the wide range of maritime domains covered by EMSA's mandate.

The Agency also strengthened its digital communication channels. By the end of 2025, EMSA's social media platforms had reached more than 71,800 followers, while the Agency's website recorded over 1.6 million page views, reflecting growing public and stakeholder interest in EMSA's work.

Quality management and organisational excellence

Maintaining high standards in administration and service delivery remains a priority for EMSA.

The Agency continued operating its ISO-certified Quality Management System, ensuring that internal processes remain transparent, efficient and aligned with international standards. The system supports continuous improvement across the Agency's operational, technical and administrative activities.

EMSA also maintained its Environmental Management and Audit Scheme (EMAS) registration and commenced a new three-year cycle, reinforcing the commitment to reducing the environmental impact of the Agency's own operations while promoting sustainability within the maritime sector.

In 2025, the Agency implemented numerous greening initiatives, including measures to improve resource efficiency, reduce environmental impacts and strengthen sustainable practices within its internal operations.



Supporting a modern and resilient organisation

Behind EMSA's operational services is a dedicated team of people working across technical, operational and administrative roles, each contributing expertise to keep things running smoothly.

The Agency continued investing in staff development, organisational resilience and modern working practices. These efforts ensure that EMSA remains equipped to address the evolving challenges facing maritime transport, including digitalisation, environmental transition and maritime security.

With strong governance, efficient administration and a skilled, committed workforce, EMSA remains a trusted partner for the European Union and its Member States, supporting a maritime sector that is safer, cleaner and more resilient.

2025 HIGHLIGHTS TIMELINE

FEB

EMSA and the European Environment Agency launch the second edition of the European Maritime Transport Environmental Report (EMTER)



MAY

EMSA joins EFCA and Frontex for a panel on the EU Maritime Security Strategy at European Maritime Day in Cork, Ireland



JUN

EMSA assumes the rotating chairmanship of the Tripartite Working Arrangement on European Coast Guard Cooperation



JUL

EMSA Executive Director addresses the Dubrovnik Forum panel on Mediterranean economic and maritime cooperation



2025 HIGHLIGHTS TIMELINE

SEP

EMSA contributes to European, Mediterranean and Global Coast Guard Fora in Rome



OCT



Adriatic Sea MMO 2025 holds SAREX/POLLEX/CISEX exercises to strengthen regional maritime safety cooperation

SEPT

European Commissioner Dubravka Šuica visits EMSA to discuss Mediterranean maritime cooperation



DEC



EMSA launches the EMSAFE report at our "Safety First" European Maritime Safety Conference



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.

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