



European Maritime Safety Agency

## EMSA Single Programming Document 2026-2028

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## **Mission statement**

### **VISION**

EMSA's vision is to be the centre of excellence for a safe and sustainable EU maritime sector.

### **MISSION**

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.

EMSA capitalizes on its unique know-how to position itself as an essential player in the maritime cluster in Europe and beyond.

EMSA works on maritime safety, security, climate, environment, surveillance and single market issues and tasks, first as a service provider to Member States and the Commission, but also as an innovative and reliable partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally.

### **VALUES**

Quality, credibility, efficiency, effectiveness, transparency, flexibility, and being smart and gender balanced.

## SECTION I: General context

EMSA, as a decentralized Agency of the European Union (EU), sits at the heart of the EU maritime safety network and fully recognises the importance of effective collaboration with many different stakeholders and including between European institutions, Member States' administrations and the maritime industry and international institutions.

Regulation (EC) No 1406/2002, establishing EMSA, is the legal basis that defines the objectives and the tasks of EMSA. This Founding Regulation has been amended several times, the latest in 2016. The Regulation is currently under revision.

The adoption of the extension of the EU ETS to maritime transport and of the FuelEU Maritime Regulation in 2023 attributed specific tasks to EMSA building the Agency's role in supporting the Fit for 55 package and the EU's transition to decarbonised shipping.

Today, the new Maritime Safety Package, which aims to modernise maritime safety rules and tackle ship-source pollution, is in place and will have a significant impact on activities and resources from 2025 onwards.

This document reflects these new developments and expectations, including the resources allocated under the Maritime Safety Package and foreseen under the new mandate. The planning in relation to the possible new mandate is subject to and will be aligned with the final outcome of the legislative process.

The Agency's ongoing activities under the current mandate can be broadly described as:

- *providing technical and scientific support to the Member States and the Commission in the application and implementation of EU legislation on maritime safety, security, and prevention of and response to pollution by ships as well as maritime transport administrative simplification and digitalisation;*
- *monitoring the implementation of EU legislation through visits and inspections;*
- *carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations, including assistance to third countries sharing a regional sea basin with the Union;*
- *providing technical, scientific and operational assistance to EU initiatives linked to the European Green Deal, the European Maritime Security Strategy and the Sustainable and Smart Mobility Strategy;*
- *enhancing, upon request, capacity of national competent authorities;*
- *developing, managing, maintaining and operating maritime digital information and analytical services to support implementation, monitoring and enforcement tasks and EU maritime awareness;*
- *supporting Member States with surveillance and emission detection services, based on state of art technologies which include satellite imagery and remotely piloted aircraft systems;*
- *supporting national authorities responsible for coast guard functions and relevant EU bodies in their daily work which includes safety, security, environmental protection, law enforcement and maritime border and fisheries control;*
- *providing technical assistance, as regards relevant legal acts of the Union, to States applying for accession to the Union;*
- *offering cooperation and assistance in the fields of maritime safety and security, prevention of pollution from ships and marine environmental issues to European Neighbourhood Policy (ENP) countries.*

EMSA has an important role to play in support of the implementation of the wider EU policy priorities. The Agency's working environment reflects the focus on maritime safety, security and pollution prevention issues but also initiatives launched by the EU in policy areas related to the seas and oceans. EMSA is at the intersection of three high profile policy channels addressing competitiveness, sustainability and security in the maritime sphere in the context of the dual green/digital transition, from different angles: the Industrial Maritime Strategy which will aim to strengthen the competitiveness, sustainability and resilience of the maritime sector and waterborne transport; the EU Ports Strategy, which focuses on the particular challenges for ports in terms of the energy transition and security, including cybersecurity; and the Ocean Pact which centres on the protection of the ocean, promotion of the blue economy and supporting the well-being of people living in coastal areas.

At the same time, the **highest safety standards** remain a top priority for the **Transport mission** in the face of **increasing traffic** and **more complex security threats**. The Agency's long-standing work under the heading of safety supports EU Member States in the implementation of the maritime safety legislation and standards at

European and at international level, as well as addressing the human element in shipping and building capacity; operational maritime traffic monitoring and surveillance services also contribute directly to this priority by supporting implementation and enforcement.

EMSA can contribute to the new (2024-2029) EU Commission priorities.

#### ***A new plan for Europe's sustainable prosperity and competitiveness***

The [Internal Market mission](#) highlights the [digital transition](#) in all sectors of the economy as a key factor for strengthening the internal market. EMSA supports the digitalisation and simplification of EU shipping to make maritime transport more efficient and contributes significantly in the maritime domain to ensuring the interoperability of and complementarity among legally based EU information systems. [Artificial Intelligence](#) is one of the major opportunities linked to this portfolio and which the Agency will start to explore to enhance maritime safety, surveillance and security.

EMSA's efforts to support the simplification for EU shipping by reducing the burden and increasing efficiency in relation to the range of reporting and administrative requirements contributes to the establishment of a European Maritime Transport Space without Barriers.

Moreover, EMSA develops and hosts digital tools to support Member States' flag, port and coastal state responsibilities. These tools are continuously enhanced, building on real operational needs, to promote the efficiency and effectiveness of maritime activities as well as to facilitate the process of [digital transformation](#) of maritime governance and administration.

At the same time, the Agency's tools and actions to prevent pollution by ships support the maritime component of the decarbonisation of transport and contributes to mitigating marine pollution. On top of the work already carried out in relation to air emissions and greenhouse gas emissions from ships, new actions are underway to also address maritime climate change. Furthermore, the Agency's services to respond to marine pollution from ships and oil and gas installations also contribute to mitigating marine pollution. This work represents the maritime perspective of the Commission's ambition to promote a [clean economy](#), implement the 2030 framework and pave the way towards the more ambitious emissions reduction targets for 2040.

EMSA's work also contributes to the [European Green Deal](#) and in particular the maritime sector's contribution to zero pollution, decarbonisation and ultimately the [climate-neutral ambition](#). EMSA is positioned to contribute on various fronts, looking to curb pollutants – pollution to water including [underwater radiated noise, hazardous substances, emissions to air, marine litter including plastics](#) - providing integrated maritime services and a range of monitoring, reporting, surveillance and enforcement tools, and to support [energy efficiency](#) and the use of sustainable [alternative sources of power for shipping as part of the Energy](#) portfolio's mission in the transition towards a carbon neutral economy.

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

EMSA's surveillance capabilities support a range of functions in the maritime sector, including security, and already contributed to protecting the EU fleet against illegal acts such as piracy and armed robbery. The Agency is closely monitoring sea areas where the EU merchant fleet is at risk, for example in the Red Sea, and reports frequently on the actual situation to Member States and the Commission. Along with growing support to the Commission in relation to verifying compliance with ship and port facility security, the Agency is increasingly contributing to efforts to [step up cooperation on security in the EU](#) under the Commission's second headline ambition as well as in the framework of the revised EU Maritime Security Strategy and its action plan.

[Cybersecurity](#) is another major ongoing challenge. The Agency's aim is to maintain the integrity of the EU maritime information systems hosted and operated by EMSA while also providing guidance to Member States on how to deal with cyber security threats.

The impact of crisis situations on maritime traffic and seaborne trade is closely monitored, and the environmental consequences of deviating merchant traffic not able to use the Suez route are being studied. In addition to collecting factual information on the actual situation in risky sea areas, the Agency is also analysing the overall magnitude and impact of such occurrences.

The growing shadow fleet of tankers circumventing sanctions imposed on Russia poses a serious threat to navigational safety, the marine environment, and undersea infrastructure. EMSA is actively monitoring these

threats and supports where possible the needs of the Member States and EU bodies in the development of information-based solutions for enhanced monitoring.

In view of increasing concerns about the safety of critical maritime infrastructure due to geopolitical unrest, the Agency will explore how its existing capabilities can be used and tailored in assisting the monitoring of maritime critical infrastructure when requested.

The phenomenon of GNSS signal jamming and spoofing has intensified in Baltic Sea areas adjacent to Russian maritime zones. EMSA will explore potential solutions to support affected Member States in mitigating its impact.

Under the European cooperation on coast guard functions, EMSA was explicitly tasked to enhance inter-agency cooperation and support multi-purpose operations. The Agency provides support to the competent national authorities. Notably the concept and implementation of Multipurpose Maritime Operations (MMOs), coordinated by EMSA or by one of its sister Agencies (EFCA and Frontex), is now well established. During an MMO, the Agency supports participating Member State authorities with a range of services, including national/regional led Search and Rescue activities based on international conventions.

#### ***Supporting people, strengthening our societies and our social model***

EMSA's work related to the Human Element focuses on helping the Commission steer relevant European and International legislation including the revision of the STCW Convention and Code to address the future competences needed by seafarers taking into consideration new technologies, climate challenges, digital transition and wellbeing. In particular, by looking into the competences and training needs related to MASS and ships using alternative sources of power, the Agency contributes to the Commission's ambition [to ensure quality jobs and a just transition for all](#) in the face of a rapidly changing work environment.

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

The Agency's activities related to preventing pollution from ships, as well as the operational preparedness, detection and response tasks, which help Member States mitigate the impact of incidents and supports their operational tasks at sea, contribute to [preserving Europe's natural environment](#). Traffic monitoring and surveillance services are used by EFCA to support their work in fisheries control, contributing to the Commission ambitions of supporting the [blue economy](#) and ensuring the [sustainability of our oceans](#).

#### ***Protecting our democracy, upholding our values***

The Agency plays an important role in helping to monitor the implementation of EU law in the maritime domain and providing tools to support enforcement. This work, alongside targeted monitoring in times of crisis and building of capacity in critical regions such as the Black Sea and the Mediterranean, contributes to harmonising, upholding and exporting standards. This work supports the Commission's dedication to [strengthening the rule of law](#) upon which the single market depends.

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

The technical assistance provided to accession and neighbouring countries under the Instrument for Pre-accession Assistance (IPA) and European Neighbourhood Policy (ENP) mechanisms supports the approximation of EU standards and cover all areas of the Agency's work. Together with the assistance to third countries within the context of Port State Control and to the Commission to support its interaction with international organisations in particular the IMO, this work contributes to raising the international profile of the EU in the worldwide maritime sector and accomplishing the Commission's ambitions of a [strategic approach to the EU's wider neighbourhood](#) and a [leading role on the global stage](#).

The Agency's activities beyond EU borders to support approximation to EU acquis are important in the context of the [Neighbourhood and Enlargement mission](#), not only in relation to future accession for some countries but also more broadly to build capacity at national level and to extend and enhance maritime safety, security and environmental standards in neighbouring regions, through tools, technical activities and learning services.

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

In addition, through the [EMSA 'Academy'](#) and its modern learning services outside formal education in the maritime domain offered to the national competent authorities, the Agency contributes to the different policy

areas highlighted above by enhancing capacity and supporting the implementation of the relevant standards in the EU and beyond.

EMSA aims to support the EU's policy priorities in the best possible way, providing continuity on the one hand to consolidate achievements and promote the community acquis, and agility on the other to rise to new challenges and opportunities. In line with its mandate and through efficient use of the resources allocated to it, the Agency strives to deliver technical and operational services to key stakeholders and add value for the Commission and Member States in the maritime sphere.

The current legal and budgetary basis for this document which includes the Agency's multiannual work programme 2026-2028 (Section II) and the annual work programme 2026 (Section III) are listed below:

- Regulation (EC) No 1406/2002 of 27 June 2002 establishing the European Maritime Safety Agency, as amended by:
  - ~ Regulation (EC) No 1644/2003 of 22 July 2003
  - ~ Regulation (EC) No 724/2004 of 31 March 2004
  - ~ Regulation (EU) No 100/2013 of 15 January 2013
  - ~ Regulation (EU) No 2016/1625 of 14 September 2016
- The Multiannual Financial Framework 2021-2027;
- The new Maritime Safety Package Directives on port State control, flag State requirements, ship-source pollution and accident investigation:
  - Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control;
  - Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements;
  - Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements;
  - Directive (EU) 2024/3017 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and repealing Commission Regulation (EU) No 1286/2011.
- The agreement reached by the co-legislators on the new Agency mandate [COM(2023) 269] (hereafter the revision of the EMSA mandate).

The multiannual elements of this document are drawn up without prejudice to the outcome of the negotiations for the next Multiannual Financial Framework 2028-2034.

In addition, EMSA engages in project financed activities (PFAs), usually governed by Administrative Arrangements, as a synergetic way to use or build on existing expertise and tools for other EU activities related to the Union maritime transport policy. This work with and for other EU bodies, agencies and end-users has increased over the past years and this trend is likely to continue.

## SECTION II: Multi-annual programming

### 1. Multi-annual work programme

#### 1.1 Strategic framework

The Agency's multi-annual programme for 2026-2028 outlines the initiatives the Agency intends to take over the period covered by this document to support the Commission priorities related to the EU maritime sector.

The Agency's assistance to the Commission and the Member States is structured around eight operational poles and corresponding strategic objectives:

- **Sustainability:** Strengthened EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges
- **Safety:** Safer maritime environment for crews, passengers and citizens in the EU
- **Security:** Strengthened maritime security in Europe and globally where there is a European interest
- **Surveillance:** Strengthened EMSA maritime surveillance capabilities in support to Member States activities at sea
- **Simplification:** Simplified reporting and transmission of information on shipping in the EU
- **Digitalisation:** Enhanced maritime digital solutions and services for EMSA stakeholders
- **Technical Assistance & Capacity Building:** Improved capacity to implement relevant EU policies and legislation at Commission, Member State and regional level
- **Partnerships & International Dimension:** Wider uptake of EU solutions and standards in shared seas and beyond. Strengthened relationships with relevant stakeholders in the EU and beyond to increase efficiency and efficacy of maritime transport

This strategic framework enables the Agency's response to the Commission's political priorities in the EU maritime landscape. The framework translates into medium-term strategic actions as outlined below under chapter 1.2. "Strategic programme" and the annual programme of activities and expected outputs detailed in section III.

In addition, as an organisation, EMSA strives to **implement efficient, transparent, SMART, sustainable, client oriented and equal management principles**.

The Agency's budget structure supports the strategic framework. The operational share of the Agency's budget (Title 3 - Operational Expenditure) is divided into 6 chapters: Sustainability, Surveillance, Safety & Security, Digitalisation & Simplification, Technical & Operational Assistance, and Strategic Support. The administrative share of the budget covers costs related to staff and infrastructure (Titles I - Staff Expenditure - and Title II – Infrastructure & Operating Expenditure). Project financed activities are grouped under a separate budget title (Title IV - Project financed activities).

The multi-annual and annual programmes are in line with the Agency's mandate, Regulation (EC) No 1406/2002, as amended, and takes into account the resources envisaged for the Agency by the budgetary authority in the Multi-Annual Financial Framework (MFF) 2021-2027, as well as the Administrative Arrangements authorised by the Administrative Board for so-called project-financed activities.

For 2028, in the absence of the outlook for the next MFF (2028-2034), the Agency has applied the carryover of the rule under this MFF – a 2% annual increase. However, the Agency envisages at this stage for 2028, the need for additional resources for the development of its pollution response toolbox and to strengthen its regional strategy on RPAS deployments.

In addition, the Agency has taken into account the revision of the Agency's mandate and the new accident investigation, flag State, port State control and ship-source pollution Directives.

## Security challenges: monitoring areas of high risk

The Agency will continue to monitor the impact of crisis situations in specific regions and provide up-to-date information to Member States, the Commission and other EU services on maritime safety, security and the marine environment as requested. With the ongoing and even increasing geopolitical turmoil close to Europe, it is expected that the Agency will increase its monitoring in this domain assisting Member States and the Commission.

## Achievement of strategic objectives

The following high-level indicators will be used to monitor the achievement of the strategic objectives and the Agency's contribution to the implementation of EU policies.

Strategic objective	Indicator	Measure
<b>Sustainability</b> Strengthened EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges	<b>EU knowledge of new environmental challenges for the marine environment and means to address them has increased</b> <b>EU Member States have a top up capability for pollution response available to them when requested</b>	Number of studies and guidance, and topics covered  EMSA response toolbox is operational, and its efficiency and effectiveness increase over time
<b>Safety</b> Safer maritime environment for crews, passengers and citizens in the EU	<b>EU knowledge of new maritime safety challenges and means to address them has increased</b>	Number of studies and guidance, and topics covered
<b>Security</b> Strengthened maritime security in Europe and globally where there is a European interest	<b>EU Member States and EU bodies have access to enhanced information services for tackling maritime security concerns</b>	EMSA actions in the EUMSS Action Plan are implemented  Further development of the digital services for tackling maritime security concerns  Provision of technical and scientific support for maritime security topics.
<b>Simplification</b> Simplified reporting and transmission of information on shipping in the EU	<b>Multiplication of reporting times has been reduced due to EMSA solutions</b>	EMSWe is implemented according to its requirements
<b>Surveillance</b> Strengthened EMSA maritime surveillance capabilities in support to Member States activities at sea	<b>Member States and EU bodies have access to a deeper, wider and more accurate maritime picture</b>	Types and volume of data and data sources increases, and analysis and reporting capability increases  Number of RPAS deployments implemented, earth observation satellite missions in operation and new capabilities validated for operational implementation
<b>Digitalisation</b> Enhanced maritime digital solutions and services for EMSA stakeholders	<b>The portfolio of dedicated tools for maritime actors is strengthened</b>	EMSA digital information systems and maritime applications will be further integrated, offering more functionalities and intelligence and supporting multipurpose usage
<b>Technical Assistance &amp; Capacity Building</b> Improved capacity to implement relevant EU policies and legislation at Commission, Member State and regional level	<b>The Commission's tasks related to the implementation of the EU acquis are supported</b>	EMSA programme of visits and inspections is developed and implemented in response to the Commission's needs and requests and in line with the relevant EU legislation

	<b>The Member States' implementation tasks are supported</b>	EMSA portfolio of tools and programme of learning services is developed and delivered reflecting the needs of the competent authorities
<b>Partnerships &amp; International Dimension</b>		
Strengthened relationships with relevant stakeholders in the EU and beyond to increase efficiency and efficacy of maritime transport	<b>EMSA explores and successfully capitalizes on new synergies and opportunities with existing or new counterparts</b>	Administrative Arrangements with different bodies inside and beyond the EU
Wider uptake of EU solutions and standards in shared seas and beyond	<b>EMSA services and tools are exported/used by maritime actors beyond the EU</b>	Non-EU countries or bodies using EMSA tools
<b>EMSA as an Organisation</b>		
Implement efficient, transparent, SMART, sustainable, client oriented and equal management principles	<b>EMSA's performance is in line with its corporate standards</b>	Horizontal indicators on track (work programme, budget and establishment plan execution; audits, quality, greening, staff satisfaction etc.)

## 1.2 Strategic programme

This chapter sets out the priorities for the period 2026-2028 under each operational pole: Sustainability; Safety; Security; Surveillance; Simplification; Digitalisation; Technical Assistance & Capacity Building; Partnerships & International Dimension. The strategic objectives outlined above translate into strategic actions and a concrete programme of activities and initiatives over the three-year period in order to deliver on those objectives.

### Sustainability

<b>Strategic Objective</b>	<b>Strengthened EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges</b>
<b>Strategic Actions</b>	<p>Support the decarbonisation of shipping, the reduction of pollution from ships and the green transition as facilitator and technical hub.</p>  <p>Enhance and adapt pollution response services to top up Member States' capacity and contribute to protection against pollution in and around the European coastline.</p> <p>Expand marine pollution detection and monitoring services based on state-of-the-art technologies to cover a broader range of pollutants and support enforcement.</p>

Under this group of activities, the Agency will continue to provide its technical contribution in the development, implementation and enforcement of initiatives linked to the European Green Deal, mainly as regards the contribution of shipping to a decarbonized transport sector, the reduction of impacts on human health and biodiversity, and actions against the degradation of the oceans caused by ship-generated waste such as marine litter (including containers loss and plastic pellets), as well as environmental pressures from ship operations, including underwater noise. These initiatives are part of the EU contribution to achieving the UN 2030 Agenda for sustainable development, in particular Goals 13 (Take urgent action to combat climate change and its impacts) and 14 (Conserve and sustainably use the oceans, seas and marine resources for sustainable development).

Acting as facilitator and technical hub, the Agency will support the EU priorities of decarbonization, sustainable mobility, uptake and deployment of sustainable alternative energy and power systems for ships, improvements of ship's energy efficiency, accelerating the deployment and use of onshore power supply, protection of biodiversity, economy circularity and zero-pollution ambitions.

In particular, EMSA will continue to assist the Commission, Member States and the other stakeholders, as relevant, in the implementation of the measures linked to the European Green Deal, such as the 'Fit for 55' Package which includes the FuelEU Maritime Regulation, and the extension of the EU Emissions Trading System

to maritime transport. EMSA will continue to host and develop the necessary databases and reporting tools in support of their implementation as well as continue to focus on the monitoring and development of predictive models, analysis of patterns and risk-based tools to facilitate monitoring and enforcement activities.

EMSA will continue to support the Commission, Member States and the other stakeholders for the Alternative Fuels Infrastructure Regulation and for the implementation of the Sustainable and Smart Mobility Strategy, including the implementation and enforcement of the revised Ship-Source Pollution Directive. EMSA will also support the work carried out within the framework of the European Sustainable Shipping Forum and the European Sustainable Ports Forum. The Agency will continue to support the Commission for any further initiatives of relevance for greener shipping, including the EU Taxonomy for sustainable maritime financing.

The Agency will continue assisting the Commission and the Member States in the implementation of the 2023 IMO Strategy on the reduction of GHG emissions from ships, including the further development and implementation of carbon intensity and alternative fuel regulations, mid-term measures, guidelines and standards for shipping, also with a focus on the corresponding safety, technological and operational challenges. In particular, EMSA will support the Commission and the Member States in the technical work to develop and implement the IMO Net-zero Framework, as well as reviewing the related EU legislation.

Studies and technical work on sustainable alternative sources of power for shipping will continue, prioritising the necessary input to the regulatory framework at global and EU level. In addition, the Agency will also look at other complementary technologies supporting the energy transition and decarbonization in shipping including, but not limited to, waste heat recovery systems, the update of the existing EMSA study on electrical energy storage including supercapacitors and new studies, possibly on the use of energy efficient propellers as well as guidance on multifuel approaches for decarbonization.

EMSA will support the Commission and the Member States in the ongoing discussions at IMO on air pollution (SO<sub>x</sub>, NO<sub>x</sub>, PM including Black Carbon and cargo related emissions), biofouling, marine litter including container loss and plastics, ballast water and underwater radiated noise from ships. Specifically on underwater radiated noise, the Agency will initiate a new phase of work under the NAVISON framework, aimed at refining the modelling methodology with the integration of newly available data and establishing a sustained process for the production, dissemination and regular update of noise maps.

EMSA will also assist the Commission in promoting directly, through the relevant European Neighbourhood Policy (ENP) projects or through the regional organisations, the ratification and implementation of relevant international instruments as well as in the creation of additional emission control areas in EU waters in accordance with the Smart and Sustainable Mobility Strategy.

EMSA will also continue to support the Commission and the Member States in the implementation and revision of the EU MRV Regulation, the extension of the EU ETS to maritime transport, the FuelEU Maritime Regulation, the Port Reception Facilities Directive, the Sulphur Directive, the Ship Recycling Regulation, the Regulation on the prohibition of organotin compounds and the amended Ship-Source Pollution Directive. Further development and maintenance of the THETIS-MRV and THETIS-EU related systems will be undertaken as necessary.

Furthermore, the cycle of visits to EU Member States concerning the PRF Directive will continue.

EMSA will also assist in the implementation and potential revision of the Marine Strategy Framework Directive for the aspects related to ships. In order to support the Zero Pollution Action Plan monitoring framework, the Agency will continue exploring ways to further expand its role as provider of a wider range of environmental data, and cooperate with other entities (ECMWF, FMI, ESA) as relevant.

Data on air emissions will be gathered through the systems hosted by the Agency or through cooperation with other entities. EMSA will continue efforts to better integrate environmental data and maritime traffic information as well as new technologies and tools to support the implementation and enforcement of the above legislation.

Work will continue in support to EFCA in the framework of the EFCA-EMSA Service Level Agreement (SLA) which contributes to reducing the adverse impacts that fishing can have on ecosystems, especially in sensitive areas and to improving the sustainability of fisheries resources through better monitoring and control.

EMSA remains committed to enhancing its satellite-based surveillance, specifically the CleanSeaNet service (CSN), which offers routine sea monitoring and detection of possible illegal discharges and polluting vessels, while also aiding in emergency response to significant accidental spills. CleanSeaNet's capabilities will continue

to be expanded to align with the revised Directive on ship-source pollution and the introduction of penalties. This makes CleanSeaNet a primary tool for detecting possible illegal discharges in European waters.

CleanSeaNet and Copernicus Maritime Surveillance, along with RPAS-based monitoring activities, will continue to assist in protecting the marine environment. These services offer advanced capabilities beyond those available to Member States, including the monitoring of SOx emissions and other types of marine pollution.

Although prevention remains key to ensuring the protection of the marine environment, the Agency is also mandated to support the Member States in case of pollution with additional response means. To this effect the Agency will continue to enhance its toolbox of pollution response services both in terms of quantity and adequacy, taking also into consideration the outcome of the discussions aimed at making the toolbox “future proof”, lessons learnt from accidents, and technological developments.

In this respect due consideration will be given to expand the type of equipment available on board of the oil spill response vessels and in the Equipment Assistance Service (EAS) stockpiles distributed along the EU coasts and to increase the ability to respond to threats caused by new sources of power. In 2026, one study is expected to be concluded and another one is expected to be launched for selected alternative fuels, related to the response to their accidental release into the marine environment.

Following the release of a prototype of the software tool to support the preparedness of Member States for combatting oil pollution discussion will take place with the Member States to prepare further developments of the tool.

EMSA will continue to be engaged in the analysis of the deployment of the available stand by oil spill response fleet and EAS stockpiles in view of increased risks, i.e., ship to ship transfers between oil tankers aiming in circumventing the Union sanctions against the Russian Federation, as well as taking into consideration both the needs of the different geographical areas and the ability to find suitable response arrangements in those areas.

Subject to the outcome of the discussions in 2025 on the possible actions to make the PPR toolbox future proof, and taking into account EMSA’s revised mandate, the Agency will proceed to implement the agreed actions, including launching a dedicated study with focus on risk analysis and forecast of risk scenarios in support of adapting the toolbox to evolving needs and new risks.

The procurement plan for the PPR toolbox will continue to follow a dynamic approach in a multi-annual perspective to allow for swift adaptation in order to ensure the maximum coverage and the best use of the available budget.

The Agency will also continue developing its services regarding Hazardous and Noxious Substances (HNS) to provide Member States under the MAR-ICE network and the MAR-CIS database with quick and accurate expert information and dedicated services for the response to chemical spills including, if feasible, those related to the use of new fuels.

EMSA will also continue to support the Member States in sharing experience and exchanging good practice in the field of marine pollution preparedness and response with dedicated workshops and with capacity building at national level through dedicated learning services, within the framework of work and with the support of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). The Agency will continue working with the Member States on a common ground for risk analyses and will continue maintaining close relations with the Regional Agreement Secretariats under different available frameworks.

Within the framework of the EFCA-EMSA SLA, EMSA will continue providing support to EFCA by equipping its three chartered Offshore Patrol Vessels (OPVs) with oil pollution response equipment, thus making available the EFCA OPVs to assist Member States with pollution incidents in EU waters.

The EMSA contracted pollution response vessels will continue to be gradually equipped, when technically and operationally possible, with light RPAS, which in case of a pollution related incident can be piloted from the vessels to support response operations.

#### **New tasks stemming from the Maritime Safety Package:**

The 2024 amendment of Directive 2005/35 EC on ship-source pollution and on the introduction of penalties for infringements will heavily rely for its enforcement on services developed or to be developed by EMSA and technical assistance to be provided to Member States, including the development of relevant guidance.

### New tasks stemming from the proposed revision of the EMSA mandate:

With regards to decarbonisation, the proposed revision confirms the role of the Agency in supporting the Commission and the Member States in the transition to decarbonisation, by developing and making available tools to ensure the enforcement of Regulation (EU) 2023/1805 on the deployment of alternative fuels infrastructure, Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport and Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Community. The Agency shall every three years present to the Commission a report on the progress made in achieving the decarbonisation of maritime transport at the Union level.

The revised mandate also attributes to EMSA the task of providing studies on environmental aspects linked to maritime transport such as lost containers, underwater noise and litter.

Concerning pollution response, as from 2026, the revised mandate requires an adjustment of the existing toolbox, for marine pollution caused by renewable and low-carbon fuels, including chemical pollution. The new mandate also foresees that “the Agency shall prepare and update a risk assessment for all European sea basins which shall serve as a basis for the location of the Agency’s oil and chemical pollution response vessels for supporting the Member States in marine environment pollution response activities”.

**The priority in the field of Sustainability for the next three years is to continue assisting the Commission, the Member States and relevant stakeholders in their efforts to decarbonise maritime transport, in particular in relation to the implementation and enforcement of new legislation, including capacity building initiatives, to position the Agency as a reliable provider of environmental data on shipping, and to adapt the pollution response toolbox to the coming challenges represented by the green transformation of maritime transport, as well as considering other emerging risks.**

Activity group	Sustainability
EU-subsidy activities	Prevention of pollution by ships Operational pollution response services
Relevant Partnerships	<i>Service Level Agreement with DG CLIMA</i> <i>Cooperation Agreement with DG ENV</i> <i>Working Arrangement with DG ECHO</i> <i>Service Level Agreement between EFCA and EMSA</i>
Relevant surveillance/digital services and tools	<i>IMS, RPAS Services, CleanSeaNet, Copernicus Maritime Surveillance, SSN, THETIS-EU, THETIS-MRV, MAR-CIS</i>

### Safety

Strategic Objective	Safer maritime environment for crews, passengers and citizens in the EU
Strategic Actions	<p>Address current and upcoming safety challenges in the EU and globally through the provision of technical expertise, tools, reports and guidance.</p>  <p>Contribute to ensuring relevance and consideration of the human element component in shipping in view of green and smart maritime transport.</p> <p>Enhance the capacity and quality of the EU Port State, Flag State, Coastal State and accident investigation efforts through the provision of technical expertise, tools, reports and guidance.</p>

The Agency will continue its focus on the core maritime safety activities and will further address concerns and challenges in this area. In this regard, EMSA will continue to build expertise and support the development,

implementation and enforcement of safety standards by providing technical support to the Commission and to the Member States on the work carried out at EU and IMO level, including proposing initiatives where safety problems have been found. In particular, the Agency will reinforce its technical contribution in the development and implementation of zero or near zero emission technologies such as batteries, nuclear, onboard carbon capture storage, wind, air lubrication and other technologies with submissions and guidance within the relevant EU and IMO framework. In particular, in 2026 the results of the studies carried out on ammonia and hydrogen will be shared with the Commission and Member States with a view to developing practical Guidance and complement the IMO work.

Furthermore, initiatives linked to the IMO safety agenda will be addressed, for example, the update of the Safe Return to Port requirements for passenger ships, the safety challenges arising from the transportation of alternative fuelled vehicles in ROPAX ships, especially electrical vehicles, the experience-building phase of the non-mandatory goal based MASS Code, the update of steering and propulsion standards to follow up the conclusions of the STEERSAFE study, the revision of SOLAS Chapter III and the LSA code, new communication standards and developments on VDES, and the amendments to the IGF Code to address safety provisions for ships using low-flashpoint oil fuels and alternative fuels and sources of power, such as ammonia and hydrogen.

With regard to passenger ship safety, the Agency will continue providing support to the Commission and the EU Member States on the amendments to the technical annex of Directive 2009/45/EC and development of the EU guidelines on the same Directive and on the implementation of the amendments to Directive 2003/25/EC.

In December 2026, the European Commission will report to the European Parliament on the implementation of the passenger ship safety legislation. EMSA will contribute to that reporting at the Commission's request on the basis of the ongoing cycle of visits. Considering these results, the EMSAFE findings and the input received from the Commission and Member States within the Passenger Ship Safety Expert Group, in 2026 EMSA will launch a study to address the safety of passenger ships built in light materials including the implementation of zero or near zero emission technologies on these ships.

Moreover, the new functionality of Dynamic Overview of National Administration (DONA) will continue to help the Commission and the EU Member States maintain an overview of national exemptions in the implementation of Directive 2009/45/EC on safety rules and standards for passenger ships and Directive 98/41/EC on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service. The registration, assessment and storage in DONA of such measures will become a long-term task in the passenger ship safety field.

In 2026, it is expected that the study on the evacuation of large passenger ships, including the large lifeboats mapping and assessment, will be concluded and its results will be shared with stakeholders. This study will be the basis to propose a Guidance on the alternative design of oversized lifeboats to be developed in conjunction with the Commission, Member States and relevant industry stakeholders.

Regarding the discussion on increasing automation towards the operation of unmanned vessels, EMSA will continue to support the Commission, Member States and the other stakeholders, as relevant, in the development of MASS (Maritime Autonomous Surface Ships) concepts and technologies. It will assist the Commission and the EU Member States in the context of the IMO discussions on MASS and it will act as service provider for EU Member States and other stakeholders providing the MASS pilot risk-based assessment tool (RBAT), supporting national approval procedures of new MASS projects. In 2026, the use of the RBAT methodology will continue to be implemented and further trainings and workshops will be provided. Furthermore, in 2026 the Agency will start a new study focused on autonomous navigation, communications and connectivity with a view to provide further knowledge on these important themes for MASS during the experience building phase of the non-mandatory MASS Code before it becomes mandatory.

Fishing vessel safety has been identified in the Annual Overview of Marine Casualties and Incidents and in EMSAFE as an area that needs particular attention, especially due to the relatively high number of ship losses. The Agency will continue supporting the Commission with any follow-up related to the ex-post evaluation of Directive 97/70/EC and in the development of the new voluntary regime for PSC on fishing vessels.

EMSA supports the Equasis global database for shipping information – promoting quality shipping in the world – by running the Management Unit which oversees the Equasis organisation and governance, supporting amongst other things the Equasis Supervisory Committee and its Editorial Board. In 2026, EMSA will start implementing the activities associated to the new 5-year Equasis Strategy.

EMSA will also continue to support maritime administrations in their Flag State implementation effort and in their Port State Control role and will provide operational assistance upon request for Accident Investigation. In addition, the Agency will continue to host specific applications and databases (e.g., EMCIP, the MED Portal, etc).

To address the challenge of verifying the authenticity of insurance and civil liability certificates, EMSA will seek to gather information on vessel insurance and distribute it among Member States. This will support efforts to identify vessels which could pose a potential threat to the safety of navigation, allowing Member States to concentrate their attention on those cases.

The Agency will continue offering its support to the Accident Investigative bodies and other relevant authorities regarding the provision, upon request, of underwater services as well as other services in the context of operational support to maritime accident investigation. Remotely Operated Vehicles (ROV) and underwater systems will be exploited as useful tools to locate wrecks on the seabed and to collect more evidence in case of very serious or serious casualties (e.g., by inspecting sunken ships). EMSA will continue providing the technical secretariat to the Permanent Cooperation Framework (PCF), organising the EMCIP User Group meetings and training on accident investigation topics using the online modality whenever possible. The Annual Overview of reported maritime accidents in EMCIP will be published as usual.

In addition, EMSA will continue to work as a reliable partner in the field of Marine Equipment, by providing technical secretariat services to the MarED Group of Notified Bodies, managing the MED Portal and supporting the Commission upon request in the regular update of the standards, providing technical advice on standards that are being developed in different fora (e.g., IMO, ISO TC 8, CEN/CENELEC) as well as in the case of safety concerns raised regarding products, technical assistance on the EU-US mutual recognition agreement and facilitating the market surveillance work. Should the review of the MED Directive be confirmed for 2026, EMSA will support the Commission in this task also.

In terms of the Human Element, assistance to the Commission and the Member States regarding the amendment, adoption and implementation of European and international legislation will be a key focus for the period. EMSA will keep playing a key supporting role in the process related to the revision of the STCW Convention and Code, expected to last at least until 2030. The results of two studies on identification of competences and training needs related to MASS operators in remote operation centres and on competences for seafarers working on board ships using alternative sources of power, should contribute to discussions at international level and in the preparation of possible submissions by the Commission and the Member States to the IMO.

EMSA plans also to conduct, possibly in 2027, a study on employment in the maritime sector, with a view to contributing to a clearer picture in this area. The study will look at maritime employment realities, including paths of those taking up a maritime career, maritime employment prospects and competences necessary for future careers in the maritime industry. The objective is to provide a solid platform of empirical and exploratory research to support policy makers in steering, regulating and promoting maritime employment in the EU.

#### **New tasks stemming from the Maritime Safety Package:**

In 2026, the development of the digital tools to implement the new measures stemming from the revised Port State Control, Accident Investigation and Flag State directives will start. This development will be carried out in coordination with the Commission and Member States through workshops, working groups or any other appropriate arrangement, for example to define appropriate business rules.

The Agency will also roll out new operational services in the field of underwater survey and accident investigation support.

#### **New tasks stemming from the proposed revision of the EMSA mandate**

The monitoring of maritime safety related research projects will continue, to identify possible synergies and gaps with the studies and projects carried out by EMSA in the field of maritime safety.

Activities related to the development of safety risk assessment models to identify safety challenges and risks will continue. For example, a new study to apply the RBAT methodology to alternative fuels will be launched in 2026.

Concerning the recording and assessment of the measures as provided for in Directives 2009/45/EC and 98/41/EC, EMSA will continue providing support for this task to the Commission and Member States.

**The main priorities in the field of Safety are developing guidance on the safe use of alternative fuels and associated new technologies, providing technical input and support in the discussions related to the regulation and use of MASS (maritime autonomous surface vessels), and the revision of the STCW Convention.**

Activity group	Safety
EU-subsidy activities	Maritime Safety Accident Investigation Human element
Project financed activities	<i>Equasis (partly)</i>
Relevant Partnerships	<i>EMSA-ETSI Memorandum of Understanding</i>
Relevant digital services and tools	<i>IMS, SSN, EMCIP, MED DB, THETIS, THETIS EU, STCW IS</i>

#### Simplification

Strategic Objective	Simplified reporting and transmission of information on shipping in the EU
Strategic Actions	<p>Support the uptake of the European Maritime Single Window environment, including the development and standardisation of datasets and common databases.</p>  <p>Facilitate eCertification in the maritime domain.</p> <p>Support interoperability between systems by facilitating rapid and secure access to added-value and critical maritime information.</p>

The Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (EMSWe) significantly increases the potential of digitalisation in many areas including port-call optimisation and is an important step forward for the implementation of the single market in the maritime sector based on digital solutions.

EMSA will continue to support the Commission and the Member States in the elaboration of the common data set, the harmonised specifications and rules for the EMSWe ensuring that the same data sets can be reported in all ports of the Union in a harmonised manner. Such common specification will be maintained to reflect regulatory developments related to reporting obligations in the ports of the Union and developments in data exchange standards stemming from the IMO and relevant international standard organisations.

EMSA will also further develop the common database services of the EMSWe related to ship identification information and particulars, dangerous and polluting goods, locations and port facilities and ship sanitation. These database services, integrated with the Maritime National Single Windows of the Member States, will contribute to the facilitation of reporting obligations by ship operators and support Member States authorities in processing the received information.

The Agency will support the Commission and the Member States in the IMO Expert Group on Data Harmonization (EGDH) and contribute actively to the maintenance and evolution of the IMO Compendium on Facilitation and Electronic Business. By promoting convergence between EMSWe data models and IMO standards, the Agency will help ensure that EU maritime digitalisation efforts remain aligned with international obligations, support trade facilitation, and reduce administrative burdens for ship operators operating globally.

EMSA will continue the ongoing digitalisation activities to support eCertification objectives to facilitate the work of the Member States in their capacity as Flag and Port States.

Within the scope of the eCertification of seafarers, EMSA will continue the development of the EU Seafarers Certification Platform, a centralized system at EU level which is expected to be fully implemented by 2027. Once

the system is fully implemented, the modules developed during 2026 will allow seafarers to apply for the issue or revalidation of their certificates in a digital way and for the Maritime Administrations to follow-up this process in a paperless manner. Final developments planned for 2027 will provide access to relevant information regarding the education, training assessment and certification of seafarers.

In this way, EMSA will support Member States in the issuing of certificates to seafarers in a digital format and facilitating the digitalisation of the whole certification process from application to issue of the certificates, including the enrolment for education and training programmes or assessments of competence, to the scheduling of medical examinations and the recording of seagoing service, among others.

CISE has become part of the EMSA mandate. On this basis, the Agency will continue to coordinate the operational phase of CISE. This network enables Member States and EU bodies to top-up maritime surveillance information in their systems and share maritime surveillance information on a voluntary basis. EMSA will provide technical and operational support, as well as prepare the establishment of a classified network for the exchange of RESTRICTION UE/EU RESTRICTED information.

#### **New tasks stemming from the Maritime Safety Package:**

Pursuant to the revision of both the Flag State and Port State Control directives, the existing THETIS Ships' eCertificates service will be further developed in 2026 and 2027 to cater for exchange and verification of Ships' eCertificates.

Following the revision of the Flag State Directive the design of the optional Ships' eCertificates service will be underway in 2026 and 2027 with a view to its completion by 2029. The Agency will be supporting the Commission and Member States in defining business requirements for this service envisaged to provide for the possibility of issuance of electronic certificates for ships, in particular for those Member States that have not been in a position to develop their own systems for electronic certificates.

#### **New tasks stemming from the revision of the EMSA mandate:**

The Agency will support the Commission and Member States during the development, validation and deployment of the different elements of the EMSWe architecture. This activity will aim at ensuring that the overall EMSWe is operational and is further maintained to address regulatory and technical developments related to reporting obligations in the ports of the Union.

In line with the EMSWe Regulation and following the adoption of its implementing act, EMSA will take on new tasks including the development of an upgraded SSN to support EMSWe information exchange, as well as the Common Addressing Service (CAS), the Reporting Interface Module (RIM) and the User Registry and Access Management System (URAM).

**The main priorities in area of Simplification will be to support Member States and Commission in the development and implementation of the European Maritime Single Window Environment, promote the once-only principle for reporting, thus contributing to the reduction of the administrative burden for the industry and the Member States, and facilitate the use of eCertificates for both seafarers and ships.**

Activity group	Simplification
EU-subsidy activities	European Maritime Single Window environment (EMSWe) EU Seafarer's eCertification Platform THETIS
Project financed activities	<i>EMSWe Project</i> <i>CISE Operational Phase</i>
Relevant partnerships	<i>DG DIGIT</i>
Relevant digital services	<i>EMSWe Databases, Reporting Interface Module, User Registry and Access Management System, Common Addressing Service</i> <i>EU Seafarer's eCertification Platform</i> <i>THETIS eCertificates</i> <i>IMS, SSN, EU LRIT CDC and EODC</i>

## Security

<b>Strategic Objective</b>	<b>Strengthened maritime security in Europe and globally where there is a European interest</b>
<b>Strategic Actions</b> 	Support EU maritime security, including cybersecurity, through the provision of monitoring services, inspections, tools, guidance and exchange of information.

In the area of maritime security, EMSA will support the Commission and the EFTA Surveillance Authority by providing technical assistance to the inspections in the framework of Regulation 725/2004 of the European Union on enhancing ship and port facility security and as foreseen by Regulation (EC) No. 324/2008 laying down revised procedures for conducting Commission inspections in the field of maritime security.

In addition, at request of the Commission and discussed in the MARSEC meeting with the Member States, EMSA will continue to work on a risk assessment methodology to evaluate the threats from air drones to port facilities and ships. The risk model will be validated with ports on a voluntary basis. The model is expected to be introduced in different sea basins within the EU to consider potential geographical bias. The results will be presented on a regular basis during the MARSEC meetings. If the results are satisfactory, it is expected that this model can be used by all the EU Member States and the scope could be broadened to surface or submarine drones as appropriate.

Cyber risks are highlighted as a major challenge for the maritime industry. In this regard and based on the work of a dedicated Task Force, the Agency will provide support to the Commission and the EU Member States for enhancing maritime cybersecurity awareness and information exchange. On the last topic, the Agency will continue working to consider specific ways to facilitate an information sharing and analysis system on cyberattacks in the maritime field at EU level in close cooperation with stakeholders (e.g., ENISA). In addition, EMSA will continue promoting harmonisation in addressing maritime cybersecurity challenges and exchanges of best practices by providing guidance, training (within EMSA Academy) and workshops to Member States.

Under the European cooperation on coast guard functions, EMSA will, from mid-2025 to mid-2026, hold the rotating chairmanship of the tripartite working arrangement with EFCA and Frontex, coordinating the works of the three Agencies for the implementation of the Annual Strategic Plan, including the tasks envisaged within the European Maritime Security Strategy (EUMSS). Among those, EMSA will focus on enhancing inter-agency cooperation, providing information sharing and maritime surveillance services and supporting coast guard authorities of Member States with multi-purpose operations.

Both in coordination with EFCA and Frontex and independently, for what pertains exclusively to its mandate, the Agency will contribute with concrete activities to a significant number of the actions included in the European Maritime Security Strategy (EUMSS) Action Plan, thus confirming its prominent role within the European maritime security context.

Additionally, and in line with the existing EU policy framework<sup>1</sup>, the Agency will also explore how to support Member States' authorities with monitoring critical maritime infrastructure exploiting the full potential of its existing services, including the use of CISE to exchange maritime surveillance information to boost resilience and protect critical maritime infrastructure.

### New tasks stemming from the proposed revision of the EMSA mandate:

The Agency will assist Commission and Member States efforts to enhance resilience against cybersecurity incidents in the maritime sector by facilitating the exchange of best practices and information on cyber security incidents between the Member States.

<sup>1</sup> Council Recommendation of 8 December 2022 (24b) on a *Union-wide coordinated approach to strengthen the resilience of critical infrastructure*

**The main priorities in the field of Security will be the support to the Commission and the EFTA surveillance authority in carrying out inspections, the implementation of specific actions to improve the exchange of information in relation to cyber-attacks and the contribution to the EUMSS Action Plan.**

Activity group	Security
EU-subsidy activities	Security standards
Project financed activities	n/a
Relevant Partnerships	<a href="#">DG DIGIT</a>
Relevant digital services and tools	<a href="#">THETIS-EU</a>

### Digitalisation

Strategic Objective	Enhanced maritime digital solutions and services for EMSA stakeholders
Strategic Actions	
	Develop maritime information services for EMSA stakeholders, using modern solutions
	Provide enhanced traffic monitoring and maritime safety, security and sustainability information to EU Member States.
	Develop the European maritime awareness centre and continue supporting EU Member States and the Commission with the growing demand for monitoring and emergency services.
	Start to develop predictive analytics and statistical products and reports to identify patterns, mitigate risks and support the development and implementation of relevant policies and legislation.

### Integrated Maritime Services

Within the Union Maritime Information and Exchange System (SafeSeaNet), EMSA's Integrated Maritime Services (IMS) is the main solution providing maritime surveillance information to EU Member States. IMS is continuously enhanced with additional customised features, functionalities, data sets and individual services which are in line with evolving requirements of the growing user needs, enhancing maritime surveillance.

The main improvements will continue to focus on IMS user interfaces (SEG - SafeSeaNet Ecosystem Graphical User Interface and IMS Mobile App) as well as the System-To-System (S2S) interfaces for the provision of specific services to national systems. IMS will continue to provide Automated Behaviour Monitoring (ABM) services, utilising advanced algorithms to analyse vessel position reports for the detection of abnormal and user-defined behaviours, including the identification of potential spoofing attempts related to vessel identifiers or positions transmitted via the AIS. IMS will continue to cross-reference ship movement data with Earth Observation products as well as other vessel and voyage related data. External situational data (e.g. weather conditions, non-SOLAS maritime traffic, etc) is also available to the user.

As requested by the Member States, EMSA will continue to support maritime administrations in the development of a SAR drift modelling tool and COSPAS-SARSAT alerts display (subject to the availability of resources)

### The Union Maritime Information and Exchange System (SafeSeaNet)

EMSA will initiate the rollout of SafeSeaNet version 6, which will be developed in alignment with the European Maritime Single Window environment (EMSWe) Regulation. This new iteration of the Union Information and Exchange System is designed to streamline reporting procedures for ship operators by promoting data reuse across EU ports and supporting the 'reporting once-only' principle, thereby reducing administrative burdens.

EMSA will continue to develop and improve SafeSeaNet, to support new and revised EU legislation. Further upgrades will include enhanced facilitation services for coastal stations, specifically to improve ship-to-shore reporting capabilities, enabling real-time and more effective information exchange.

In parallel, EMSA will further advance its suite of **maritime reference databases**, which provide essential information on ships, dangerous and polluting goods, port facilities, and geographic locations and areas. These databases are integral to the functioning of EMSA's maritime applications and are continuously updated to support informed decision-making by stakeholders across the EU maritime domain.

In addition, EMSA, jointly with Member States and industry, will continue to explore the use of VHF Data Exchange System (VDES) technology for the further development and deployment of the Integrated Reporting Distribution service (IRD) for Mandatory Reporting Systems (MRS) as well as for other use cases where this new technology can be of added value.

Traffic Density Maps represent an effective way of displaying vessel movement patterns and present valuable benefits to Member States' competent authorities for security and safety purposes as well as for Maritime Spatial Planning. EMSA will continue enhancing the Traffic Density Mapping service exploring possibilities to build more sophisticated services which allow users to better evaluate the overall shipping density within selected areas.

#### **Maritime Support Services/European Maritime Awareness Centre**

The Agency will continue offering a single point of contact for any assistance required by the Commission or the Member States in the context of a maritime emergency or an event where EMSA services could be needed, e.g. in case of pollution or SAR, and the Working Arrangement with DG ECHO. In addition, a helpdesk service is provided to users and the performance/availability of EMSA maritime applications is monitored 24/7. Work with the Member States will continue to deliver reports on SafeSeaNet and LRIT data quality.

Information available on maritime operations, vessels and maritime traffic will continue to be combined to provide analytics to the extent possible in addition to the monitoring of relevant maritime emergencies. Gradually, more analytical tools will be developed and more datasets will be available for cross-fertilisation.

#### **Other maritime applications / systems**

The development of the new Earth Observation Data Centre (EODC) will be concluded in 2026. The new EODC will gradually replace the existing earth observation data processing system, further improving its performance and having the possibility to add new satellite data sources to the EMSA Earth Observation product portfolio. At the same time the EODC will be extended and adapted to meet upcoming regulatory requirements.

EMSA will assess if its RPAS data solution for channelling operational data to the end users can be further integrated with other services such as IMS and THETIS. EMSA and Member States competent authorities will also explore how integrating information collected on scene by national surveillance assets can enhance maritime surveillance and law enforcement activities.

The STCW Information System (STCW-IS) will continue to facilitate the provision of reliable information to the European Commission, Member States and the general maritime sector on maritime education, training and certification systems in the EU and to be the primary source of data for statistical analysis on the potential number of officers available to serve on board EU Member State flagged vessels.

The THETIS-MED inspection database developed for the Mediterranean MoU on PSC, will be continuously enhanced under the scope of the SAFEMED project and in accordance with identified new inspection procedures and requirements. In 2026, THETIS-MED will be further enhanced to incorporate the Ship Risk Profile adopted by Mediterranean MoU on PSC as well as the automatic dissemination of port calls. As the facilitator of the global harmonised approach on the reporting of port State Control inspections, and if requested by the relevant stakeholders, EMSA can provide assistance in the development of the THETIS inspection platform to other PSC MoU regional agreements.

Work will continue on the development and deployment of enhancements of THETIS-EU and THETIS-MRV to support the implementation and enforcement of relevant EU legislation, notably the extension of the Emissions Trading Scheme to maritime transport and the FuelEU Maritime Regulation along with the catering for proper familiarization and training of the user community.

With the completion of the development phase in 2025, starting in 2026, the new internal application for analysing the results of the inspections carried out on recognised organisations under Regulation (EC) No. 391/2009 will be

available. The features of this application would lead to more efficient analysis of inspection results and a more complete picture of the performance of the recognised organisations.

The Agency will continue to maintain and develop the Blue Datawarehouse being an innovative platform utilizing data science capable to integrate different data sets handled by the Agency's maritime applications in order to expand information services and improve statistics and data analytics. In 2026 enhanced MARINFO data will be fully integrated within the Blue Datawarehouse to allow for the cross fertilization of ship-related data available in EMSA systems.

Work will also be carried out in developing regular and ad hoc analytics and statistics in support of internal and external stakeholders. The Agency will continue to publish and enhance the EU Maritime Profile (EMPRO) in an anonymised manner to raise awareness of the general public about the important role of shipping.

In 2026, the Dynamic Overview of National Authorities (DONA) will continue to be adapted and extended with reporting interfaces and statistics to cater for relevant legal acts in addition to those related to the Maritime Safety Package.

RuleCheck, the web-based repository of up-to-date maritime legislation is expected to be further enhanced in 2026, to accommodate potential requirements coming from the Paris, Med or Black Sea MoUs in addition to those related to the Maritime Safety Package.

The European Marine Casualty Information Platform (EMCIP) will continue to be operated and maintained to serve the user community as needed. Furthermore, it will be enhanced based on the needs expressed by the relevant User and Governance Group.

The Marine Equipment Database (MED DB) will continue to be maintained and operated in order to keep providing a reliable platform to support electronic tagging for marine equipment, thus supporting quality, digitalisation and safety in the marine equipment domain.

The Agency will, subject to budget availability, conclude the transfer of most maritime applications to the cloud. The digital portfolio in the cloud will be maintained and developed in order to increase interoperability, enable faster development cycles and capitalize on the re-usage of services and functionalities. The use of cloud technologies as a priority will further optimize EMSA's digital services with particular attention to ICT Security and financial impact of cloud computing costs. The in-house datacentre will be downsized. These steps should help in the medium term to avoid duplication of costs and to reduce the footprint of the on-prem data centre.

ICT cybersecurity is a crucial horizontal activity to support EMSA in the provision of trustworthy services to the maritime sector. EMSA will continuously work on improving its resilience to cyber-attacks by applying Security-by-Design methods to new digital services. EMSA is actively engaged in the implementation of the Cybersecurity Regulation with timely preparation and submission of the required documentation, as well as the identification of relevant mandatory technical measures. At the beginning of 2026, the Agency will present to the EU Inter-Institutional Cybersecurity Board (IICB) its cybersecurity plan under the new Regulation. The plan, to be revised every 2 years, will provide a roadmap to start with addressing the most critical gaps identified.

EMSA will continue to work towards enhancing its business continuity against any type of incidents and to minimize downtime and achieve sustainable improvements in: IT disaster recovery, corporate crisis management capabilities, and regulatory compliance. Therefore, EMSA will analyse how to minimize the impact on availability of digital services due to updates, maintenance activities, regular and emergency patching of the system and its underlying horizontal digital solutions and infrastructure, carefully balancing operational, security, and continuity needs. Using the cloud for disaster recovery and business continuity will be explored to ensure that computing resources are switched over quickly to a stable backup and remain operational.

#### **New tasks stemming from the Maritime Safety Package:**

In order to support the Member States reporting obligations under the revised Ship Source Pollution Directive, a new SSP Electronic Reporting Tool will be established for providing information on ship-source pollution incidents, follow-up activities, and respective administrative and legal proceedings. In addition, the initial version of the confidential online external reporting channel will be set-up for receiving reports from 'whistle-blowers' on potential infringements of this directive by 2027.

To increase transparency on the ship-source pollution incidents and follow-up actions in the EU, a 'Union-wide overview' portal will have to be developed for the general public and updated regularly. This portal will provide information on the application of the directive and use information reported by Member States.

With the revised Ship-Source Pollution (SSP) Directive, Member States should be able to benefit from an enhanced CleanSeaNet service for detecting possible illegal discharges in European waters. All core enhancements and digital tools should be finalised by 2027.

SafeSeaNet and Integrated Maritime Services supporting tools will be further enhanced to facilitate the early identification and monitoring of ships discharging polluting substances, with a view to optimising enforcement actions undertaken by national authorities.

If the business and technical requirements are completed during 2025, the Agency will proceed in 2026 with the development of functional enhancements of the THETIS inspection database pursuant to the revision of the Port State Control Directive in order for them to be in production and available to Member States in 2027. The technological modernization of THETIS ecosystem initiated in 2025 will be underway. The new future-proof THETIS is expected to be completed in the course of 2028. The comprehensive technical overhaul of the THETIS ecosystem will upgrade THETIS technologies whilst maintaining business continuity for the users.

As for the implementation of the digital tools and databases supporting the revised Flag State Directive, the Agency is expecting to proceed in 2026 with assisting the Commission in defining the specific business requirements and respective technical design, followed by the development of the new tools in 2027. The development of the Flag State inspection e-reporting tool for Member States to report annually, using DONA as a supporting tool, is expected to be initiated in 2026 and completed in 2027. During 2026, the design of the Digital Interoperable Portal is expected to be completed with the aim for the portal to be fully available in 2028. During 2026, the design of the Ship information database is expected to be completed in order for the development to commence in 2027.

**New tasks stemming from the proposed revision of the EMSA mandate:**

In 2026 the Agency will start with the transformation of Maritime Support Services into the European Maritime Awareness Centre (EMAC).

EMAC will gradually be equipped with the appropriate set of new digital solutions in line with the new mandate of the Agency and should reach maturity during the 2027-2029 SPD cycle. From 2026 to 2028, EMSA will implement the operational framework for EMAC 24/7 services, with the integration and training of additional staff envisaged for the Centre. During this period, EMSA will finalize the necessary organizational and procedural upgrades. EMAC should offer a higher level of support to Member States in the field of maritime situational awareness, analytics and related trends.

The Agency will where possible, further strengthen its monitoring of maritime traffic (e.g. supporting the Member States with information on the impact of Russia's military aggression against Ukraine and facilitating the monitoring of EU restrictive measures) on a global scale, to assist the Member States and the Commission. Specific periodical and *ad-hoc* reports will be issued on relevant safety, security and sustainability topics, the monitoring of sanctions imposed by the EU and the impact of crisis situations on maritime traffic and seaborne trade.

**In the area of Digitalisation, EMSA will continue to provide reliable digital solutions to support maritime safety, security and sustainability and further develop capabilities to extend and modernise EMSA's digital portfolio. Following the revision of the Founding Regulation, the development of the Maritime Awareness Centre will start, including the gradual introduction of automation of services and reports with analytical insights. Finally, the Agency will continue to introduce more cross-fertilisation of maritime data from different systems and sources.**

Activity group	Maritime digital services and digital infrastructure
EU-subsidy activities	Integrated Maritime Services (IMS) THETIS and its modules RuleCheck STCW Information System European Marine Casualty Information Platform (EMCIP) MED Data Base Earth Observation Data Centre (EODC)

	RPAS Data Centre (RPAS DC) Dynamic Overview of National Authorities (DONA) Marinfo tool E-Portal to support the Roster of Speakers and Database of Experts Blue Datawarehouse Maritime Support Services (MSS) Platform for recording and analysing results of RO inspections (RO DB) ICT operations Fuel-EU Maritime
Project financed activities	<a href="#">THETIS-EU</a> <a href="#">THETIS- MRV &amp; ETS</a> <a href="#">THETIS-MED</a>

## Surveillance

<b>Strategic Objective</b>	<b>Strengthened EMSA maritime surveillance capabilities in support to Member States activities at sea</b>
<b>Strategic Actions</b>	<p>Consolidate EMSA's RPAS regional strategy to ensure multi-year continuity of surveillance activities towards benefiting a wider range of National Administrations with functions at sea.</p>  <p>Strengthen EMSA's surveillance services portfolio by continuously integrating new technologies to support EMSA's stakeholders monitoring needs.</p> <p>Provide earth observation services to Member States and EU bodies in support of a wider range of activities at sea.</p>

In the surveillance domain, national authorities performing coast guard functions in the Member States and EU Agencies will benefit from the innovative maritime surveillance services which EMSA continuously develops, building upon existing operational surveillance capabilities (e.g., AIS, manned aircraft, and patrol vessels).

EMSA is committed to augmenting surveillance capabilities of EU and Member States' maritime authorities through its Remotely Piloted Aircraft services (RPAS). This service provides unmanned aircraft systems, piloting, communications, data dissemination, and integration with existing EMSA systems. EMSA's Remotely Piloted RPAS continue to deliver real-time, day-and-night, very high-resolution imagery and data. The RPAS services feature extended on-site operational capabilities, enabling continuous monitoring of maritime events, including vessel identification, characterization of maritime activities, investigation of suspicious incidents, and support for Search and Rescue operations. During this period, the portfolio of RPAS services will be fully renewed and improved, considering new contractual frameworks.

Additionally, RPAS services will further support Member States' efforts in pollution verification, especially those actions concerning regional operations under the framework of the revised Ship-Source Pollution Directive.

The Agency's regional strategy for multipurpose operations is well-developed, with the establishment of a multi-year operational perspective now firmly in the consolidation phase. Focusing on regions with shared operational interests, the goal is to implement multi-year RPAS deployments that support a wide range of national administrations across various operational functions. Each deployment aims to serve multiple Member States simultaneously, seamlessly integrating RPAS capabilities into their existing operational frameworks while strengthening regional cooperation.

The Agency will continue to explore how new satellite-based technologies and capabilities can be better used to support Member States in a wide range of maritime surveillance activities. The Copernicus Maritime Surveillance service will continue to be delivered by EMSA to all Member States and relevant EU authorities, enabling the Agency to continue providing operational worldwide monitoring services from satellites to a wide range of user communities (maritime safety, maritime security, law enforcement, marine pollution monitoring and customs, fisheries control).

Global SAT-AIS data feeds will continue to be procured by the Agency to support monitoring of vessels worldwide and to serve as the primary global vessel tracking solution supporting EMSA applications and their users.

EMSA plans to further develop its services by incorporating novel RPAS technologies along with enhanced processing mechanisms and algorithms. This commitment ensures that EMSA's maritime surveillance services remain at the forefront, aiming to provide Member States and EU Agencies with technologies that may not yet be readily available at the national level.

EMSA will continue strengthening its cooperation with the European Space Agency (ESA) with a view to identifying ways to leverage the use of space-based assets in establishing innovative surveillance solutions to deliver the best possible space-based services to EMSA users.

By utilizing Earth observation, RPAS and SAT-AIS services, EMSA provides Member States' authorities with a broad spectrum of surveillance information. This allows them to enhance their maritime situational awareness, in support of maritime safety, security, and sustainability. This deployment of resources at the EU level contributes to cost-effectiveness and comprehensive surveillance coverage.

Within the framework of the EFCA-EMSA Service Level Agreement (SLA), EMSA will continue providing RPAS services for fisheries monitoring and control to support Member States activities in this field and/or EFCA chartered vessel(s).

Multipurpose Maritime Operations (MMOs) in collaboration with the European Fisheries Control Agency (EFCA) and the European Border and Coast Guard Agency (Frontex) regularly include surveillance services provided by EMSA, comprising of RPAS and Earth Observation services.

#### **New tasks stemming from the Maritime Safety Package:**

Following the adoption of the Ship-Source Pollution Directive, EMSA's Earth Observation Services capabilities will be expanded on a technical and operational basis to support the necessary enhancements to the CleanSeaNet service. These developments will include:

- Enhancements in the detection of possible pollutants and support the identification of possible polluters.
- Use of high-resolution optical images to support Member States in detecting pollutants in packaged form.
- Expansion of the use of radar imagery (including use of enhanced resolution products) to further support Member States in the detection of sewage and garbage. These enhancements may also present significant synergies concerning detection of oil and chemical spills.
- Integration of medium resolution optical images (Sentinel-2) to further enhance the detection of pollutants and enhance polluter identification.
- Continuously gathering and analysing user requirements and draft specifications towards implementation of the necessary developments to EMSA systems and necessary EO capabilities.

EMSA will continue its RPAS multipurpose operations with emphasis on regional / cross border activities in support of Member States pollution verification actions.

**The priority in the field of Surveillance for the next three years is to improve and expand its maritime information sources by further developing existing capabilities, inter alia, by modernizing the Agency's surveillance portfolio to deliver the best possible services to EMSA's stakeholders covering a wide range of functions at sea, and in particular in support of enhanced functions for effective support to the objectives of the Ship-Source Pollution Directive.**

<b>Activity group</b>	<b>Surveillance</b>
EU-subsidy activities	Remotely Piloted Aircraft and satellite communication services Satellite based services and innovation
Project financed activities	<i>Copernicus Maritime Surveillance Service (CMS)</i>

Relevant Partnerships	<p><i>Contribution Agreement with DG DEFIS</i>  <i>EMSA-ETSI Memorandum of Understanding</i>  <i>Cooperation Agreement with the European Space Agency (ESA)</i>  <i>Service Level Agreement between EFCA and EMSA</i></p>
Relevant surveillance/digital services and tools	<p><i>Earth Observation Services</i>  <i>RPAS services</i>  <i>Integrated Maritime Services</i>  <i>Earth Observation Data Centre</i>  <i>RPAS Data Centre</i></p>

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

<b>Strategic Objective</b>	<b>Improved capacity to implement relevant EU policies and legislation at Commission, Member State and regional level</b>
<b>Strategic Actions</b>	<p>Ensure effective monitoring of Recognised Organisations at EU level.</p> <p>Strive towards assurance of qualified and competent manpower on board of ships flying the flag of EU Member States.</p> <p>Monitor and assist EU Member States in implementing the EU maritime acquis properly and effectively.</p> <p>Enlarge the portfolio of learning services in the area of Flag State, Port State and Coastal State competencies.</p> <p>Enhance regional cooperation and build capacity in the implementation of international conventions and applicable standards, fostering greener, safer and smarter shipping by exporting EU solutions.</p>

The learning services provided by the Agency through the EMSA Academy will contribute to building capacity at national level and support harmonised implementation and enforcement in the EU and beyond, thus fostering safety, security and sustainability.

In 2026, the existing courses certified following the principles of ISO 29993:2017 for the delivery of learning services outside formal education, will be further enhanced to reflect technological developments or changes in the EU or international maritime legislation.

Member States' needs for new learning services or modification of the existing courses will be identified as usual through a structured Training Need Analysis (TNA), thus using a bottom-up approach. The EMSA Academy will strengthen its learning portfolio with microlearning to cope with fast-changing and emerging training needs of its beneficiaries. Microlearning delivers educational content in short, focused modules packages, and it offers flexibility and personalized learning, helping individuals from administrations to upskill, reskill, and adapt in a rapidly changing working environment.

The process for 'Curriculum Development and Design' will continue to be applied for all learning services offered by the Agency.

In 2026, the Agency will continue to offer learning services aligned with the approved Harmonized Training Program (HTP) based on the outcome of the training need analysis performed in 2025. The learning services will include Common Core Curricula, part-time courses, short courses and microlearning modules. New, learning services to cater to identified needs of the Member States, new legal and technological developments, specific techniques and tools and technologies relating to ships, their equipment and operations will be prioritised.

A new study (MARCOMPASS - Mapping Evolving Competencies and Emerging Job Profiles within Maritime Administrations) will examine the challenges faced by maritime administrations in the context of the ongoing decarbonisation efforts and the digital transition of shipping and identify the competencies that will need to be updated or enhanced. Delivery is planned by the end of 2026. The study will examine how the roles of Flag State

Surveyors, Port State Control Officers, ISM/ISPS Auditors, and other inspection and audit personnel need to evolve vis-a-vis new regulatory and technological developments—such as the EU ETS, FuelEU Maritime, alternative fuels, cybersecurity, remote surveys, and autonomous vessels. The study will also consider other staff involved in areas like ship registries, STCW certification, and authorisations/exemptions, identifying new job profiles and competencies expected to emerge over the next decade.

Tools, such as MaKC<sub>s</sub>, EMSA's eLearning Management System along with the national extensions for Member States that requested such service, the User Interface Language Pack, enabling the translation of the National Extensions' interface and the Virtual Reality Environment for Ship Inspections (VRESI) will be used and further enhanced, thus ensuring an enriched learning experience.

In addition, subject to the availability of volunteering host States, a pilot for an exchange program designed to complement the existing learning services is expected to take place in 2026. This initiative will offer participants from the Member States a more hands-on learning experience, enabling them to engage in on-the-job training and observe how theoretical knowledge is applied in practice.

The feedback provided by the participants through the evaluation and review methodology foreseen by the quality management system will strive for continuously improved services.

The Agency will continue to be the main training provider for Paris, MeD and Black Sea MoUs, thus enhancing the harmonisation and standardisation of the knowledge and proficiency of PSCOs in the three PSC regions..

Other MOUs on Port State Control and Flag State authorities of third countries will also benefit from capacity building activities offered by the EMSA Academy, on an 'ad hoc' basis, including their access to tools and services (RuleCheck, MaKC<sub>s</sub>) developed by the Agency.

The implementation of SAFEMED V and BCSEA II Project will continue in 2026. Both projects will continue to follow an approach that links the different functions covered by a maritime administration (as defined by IMO in the III Code) with the strategic priorities of the Commission. Furthermore, the said approach foresees that each thematic area will entail three types of action namely 'Tools & Services', 'Technical activities' and 'Training activities'.

In 2026, planned activities, will include support for the transposition of MARPOL Annex VI and BWMC, exchange of information through MARE<sub>S</sub> and SSN (under the framework of a pilot project approved by HLSG), access to the services of the EMSA Academy thus ensuring life-long training, continued access to the maritime applications developed by the Agency (THETIS-MED, RuleCheck, CSN, MaKC<sub>s</sub>), support to fellowships for selected staff from the beneficiaries' administrations as well as pollution response exercises. Specific bilateral activities in support of Ukraine will also be considered, where feasible. In 2026, the Dynamic Overview of National Administration (DONA) for IPA countries PHASE I ("country profile" and "statistics") will be operational whilst **PHASE II** (reporting gate to IMO to support ENP / IPA countries to report to GISIS through a single-entry point) will be developed. Finally, THETIS-MED will be further enhanced to include the newly adopted Ship Risk Profile and the automated submission of port calls.

Considering that BCSEA II project is scheduled for completion in October 2026, and in light of the challenges encountered due to the ongoing war in Ukraine, the Contracting Authority and EMSA will work towards extending the project until the end of 2026. This extension will ensure sufficient time for the completion of the agreed action plan. In parallel, in 2026, EMSA will prepare the draft Action Document for the BCSEA III project, outlining its scope, objectives, and specific activities, based on the indicative budget to be provided by the Contracting Authority.

The support to candidates and potential candidate countries through the IPA III Project will continue in 2026, offering access to the services of the EMSA Academy, to tools and applications (CSN, RuleCheck, MaKC<sub>s</sub>) and other activities foreseen by the relevant action plan. Subject to prioritisation by the European Commission, EMSA support could be of added value for the transposition of the maritime safety package, the extension of the EU ETS to maritime transport and the FuelEU Maritime Regulation.

EMSA's visits and inspections continue to be a key tool to improving maritime safety, security and sustainability, through the identification of strengths and weaknesses in the implementation of the community acquis. Combined with the horizontal analyses carried out on the findings established during the visits, the visits and inspections enable Member States and the Commission to gain a clear picture of where additional effort would be beneficial or changes to Union law may be desirable. The end-of-cycle workshops held following the conclusion of each visit cycle provide a clear opportunity in this regard. The existing cycles of visits on seafarers' training and

certification systems, passenger ship safety and the system of inspections for the safe operation of ROPAX vessels (both as separate visits and jointly with passenger ship safety visits), and port reception facilities will continue, with the latter three set to be concluded by 2027 and 2028. Apart from visits related to seafarer training, further visit cycles will depend on new requests from the Commission.

In respect of ROs, the legislative changes concerning their recognition and oversight have been incorporated in EMSA's activities. These changes have brought increased participation of the Member States in EMSA's inspections and the Commission's assessment processes. The increased transparency and exchange of information between the Commission, EMSA and the Member States enhances the overall oversight of ROs at EU level, which in turn improves compliance by ROs. In this regard, EMSA is sharing with the Member States the inspection planning and EMSA's inspection reports through CIRCABC – a platform supported by the Commission for the easy distribution and management of documents.

STCW inspections in third countries continue to be an important part of EMSA's activities in assisting the Commission with recognising and ensuring education, training, assessment and certification of seafarers worldwide complies with the requirements established under the STCW Convention.

#### **New tasks stemming from the Maritime Safety Package:**

In accordance with the revised Flag State Directive, EMSA may be tasked with developing learning services for Flag State Surveyors, which could create the need for an additional Common Core Curriculum. The results of the mapping exercise launched by EMSA in 2025 to evaluate the actual demand for this new curriculum will be used in 2026 to assess the need for such Curriculum, define its scope and establish a potential timeline for its development.

Additionally, capacity building measures will be considered to support Member States to develop a capacity-building scheme for their flag State inspectors and surveyors as well as the future familiarization with the use of the required digital tools or with the recommendations for a common approach to flag State inspections as well as procedures and guidelines for the control of ships.

In accordance with the revised Port State Control Directive, existing PSC CCC will have to be reviewed and amended on a continuous basis especially as regards new maritime safety challenges related to environmental, social, labour issues, new technologies and in relation to the additional obligations arising from the relevant instruments.

In accordance with the revised Accident Investigation Directive, the existing CCC for AIs will have to be reviewed and amended on a continuous basis to cater new legal and technological developments, specific techniques and tools and technologies relating to ships, their equipment and operations. In accordance with the revised Accident Investigation Directive, the existing CCC for AIs will have to be reviewed and amended on a continuous basis to cater new legal and technological developments, specific techniques and tools and technologies relating to ships, their equipment and operation.

A Common Core Curriculum to support surveillance, investigation and reporting required by the revised Ship-Source Pollution Directive will be designed and developed.

#### **New tasks stemming from the proposed revision of the EMSA mandate:**

EMSA will provide technical assistance to the Commission on possible remedial measures or the imposition of fines on the recognised organisations in accordance with Article 5 and 6 of Regulation (EC) No 391/2009 and the corresponding advance notice requirements.

The Agency will explore how to better support the Member States in their monitoring and oversight of recognised organisations under Article 9 of Directive 2009/15/EC and in the discharge of their Union and international obligations as flag States, by providing them with appropriate information in the context of its own inspections of recognised organisations, conducted to support the Commission's assessment under Article 8 (1) of the said Regulation. The Agency will assist the Commission in the managing of the high-level group on flag State matters under [Article 9 (1)] of Directive 2009/21/EC.

**The priority in the field of Technical Assistance for the next three years is to ensure the programme of visits and inspections in line with the priorities set by the Commission and in view of effective implementation of EU Legislation. In addition the Agency will continue to provide innovative learning**

services through the EMSA Academy and enhance the toolbox in support of such services, with particular focus on actions in support of the implementation of the new legislation stemming from the efforts to decarbonise shipping, to improve statistics and analytics in support of decision-making, to raise awareness on the importance of the maritime sector and to implement the ambitious work plan to assist the Neighbouring Countries sharing the Mediterranean, Black and Caspian Seas.

Activity group	Technical assistance & Capacity building
EU-subsidy	Classification societies Seafarers' training and certification Visits to Member States Human element Analytics and research Capacity building and EMSA academy (incl. MaKCs and VRESI)
Project financed	<i>Commission Funds for candidate and potential candidates IPA III SAFEMED V BC SEA II</i>
Relevant digital services	<i>STCW-IS, IMS, MaKCs and VRESI</i>

#### Partnerships & International Dimension

<b>Strategic Objective</b>	<b>Wider uptake of EU solutions and standards in shared seas and beyond. Strengthened relationships with relevant stakeholders in the EU and beyond to increase efficiency and efficacy of maritime transport</b>
<b>Strategic Actions</b>	<p>Contribute to the European cooperation on coast guard functions together with EFCA and Frontex for the benefit of the wider European coast guard community.</p>  <p>Provide tools and services to other EU Agencies and regional and international organisations.</p>

The wide range of services provided by the Agency makes it financially efficient and operationally effective for EMSA to provide such services and tools to other EU stakeholders benefitting from the experience and/or funding contributions of those partners.

Based on the experience gained between 2023 and 2025 with its first Multipurpose Maritime Operations (MMO) in the Central and Eastern Baltic Sea, and in "La Manche" EMSA will again lead an MMO in 2026 in cooperation with identified Member State/s and the sister Agencies EFCA and Frontex, where relevant, with an emphasis on the coast guard functions falling under its remit. The modalities, duration and assets deployed will be discussed and agreed with the relevant authorities co-organising the MMO. EMSA will contribute to MMOs led by EFCA and Frontex, alongside relevant Member States, under the agreed coast guard functions.

EMSA will continue providing a range of services under the umbrella of various bilateral cooperation agreements to EU bodies or other EU stakeholders with maritime related functions in support of their overall objectives. Such organisations include the European Fisheries Control Agency (EFCA), European Naval Forces (EUNAVFOR), European Union Agency for Law Enforcement Cooperation (Europol) the European Border and Coast Guard Agency (Frontex), the Maritime Analysis and Operations Centre – Narcotics (MAOC (N)) and the Emergency Response Coordination Centre (ERCC). EMSA support to ERCC will continue in the framework of the new Working Arrangement (WA) expected to be signed between EMSA and DG ECHO.

**The priority in terms of Partnerships for the next three years is to increase relationships with relevant stakeholders in the EU and beyond, exporting EU solutions and to support EU Coast Guard cooperation in the framework of the Tripartite Working Arrangement with EFCA and Frontex.**

Activity group	Partnerships & International dimension
EU-subsidy	European Cooperation on coast guard functions
Project financed	<i>EFCA - EMSA SLA</i> <i>EMSA - FRONTEX SLA</i>
Relevant Partnerships	<i>EMSA-EUNAVFOR-Aspides Cooperation Agreement</i> <i>EMSA-EUNAVFOR Atalanta Cooperation Agreement</i> <i>EMSA-EUNAVFOR Med: Operation Irini Cooperation Agreement</i> <i>Emergency Response Coordination Centre (ERCC) Working Arrangement</i> <i>EMSA-Europol Working Arrangement</i> <i>EMSA-MAOC (N) Cooperation Agreement</i>
Relevant digital services	<i>IMS</i>

## 2. Human and financial resource outlook

### 2.1 Overview of the past and current situation

The Agency's Founding Regulation has been amended several times, twice in the last decade with an impact on the tasks assigned to EMSA and consequences for the resources needed by the Agency.

Activities launched in recent years in the fields of environmental legislation, maritime security and surveillance, satellite applications, as well as increasing levels of cooperation with other Agencies and institutions, clearly show that there is a growing demand for EMSA to provide services to the Commission, Member States and other bodies. The Agency has also become a 'service provider' for other end-users in or linked to the EU maritime sector, thus ensuring added value at EU level and the best possible use of existing tools and resources.

In order to fulfil its ambitious objectives, it remains essential for the Agency to attract and retain highly qualified staff with specialised knowledge and experience. Offering a long-term perspective to staff assists the Agency to achieve this.

The Agency adopted its HR Strategy reflected in the five pillars based upon the acronym *STAFF* standing for Sustainable engagement, Talent, Attractivity, Flexible organisation and Future. Under each pillar several objectives and actions have been identified focusing on *inter alia*: attracting the highest qualified staff, retaining and developing the potential of existing qualified staff, enabling staff engagement, achieving a more gender and geographically balanced organisation, increasing awareness on ethics and integrity, and respecting diversity.

EMSA proposals for its draft budgets since 2021 have reflected the overall stability in real terms required by the MFF 2021-2027. In terms of human resources, the establishment plan staff levels have remained stable since 2019. This has represented an increasingly challenging resource scenario for the Agency as it strives to continue responding to evolving priorities and needs in the EU maritime sector and delivering high quality services and added value to its key stakeholders, the European Commission and the Member States.

There has in parallel been an increase in project financed activities in recent years, initiated on the basis of clearly identified synergies with the Agency's objectives and expertise and between different actors in the maritime sector, and approved by the EMSA Administrative Board. This process has effectively reinforced the EMSA workforce and contributed to the Agency's ability to implement a growing work programme with stable resources, with no negative priorities so far.

In 2023, the new task stemming from the adoption of the Fuel EU Maritime Regulation was accompanied by an injection of additional funds through a budget amendment in September 2023, to cover operational expenditure and the recruitment of one contract agent. The multiannual resources related to the Fuel EU Maritime Regulation have since been integrated into the Agency's multiannual perspective.

The EMSA Single Programming Document 2026-2028 takes into account the additional tasks and resources provided for in the new Accident Investigation, Flag State, Port State Control and Ship-Source Pollution Directives, as well as those foreseen by the revision of the EMSA Founding Regulation.

It is important to note that the proposed additional staff for the new tasks are only operational posts. The support, coordination and administrative workload generated by these additional tasks will have to be absorbed by the existing staff working in those roles. This will require further analysis, streamlining and automatization of current procedures and processes and the upscaling of individual effectiveness.

The proposal for the draft budget 2026 and statutory staff for 2026, as well as the outlook for 2027 and 2028, are therefore based on the Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and the Multiannual Financial Framework (MFF) 2021-2027; but also take into account the new Maritime Safety Package, and the revision of the EMSA Founding Regulation.

For 2028, the Agency has applied the carryover of the rule under this MFF – a 2% annual increase. However, at this stage the Agency envisages the need for additional resources for 2028 for the development of its pollution response toolbox and to strengthen its regional strategy on RPAS deployments.

## 2.2 Outlook for the years 2026-2028

The multiannual work programme detailed in Section II.1 is in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and uses the Multiannual Financial Framework (MFF) 2021-2027, as well as additional resources made available for salary expenditure due to high inflation and additional resources foreseen by the Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (Fuel EU Maritime) and its subsequent resources allocation. From 2028 onwards, the resources allocation for EMSA will be derived from the new MFF (2028-2034) which is unknown at the time of writing. The forecast for 2028 is, therefore, indicative and without prejudice to the future MFF negotiations and agreement.

In addition, the Agency from 2025 has been allocated a series of new tasks, and associated financial and human resources, under the revised Flag State, Port State Control, Accident Investigation and Ship-Source Pollution Directives.

Furthermore, the revision of the Agency's Founding Regulation is foreseen to take effect from 2026, assigning new tasks while also providing continuity for the existing work of the Agency. No ongoing activities would be terminated as a direct result of its adoption, and some ongoing activities will be newly codified.

The new tasks and the impact on human and financial resource needs are outlined under 'New tasks' below. Apart from the proposed injection of human resources, the Agency will use various mechanisms to maximise in-house expertise and synergies, such as task forces and an internal pool of experts, in order to absorb the additional workload and be in a position to execute the tasks foreseen under the extended mandate. Some redeployment is also foreseen.

Beyond the new maritime package and new mandate, changes in other relevant legal acts in the future may have an impact on EMSA's existing tasks and the workload related to those tasks. This potential growth in the future is outlined under 'Growth of existing tasks'.

### A) New tasks

The revision of the EMSA mandate introduces new or newly codified tasks and associated resources as outlined below.

Task	Starting	Additional Human resources	Additional Financial resources <sup>2</sup>
<i>Prepare contingency plans and assist the Commission and the Member States in crisis management (task no. 12)</i>	2028	from 2028 1 redeployment	no
<i>Assist the Commission and the Member States in support of preparedness measures for oil and gas installations under Article 10 of the Offshore Safety Directive (2013/30/EU) (task no. 13)</i>	2028	from 2028 2 redeployments	from 2028-2034 900,000 EUR
<i>Research in MASS (task no. 14)</i>	2026	from 2028 1 TA	from 2026 4,000,000 EUR
<i>Technical assistance to the Commission on possible remedial measures or the imposition of fines to ROs under Articles 5 and 6 of Reg. 391/2009 and the corresponding advance notice requirements (task no. 15)</i>	2026	no	from 2026 1,350,000 EUR
<i>Development of guidance for safety risk assessment models to foresee future trends (task no. 16)</i>	2028	from 2028 2 redeployments	no
<i>Support in the implementation of the passenger ship safety legislation by assessment of exemptions, equivalences and additional safety measures (task no. 18)</i>	2026	No	from 2026 2,160,000 EUR
<i>Research and assist Member States and the Commission in the deployment of alternative fuels, including safety risks stemming from these developments (task no. 19)</i>	2026	from 2026 5 TA	from 2026 9,450,000 EUR
<i>Provide operational measures, with possible adjustment of the existing oil recovery fleet, for the possible marine pollution caused by renewable and low-carbon fuels, including chemical pollution (task no. 20)</i>	2026	no	from 2026 21,500,000 EUR
<i>Provide new tasks on research related to lost containers and underwater noise and marine litter from ships, under the Marine Strategy Framework Directive, along with possible assistance to the Commission on the development of guidelines and regulations, including at IMO level and in the context of the regional sea conventions (task no. 21)</i>	2026	no	from 2026 2,700,000 EUR
<i>Include a reference to cybersecurity in EMSA's mandate by issuing guidelines and facilitating exchange of experience between MS (task no. 23)</i>	2026	from 2026 1 TA	no
<i>Establish an expanded 24/7 Maritime Awareness Centre to provide assistance when requested to the Commission and the MS, by sharing information building upon the existing databases and surveillance systems of the Agency (task no. 24)</i>	2026	from 2026 5 TA 6 CA	from 2026 11,100,000 EUR
<i>Provide support to the Commission and the Member States in the implementation of the EMSWe (task no. 25)</i>	2026	from 2026 3 TA	from 2026 9,700,000 EUR
<i>Building upon SSN and the Union Maritime Information and Exchange system, develop specific digital tools to monitor and exchange data on MASS and hybrid traffic (task no. 26)</i>	2027	no	from 2027 3,460,000 EUR
<i>EMSA as the hub managing big data of the maritime sector under the Mobility Data Space (task no. 28)</i>	2028	no	from 2028 3,510,000 EUR
<b>Total additional resources</b>	<b>2026-2034</b>	<b>15 TAs and 6 CAs, as well as 7 redeployments<sup>3</sup></b>	<b>69,830,000 EUR (operational costs)</b>

<sup>2</sup> The proposed financial resources outlined in this table are excluding staff costs.

<sup>3</sup> The total of 7 redeployments corresponds to the legal financial statement associated with the revised mandate COM(2023) 269: "In the case of further expanded tasks (such as assistance on monitoring the Recognised Organisations) the human resource needs will be met by redeploying 2 FTEs in 2027. 5 more FTEs will be redeployed in the next MFF to assist on expanded tasks such as assistance to crisis management, safety risk analysis for future trends and support of preparedness measures for oil and gas installations."

The revision of the Port State Control, Accident Investigation, Flag State and Ship-Source Pollution Directives have had an impact on the Agency's tasks from 2025.

New Directives	Task	Starting	Additional Human resources	Additional Financial resources <sup>4</sup>
Accident Investigation Directive 2024/3017/EC	<i>Include changes stemming from AI Directive (task no. 29)</i>	2025	from 2025 2 TA	from 2025 16,713,000 EUR
Flag State Directive 2024/3100/EC	<i>Include changes stemming from FS Directive (task no. 30)</i>	2025	from 2025 2 TA	from 2025 6,132,000 EUR
Port State Control Directive 2024/3099/EC	<i>Include changes stemming from PSC Directive (task no. 31)</i>	2025	from 2025 2 TA	from 2026 1,874,000 EUR
Ship-Source Pollution Directive 2024/3101/EC	<i>Include changes stemming from SSP Directive (task no. 32)</i>	2025	from 2025 12 TA	from 2025 67,400,000 EUR
Flag State Directive 2024/3100/EC and Port State Control Directive 2024/3099/EC	<i>Facilitate eCertification in the maritime sector (task no. 34)</i>	2025	no	from 2025 1,910,000 EUR
<b>Total additional resources</b>		<b>2025-2034</b>	<b>18 Temporary Agents</b>	<b>94,029,000 EUR (operational costs)</b>

#### B) Growth of existing tasks

Furthermore, the following legislative or policy developments may lead to an increase in workload related to existing tasks and may have an impact on human resource needs:

Legislative proposal/ Policy area	Possible impact in 2026-2028
Revision of EU Alternative Fuel Infrastructure Directive	The Agency supports the Commission upon request with technical knowledge. The impact on the tasks of the Agency and possible resource needs is not yet known.
Revision of the Ship Recycling Regulation	The work on the revision of the Ship Recycling Regulation ((EU) No1257/2013) has started and will consider the implications of Regulation (EU) 2024/1157 on shipments of waste. Moreover the Hong Kong convention on the sound and environmental dismantling of ships entered into force in June 2025. Finally, the new mandate of EMSA in its article 10.3 has envisaged the possibility for the Commission to delegate to EMSA the inspection of recycling facilities in third countries. The impact on the tasks of the Agency and possible resource needs is not yet known and will come to light during the revision.
IMO IGF Code	Following the work on the IMO Fuel Cell Guidelines and taking into account the priorities of the new Hydrogen Strategy for Europe (adopted by the Commission on 8 July 2020), new priority will be to bring hydrogen and hydrogen-based fuels, including ammonia, in the international regulatory framework and to fill the current regulatory gaps especially related to safety. EMSA is already participating in the IMO works within the IGF Code working and correspondence groups. The impact on the tasks of the Agency and possible resource needs is not yet known.
IMO carbon intensity standards and Marine Fuel Lifecycle GHG Analysis	The technical work on the implementation details of the introduction of operational energy efficiency (carbon intensity) standards in the international legal framework, as well as on the Marine Fuel Lifecycle GHG Analysis require considerable technical assistance both in terms of its development and implementation, including at EU level. In addition, all the related existing provisions will be also subject to revision, including in

<sup>4</sup> The proposed financial resources outlined in this table are excluding staff costs.

	<p>relation to port State control, International Safety Management, auditing and verification, fuel oil consumption monitoring and reporting etc.</p> <p>The impact on the tasks of the Agency and possible resource needs is not yet known.</p>
IMO new output on development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	<p>IMO (MSC 107) agreed on a new output to develop a holistic approach for the development of safety requirements at the needed pace to support the decarbonisation goal. This new output will include the identification of safety regulatory obstacles, amending existing instruments or developing new instruments, to include mandatory requirements and/or guidelines.</p> <p>The impact on the tasks of the Agency and possible resource needs is not yet known.</p>
IMO MASS Code	<p>The IMO is in the process of developing a MASS Code. The plan is to have first a non-mandatory instrument in 2025 and make it mandatory in 2032. EMSA is supporting the Commission technically in the different groups and meetings. Particularly, the Agency is supporting the development of the General Principles, Risk Assessment, to ensure alignment with the EMSA RBAT principles, and other technical issues like stability. Although the current focus is on safety, it is likely that security and cybersecurity will gain prominence in the future. The impact on the tasks of the Agency and possible resource needs is not yet known.</p>

Finally, the proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency repealing Regulation (EC) No 1406/2002, contains opportunities for possible growth of tasks, in the form of requests for technical assistance from the Commission or the Member States.

As foreseen by the proposal, such requests will be subject to examination and approval by the Administrative Board, in the framework of the preparation of the Agency's single programming document, in line with Article 17.

❖ [Performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency \(Article 3.1.c\)](#)

The proposal entrusts the Agency with the performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency, which are: to ensure a high, uniform and effective level of maritime safety aiming towards a maximum reduction of accidents, maritime security, the reduction of greenhouse gas emissions from ships and the sustainability of the maritime sector as well as the prevention of and response to pollution caused by ships and the response to marine pollution caused by oil and gas installations; and to support the promotion of digitalisation and the reduction of administrative burden in the maritime sector by facilitating the electronic transmission of data supporting simplification and the provision of integrated maritime surveillance and awareness systems and services to the Commission and the Member States.

❖ [Technical assistance to the building up of the necessary national capacity for the implementation of relevant legal acts of the Union \(Article 3.2.b\)](#)

The proposal for the new Founding Regulation also foresees the development of technical solutions and the provision of technical assistance to Member States to support the development of the necessary national capacity for the implementation of relevant legal acts of the Union (article 3.2.(b)). The expertise of the Agency has been considered of relevance by the co-legislators in order to support efforts by the national administrations to build up the necessary capacity for the implementation of relevant directives. Requests for technical assistance are most likely to be made in the context of a broader framework of ongoing work undertaken in cooperation between the Member States, the Commission and the Agency.

On 31<sup>st</sup> October 2024 the Agency received a request for extension of technical assistance to the Maritime Safety Permanent Transnational Network (MSPTN) (framework for the continuation of the joint efforts initially taken by the EUREKA Consortium) for modernising the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP). This includes further integration of their VTS systems with EMSA's Integrated Report Distribution (IRD) SafeSeaNet service as well as work on operational procedures and implementation of amendments to IMO resolution establishing ADRIREP SRS. The technical assistance has been extended until November 2026.

Similar activities may also take place in other EU regions, subject to the usual examination and approval of requests by the EMSA Administrative Board. The extent to which these requests impact staffing levels will depend on their number and nature. A request for technical assistance for the modernization of the mandatory Ship Reporting System BONIFREP in the Bonifacio Strait was submitted in November 2025 by the Italian Coast Guard and French Directorate of maritime affairs and based on the assessment by EMSA it was approved by the EMSA Administrative Board.

## 2.3 Resource programming 2026-2028

### Financial resources

The budget proposed for 2026 is expected to enable the Agency to provide planned services and assistance to both the Commission and the Member States as outlined in SECTION III: Work programme 2026.

The EU Subsidy requested by the Agency for 2026 amounts to 113,648,823 EUR. This figure is in line with the Multiannual Financial Framework 2021-2027, taking into account the additional resources made available for salary expenditure as well as the resources foreseen by: the Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (Fuel EU Maritime); the new Maritime Safety Package; and the revision of the EMSA mandate<sup>5</sup>.

The forecasted amounts for 2027 are indicative and are built up based on the same considerations outlined above.

For 2028, the Agency has applied the 2% annual increase rule under the current MFF to sources of revenue available until 2027, excluding the new maritime safety package and the revision of the EMSA mandate for which a 2% annual increase has been applied to one seventh of the total amount for the period 2028-2034. This approach reflects the anticipated need for additional resources to support the development of the Agency's pollution response toolbox and to strengthen its regional strategy on RPAS deployments.

#### ❖ Revenue

**Commitment Appropriations** (C1 Funds: appropriations voted in the corresponding year) \*:

	2026	2027	2028***
EU Subsidy *	113,648,823	116,564,919	121,951,261
<i>Of which assigned revenues deriving from previous years' surpluses</i>	1,292,665	1,000,000	1,000,000
EFTA Contribution ** (2.64% from 2026 onwards)	2,966,203	3,050,914	3,193,113
Other revenues: L.R.I.T.	250,000	250,000	250,000
Other revenues: Miscellaneous Revenue ***	90,000	90,000	90,000
Total "Other revenues"	340,000	340,000	340,000
<b>TOTAL REVENUE</b>	<b>116,955,026</b>	<b>119,955,833</b>	<b>125,484,374</b>

\* EMSA fresh credits from the Budgetary Authority are based on Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and are based on the Multiannual Financial Framework 2021-2027, plus additional resources made available for salary expenditure, and plus additional resources foreseen by: the Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (Fuel EU Maritime) and its subsequent resources allocation; as well as the amended Directives on

<sup>5</sup> The forecast for the 2026 EU subsidy is inclusive of the additional 20.089 m EUR provided by the revision of the EMSA mandate Founding Regulation which includes the resources foreseen under the new maritime package Directives namely 8.931 m EUR for Ship Source Pollution, 1.979 m EUR for Accident Investigation, 0.821 m EUR for Port State Control and 1.383 m EUR for Flag State.

port State control, flag State requirements, ship-source pollution and accident investigation; and the revision of the EMSA mandate. .

\*\* EFTA rate used for 2027 onwards is indicative pending the publication of new 2027 EFTA rate which is expected in the late Spring of 2026.

\*\*\* "Miscellaneous revenue": these revenues come from C4 funds as internal assigned revenue; the Agency considers the income from the EUDA (ex-EMCDDA) for renting the conference centre as certain.

\*\*\*\* The EU subsidy and EFTA contribution beyond the current Multiannual Financial Framework (MFF) are presented as indicative only, without prejudice to the outcome of the MFF Post-2027 negotiations and agreements, as outlined above.

### **Human resources**

Following a series of staff cuts from 2013 to 2018, there was zero variance in the total number of posts proposed for the establishment plan (212 posts) for a period of six years from 2019 to 2024. The new maritime safety package increased the number of posts on the EMSA establishment plan from 2025. Further additional posts are foreseen from 2026 under the revision of the EMSA mandate. The 2026 establishment plan is expected to increase by 14 posts for a total of 238 posts. The forecast for 2027 is an increase of 1 post for a total of 239 posts. The remaining 6 additional posts foreseen in the legislative proposals from 2028 are expected to enter the establishment plan for 2028.

	Establishment plan/Statutory posts	Variance compared to previous years	
		Additional posts for new tasks	Implemented cuts
2013	213	+2 for new tasks	-2
2014	210		-3
2015	207		-3
2016	202		-5
2017	212	+14 for cooperation on coast guard functions	-4
2018	212	+3 for cooperation on coast guard functions	-3
2019-2024	212	<i>zero growth for a period of 6 years</i>	
2025	224, of which +11 ADs and +1 AST	+ 12 for new tasks maritime safety package	
2026	238, of which +13 ADs and +1 AST	+ 9 for new tasks EMSA mandate + 5 for new tasks maritime safety package	
2027	239, of which +1AD	+ 1 for new tasks EMSA mandate	
2028	245, of which +5 ADs and + 1 AST	+5 for new tasks EMSA mandate +1 for new tasks maritime safety package	

The new tasks and relevant legislative proposals are listed under section II.2.2.A.

### **2.4 Strategy for achieving efficiency gains**

A major reorganisation of the Agency was put in place in 2020 to align resources with the multiannual priorities of the EMSA 5-year Strategy 2020-2024 and facilitate their implementation in an efficient manner.

The working model promotes a 'functional' approach to the allocation of resources. Cross-organisational taskforces and projects are encouraged in line with evolving business needs. Furthermore, each time that there is a vacant position the Agency analyses if further efficiency gains can be implemented and the position is used to cover the priorities and areas where new expertise is needed.

In line with EMSA's HR strategy, a number of concrete actions are taken to promote mobility across the Agency such as: the definition of job families to help clarify the skills and knowledge that are required to fulfil a profile at EMSA so staff can develop personally and understand how to potentially move to another area of work; the creation of specific career paths in each job family with a clear curriculum to be followed on development actions

such as training with EMSA's Academy, job shadowing, traditional training courses, etc. The requirements needed for each different job will be specified. This guidance will enable staff to follow a specific programme to aid their development and facilitate internal mobility if they wish to do so. Additionally, EMSA's enhanced learning and development policy supports this approach by giving staff opportunities to enhance their technical skills in different areas. These initiatives aim to create a more agile organisation able to adapt in a dynamic environment and ready to adjust to possible shifts in priorities.

The HR Strategy also has also a pillar devoted to the simplification and automatisation of procedures as well as the creation of synergies with other bodies to be able to do more with the current staff levels. EMSA has already successfully implemented ARES, the Commission records management system and has in place internal SharePoint applications for budget planning, monitoring and financial management (SHAPE) as well as for procurement and contract management (PCM). With the progressive digitalisation of administrative and financial procedures in the past years, the Agency has now implemented the Qualified Electronic Signature modality fully integrated with ARES which is the last step for a full digital administration, allowing for efficiency gains and enhancing the security and retrieval of records. In 2023 EMSA onboarded to the Commission's PPMT (Public Procurement Management Tool), which is used for the launch of tenders, automating several steps of publishing calls and receiving tenders. The Agency also uses the RUEX service for electronically sharing EU classified information with the Commission, according to a timeline to be defined with the relevant Commission services. As part of the digitalisation actions most processes were streamlined and where possible, simplified. In the period of 2026 -2028 the Agency will continue the development, integration and consolidation of its corporate IT solutions leading to more efficient planning and execution of activities. Transition to new HR platform of European Commission is also foreseen.

The rapid integration of a series of tools and methods during the pandemic to enable work to continue remotely (from live broadcasting to virtual reality technology to remote auditing techniques) has as everywhere become standard practice. The Agency continues to explore and capitalize on the potential of these innovative and hybrid approaches to both add value for Member States and the Commission and increase efficiency within the Agency.

The establishment of an EMSA e-portal for experts and speakers assists the whole Agency in the identification of the most suitable contributors in support of different activities.

With the introduction of the EMSA Academy Quality Management System following the principles of ISO 29993:2017 for the delivery of learning services outside formal education, individuals of beneficiary organisations are engaged in innovative and modern courses and training activities using state of the art tools, and these services reach a wider number of users in the competent authorities.

The introduction of a Business Intelligence tool has increased the capacity of the Agency to develop reliable and valuable statistics while the use of the EUSurvey platform has reduced the administrative burden both for EMSA and the Member States.

For efficiency gains and in order to save on missions and in coordination time, EMSA has deployed one staff member in the UK to follow up the daily work in relation to IMO and its meetings to effectively support the Commission on these matters.

As in the previous years, inter-agency cooperation remains on the agenda. EMSA will continue to achieve efficiency gains through close cooperation with its neighbouring Agency, the EUDA in areas of work safety, security, facilities, HR, and other horizontal areas of common interest.

EMSA has SLAs with other Agencies in order to share expertise in horizontal areas. In relation to the accounting function, an SLA with EFCA is in place allowing for mutual cross-support of the function for each entity. The SLA with CEPOL formalises the implementation of internal audits, performed by EMSA, on the quality management system of CEPOL.

In recent years, inter-institutional procurements have become a growing area for achievement of efficiency gains. To this effect, the Agency annually considers possible inter-institutional procurements as a leading or participating party.

In relation to efficiency gains it is to be noted that the Agency as a result of the above-mentioned actions as well as other actions in the HR Strategy, will endeavour to cope with the administrative, coordination and support workload generated by the new tasks within its existing administrative staff.

## 2.5 Negative priorities

The Agency continues to be committed to fulfilling its mandate and no negative priorities have been identified.

At the same time, EMSA continues to be confronted with new demands for support and services also in emerging areas in line with the new political priorities, particularly in the areas of sustainability, linked to the European Green Deal and the Sustainable and Smart Mobility Strategy, and surveillance, linked to the European Maritime Security Strategy, as well as initiatives to achieve maritime transport administrative simplification and digitalisation. This requires a very high degree of flexibility by the Agency to be able to accommodate these requests while ensuring the delivery of its work programme. This was the case for example with the delivery of adapted maritime related services in the framework of the war in Ukraine and more recently the attacks in the Red Sea. Its highly qualified and professional staff represents the Agency's strength in the face of evolving needs for high-quality services in the context of staff stability (since 2017) and the real budgetary stability foreseen in the MFF 2021-2027 for the tasks under the mandate of Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency .

Due to the impact of inflation on both operational costs, particularly related to maintaining the ICT framework supporting the maritime applications, and on administrative costs particularly salaries, as well as an increase in energy and rent, the Agency continues since 2024 to scrutinize and streamline allocations in all areas through a rigorous budgeting process in order to minimise the impact on the operational budget (Title III).

In line with established practice, the 2026 budget for missions and workshops is kept to a minimum using online modes and focusing resources where presential modes are considered to add real value. As in previous years the work programme in the ICT domain related to traditional tasks will continue to be focused mainly on the consolidation and finalisation of projects that were initiated in previous years. Enhancements and new developments linked to the new maritime package and the revision of the EMSA mandate and which the Agency was in a position to prepare in 2025 will be launched in earnest in 2026 thanks to the dedicated injection of human and financial resources.

## SECTION III: Work programme 2026

### Overview and list of activities

The Agency's strategic framework is designed to maximise EMSA's contribution to the implementation of EU policies in or linked to the maritime sphere. This framework is mirrored in the annual programme, which covers eight operational areas: Sustainability, Safety, Security, Surveillance, Simplification, Digitalisation, Technical Assistance, and Partnerships & International Dimension. The corporate dimension is covered at the end under the heading Strategic Support. While the multi-annual programme outlines the main developments and direction foreseen under each area, the annual programme details the concrete activities that the Agency plans to undertake in a given year in order to deliver on its multi-annual programme and, ultimately, contribute to the Commission priorities.

The information provided for each concrete activity is the same, offering coherence between activities and for reporting purposes. The overriding Commission priorities are presented at the beginning of each of the activities with the respective symbol:



*Sustainable prosperity and competitiveness*



*A new era for European Defence and Security*



*Supporting people, strengthening our societies and our social model*



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



*Protecting our democracy, upholding our values*



*A global Europe: Leveraging our power and partnerships*



*Delivering together and preparing our Union for the future*

Furthermore, the link to the legal basis and overarching strategic objectives and actions, and the explanation of the added value for stakeholders situate the activity within the political, legal, and strategic framework and in relation to the operational landscape. The outputs, financial and human resources and performance indicators (PIs) provide a means to quantify and qualify the level of implementation which is monitored at various intervals throughout the year and ultimately mapped against the original planning in the Consolidated Annual Activity Report (CAAR). The Administrative Board's assessment of this final report considers both the operational and strategic achievements of the year in question.

New tasks and resources in 2026 emanating from the revision of the EMSA Founding Regulation and the amended Accident Investigation, Port State Control, Flag State and Ship-Source Pollution Directives are highlighted.

The distinction between activities forms the basis of the Agency's activity-based planning, budgeting and reporting. Activities are presented under the strategic area to which they contribute most but as can be expected the benefits are rarely limited to a single area. Resources per activity are summarised in Annex II and the Draft Budget is provided in Annex III.

Beyond the operational themes that channel the Agency's contribution to the EU maritime political priorities, the annual work programme also provides information on horizontal activities. In addition to performance measurement at operational level, in the context of greater emphasis on continuous assessment of the internal control components, the Agency has developed a set of indicators with corresponding targets monitoring the performance of executive and corporate services and covering the following areas: management of operational activities, audits, human resources, legal and finance and ICT. These horizontal indicators, some of which are listed in this document under the horizontal activities at the end of this section, enhance regular internal monitoring of the Agency's performance and implementation of the work programme, and strengthen the contribution to the building blocks of assurance. Moreover, they contribute to an effective assessment of results achieved against objectives and the Administrative Board's assessment of the Consolidated Annual Activity Report which in turn feeds into the work of the discharge authority for the Agency.

## Overview of EMSA activities

<b>1. Sustainability</b>	
1.1. Prevention of pollution by ships	
1.2. Operational pollution response services	
1.3. CleanSeaNet and RPAS for air and sea pollution monitoring	
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<b>2. Safety</b>	
2.1. Safety standards	<i>EQUASIS</i>
2.2. Human element	
2.3. Accident investigation	
<hr/>	
<b>3. Security</b>	
3.1. Security standards	
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<b>4. Surveillance</b>	<i>COPERNICUS maritime surveillance service</i>
4.1. Multipurpose Maritime Surveillance	
4.2. Satellite based services and surveillance innovation	
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<b>5. Simplification</b>	
5.1. EMSWe – European maritime single window environment	<i>EMSWe project</i>
5.2. eCertification	<i>CISE Operational Phase</i>
<hr/>	
<b>6. Digitalisation</b>	
6.1. Maritime digital services	
6.1.1. Integrated Maritime Services	
6.1.2. THETIS	<i>THETIS-EU (THETIS-MED, THETIS-EU-AWF)</i>
6.1.3 Other Digital Services	<i>THETIS-MRV + ETS</i>
6.2. SafeSeaNet	
6.3. LRIT – Long range identification and tracking	
6.4. Analytics and research	
6.5. Maritime awareness and analytics	
6.6. Horizontal Digital Services	
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<b>7. Technical Assistance and capacity building</b>	
7.1. Classification societies	<i>IPA III</i>
7.2. Seafarer training and certification	<i>SAFEMED V</i>
7.3. Visits to Member States	<i>BC SEA II</i>
7.4. Capacity building and EMSA Academy	
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<b>8. Partnerships &amp; International Dimension</b>	
8.1. European cooperation on coast guard functions	<i>EFCA SLA</i> <i>FRONTEX SLA</i>
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<b>9. Strategic support</b>	
8.2. Communication	
8.3. Missions and events	
8.4. Executive and corporate services	

# 1. Sustainability

<b>Strategic Objective</b>	<b>Strengthened EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges</b>
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<b>Strategic Actions</b>	<p>Support the decarbonisation of shipping, the reduction of pollution from ships and the green transition as facilitator and technical hub.</p> <p>Enhance and adapt pollution response services to top up Member States' capacity and contribute to protection against pollution in and around the European coastline.</p> <p>Expand marine pollution detection and monitoring services based on state-of-the-art technologies to cover a broader range of pollutants and support enforcement.</p>
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## 1.1 PREVENTION OF POLLUTION BY SHIPS (46000)



**Sustainable prosperity and competitiveness**

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

<b>Strategic action</b>	Support the decarbonisation of shipping, the reduction of pollution from ships and the green transition as facilitator and technical hub.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)		
<i>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</i>			
<b>CA</b>	3,102,340		
<b>PA</b>	3,102,340		
<b>STAFF</b>	6.75 AD, 0.75 AST, 2.5 CA, 1 SNE (including 0.5 AD for new EMSA mandate)		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
	studies	3	3
	workshops	2	2
	environmental report	1 <sup>6</sup>	n/a

### Outputs 2026

- Support the Commission in the development and implementation of relevant EU legislation, in line with priorities set by the Commission and subject to budget availability, in the areas of air pollution (SO<sub>x</sub>, NO<sub>x</sub>, PM), the creation of Emission Control Areas, alternative emission abatement methods, anti-fouling paints, ballast water management, greenhouse gas emissions, marine litter, plastics, port reception facilities, rules on liability and compensation, ship-source pollution, ship energy efficiency and carbon intensity, ship recycling, sustainable alternative fuels and technologies and cleaner power technologies and underwater radiated noise. The support entails technical notes, assisting with the drafting of IMO submissions (and at the IMO providing technical assistance in support of negotiations and active participation in working and correspondence groups) and annual reporting obligations, assisting with the drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.

<sup>6</sup> Based on the revised EMSA mandate, such a report is expected to be delivered every three years.

2. Contribute to the initiatives within the framework of the European Green Deal, in particular provide technical assistance for the FuelEU Maritime Regulation, the Alternative Fuel Infrastructure Regulation, and the extension of ETS to maritime transport (including the revision of the EU maritime transport MRV regulation), the Zero Pollution Action Plan and the maritime aspects of the revision of the Marine Strategy Framework Directive, and the EU Taxonomy for Sustainable Financing, as requested and relevant for the Agency's mandate.
3. Lead the development of the necessary databases and reporting tools in support of the extension of the ETS to maritime transport and the FuelEU Maritime Regulation as well as initiate the monitoring and development of risk-based tools to facilitate their implementation and enforcement.
4. Support the Commission at IMO (mainly at MEPC and PPR but also at other Subcommittees and Intersessional Groups as appropriate) in areas of pollution prevention and sustainability including the revised IMO Strategy on reducing GHG emissions, implementation of mid and long-term measures with a particular focus on the implementing measures of the IMO Net-Zero Framework, energy efficiency and carbon intensity of shipping, safety, evaluation, deployment and use of sustainable alternative fuels and technologies, marine litter and underwater radiated noise.
5. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention as feasible.
6. Support the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.
7. Support the Expert Group on Waste from Ships as technical secretariat and its associated workstreams.
8. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.
9. Contribute to the identification of business requirements for the development and enhancement of tools supporting the environmental legislation, including enhancement and adaptations of existing tools and development of new tools, as well as products delivered through the Copernicus Atmospheric Monitoring Service (CAMS), the development of observational satellite-based products, pollution monitoring through Satellite and RPAS.

#### **New Outputs 2026 stemming from revision of EMSA mandate**

10. Deliver studies on alternative sources of power for ships and on complementary measures or technologies, following the completion in 2025 of the studies on Onboard Carbon Capture and Storage and Hull Air Lubrication, taking into consideration the FuelEU Maritime and work streams under the ESSF or IMO discussion. In particular in 2026 the Agency will focus on a study on waste heat recovery systems as well as the updating of the study on electrical storage on board ships including the potential use of supercapacitors.
11. Launch a multi-annual contract to further develop the work initiated under the NAVISON framework and to ensure the regular update of underwater radiated noise maps.
12. Launch a study on waste from ships to assess current practices, volumes, and management pathways, with a focus on identifying gaps, environmental impacts, and opportunities for improved monitoring measures.

#### **Added value 2026 – TANGIBLE BENEFITS TO THE STAKEHOLDERS**

The Agency contributes directly to the European Green Agenda both at EU and international level.

The Agency's assistance to the Commission and Member States is essential in connection to the FuelEU Maritime Regulation and the extension of the EU Emissions Trading Scheme (ETS) to maritime transport, as well as at international level in the strategy for the decarbonization of shipping.

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the protection of the marine environment, mitigation of climate change, and the improvement of air quality by addressing pollution from ships, both at EU level and in the international domain.

The Agency supports the Member States for an appropriate and uniform implementation of existing and forthcoming legislation at EU level and at the international domain thus fostering the protection of the marine environment, the mitigation of climate change, and the reduction of air pollution from shipping.

Through its continuous contribution to the ESSF and its relevant subgroups as well as the Expert Group on waste from ships, the Agency serves as a bridge between the maritime industry, regulators and enforcement authorities.

Studies commissioned by the Agency and reports published support the decision-making process for future actions to mitigate the environmental, climate and air quality impacts from the maritime industry as well as clarify uncertainty in relation to new emerging issues and the uptake of new technologies and sustainable alternative energy sources.

#### **New added value 2026 stemming from revision of EMSA mandate**

The Agency is able to provide member States with updated information on new fuels and promising technologies at a time where these technologies will spread through the fleet.

The Agency provides science-based information to Member States on the emerging topic of underwater radiated noise, equipping them with practical tools to address the knowledge gap under the MSFD and to advance their national marine assessments. This knowledge also strengthens their ability to participate effectively in the ongoing IMO discussions on noise from shipping.

## **1.2 OPERATIONAL POLLUTION RESPONSE SERVICES (51000)**



**Sustainable prosperity and competitiveness**



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

<b>Strategic action</b>	Enhance and adapt pollution response services to top up Member States' capacity and contribute to protection against pollution in and around the European coastline.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2(b), 2.3.(b), 2.3(d) and 2.5		
<b><i>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</i></b>			
<b>CA</b>	18,307,318		
<b>PA</b>	17,575,619		
<b>STAFF</b>	11 AD, 1.75 AST, 1.5 CA, 1 SNE (including 1 AD for new EMSA mandate)		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
<b>Operational Pollution Response</b>			
<b>Studies</b>	number of studies	n/a	1
<b>Stand-by Oil Spill Response Vessel Network</b>	number of fully equipped vessels for mechanical recovery	14	14/15
	number of vessels for intermediate storage	1	1
	number of vessels equipped for dispersant application	5	5
	number of vessels equipped with RPAS	12	11
<b>New vessels pre-fitting</b>	number of newly contracted vessels accepted in service	2	2/3
<b>Equipment Assistance Service (EAS)</b>	number of EAS stockpiles	5	5
	number of newly contracted EAS established	2	1

<b>Vessel/Equipment replacement/adaptation/upgrade</b>	number of improvement projects completed	6	3
<b>Vessel/Equipment drills and exercises</b>	percentage of contractual vessel quarterly drills performed	100%	100%
	number of operational exercises per year	12	10
	percentage of contractual EAS Equipment Condition Tests performed	100%	100%
	number of notification exercises per year	18	10
<b>Response to requests for vessel/equipment services</b>	percentage of vessel mobilisations within max. 24h	100%	100%
	percentage of EAS mobilisations within max. 12h	100%	100%
<b>Dispersant stockpiles</b>	number of stockpiles dispersant	8	8
	minimum quantity of dispersants available at any time	1580 tonnes	1580
<b>HNS operational support</b>			
<b>Response to requests for assistance to MAR-ICE</b>	percentage of responses within 1 hr.	100%	100%
<b>Developing datasheets</b>	number of datasheets produced	20	20
<b>Cooperation, coordination and information</b>			
<b>Coordination of the CTG MPPR rolling work programme</b>	number of workshops, guidance documents under the CTG MPPR	5	3
<b>Coordination of the CTG MPPR, PRS User Group and Inter-Secretariat meeting with Regional Agreements annual meetings</b>	number of meetings	3	3

## Outputs 2026

1. Mobilise pollution response assets and expertise in case of request for assistance by a Requesting Party and/or the Commission.
2. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.
3. Subject to the outcome of the procurement procedure launched in 2025, covering the Bay of Biscay Canary Islands and Madeira, contracted vessels will become operational in 2026.
4. Subject to the outcome of the procurement procedure launched for the second time for the Northern Baltic Sea, the contracted vessel will become operational by the end of 2026.
5. Retender the vessel availability contract for the East Mediterranean Sea.
6. Renewal of the vessel availability contract covering the Black Sea North for an additional 4-year period.
7. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.

8. Following the expected signature of the EAS contract for the Black Sea in 2025, the arrangement will become operational in 2026.
9. Retender the EAS contract for Northern Baltic, taking into consideration increased risks and needs in the area to replace the non-renewable contract that expires in 2027.
10. Renewal of the Equipment Assistance Service (EAS) contract for Southern Europe for additional 2 years.
11. Manage the existing dispersant stockpiles in the Black Sea, Adriatic Sea, East and Central Mediterranean Sea, Canary Islands and Madeira, Southern Atlantic and North Sea.
12. Enhance the response capacity of the equipment toolbox as well as the detection capability for oil pollution in suitable oil spill response vessels to be equipped with light RPAS systems.
13. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency and subject to budget availability.
14. Organise the participation of EMSA's pollution response assets in exercises, using the applicable mobilisation procedure and in line with the relevant budget availability.
15. Support 'hands-on' training in the use of EAS equipment for Member States' operators.
16. Support Member States pollution response operations through the provision of equipment and training for EFCA multipurpose vessels, within the context of cooperation on coast guard functions.
17. Maintain the network of specialised chemical experts (MAR-ICE Network).
18. Maintain, update and improve database/datasheets of chemical substances for marine pollution response (MAR-CIS).
19. Maintain oil and chemical spills fate and trajectory modelling capabilities.
20. Develop, maintain and update marine pollution preparedness and response related information, studies, tools and reports.
21. Coordinate the annual, Inter-Secretariat, PRS User Group and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme. Support the Commission (DG ECHO) in the evaluation of proposals for grants and training activities under the UCPM as well as in the framework of the Regional Agreements in areas of pollution preparedness and response as requested and subject to availability of resources.
22. Present and disseminate the prototype of the tool to simulate the oil pollution response operations at sea to gather the feedback of Member States.

#### **New Outputs 2026 stemming from revision of EMSA mandate**

23. Deliver one study on the behaviour of alternative fuels as marine pollutants and response to accidental releases.
24. Launch a study with risk assessment for all European sea basins, to be used as a basis for the location of available stand by oil spill response fleet and EAS arrangements, in view of the increased risks of oil spills and regional needs.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

Use of the Vessel Network and EAS services by EU and EFTA coastal States for oil spill and HNS response, including new type of pollutants.

Quick mobilisation of assets to support response to accidental spills by providing access to a toolbox of pollution response services as well as at-sea intermediate storage capacity.

Substantial synergies and optimisation when combining EMSA's state-of-the-art pollution response assets with Member States and/or EU Agencies' resources.

Enhancing operational cooperation with Member States through deployment of EMSA's assets and use of EMSA's HNS services in national/international exercises.

Large economies of scale on pooling resources at European level.

Rapid and cost-free access to relevant expert information and advice (remotely and on-site) in case of maritime incidents involving chemicals.

Organise activities strengthening Member States preparedness for oil and chemical spills (workshops, studies).

Access to free software tools for oil spill contingency planning.

Access to free guidance documents and 'good practice' workshops promoting the exchange of expertise.

Information transfer between Member States pollution response authorities and industry.

Regular information sharing and exchange of good practice with and among Regional Agreements in Europe in the field of marine pollution prevention, preparedness, detection and response.

#### **New added value 2026 stemming from revision of EMSA mandate**

Improved knowledge of risk scenarios from geo-political challenges that impact maritime traffic and ships, and from a release of alternative fuels substances or low sulphur fuels and upgrade of the toolbox.

More informed deployment of EMSA pollution response assets based on a review of risks.

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



**Sustainable prosperity and competitiveness**



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

<b>Strategic action</b>	Expand marine pollution detection and monitoring services based on state-of-the-art technologies to cover a broader range of pollutants and support enforcement.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), 2.3 (d), 2.4 (f), 2.4(g), and 2b.1(b)		
<b>Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements</b>			
<b>CA</b>	15,511,439		
<b>PA</b>	15,710,436		
<b>STAFF</b>	10.25 AD, 1.5 AST, 0.5 SNE (including 1.25 AD and 0.5 AST in 2025 and 2 AD and 0.5 AST in 2026 for the Maritime Safety Package)		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>CleanSeaNet service earth observation (EO) image delivery</b>	percentage per year EO image delivery ratio	98%	90%
<b>RPAS for emissions monitoring</b>	number of deployment days per year for emissions monitoring operations	405	240 <sup>7</sup>
	number of RPAS deployments for emissions monitoring	3	2 <sup>8</sup>

<sup>7</sup> Failure to procure RPAS capabilities for port monitoring both in 2024 and 2025, led to the cancellation of one operation and reduction of the deployment days from 360 to 240. New procurement and qualification activities will take place in 2026, and this capability is expected to be available for 2027 operations.

<sup>8</sup> Same as before.

## Outputs 2026

1. Delivering the CleanSeaNet service, providing satellite monitoring and detection of illegal discharges at sea and identifying possible polluting vessels. The service is being expanded in what concerns detection of additional pollutant substances (besides mineral oil) and implementation of improvements to its feedback mechanism.
2. Organise the annual meeting of the EMSA CleanSeaNet User Group.
3. Deliver oil spill characterization and volume estimation reports based on Sentinel-2 optical images in support to oil spill emergencies and larger combatable spills.
4. Provide on request, RPAS based services to coastal States, for the monitoring of SOx emissions by vessels.
5. Based on the results of the preliminary market consultation, procure emissions monitoring with light RPAS capabilities, to support SOx compliance monitoring operations in Ports.

### New Outputs 2026 stemming from Maritime Safety Package

6. Gradual expansion of the CleanSeaNet service towards monitoring additional pollutants, including sewage, garbage, and pollutants in a packaged form, as well as improvements to the existing monitoring of oil and chemical spills.
7. Procurement of systematic analysis of Sentinel-2 optical imagery, with focus on pollution monitoring and possible polluter identification.
8. Initiate the implementation of improvements to the CleanSeaNet feedback mechanism concerning Member States' verification activities to align with requirements of the revised of the SSP directive.
9. Reinforcement of Member States CleanSeaNet verification activities using RPAS services.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

The CleanSeaNet service is an essential tool for European wide spill monitoring and polluter identification. Its primary functions include identifying ship-sourced discharges aiding in identifying potential polluters and monitoring accidental pollution during emergencies. It offers quick access to various Earth observation products such as synthetic aperture radar (SAR) for routine oil spill monitoring and optical images for response operations to significant accidental spills.

CleanSeaNet products are also shared with other EU Agencies as appropriate e.g., Frontex receive the vessel detection products under the umbrella of the longstanding EMSA-Frontex Service Level Agreement. EMSA will support Member States in their activities to get acquainted with new RPAS, aerial and satellite-based technologies for national surveillance and detection needs.

CleanSeaNet products are integrated with data from other EU information sources available at EMSA (e.g., traffic monitoring information, weather information, etc), adding value to the information provided to Member States. By centralising service delivery of EO products for Sustainability, Safety and Security and Surveillance, EMSA is able to reduce the number of conflicts between the different users, gather knowledge on the quality of the deliverables from the different service providers and ensure harmonization of delivered services. EMSA will also continue to deliver enhanced oil spill classification and quantification reports to aid the monitoring of substantial accidental spills. These reports, based on medium resolution optical sensors such as Sentinel-2, provide additional support for the activities of Member States during emergency situations.

RPAS equipped with gas sensors will be dispatched to areas of high traffic density upon the request of Member States. Their mission is to fly in the plume of passing merchant vessels to measure the levels of SOx versus CO<sub>2</sub>, allowing the determination of whether individual vessels are using heavy fuel for propulsion beyond the EU/IMO sulphur limits, particularly the global sulphur cap. Such breaches prompt alerts to coastal authorities. These alerts are then made available at the next port of call via the THETIS-EU system, where the measurements are recorded. In 2026, following two failed procurements due to lack of market offers, and a preliminary market consultation, a new procurement procedure will be concluded with the aim to acquire capabilities for RPAS emissions monitoring in ports. The aim is to re-establish this capability for 2027 operations.

Significant synergies are achieved when combining earth observation products with traditional surveillance means for pollution monitoring purposes as well as with new surveillance capabilities such as those offered by RPAS.

#### **New added value 2026 stemming from Maritime Safety Package**

As part of the revision of the SSP Directive, the Agency will start the necessary enhancements towards monitoring additional pollutants, including sewage, garbage and pollutants in a packaged form, as well as improvements to the existing monitoring of oil and chemical spills. This will include the procurement of systematic analysis of Sentinel-2 optical imagery, with focus on pollution monitoring and possible polluter identification. Moreover, improvements linked with the CleanSeaNet feedback mechanism for Member States verifications activities will enter the development phase, with the aim of aligning this system with the requirements of the SSP Directive and Member States reporting obligations.

Considering Member States new obligations under the revised SSP Directive in what concerns CleanSeaNet pollution detection verification, EMSA will reinforce the pollution monitoring component of its multipurpose RPAS surveillance operations, to support Member States pollution follow up to CleanSeaNet detections.

## 2. Safety

<b>Strategic Objective</b>	<b>Safer maritime environment for crews, passengers and citizens in the EU</b>
<b>Strategic Actions</b>	<p>Address current and upcoming safety challenges in the EU and globally through the provision of technical expertise, tools, reports and guidance.</p>  <p>Contribute to ensuring relevance and consideration of the human element component in shipping in view of green and smart maritime transport.</p> <p>Enhance the capacity and quality of the EU Port State, Flag State, Coastal State and accident investigation efforts through the provision of technical expertise, tools, reports and guidance.</p>

### 2.1 SAFETY STANDARDS (44000)

	<b>Sustainable prosperity and competitiveness</b>		
	<b>Sustaining our quality of life: food security, water and nature</b>		
<b>Strategic action</b>	Address current and upcoming safety challenges in the EU and globally through the provision of technical expertise, tools, reports and guidance.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c), 2.4(d) and 2.4(h)		
	<i>Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements</i>		
	<i>Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control</i>		
	<i>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</i>		
<b>CA</b>	6,118,435		
<b>PA</b>	6,437,385		
<b>STAFF</b>	15.75 AD, 1 AST, 2 SNE (including 2 AD and 0.25 AST in 2025 for the Maritime Safety Package and 2 AD for new EMSA mandate)		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
<b>EMSA Technical Secretariat MarED. Organisation of meetings</b>	number of meetings per year	2	1
<b>Annual update of MED Implementing Regulation</b>	number of draft IR provided to the Commission	1	1
<b>IMO Meetings Participation and Contribution</b>	number of meetings	6	4
<b>Passenger Ship Safety Expert sub-Group Meeting Participation and Contribution</b>	number of meetings	4	3
<b>Safety studies and guidance</b>	number of products published	6	2

## Outputs 2026

1. Assistance upon request to the Commission in the implementation of the activities related to the PSC Directive 2009/16/EC and the Flag State Directive 2009/21/EC.
2. Participation and active contribution to the meetings and working groups of the Paris MoU, on behalf of the Commission. Coordinate the IMO Correspondence Group on Port State Control.
3. Provide technical support regarding implementation and developments on Maritime Autonomous Surface Ships (MASS), passenger ship safety, fire safety, life-saving appliances, steering and manoeuvrability standards, communication, safe loading and unloading of bulk carriers, places of refuge and the ISM code at EU and IMO level.
4. Finalise the study on the evacuation of large passenger ships including, where appropriate, dissemination sessions by the Commission, technical input to EU expert groups and, where appropriate, IMO committees.
5. Initiate a study to address safety of passenger ships built in light materials.
6. Support the Commission in the implementation and, if appropriate, review of the Directive 97/70/EC on fishing vessels safety and implement further actions.
7. Follow-up actions on the safety studies related to new ammonia, hydrogen and biofuels and propose to develop Guidance. Coordinate safety issues in relation to alternative fuels and sources of power. Update the Guidance already published where appropriate.
8. Continue with the series of safety projects on alternative fuels and sources of power and share results in a workshop when available.
9. Follow-up and record feedback from the second edition of the European Maritime Safety Report (EMSAFE).
10. Coordination of the update to the list of standards for marine equipment which is subject to Flag State approval.
11. Business management of the EMSA MED Portal and propose functionalities upgrades. Management of the technical secretariat of the MarED group of Notified Bodies. Provide technical advice to Commission and Member States on MED issues, including the potential revision of the Directive.
12. Provide technical advice to the Commission and Member States on MED issues including technical review of safeguard clause cases submitted under the Marine Equipment Directive, manage the alert system foreseen by the MRA signed between the EU and the USA and provide the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.
13. On MASS, organise familiarisation sessions for the pilot risk-based assessment tool (RBAT) and collect feedback on its use. Furthermore, where appropriate, organise dissemination sessions and provide technical input to EU expert groups and IMO committees.
14. Provide technical input for the EU coordination process of IMO meetings and participate in IMO MSC meetings and to its Sub-Committees such as SDC, SSE, MSC, CCC, NCSR, and III and the associated correspondence groups, where safety topics are being discussed.
15. Provide technical support to the Commission and Member States within the Passenger Ship Safety Expert Group to amend the technical annex of Directive 2009/45/EC and develop EU guidelines on implementing legislation, assessing exemptions and equivalences and collecting information provided on damage stability of ro-ro passenger ships according to Directive 2003/25/EC.
16. Analyse and share with the relevant stakeholders the preliminary results of the experimental study launched in 2025, addressing the fire safety of Electric Vehicles when transported on board of ships.

## New Outputs 2026 stemming from Maritime Safety Package

17. Support the setting-up of the forum of experts on the development of the digital tools in relation to the Flag State Directive.
18. Develop the tools to implement the new requirements of the Port State Control Directive including the new voluntary regime on fishing vessels.

## New Outputs 2026 stemming from revision of EMSA mandate

19. Monitoring of maritime safety related research projects.

20. Continue with the evaluation of the adequacy of safety assessment methodologies, in the light of increased complexity of the technologies in use in the sector.
21. Analyse and share the preliminary results of the study addressing the themes of autonomous navigation, communications and connectivity.
22. Initiate a study aiming at the application of the RBAT risk-assessment methodology to alternative fuels.

<b>Project Financed Activity</b>	EQUASIS (76000)		
<b>Funding source</b>	Equasis Member States		
<b>Time frame/envelope</b>	Ongoing		
<b>Expenditure 2026</b>	450,000 €		
<b>Project Financed Staff</b>	none		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>EQUASIS</b>	percentage per year availability	99.04% <sup>9</sup>	99.5%
	number of users per month	40084	32000

## Outputs 2026

23. The Agency will continue to host the Management Unit of Equasis, thus addressing its day-to-day operation, liaising with the Technical Unit (hosted by the French administration), assessing the applications of potential data providers, preparing documentation and relevant meetings of the Editorial Board and the Supervisory Committee, monitoring the projects budget and publishing the annual statistical report on the world merchant fleet in Equasis. Furthermore, it will manage the enhancement/revamping of the features and data provided by the system to the users. The Agency will also start implementing the activities associated with the new Equasis 5-year strategy.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA contributes to the safety of ships and marine equipment at European level by supporting the implementation, update and development of appropriate and harmonised safety standards required by legislation. One of the main benefits for stakeholders is that EMSA is very well positioned to bring together technical expertise from the EU Member States and industry so that each safety issue is considered from different perspectives, so enriching the outcome and making it more robust. This is particularly visible in the EU contribution to the IMO where EMSA conducts analyses of the relevant submissions and provide a technical assessment to facilitate the coordination of the EU contribution to the IMO and ensure that an appropriate level of safety is maintained. In addition, EMSA at its own initiative, based on identified safety issues from technical reports like the EMSAFE or the Annual Overview of Marine Casualties and Incidents, raises subjects coming from lessons learnt from accidents, like on container ships, or in need of an appropriate harmonisation or update at international level, such as the carriage of AFVs on board ships. This also contributes to the functioning of the internal market by assessing individual safety problems and market distortions due to differences in application of safety standards.

EMSA provides a platform where all stakeholders contribute to the implementation of the relevant legislation and harmonisation of standards in the EU. Studies commissioned by the Agency support the decision-making process for future actions in maritime safety as well as clarify uncertainties in relation to new technologies. Particular attention will be paid to the safety aspects of innovative developments that are taking place in the maritime field: autonomous ships (MASS) and cleaner propulsion methods, Onshore Power Supply, battery systems for propulsion and power supply onboard ships. In this regard, EMSA offers a pilot risk-based

<sup>9</sup> An issue that occurred in Q2 mistakenly warning users that the application was not accessible was counted as downtime, leading to the annual performance slightly below the target.

assessment tool targeted to support Member States administrations to deal with MASS in close cooperation with the relevant authorities and stakeholders. As for the use of cleaner technologies on board ships, EMSA coordinates the technical work to address the safety challenges of battery systems for propulsion and power supply onboard ships, transport of Alternative Fuelled Vehicles, especially electrical vehicles, and shore-side electricity and has developed guidance on all these topics. In addition, EMSA will continue contributing to the analysis of the safety implications of the use of cleaner fuels and propose, where appropriate, control options to be implemented.

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and the Commission and the Member States in relation to its implementation as concerns marine equipment and ship safety standards. For example, EMSA coordinates, from the technical point of view, amendments to passenger ship safety legislation, assessment of exemptions and development of harmonised guidelines. Finally, EMSA also follows the new developments and technologies through its participation in advisory boards of EU-funded research projects.

The work of EMSA in relation to marine equipment and ship safety standards and in supporting the enhancement of the overall level of safety in the EU is constantly increasing. In addition to the traditional tasks, which are well acknowledged by the stakeholders for their quality, like the annual update of the standards applicable to the Marine Equipment Directive or the review of safeguard clause cases, EMSA will continue to act as the technical secretariat of the MarED group of Notified Bodies and will manage and enhance the MED Portal which contains all the products certified under this Directive. This Portal includes the capability to implement the new electronic tag (e-tag), which might be replaced in the mid-term by the digital passport, and a mobile application with the possibility to scan e-tags. Also in the MED, EMSA supports technically the Commission in the management of the Mutual Recognition Agreement with the USA. Finally, if the revision of the MED is approved, EMSA will support the Commission on this task with its technical expertise and the lessons learned during the recent cycle of visits and the associated horizontal analysis.

It is expected that the analysis and conclusions of the second edition of the EMSAFE will provide added value to the Commission, Member States and maritime industry in establishing safety priorities and associated actions.

Regardless of the safety legislation, accidents still happen and a safety net is needed. EMSA provides support in the organisation and running of regular tabletop exercises on places of refuge contributes to strengthen this safety net.

EMSA supports with its expertise and experience certain improvements in the relevant legislation as well as the proper implementation of Port State Control within the EU, thus contributing to the elimination of sub-standard ships and fostering adequate safety and environmental protection standards for the ships coming to EU ports, as well as aiming at a level playing field through harmonisation of standards and procedures.

The support provided within the context of Paris MoU also helps to bridge the gap between the EU and non-EU States. An example is the coordination of the IMO Correspondence Group on Port State Control which facilitates the harmonisation of procedures at international level thus facilitating the operation of EU ships globally.

#### **New added value 2026 stemming from Maritime Safety Package**

The amended maritime safety package on Port State Control and Flag State reinforces the need to increase the digitalisation process. The new digital tools are aimed at making the inspection effort more efficient and, at the same time, increase the maritime safety. The Agency will develop and host these tools.

The forums of experts will contribute to exchange and disseminate best practices amongst Member States where the Agency can play an important coordinating role.

#### **New added value 2026 stemming from revision of EMSA mandate**

The potential work of EMSA in monitoring of maritime safety research will contribute to better coordinate the research effort at EU level by investing on topics that can effectively improve the safety level.

The new task of EMSA to consider the update of risk assessment methodologies within maritime safety will contribute towards adapting the sector to the new tendencies in shipping, especially, on alternative fuels and powering systems as well as in automation.

## 2.2 HUMAN ELEMENT (36000)



## Sustainable prosperity and competitiveness

## Supporting people, strengthening our societies and our social model

<b>Strategic action</b>	Contribute to ensuring relevance and consideration of the human element component in shipping in view of green and smart maritime transport.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(e) and 2.4(h)		
<b>CA</b>	307,086		
<b>PA</b>	307,086		
<b>STAFF</b>	1.25 AD		
<b>Performance Indicators (PI)</b>			
<b>Human element</b>	STCW Statistical Review	1	1
	Workshops	1	1

## Outputs 2026

1. Publish the annual STCW statistical review.
2. Online workshop on the revision of the STCW Convention and Code.
3. Contribute to submissions related to the revision of the STCW Convention and Code.
4. Support the Commission and the Member States in relation to Human Element issues.
5. Cooperate with the Commission, IMO and ILO to foster the implementation of the MLC Convention.
6. Launch a procurement for a study on maritime careers for delivery over 2027 and 2028.

Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

The revision of the STCW Convention and Code will help to protect seafarers and ensure full consideration of the new challenges that the shipping industry is facing in terms of up-skilling and re-skilling of the human element.

The results of the study on competences for MASS operators in remote operation centres (concluded in 2023) and the study on competences for seafarers working on board ships using alternative fuels (concluded in 2024) contribute to the revision of the STCW Convention and Code as well as in the development of the MASS Code.

## 2.3 ACCIDENT INVESTIGATION (42000)



## Sustainable prosperity and competitiveness

<b>Strategic action</b>	Enhance the capacity and quality of the EU Port State, Flag State, Coastal State and accident investigation efforts through the provision of technical expertise, tools, reports and guidance.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)

**Directive (EU) 2024/3017 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and repealing Commission Regulation (EU) No 1286/2011**

<b>CA</b>	2,989,066	
<b>PA</b>	2,693,666	
<b>STAFF</b>	4.25 AD, 1 SNE (including 2 AD in 2025 for the Maritime Safety Package)	
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>
<b>Number of EMCIP meetings per year</b>	number of meetings per year	2
<b>PCF meetings</b>	number of meetings per year	1
<b>Annual Overview of Marine Casualties and Incidents</b>	one publication per year	1
<b>Underwater survey services based on ROVs</b>	percentage of response to Member State requests	100%

## Outputs 2026

1. Assist the Commission in the revision and implementation of the accident investigation (AI) legislation.
2. Provide the Secretariat of the Permanent Co-operation Framework.
3. Business management of the EMCIP system and all its functionalities including enhancement actions.
4. Coordinate activities related to EMCIP users on AI matters such as user group meetings and governance.
5. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission.
6. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States.
7. Provide underwater survey services to the Accident Investigative Bodies (AIB's) and other Authorities, on request of Member States and EU bodies, to support safety investigations related to very serious and serious casualties and Coast Guard functions.
8. Coordinate activities related to underwater services, such as user group meetings and familiarisation sessions.

### New Outputs 2026 stemming from Maritime Safety Package

9. Expand the underwater services to serve the needs of other maritime authorities and EU bodies.
10. Enhance the operational services provided to the accident investigation bodies based on their needs.
11. Support the PCF in outlining a peer reviewing system for marine accident investigation.

### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and its implementation as concerns accident investigation.

The work of EMSA in relation to accident investigation contributes to sharing of best practices and lessons learnt, contributes to the harmonised reporting of accidents by the EU AIB's with the aim to increase the overall level of ship safety in the EU.

Underwater sensor capabilities will be exploited as a useful tool for Accident Investigation Bodies to collect more evidence in case of a sunken ship.

#### **New added value 2026 stemming from Maritime Safety Package**

The amended Directive will allow EMSA to provide additional operational services to Member States based on their needs on aspects that can be more efficiently covered at EU level, e.g., underwater surveys and tools to analyse electronic evidence such as VDR data.

## 3. Security

<b>Strategic Objective</b>	<b>Strengthened maritime security in Europe and globally where there is a European interest</b>
<b>Strategic Actions</b>	Support EU maritime security, including cybersecurity, through the provision of monitoring services, inspections, tools, guidance and exchange of information.



### 3.1 SECURITY STANDARDS (34000)



**Sustainable prosperity and competitiveness**



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

<b>Strategic action</b>	Support EU maritime security, including cybersecurity, through the provision of monitoring services, inspections, tools, guidance and exchange of information.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)		
<i>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</i>			
<b>CA</b>	1,810,357		
<b>PA</b>	1,805,357		
<b>STAFF</b>	5.5 AD, 1 AST, 1 SNE (including 1 AD for new EMSA mandate)		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
<b>Inspections</b>	percentage of Commission requests for individual missions completed <sup>10</sup>	23 <sup>11</sup>	95%
<b>Reports</b>	percentage of inspection reports concluded within the deadline agreed with the Commission	100%	95%

#### Outputs 2026

1. Security inspection missions to EU Member States, according to the Commission's annual plan.
2. Security inspection missions to Norway and Iceland, according to the annual plan of the EFTA Surveillance Authority.
3. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.
4. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.
5. Contribute to European inter-agency co-operation on cybersecurity issues in the maritime transport sector, notably through participation in various technical fora and expert groups. Organise a Workshop focused on the main cybersecurity challenges in shipping.

<sup>10</sup> This figure reflects a mission carried out by one staff member. More staff members may be needed to cover a mission, in those cases each staff member will be counted.

<sup>11</sup> Various changes within the DG MOVE inspectors' team led to a fewer number of missions executed.

6. Provide support to Commission and the Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on security and cybersecurity for the maritime cluster.
7. Support proper implementation of EU and International maritime security legislation.

#### **New tasks stemming from the revision of the EMSA mandate**

8. Develop actions to enhance the information sharing and analysis of cyber-attacks at EU level in the maritime sector.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

Based on its Founding Regulation and the Regulation 324/2008 on maritime security inspections, EMSA provides technical support to the Commission and EFTA Surveillance Authority to carry out inspections in the Member States/EFTA countries regarding the implementation and enforcement of the EU maritime security legislation and to identify any change that may be needed in order to improve the overall level of maritime security.

The provision of technical assistance enables the Commission and the EFTA Surveillance Authority to assess and verify independently the implementation and enforcement of EU maritime security legislation in the visited Member States and identify any changes that may be needed in the conduct of the Commission inspections in order to improve the overall level of maritime security.

EMSA also provides valuable technical support in the implementation of the EU and International maritime security legislation to Commission and the Member States by participating in the MARSEC (Maritime Security) Committee and the Stakeholders' Advisory Group on Maritime Security (SAGMAS) chaired by the Commission. The Agency notably contributes on specific agenda issues of interest to the Member States (e.g., cybersecurity).

Additionally, EMSA assists the Commission in the process of selection for national security inspectors in the framework of the implementation of Regulation (EC) No 725/2004. EMSA also provides assistance to the Member States maintaining the reporting module in THETIS-EU to assist the Member States in the voluntary recording and reporting of maritime security inspections by Duly Authorised Officers.

Cyber risks are highlighted as a major challenge for the maritime industry. In this regard and based on the work of a dedicated Task Force, the Agency will provide support to the Commission and the EU Member States for enhancing maritime cybersecurity awareness and information exchange. In addition, EMSA will continue promoting a harmonisation in addressing maritime cybersecurity challenges and exchanges of best practices by providing guidance, training (within EMSA Academy) and workshops to Member States.

#### **New added value stemming from the revision of the EMSA mandate**

The survey that EMSA circulated to Member States and relevant stakeholders showed the need to have an EU system to share and analyse information on cyberattacks specifically dedicated to the maritime domain. To fulfil this need, the Agency will work with stakeholders to implement specific ways to facilitate an information sharing and analysis system on cyberattacks in the maritime field at EU level in close cooperation with stakeholders (e.g., ENISA).

## 4. Surveillance

<b>Strategic Objective</b>	<b>Strengthened EMSA maritime surveillance capabilities in support to Member States activities at sea</b>
<b>Strategic Actions</b>	Consolidate EMSA's RPAS regional strategy to ensure multi-year continuity of surveillance activities towards benefiting a wider range of National Administrations with functions at sea.
	
	Strengthen EMSA's surveillance services portfolio by continuously integrating new technologies to support EMSA's stakeholders monitoring needs.

### 4.1 MULTIPURPOSE MARITIME SURVEILLANCE RPAS (21020)



**Sustainable prosperity and competitiveness**



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



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

<b>Strategic action</b>	Consolidate EMSA's RPAS regional strategy to ensure multi-year continuity of surveillance activities towards benefiting a wider range of National Administrations with functions at sea.										
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), and 2b.1(b)										
<i>Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements</i>											
<b>CA</b>	10,826,110										
<b>PA</b>	10,987,175										
<b>STAFF</b>	5.5 AD, 1.75 AST, 0.25 SNE (including 0.25 AD and 0.25 AST in 2025 and 0.25 AD and 0.25 AST in 2026 for the Maritime Safety Package)										
<table border="1"> <thead> <tr> <th><b>Performance Indicators (PI)</b></th> <th><b>Result 2024</b></th> <th><b>Target 2026</b></th> </tr> </thead> <tbody> <tr> <td rowspan="2"><b>RPAS for multipurpose surveillance operations</b></td> <td>number of RPAS deployments for multipurpose operations</td> <td>6</td> <td>6</td> </tr> <tr> <td>number of deployment days per year for multipurpose operations</td> <td>875</td> <td>600</td> </tr> </tbody> </table>		<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	<b>RPAS for multipurpose surveillance operations</b>	number of RPAS deployments for multipurpose operations	6	6	number of deployment days per year for multipurpose operations	875	600
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>									
<b>RPAS for multipurpose surveillance operations</b>	number of RPAS deployments for multipurpose operations	6	6								
	number of deployment days per year for multipurpose operations	875	600								

#### Outputs 2026

- Provide Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including satellite communications capabilities, and establish quasi-permanent capacity for RPAS based surveillance in maritime areas of interest.
- Deploy the new RPAS portfolio of small and medium sized RPAS across all EMSA's operational activities.
- Provide Light RPAS services to one EFCA vessel in support to EFCA's Joint Deployment Plans.
- Organize the yearly EMSA RPAS User Group meeting and promoting exchange of best practices between RPAS services users and EU Agencies.
- Provide surveillance services for safety, security and sustainability related purposes.

### New Outputs 2026 stemming from Maritime Safety Package

6. Reinforcement of follow up to CleanSeaNet detections during RPAS flights

### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

In 2026 EMSA's regional perspective for RPAS operations is expected to be mature, with a multi-year perspective in terms of operations and extended duration deployments. This will benefit and expand user participation from both Member States' national administrations and EU Agencies, enhance overall surveillance coverage and foster cooperation among Member States. Member States' Administrations will benefit from longer deployments within a regional or sea basin approach, where a single RPAS can cover the surveillance needs of several neighbouring coastal States. This integration allows both EU and National authorities to leverage these assets within their maritime function areas, enhancing its added value and fostering inter-state cooperation.

The establishment of more permanent capabilities in specific regions will facilitate further integration of RPAS capabilities into coastal Member States' operational procedures, enabling the development of operational protocols and maximizing the added value from the RPAS services.

In 2026, Member States will benefit from a renewed RPAS portfolio stemming from the procurements launched in 2025. This includes new capabilities in what concerns high seas monitoring, long range extended coastal monitoring and light RPAS on-board of vessels.

EMSA will continue to work closely with Member States, offering them an opportunity to share their experiences, identify, develop, and implement 'best practices' for RPAS operations throughout the deployments and via the EMSA RPAS User Group.

### New added value 2026 stemming from Maritime Safety Package

Considering Member States new obligations under the revised SSP Directive in what concerns CleanSeaNet pollution detection verification, EMSA will reinforce the pollution monitoring component of its multipurpose RPAS surveillance operations, to support Member States pollution follow up to CleanSeaNet pollution detections.

## 4.2 SATELLITE BASED SERVICES AND SURVEILLANCE INNOVATION (21060)



**Sustainable prosperity and competitiveness**

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

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

<b>Strategic action</b>	Strengthen EMSA's surveillance services portfolio by continuously integrating new technologies to support EMSA's stakeholders monitoring needs.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2©, 2.3(b), 2.3 (d), 2.4(a), 2.4(b), and 2b1(b)
<b>CA</b>	4,363,885
<b>PA</b>	3,951,076
<b>STAFF</b>	8 AD, 0.25 AST, 0.25 SNE (including 0.5 AD and 0.5 AST in 2025 and 0.75 AD and 0.25 AST in 2026 for the Maritime Safety Package)

<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>SAT-AIS</b>	Global data stream availability	99.61%	99%
<b>Maritime Emergencies</b>	percentage earth observation services response rate to maritime emergency requests	100%	100%

Assess new technologies	Number of implemented activities including: - Preliminary market consultations - Pre-operational qualification exercises - Integration of new surveillance capabilities	3	2
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### Outputs 2026

1. Global SAT-AIS feeds will be delivered by the Agency to support the monitoring of vessels worldwide, allowing the identification of reporting vessels and providing support to maritime domain awareness, in combination with the Earth observation services.
2. Provision of Earth Observation Services in support to emergencies at sea, in the context of EMSA's Contingency Plan.
3. Conclude procurement procedures concerning the provision of earth observation services from synthetic aperture radar and very high-resolution optical satellites.
4. Conclude procurement procedure for the acquisition of image licenses from the ICEYE satellite constellation.
5. Implement market research activities, including proofs of concept, concerning new satellite constellations and new earth observation sensors and organize the transition of these new capabilities to operations to expand the existing portfolio.
6. Evaluate the operational added value of new RPAS platforms and sensor payloads with the aim to expand the existing RPAS portfolio and deploy new and enhanced capabilities to users.
7. Work closely with ESA in the definition of maritime related requirements linked with the evolution of EMSA's earth observation services, RPAS, satellite communications, VDES, and HAPS and in identifying where possibly both organizations could further intensify their cooperation on space-based solutions and innovative technologies.
8. Based on the analysis of the results of the first project for artificial intelligence for earth observation, define a strategy to further improve and enhance these algorithms towards future operational deployment.
9. Provide input and support to the definition process of new governmental satellite communication services.
10. Hosting and chairing of the EU SAT-AIS Collaborative Forum at least once per year.
11. Continue the dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS or VHF Data Exchange System (VDES) capabilities for non-commercial purposes and explore if new streams of national satellite AIS and VDES data can be channelled to EMSA users.

### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Global SAT-AIS supports the enhanced monitoring of vessels worldwide in almost real time, allowing the identification of reporting vessels and, when in combination with Earth Observation services enable the identification of non-reporting vessels.

In 2026, new Earth Observation (EO) service contracts—covering data from both radar and optical satellites — will be signed to ensure the continuity and ongoing enhancement of service delivery. These contracts will also lay the groundwork for the future integration of emerging satellite constellations into EMSA's operational portfolio.

In parallel, a procurement process will be launched for the acquisition of satellite data licenses from the ICEYE constellation. This will secure the continued availability of services based on ICEYE data, ensuring uninterrupted support for EO-based maritime surveillance activities. Member States can activate EMSA's contingency plan and request earth observation products in support to a wide range of maritime emergencies at sea, including large accidental oil spills and search and rescue cases.

Together with ESA, EMSA will continue to explore the usability of new sensors to improve the surveillance and emission monitoring capabilities, but also to explore new data products observed from RPAS, HAPS and satellites.

The use of AI algorithms to analyse earth observation images concerning relevant features (vessels, features of interest, pollution, etc). shows potential in what concerns future applications. Based on the results of the first project for artificial intelligence for earth observation, a strategy will be defined to address how to further improve and enhance these algorithms towards future operational deployment.

#### 4.3 COPERNICUS MARITIME SURVEILLANCE SERVICE (75000) – PROJECT FINANCED ACTIVITY



**Sustainable prosperity and competitiveness**

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

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

<b>Project Financed Activity</b>	COPERNICUS		
<b>Strategic action</b>	Provide earth observation services to Member states and EU bodies in support to a wider range of activities at sea.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c);		
<b>Funding source</b>	EC; DG DEFIS		
<b>Time frame/envelope</b>	2021-2027 / 73,000,000 €		
<b>Expenditure 2026</b>	9,778,261 €		
<b>Project Financed Staff</b>	7 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio	94%	90%
Number of user organisations registered	number of Member States national administrations, EU institutions and international organisations using the service	76	76

#### Outputs 2026

1. Provision of CMS services to the six functions areas as defined in the Annual Implementation Plan (fisheries control, maritime safety, maritime security, customs, law enforcement, marine pollution monitoring, international cooperation in the maritime surveillance domain).
2. Organising the CMS annual user group meeting and promote exchange of best practices.
3. Delivery of planned training, communication, and user uptake activities.

4. Establish further links with R&D projects in the scope of CMS activities and DG-DEFIS Strategic Research Agenda (SRA).

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Copernicus Maritime Surveillance (CMS) service offers Member States significant operational advantages by providing rapid, centralized access to a wide range of earth observation (EO) products, including Synthetic Aperture Radar (SAR), optical imagery, and value-added products such as vessel detection and oil spill identification.

By utilizing EO-based maritime surveillance, Member States can significantly enhance a variety of critical maritime functions, including maritime safety, maritime security, fisheries monitoring, law enforcement, customs operations, and marine pollution monitoring. The integration of EO products with other surveillance services (e.g., RPAS, vessel traffic monitoring, satellite AIS, etc) delivers a comprehensive operational picture. This enriched, multi-layered information enhances situational awareness and decision-making capabilities for Member States.

Centralizing the delivery of these services through EMSA provides multiple benefits, including:

- Enhanced maritime domain awareness:
- Reduced satellite planning conflicts: A unified service delivery reduces satellite conflicts among diverse user requirements, streamlining service coordination and enhancing operational effectiveness.
- Improved harmonization: EMSA's central oversight ensures consistent service quality, leveraging extensive knowledge and performance from various service providers to deliver uniformly high-quality products to Member States.
- Economies of scale: By centralizing the acquisition and licensing of EO services, EMSA significantly reduces individual service and licensing costs, offering Member States more cost-effective solutions compared to national procurement.

Furthermore, the strategic alignment and collaboration with Copernicus Research & Development initiatives under the Copernicus Strategic Research Agenda (SRA) promises additional operational enhancements. These collaborative efforts yield improvements not only within the CMS but across all EMSA Earth Observation services, reinforcing the long-term value provided to Member States.

## 5. Simplification

<b>Strategic Objective</b>	<b>Simplified reporting and transmission of information on shipping in the EU</b>
<b>Strategic Actions</b>	Support the uptake of the European Maritime Single Window environment, including the development and standardisation of datasets and common databases.
	<p>Facilitate eCertification in the maritime domain.</p> <p>Support interoperability between systems by facilitating rapid and secure access to added-value and critical maritime information.</p>

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



#### Sustainable prosperity and competitiveness

<b>Strategic action</b>	Support the uptake of the European Maritime Single Window environment, including the development and standardisation of datasets and common databases		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)		
<i>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</i>			
<b>CA</b>	1,279,156		
<b>PA</b>	1,274,957		
<b>STAFF</b>	4 AD, 0.25 AST, 0.25 CA (including 1 AD for new EMSA mandate)		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>SafeSeaNet system data exchange in support of Directive 2010/65/EU</b>	The information exchange requirements of Directive 2010/65/EU are integrated in the SafeSeaNet services, and therefore covered by the SafeSeaNet indicators.		
New PIs	percentage per year availability of each EMSWe database	n/a	99%
	hours maximum continuous downtime of each EMSWe database	n/a	12h

#### Outputs 2026

1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, amongst others, the maintenance of the EMSWe Data Set and of the Message Implementation Guide, together with the templates of harmonised digital spreadsheets.
2. Assist Member States in the implementation of the EMSWe Regulation, including organisation of workshops, trainings and provision of technical assistance at the request of Member States.
3. Deliver SafeSeaNet services to exchange information between Maritime National Single Windows, as required by Directive 2010/65/EU.

<b>Project Financed Activity</b>	Support in the implementation of the EMSWe Regulation
<b>Funding source</b>	EC, DG MOVE

<b>Time frame/envelope</b>	2023-2027 / 1,150,000 €
<b>Expenditure 2026</b>	129,087 €
<b>Project Financed Staff</b>	none

## Outputs 2026

- Initiate the development of the EMSWe Common Ship Sanitation database, depending on input from the Commission regards its functionalities, and the overall architectural approach.

### New Outputs 2026 stemming from revision of EMSA mandate

- Assist the Commission in the maintenance, validation and operation of the common IT components and services of the EMSWe, such as the common databases, the Reporting Interface Module (RIM), the Common Addressing Service (CAS) and the User Registry and Access Management System (URAM).
- Upgrade SSN services to facilitate the re-use and sharing of data in the EMSWe, following the adoption of the implementing act referred to in Article 8 of the EMSWe Regulation.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

The Agency will continue to assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239 and in implementing measures to further achieve simplification, harmonisation and rationalisation of reporting formalities.

The Agency will further elaborate and maintain the reference EMSWe data set (Delegated Regulation (EU) 2023/205), Message Implementation Guide (which defines harmonised message specifications for B2G formalities and G2B responses) and harmonised spreadsheets. This reference documentation of the EMSWe will aim at a harmonised development of Member States' Maritime National Single Windows and at facilitating the fulfilment of reporting obligations by ship operators in all ports of the Union through harmonised digital reporting interfaces. For this activity, the Agency will work in collaboration with experts from the Member States authorities, shipping industry associations and relevant DGs of the Commission such as DG MOVE and DG TAXUD.

The Agency will elaborate the technical specifications and start the development of the EMSWe Common Ship Sanitation Database (CSSD). The activities related to the CSSD will depend on the policy input from the Commission as regards the general purpose of the CSSD, its functionalities, and the overall architecture approach.

The Agency will share best practices with Member States and provide technical assistance to Member States (including training) who may request assistance in upgrading their MNSWs to comply with the EMSWe specifications.

The Agency will contribute to the maintenance of the IMO compendium on facilitation and electronic business which aims at defining a harmonised dataset and message structures for maritime single windows. The Agency will participate to the IMO Expert Group on Data Harmonization (EGDH) for this purpose.

### New added value 2026 stemming from revision of EMSA mandate

Following the adoption of the implementing act referred to in Article 8 ("Once-only principle") of the EMSWe Regulation and once the technical specification is validated by the HLSG, the Agency will start the development of the upgrade of SSN to address the exchange of EMSWe information between the Member States' MNSW systems. This new SSN service will aim at facilitating the fulfilment of reporting obligations by reusing information between ports of the Union in application of the "reporting only once" principle of the EMSWe Regulation.

The Agency will assist the Commission in the maintenance, availability, validation and operation of the common IT components and services of the EMSWe, such as the EMSWe ship database, the common location database, the common Hazmat database, the Common Addressing Service (CAS), the Reporting Interface Module (RIM) and the User Registry and Access Management System (URAM). This activity will entail the coordination of

development, testing and validation of the EMSWe components and services, provision of technical guidance to the Member States during the integration of their MNSWs with such components and services, maintenance and update of operational and technical documentation, data quality controls, service operation and helpdesk to the Member States' MNSW operators.

## 5.2 eCERTIFICATION (21050)



### Sustainable prosperity and competitiveness

<b>Strategic action</b>	Facilitate eCertification in the maritime domain.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art 2.2(b), 2.3(b), 2.3(c), 2.4.(d), 2.4 (h), 2.4 (i), 2a 1 (a)		
	<i>Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control</i>		
	<i>Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements</i>		
<b>CA</b>	343,454		
<b>PA</b>	342,335		
<b>STAFF</b>	1.25 AD		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
EU Seafarers' eCertification Platform	number of modules available	2	2
THETIS statutory eCertificates facility	availability in percentage	99.47%	96%

### Outputs 2026

1. For interested Member States, eSign and eSeal Module of the EU Seafarers' Certification Platform available for onboarding and completion of the Application module supporting administrative processing of requests for issuance of certificates.
2. Maintenance and operation of THETIS eCertificates module.

### New Outputs 2026 stemming from Maritime Safety Package

3. Functional and technical specifications of the “*Digital Interoperable Portal*” and the “*Flag State inspection e-reporting tool for Member States*” completed, provided that user requirements have been collected and the secondary legislation supporting the revised Flag State Directive are made available by the Commission.
4. Assist Commission with technical expertise in the preparation of user requirements of the optional “*Ships information database*” to issue ships’ electronic certificates supporting the revised Flag State Directive
5. Functional and technical specifications for the modernisation of the THETIS eCertificates services completed and first phase of development underway, provided that user requirements and the secondary legislation supporting the revised Port State Control Directive are made available by the Commission and Member States.

### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

The usage of the electronic signing and sealing of eCertificates issued to seafarers together with the search and verification of the authenticity and validity of the certificates issued to seafarers will allow interested Member States to reduce the administrative burden for the stakeholders involved.

During 2026, with the second phase of development of the EU Seafarers' Certification Platform, Member States would be able to manage the lifecycle process of issuing certificates and endorsements to seafarers in a digital manner. This module is an add-on to the previously developed modules regarding the eSign and eSeal of the certificates.

Maintenance and operation of THETIS eCertificates module enables Member States to provide information on ships certificates in compliance with the RO Regulation (EC) No 393/2009 and Port State Control Directive (EU) 2009/16/EC. This service provides stakeholders with efficiency gains in performance of port state control inspections.

#### New added value 2026 stemming from Maritime Safety Package

Assisting the Commission in close cooperation with Member States in preparation of the implementing act, defining user requirements and the development of the "interoperable digital portal" as envisaged by the Flag State Directive will be the first step toward having a single point of access for ship related information allowing easy access to Member States' flag State and port State inspectors.

Respectively, with the design stage of implementation of the "ships information database" stipulated by the same Directive the initial contours of this development are expected to be defined along with the timeline for its implementation. Ultimately, once completed, the database would provide information on ships flying the flag of a Member State and would ensure the possibility of issuance of electronic ships' certificates.

Modernisation of the existing THETIS eCertificates services will provide a sound technological basis for the later development of databases and tools envisaged by the revised PSC Directive related to exchanging and validation of electronic ships' certificates.

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



- Sustainable prosperity and competitiveness**
- A new era for European Defence and Security**
- A global Europe: Leveraging our power and partnerships**

<b>Project Financed Activity</b>	CISE Operational phase
<b>Strategic action</b>	Support interoperability between systems by facilitating rapid and secure access to added-value and critical maritime information.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)
<b>Funding source</b>	EC, DG MARE
<b>Time frame/envelope</b>	2024-2028 <sup>12</sup> / 5,562,586 €
<b>Expenditure 2026</b>	1,000,000 €
<b>Project Financed Staff</b>	7 CA

<sup>12</sup> Extended until 2028 following the agreed amendment with DG MARE. Subject to the Administrative Board's approval, a new Contribution Agreement is planned to be established in 2026 to cover the period 2026–2028.

<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>CSG meetings</b>	number of CISE Stakeholder Group (CSG) meetings per year	2 <sup>13</sup>	2
<b>Training and Best Practice workshops</b>	overall number of Training and Best Practice Workshops per year	6 <sup>14</sup>	4
<b>Number of exercises</b>	number of exercises where CISE is used for sharing information between stakeholders	n/a	2 per year

#### Outputs 2026

1. Maintain and evolve, where possible, the technical building blocks (i.e. node, simulator, compliancy testing tool), operational tools (operational services, catalogue, etc.), and the administrative tools (i.e. cooperation agreement, responsibility to share).
2. Support the stakeholder in the continued exchange of information through CISE in an operational context, monitoring and facilitating the adoption of CISE according to the EU Sea Basin priorities
3. Establish the first version of the classified network to enable the exchange of RESTREINT UE/EU RESTRICTED information through CISE.

#### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

CISE will continue to enhance the cross-border and cross-sectorial exchange of maritime information contributing to enhance the maritime picture of the legacy systems connected to the network. The authorities involved in CISE belong to all the maritime sectors: defence, customs, safety, fisheries, law enforcement, environmental, border control, and transport.

The process for exchanging classified information through CISE will be further promoted fostering the cooperation between civilian, military and law enforcement authorities in particular to address specific use cases (i.e. protection of critical infrastructure, illegal trafficking).

<sup>13</sup> Target meetings indicated were for the Transitional Phase which ended June 2024. For the Operational Phase, which started in July 2024, a second CSG meeting was organised. The target for the Operational Phase is two meetings per year.

<sup>14</sup> The target for Best Practice Trainings and Workshops was for the Transitional Phase. By the end of 2024 six Workshops and training were organised. The target for the Operational Phase (July 2024 onwards) is four Training and Workshops per year.

## 6. Digitalisation

Strategic Objective	Enhanced maritime digital solutions and services for EMSA stakeholders
Strategic Actions	<p>Develop maritime information services for EMSA stakeholders using modern solutions.</p> <p>Provide enhanced traffic monitoring and maritime safety, security and sustainability information to EU Member States.</p> <p>Develop the European maritime awareness centre and continue supporting EU Member States and the Commission with the growing demand for monitoring and emergency services.</p> <p>Start to develop predictive analytics and statistical products and reports to identify patterns, mitigate risks and support the development and implementation of relevant policies and legislation.</p>

### 6.1 MARITIME DIGITAL SERVICES (45000)



#### Sustainable prosperity and competitiveness

<b>Strategic action</b>	Develop maritime information services for EMSA stakeholders, increasingly using modern solutions such as cloud based analytics and Artificial Intelligence.  <i>This group of activities also contributes to:</i> <b>Partnerships &amp; International Dimension</b> <b>Strategic objective:</b> Wider uptake of EU solutions and standards in shared seas and beyond. <b>Strategic action:</b> Provide tools and services to other EU Agencies and regional and international organisations. <b>Sustainability</b> <b>Strategic Objective:</b> Strengthened EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges. <b>Strategic Action:</b> Support the decarbonisation of shipping, the reduction of pollution from ships and the green transition as facilitator and technical hub.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b  <b>Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements</b>  <b>Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control</b>  <b>Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements</b>
<b>CA</b>	27,449,762
<b>PA</b>	28,127,251
<b>STAFF</b>	28.25 AD, 10.25 AST, 3 CA, 1.5 SNE (including 3 AD in 2025 and 1 AD in 2026 for the Maritime Safety Package, and 1 AD for the revision of the new EMSA mandate)

### 6.1.1 INTEGRATED MARITIME SERVICES (45000)



**Sustainable prosperity and competitiveness**

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

<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>Integrated Maritime Services Availability</b>	percentage per year availability of IMS for Member States, including ABMs	99.47%	99%
	percentage per year availability of IMS specific functionalities and data sets to EU bodies (EUNAVFOR Atalanta, EUNAVFOR Med (Operation Irini), EUNAVFOR Aspides, EUROPOL, MAOC (N))	99.76%	99%
	percentage per year availability of IMS Mobile App service	100%	99%
<b>Integrated Maritime Services users</b>	overall number of IMS services users	7931	7000
	overall number of IMS S2S services	16	16
	overall number of organizations	704	650
<b>ABMs</b>	active automated behaviour monitoring (ABM) algorithms	1201	850

#### Outputs 2026

1. Continue the operation, delivery, development, awareness, training and helpdesk activities of Integrated Maritime Services, enhanced maritime picture (IMS live), and Automated Behaviour Monitoring tools, in line with VTMIS scope (Directive 2014/100/EC, Annex III) and user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies or other EU stakeholders with maritime related tasks.
2. Host and manage the 'IMS for Member States Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).
3. EMAT - IMS Analytics dashboards available to Member States combining position data, events and 'enrichment' information.
4. Maintain and develop Automated Behaviour Monitoring (ABMs) products and services, including hosting and managing the ABM and Advanced Analytics workshop.
5. Further development of the SAR pre-operational drift model. COSPAS-SARSAT alert will be displayed in IMS, pending the availability of EMSA resources
6. AIS Spoofing – work will continue under the coordination and the Terms of Reference of the HLSG.

#### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA will maintain close collaboration with Member States on the further developments of IMS and ABM tools. The collaboration will be supported via webinar awareness sessions, and dedicated training courses delivered via the EMSA Academy ensuring that the stakeholders remain informed and engaged with the latest capabilities and updates.

EMSA will promote, further improve and continue providing IMS services (graphical and S2S) responding to specific requirements of the user communities and building them around concrete VTMIS needs.

Upcoming enhancements to IMS will include new functionalities that allow users to gain a more comprehensive overview of maritime events. This will go beyond existing IMS data sources to include, for example, accidents

and incidents occurring outside the EU, as well as voyage-related data, such as changes in estimated time of arrival (ETA) or destination on a global scale.

New data sets will be integrated into IMS interfaces and analytical products e.g., for the overview of the ship identifiers from external sources (MARINFO), for the cross-checking of potential inconsistencies, early detection of flag changes or for the identification and assessment of risks.

The development of near real time, historical and 'always-on' Automated Behaviour Monitoring algorithms, as well as system-to-system interfaces to the ABM back-end services will continue. New technical solutions for the ABM 'engine', including the improvement of the performance will be analysed and verified. The development of Automated Behaviour Monitoring data combination capabilities will increase the knowledge on the anomalous or specific situations that users can extract from IMS.

EMSA plans to step up efforts to address AIS spoofing, a growing threat to maritime safety and security. As part of this, a dedicated Working Group with Member States and EU bodies will continue developing tools for improved detection and reporting, including a harmonised taxonomy and the expansion of a repository that already includes all documented cases. Plans include enhancing EMSA's monitoring systems with new algorithms, updating SafeSeaNet reporting guidelines, and integrating GNSS interference data.

EMSA will continue providing a standardized Maritime Picture and the related functionalities, providing system-to-system services based on interoperable standards (e.g., OGC) for integration with national VTMIS systems and services.

New graphical and System-to-System interfaces will be provided for the provision, access or integration at the national level, depending on the users' needs.

The AI Maritime Awareness (AIMA) initiative was launched to have an automated tool to identify maritime events even before their appearance in traditional media, by capturing early signals from social media, online forums, and other open-source platforms using Artificial Intelligence. This tool will be developed and should become operational e.g. to support the Agency and Member States implementing the SSP Directive by detecting ship-source pollution incidents from news and enriching the SSP events detected from other sources.

### 6.1.2 THETIS (45000)



#### Sustainable prosperity and competitiveness

<b>Legal basis</b>		Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2(b); Directive (EU) 2017/2110, Art.10; Directive 2009/16/EC as amended; Directive (EU) 2016/802; Directive (EU) 2019/883; Regulation (EU) No 1257/2013; Regulation (EC) No 725/2004		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>	
<b>System operational</b>	availability in percentage	99.47%	96%	
	hours maximum continuous downtime	3h30		max 6h

#### Outputs 2026

1. THETIS information system continuously operational and maintained in support of PSC ship inspection reporting while ensuring a working interface with SafeSeaNet for integration of ship call notifications.
2. THETIS-MED operational and maintained (see also Project: SAFEMED). Cooperation with the Mediterranean MoU on PSC for the operation and further enhancement of THETIS-MED to support the MED MoU.

**Project  
Financed  
Activity**

THETIS-EU

<b>Strategic action</b>	Support EU maritime security, including cybersecurity, through the provision of monitoring services, inspections, tools, guidance and exchange of information.
<b>Funding source</b>	DG ENV, DG SANTE
<b>Time frame/envelope</b>	DG ENV: 2024-2027 / 300,000 € DG SANTE: 2021-2027 / 100,000 €
<b>Expenditure 2026</b>	DG ENV: 125,000 € DG SANTE: 57,487 €
<b>Project Financed Staff</b>	no extra staff

## Outputs 2026

3. THETIS-EU information system continuously operational, maintained, and under enhancement to meet new functional and legal requirements concerning the supported inspection modules: Sulphur, Port Reception Facilities (PRF), Ship Recycling, MARSEC, ROPAX /FSI, MRV, Animal Welfare. THETIS-EU PRF inspection module to support the Union risk-based targeting mechanism for selection of ships to be inspected.
4. Improvement of the THETIS-EU PRF risk-based inspection targeting mechanism in line with the requirements of the Commission working group.
5. Assistance to Member States and the Commission in implementing provisions of Directive (EU) 2016/802 (Sulphur), the Directive (EU) 2019/883 (port reception facilities), Regulation (EU) No 1257/2013 (Ship Recycling) and other legislation provided.
6. Assistance to DG SANTE to support animal welfare inspections through enhancements of THETIS Animal Welfare pursuant to Council Regulation (EC) 1/2005 and following feedback from users.

## New Outputs 2026 stemming from Maritime Safety Package

7. Development of the functional changes to the THETIS PSC inspection database underway stemming from the revision of the PSC Directive based on user requirements provided by the Commission and relevant stakeholders including the voluntary fishing vessels inspection module.
8. Development of the functional changes of THETIS in preparation for the support of the revised Flag State Directive underway based on user requirements provided by the Commission and relevant stakeholders.
9. Implementation of THETIS NEXT Project - modernisation of THETIS platform underway pursuant to the architectural design documentation
10. Design and development of THETIS integrations with new digital tools to be developed in support to the enforcement of the SSP Directive depending on the definition of business requirements by the Commission and Member States.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

THETIS and THETIS-EU inspection databases' objective is to facilitate a harmonised enforcement of different legal instruments, thus contributing to equal treatment and fostering a level playing field.

The tools contribute to the daily work and the efficient use of resources at national level by facilitating the selection of ships for inspection at EU ports. The inspection databases are used by competent authorities to report and disseminate enforcement actions, both from a safety and environmental perspective, towards the objective of securing quality shipping in EU waters.

Within the framework of Paris MOU, using a common database, THETIS fosters and promotes a harmonised approach to Port State Control globally.

The Agency will continue to liaise with the IMO Secretariat to secure the regular data exchange between THETIS and IMO-GISIS.

Through the various modules of THETIS-EU, Member states are given a tool to enhance environmental inspections and security controls on board their ships as well as ships calling their ports.

Member states can access Sulphur measurements of ships reported by RPAS services to THETIS-EU system with automatic alerts being triggered when measurements are higher than the admissible Sulphur limits thus supporting improved targeting of ships for inspection.

Similarly, the THETIS-EU PRF inspection module will continue providing features such as the risk-based targeting mechanism and sufficient dedicated storage capacity calculation which increases the effectiveness of PRF inspections to be performed. In 2026, the risk based targeting mechanism for PRF will be improved to cater for efficiency and effectiveness of the inspections.

#### **New added value 2026 stemming from Maritime Safety Package**

Supporting the Commission and the Member States to define functional and technical specifications for the development of databases and tools envisaged by the revised directives will provide to the stakeholders' technical expertise needed for the detailed design of business processes, working arrangements and methodologies for IT supported decision-making.

Assisting the Commission in close cooperation with Member States in preparation of the implementing acts, defining user requirements and the development of digital tools and databases as envisaged by the Port State Control and Flag State Directives. Once completed, new functionalities of THETIS PSC will reflect the new inspection requirements including the new ship risk profile and new risk parameters related with safety and the environment perspective. Work may begin on the optional module supporting fishing vessels inspection, once there is more clarity on the business requirements.

With the completion of the architectural design documentation for the modernisation of THETIS platform the detailed timeline and scope of the THETIS NEXT Project will be defined in such a way that this technological transition is implemented without impacting THETIS users' business continuity. Once completed, alignment of THETIS to the contemporary technological stack will secure its smooth operation and evolution for the years to follow while also providing processing capabilities to serve a growing number of functionalities and users.

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



**Sustainable prosperity and competitiveness**



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

<b>Project Financed Activity</b>	THETIS – MRV & ETS
<b>Legal basis</b>	Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC  Proposal of a Directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757
<b>Funding source</b>	EC, DG CLIMA <sup>15</sup>
<b>Time frame/envelope</b>	2022-2028/ 5,364,082 €

<sup>15</sup> An Amendment to this SLA has been signed for an extension of 20 months, an increase of the envelope of € 2,179,082 and a reduction as from 2026 from 5 to 3 CAs.

<b>Expenditure 2026</b>	1,201,500 €	
<b>Project Financed Staff</b>	3 CA	
<b>Performance Indicators (PI)</b>		
<b>THETIS-MRV</b>	system availability	Result 2024
<b>THETIS - MRV&amp;ETS</b>	hours max continuous downtime	20sec
	ETS enhancements available as per defined schedule	yes
		<b>Target 2026</b>
95%	max 12h	yes

### Outputs 2026

1. Implementation of the tasks defined in the relevant Service Level Agreement with the Commission (DG CLIMA), including the publication of annual figures and contributing to the annual report stemming from THETIS-MRV. This Service Level Agreement is expected to be extended to 2027 and 2028.
2. Provision of training and helpdesk services to support the users of the application.
3. THETIS-MRV operational, covering the functionalities required by the extension of the EU ETS to maritime transport and the revised EU MRV Regulation. The system will be maintained and updated following the feed-back from users.
4. Provision of support activities and tools, as well as capacity building actions, as foreseen by the agreement. Additional monitoring tools for Administering Authorities will be released.

### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

THETIS-MRV continues to be directly accessible by shipping companies and Administering Authorities, contributing directly to the implementation of the green agenda of the EU and its Member States.

In 2026, the system catering for ETS reporting will continue operating enabling management of GHG emissions reports from 2025 among all interested parties (companies, verifiers, Administering Authorities, Flag States and Commission). The system is expected to be further improved under the guidance of the Member States and the Commission. The development of the risk-based targeting tools for the Member states will be enhanced to facilitate to Member States better coordination, verification and enforcement of the ETS Directive.

### 6.1.4 SHIP-SOURCE POLLUTION DIGITAL TOOLS (45000)



**Sustainable prosperity and competitiveness**



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

<b>Legal basis</b>	<i>Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements</i>	
<b>New Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>
SSP	SSP digital tools initial developments available as per defined schedule.	n/a
		yes

### New Outputs 2026 stemming from Maritime Safety Package

1. Functional and technical specifications for the developments stemming from the revision of the SSP Directive completed pursuant to the guidance and user requirements provided by the Commission and Member States' expert group.

2. Electronic Reporting tool functionalities required for Member States to report on the SSP Directive as per user requirements available for testing and training.
3. Whistle-blower Reporting channel user requirements completed and under development.
4. Development of the SSP Integrated Control and Monitoring Service underway and including functional changes to SSN (POLREP and waste reporting update), IMS (combined pollution layer with different pollution sources, identification of polluters, possible pollution incidents, information collection, sharing, and reporting), CSN/EODC (alert mechanism, feedback, new EO products and processing capacity) and THETIS/THETIS EU (preparation for new data exchange of SSP inspection data).
5. Public Overview Portal development underway (to be deployed in 2027) based on user requirements provided.

#### **New added value 2026 stemming from Maritime Safety Package**

The revised SSP Directive will further strengthen and support the Member States in the enforcement chain for illegal discharges from ships, starting from the initial detection of possible pollution incidents to the collection of evidence and exchange of relevant information, up to the administrative and legal proceedings supported by digital tools whose preparation will be underway in 2026, depending on the availability of the business requirements.

CleanSeaNet service, Earth Observation Data Centre and supporting digital tools will be extended by including information on additional polluting substances covered by the extended scope of the directive, with a view to develop reliable methods of tracing those substances at sea.

The relevant information from CleanSeaNet, SafeSeaNet, Integrated Maritime Services (IMS), THETIS-EU and other inspection databases and tools, should become more integrated to support the information exchange relating to the enforcement chain and to facilitate identification of suspected ships discharging polluting substances. The Agency will work towards having a user-friendly electronic format for the national authorities involved in the enforcement chain to facilitate their timely awareness of pollution incidents and their response thereto.

Work on the SSP Reporting module should progress and will help to collect and exchange information on the directive's implementation. Work should be initiated on the Whistle-blower channel, which should offer an external reporting channel for reporting potential infringements of this directive.

Ship-source pollution incidents and follow-up actions in the EU should become available through the development of a 'Union-wide overview'. This portal will be public and should be updated regularly on the application of the directive based on information reported by Member States, upon conclusion of any administrative and legal proceedings.

#### **6.1.5 FuelEU (45000)**



**Sustainable prosperity and competitiveness**

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

**Legal basis** Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport

<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
THETIS-MRV & FuelEU <sup>16</sup>	FuelEU Maritime IT developments available as per defined schedule	yes	yes

<sup>16</sup>KPI for THETIS-MRV is shared with ETS and FuelEU enhancements.

## Outputs 2026

1. Support the European Commission and the Member States in the implementation and enforcement of the FuelEU Maritime Regulation, including the development of the relevant database in THETIS-MRV.
2. THETIS-MRV will have the FuelEU Monitoring Plan, the FuelEU Report and the Compliance Balance operational.
3. Thetis-MRV will support the management of the penalties and the Document of Compliance. The system will be maintained and updated following the feed-back from users.
4. Verification tools will be available to Member States.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

The system THETIS-MRV supports the implementation of the FuelEU Maritime Regulation. Following the first reporting period of 2025, the system will offer in 2026 the management of the flexibility mechanism for the maritime companies, the declaration of penalties by the administering states and the management of documents of compliance.

The tools to support the verification work by administering states will be further elaborated in 2026 to facilitate and coordinate verification and enforcement activities related to the application of the Fuel EU regulation.

## 6.1.6 OTHER DIGITAL SERVICES (45000)



### Sustainable prosperity and competitiveness

Performance Indicators (PI)		Result 2024	Target 2026
RuleCheck system operational	percentage per year availability	99.97%	97%
	days maximum continuous downtime	0d0h30m0s	max 3 days
STCW Information System	percentage per year availability	99.7%	96%
MED DB	percentage per year availability of MED data base	99.99%	95%
RPAS DC availability	RPAS DC service availability	99.3%	95%
Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	100%	97.5%
EMCIP	percentage per year availability (New EMCIP)	99.61%	90%
DONA	percentage per year availability	99.78%	95%
MARINFO	percentage per year availability	99.25%	95%
Blue DW	number of user cases deployed	1	1

## Outputs 2026

1. Maintain and operate the new RPAS DC Web Application; design and start implementing value-added services to better analyse and exploit RPAS data.

2. RuleCheck (web based and mobile App) content is kept up to date in relation to applicable EU and international legislation and enhanced on the basis of the experience gained to cater for the requirements of Paris, MED and Black Sea MoUs and support implementation of the Flag State Directive.
3. STCW Information System maintained; with minimal down-time, ensuring a high level of availability and system support to users provided. Modernisation of STCW-IS by transition to a cloud native architecture.
4. The new Earth Observation Data Centre in operation under continuous improvement cycle.
5. Dynamic Overview of National Authorities (DONA) with all four functionalities (country profile, reporting gate, statistics and the portal for notification to Commission by Member States as foreseen by Directives 2009/45/EC and 98/41/EC) and enhanced with additional reporting forms and/or statistic
6. Maintaining, operation and enhancements of the MED DB system.
7. Maintaining and operation of European Marine Casualty Information Platform (EMCIP).
8. Maintain and operate the ePortal for Speakers and Experts.
9. Maintain and further develop the Blue DW (Datawarehouse) integrating data sets handled by the Agency's maritime applications and external information services. Integration of MARINFO into Blue DW completed to provide further efficiency and cross-fertilization for the creation of new analytical products.
10. Final steps of accelerating the preparations of maritime applications for the cloud and their actual transfer, budget permitting, to optimise the ICT portfolio.
11. Information Security Management System implemented and under continuous improvements and with penetration testing on maritime and corporate applications concluded.
12. Horizontal notification platform maintained providing distribution of messages from maritime digital services to user community through various communication channels (SMS, e-mail).
13. Maintain and operate RO DB (Recognised Organisations Database) with statistical and analytical dashboards of findings from the reports of EMSA visits.

#### **New Outputs 2026 stemming from Maritime Safety Package**

14. First phase of technological modernisation of DONA completed and available for testing.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

The EMSA RPAS web solution allows users of EMSA RPAS operations to remotely follow and command RPAS missions.

RuleCheck continues to offer to its end users (PSC MoUs around the globe, EU FS, Accident Investigators, FS from ENP and IPA countries) a full set of updated maritime legislation along with valuable new functionalities (such as find deficiency and the forthcoming aide memoires) in an effort to harmonise inspections standards (FS or PSC), upgrade enforcement and ensure a level playing field.

The STCW-IS continues to provide objective and comparable information on the number of seafarers holding EU certificates and endorsements and who are potentially available to crew ships under the EU flags. The associated reporting webtool enables all interested stakeholders to generate and visualise custom statistics according to their needs.

The new Earth Observation Data Centre completed in 2026 provides enhanced planning and ordering of satellite imagery, improved contract management and financial monitoring of satellite-based contracts, and will fully exploit cloud capabilities facilitating maintenance, operations, and system evolution which are the features that will benefit user community and provide for scalability of services in years to come.

The MED Data Base continues to provide a platform able to support electronic tagging for marine equipment, thus supporting quality, digitalisation and safety in the marine equipment domain.

The availability of the ePortal for Speakers and Experts contributes to knowledge exchange for the benefit of maritime communities.

DONA continues to support Member States in their capacity as Flag, Port and coastal States and enhancing monitoring activities as well as measuring performance including a module to support the exemptions,

derogations, equivalences, safeguard measures and additional safety requirements foreseen in art. 9 of both Directives 2009/45/EC and 98/41/EC. DONA will continue to be extended to ENP/IPA countries by providing access to the Country Profile (a publicly available and accessible part of DONA) and Regular Statistics features (a restricted area of DONA, available only to designated users from the respective States).

European Marine Casualty Information Platform continues to provide reliable and comprehensive access to data and documentation as well as business processes assistance to the maritime casualties investigations community and is regularly enhanced.

The Blue DW continues to provide an organizational and technological solution for integrated data management and data cross-fertilisation, datasets handling and accelerated statistics and data analytics (e.g., data analytics, publication, pre-set statistical products, ad hoc statistical products). In addition to other new BDW use cases, the transposition of MARINFO as a service of the Blue DW provides valuable source of data on worldwide shipping for full stack data cross-fertilization and development of statistics, studies and reports.

An updated cloud strategy will be implemented, accelerating the preparations for and deployments in the cloud for maritime applications.

The RO DB continues to operate and with regular functional enhancements enables the EMSA RO Team to have a better analytical view of the performance of ROs based on the historic data available at EMSA and assists in planning future visits.

An updated cloud strategy will be implemented, accelerating the preparations for and deployments in the cloud for maritime applications.

The notification platform (IRIS) continues to facilitate easier and customized access to relevant information in EMSA Maritime Digital Services to users with active notification service via several channels (SMS, e-mail, voicemail, etc.).

#### **New added value 2026 stemming from Maritime Safety Package**

Modernisation of DONA based on cloud native architecture provides for additional capacity and scalability of the application required to cater for the functional and technical requirements stemming from the new maritime safety package.

## **6.2 SAFESEANET (21030)**



**Sustainable prosperity and competitiveness**



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



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

<b>Strategic action</b>	Provide enhanced traffic monitoring and maritime safety information to EU Member States.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)		
<b>CA</b>	2,428,765		
<b>PA</b>	2,376,216		
<b>STAFF</b>	5.25 AD, 3 AST, 0.25 CA		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
<b>SafeSeaNet system: Service Operation</b>	percentage per year availability of central SafeSeaNet system	99.47%	99%

<b>SafeSeaNet system: Reporting Performance</b>	hours maximum continuous downtime of central SafeSeaNet system	17h52min <sup>17</sup>	max 12h
	percentage of notifications processed in time in accordance with SafeSeaNet IFCD <sup>18</sup> requirements	100%	99%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	100%	99%

## Outputs 2026

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring and surveillance.
2. Host and manage the 'SSN User Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements on data quality and provide training on SafeSeaNet as part of EMSA's capacity building services.
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems and EMSA maritime applications.
5. Deliver and upgrade data consolidation and analysis services including long term data archive, traffic density maps and other data services.
6. Start the development of SafeSeaNet to support the EMSWe Regulation (EU) 2019/1239.
7. Deliver and upgrade facilitation services to Member States for ship-to-shore reporting and improving the interoperability of existing systems (e.g., SSN, Member States' and Coastal Stations' systems such as the Integrated Report Distribution (IRD).

### *EUROSTAT SLA (79041) – PROJECT FINANCED ACTIVITY*

**Project Title** *Development of a specific service to transfer EMSA data to EUROSTAT*

**Funding source** *European Commission, EUROSTAT*

**Time frame / envelope** *12 months as from 25/07/2024 / 30,000 €*

**Expenditure 2026** *4,600 €*

**Project financed staff** *No project-financed staff*

## Outputs 2026

8. Continue providing automated extraction and transmission of EMSA data (in aggregated format and anonymized) to EUROSTAT on a quarterly basis for the dissemination of early estimates on maritime transport.

<sup>17</sup> An internet connectivity issue impacted all EMSA maritime applications in the first quarter of 2024 leading to a longer downtime of the central SafeSeaNet system.

<sup>18</sup> System availability requirements as agreed with Member States are defined in the Interface and Functionalities Control Document (IFCD).

## **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency will continue to support Member States in the implementation of their national SSN systems (through the commissioning tests), monitor the quality of the information exchanged via SSN and provide training via the EMSA Academy learning services.

SafeSeaNet will be further developed to facilitate and simplify the reporting procedures from ship to shore, improving the interoperability of existing systems (e.g., SSN, Member States and Coastal Stations' systems, reference databases, sharing of number of persons on board reported via AIS), promoting the re-use of data and the reporting once principle, and allowing the reduction of voice communication from ship to shore by using automatised electronic communication via Satellite.

Pursuant to the amendment of Annex I to Directive 2002/59/EC through a Commission Delegated Directive, the mandatory reporting of insurance certificates via Ship Reporting Systems (SRS) shall be implemented. To support this new requirement, EMSA shall assist Member States in updating their reporting obligations at the International Maritime Organization (IMO) ensuring alignment between EU and international reporting frameworks. In parallel, EMSA will undertake the necessary technical modifications to the SafeSeaNet (SSN) system to accommodate this new reporting requirement. These changes will be implemented using a phased rollout approach, designed to minimize disruption to existing national reporting systems and ensure a smooth transition for all stakeholders involved.

Following the request of the Maritime Safety Permanent Transnational Network (MSPTN) (framework for the continuation of the joint efforts initially taken by the predecessor of MSPTN the ex-EUREKA Consortium) and the approval of the EMSA Administrative Board, EMSA will continue to provide technical assistance for modernising the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP). This includes further integration of the VTS systems of the MSPTN members with EMSA's Integrated Report Distribution (IRD) SafeSeaNet service as well as work on operational procedures. The proposed amendments to ADRIREP were agreed at the last Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) at the IMO in May 2025, with a view to adoption by MSC 111 (May 2026). It is noteworthy that the project in Adriatic has made significant progress in introducing state-of-the art technology for ship to shore reporting serving as a model for the implementation of modern Ship Reporting Systems. This initiative aligns fully with the overarching objectives of the EU maritime safety policy.

Building on the achievements with the modernisation of the mandatory ship reporting system ADRIREP and following a request for technical assistance submitted in November 2025 by the Italian Coast Guard and French Directorate of maritime affairs, fishery and aquaculture and approved by the EMSA Administrative Board, EMSA will provide technical assistance for the modernization of the mandatory Ship Reporting System BONIFREP in the Bonifacio Strait.

EMSA will continue to promote the use of modern technologies for ship reporting by organising operational tests with coastal stations and the shipping industry (shipping companies, ship operators). These operational tests will be used to verify the quality, availability and reliability of the technical solution. The feedback from the end users will be used to improve or adjust the solution.

In the years to come a harmonised approach to ship reporting in the EU with a single graphical user interface for ships willing to electronically submit reports to MRS systems could be achieved.

Following the identification of the EMSWe information to be exchanged via SSN in the implementing acts related to the "once-only principle" of the EMSWe Regulation (see EMSWe section "Simplification" above), the Agency will elaborate the technical specifications of the necessary data exchanges and upgrade of the SSN system in collaboration with the SSN Group for their approval by the HLSG. Depending on the approval of the specifications, the Agency will initiate this development within the SSN system.

Following further assessment, and in view of the expected increase of information and transactions to be handled by SSN due to the EMSWe Regulation, EMSA will support the Commission to plan the enhancement of SSN services in collaboration with the stakeholders.

The central reference databases will allow Member States' authorities, EU bodies and other user communities of EMSA maritime applications to share consistent and harmonised reference information on Member States' organisations, port facilities, geographical locations, ship identification information, particulars and certificates. The Central Ship Database will continue to expand to broader ship reference data on e.g., fishing vessels

characteristics, ship identification from AIS. It will serve as reference for the maritime services offered by the Agency.

Further development of the Traffic Density Map service and other data consolidation services, including long term data archive, will provide extended analysis of ship movements and routes allowing for the identification of trends and risks and supporting the implementation of existing and future EU environmental policies. The services provided by the newly EMAC will also benefit from this data consolidation service.

EMSA and EUROSTAT services work together to produce early maritime transport statistics for the needs of EUROSTAT in accordance with the provisions of the SLA signed in 2024. These early estimates are considered a significant improvement for benchmarking the results of the estimation method as well as for the timeliness production of statistics compared to the current maritime statistics produced quarterly by EUROSTAT based on Member States statistical data.

EMSA will continue to co-operate with EUROSTAT on the usage of SSN data (plus other EMSA data such as MARINFO and AIS detected port calls) to produce the so-called 'early statistical indicators' used by EUROSTAT assessing further possibilities to extend the cooperation, including the possibility of producing monthly estimates, subject to amendments of the SLA.

### 6.3 LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)



**Sustainable prosperity and competitiveness**

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

<b>Strategic action</b>	Provide enhanced traffic monitoring and maritime safety information to EU Member States.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 2017/210 MSC.1-Circ.1259-Rev.9 - Long-Range Identification and Tracking System -Technical Documentation (Part I) (Secretariat) Resolution MSC.322(89) (adopted on 20 May 2011) Operation of the International LRIT Data Exchange
<b>CA</b>	2,815,118
<b>PA</b>	2,907,124
<b>STAFF</b>	2 AD, 1.5 AST, 0.25 CA

<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>EU LRIT DATA CENTRE</b>			
<b>System operational</b>	percentage per year availability	99.94%	99%
	hours maximum continuous downtime	53min	max 4h
<b>EU CDC reporting performance</b>	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99.5%	99%
	percentage per year availability to users through WUI	99.3%	99%
<b>LRIT-IDE</b>			

<b>System Operational</b>	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.98%	99.9%
	Hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	01h30min	max 4h

## Outputs 2026

1. Continued operations and ongoing maintenance of the LRIT IDE, the EU LRIT CDC, and the EU LRIT Ship DB.
2. Perform necessary technological upgrade of the EU LRIT CDC, as well as upgrades requested by EU LRIT CDC Participating Countries, IMO and IMSO.
3. Perform necessary upgrading of the LRIT IDE, as requested by IMO and IMSO.
4. Support EU LRIT CDC Participating Countries for use of the EU LRIT CDC and the EU LRIT Ship DB.
5. Support LRIT DCs Operators during testing activities for integration in the LRIT system.
6. Participate and contribute to the LRIT Operational Governance Body.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

The EU LRIT Cooperative Data Centre (EU LRIT CDC) plays a crucial role in enabling Participating Countries to meet their LRIT obligations under Regulation V/19-1 of SOLAS 1974, which forms part of an international maritime framework aimed at enhancing ship safety and security, protecting the marine environment, and supporting maritime traffic management by tracking vessels.

By leveraging **EMSA**'s technical performance, reliability, and comprehensive user support, the EU LRIT CDC helps EU Member States and other associated countries to fulfil their international LRIT obligations efficiently.

At the heart of the global LRIT system is the **International Data Exchange (IDE)**, which functions as the central hub interlinking all **LRIT Data Centres (DCs)**, currently numbering 72 worldwide. The IDE enables seamless communication and data sharing among these centres, making it possible for authorized LRIT users, such as maritime administrations and search and rescue authorities, to request and receive accurate ship position reports in a secure, effective, and timely manner.

Appointed by the IMO in October 2011 as the IDE Operator, EMSA has since been responsible for ensuring the smooth operation of the IDE, maintaining interoperability between national and regional LRIT Data Centres, and ensuring compliance with all IMO-defined protocols and standards. This role is vital to the global LRIT system's efficiency and reliability, as the IDE ensures that data requests and responses are routed correctly and processed without delays.

## 6.4 MARITIME AWARENESS AND ANALYTICS (24000)



**Sustainable prosperity and competitiveness**

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

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

**Strategic action**

- Develop the European Maritime Awareness Centre and continue supporting Member States and the Commission with the growing demand for monitoring and emergency services.
- Develop predictive analytics and statistical products and reports to identify patterns, mitigate risks and support the development and implementation of relevant policies and legislation.

<p>Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5</p> <p><b>Legal basis</b></p> <p><b>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</b></p>				
<b>CA</b>	5,461,869			
<b>PA</b>	5,516,138			
<b>STAFF</b>	11 AD, 1 AST, 11.25 CA, 4 SNE (including 2 AD in 2025 for the Maritime Safety Package and 2 AD and 6 CA for the revision of the new EMSA mandate)			
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>	
<b>Analyses on the basis of full or part cycles or series of visits and inspections</b>	number of horizontal analyses per year	2		2
<b>End of cycle workshops</b>	number of workshops	1		1
<b>Maritime Support Services reaction</b>	Urgent requests: percentage of issues handled within 2 hours (such as requests for assistance following a maritime event, severe incidents affecting critical services, early warnings to Member States or phone calls to Member States following a CSN detection)		n/a	>98%
	Non-urgent requests: percentage of issues handled within 8 hours (such as standard helpdesk requests, non-scheduled reports of any type)		n/a	>98%
<b>Data Quality Reports</b>	Reports on the Member States status of implementation on SSN and LRIT	25 reports		25 reports
<b>Activation Emergency Phase of the CP</b>	average time to activate the emergency phase of the Contingency Plan from the moment a suitable request for assistance is received from a Member State	1h15min		< 2 hours
<b>Processing time of early warning reports</b>	Percentage of tickets on early warnings processed and delivered to MS/COM within 2 hours (such as arrival of banned vessels, specific flagged vessels, vessels loaded with sanctionable cargo)		n/a	>95%
<b>Processing time of regular reports</b>	Percentage of tickets on regular reports (processed and delivered to MS/COM within 8 hours (such as daily status report, summary reports, maritime traffic reports, area specific reports, exercises reports)		n/a	>95%
<b>Regular statistics on the EU maritime sector</b>	number of updates of the EU maritime profile (statistics on EU maritime sector)	4		4

## Outputs 2026

1. Deliver Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2026, the horizontal analyses (Mid-Cycle) of Directives 2019/883 on port

reception facilities for the delivery of waste from ships and 2022/993 on the minimum level of training of seafarers are to be delivered with complementing workshops.

2. Produce upon request analysis and statistics using available data to address issues affecting maritime transport in general, upon request from the Commission and Member States and within the Agency (e.g. EMSAFE, EMTER).
3. Continue supporting the Commission and Member States with the periodic and ad-hoc data and analytical reports on maritime operations including using customised dashboards (“shadow fleet”, crisis, sanctions monitoring, etc.).
4. Requests for support in maritime emergencies under the Contingency Plan are processed efficiently; Satellite images and other services are provided in the least time possible to support operational response on site, including information services to EMSA and the Commission in the Framework of the Working Arrangement in place with DG ECHO.
5. Support the Member States with regular statistics through the specific module of DONA .
6. Produce statistics with added value for the general public through the EU Maritime Profile, with focus on maritime sector and maritime services.
7. 24/7 Maritime Support Services to all user communities, including the provision of maritime information as well as incidents and problem management (according to ITIL procedures).

#### **New Outputs 2026 stemming from revision of EMSA mandate**

8. Transformation of the Maritime Support Services into the new European Maritime Awareness Centre available 24/7 including onboarding and training of staff.
9. Provide reliable strategic awareness and analyses to Member States and the Commission upon request to help monitor relevant maritime trends or scenarios (e.g. facilitation of the monitoring of sanctions applied by the Union against the Russian Federation, marine casualties’ statistics).
10. Provide reliable operational awareness and analyses to Member States and the Commission upon request to help monitor relevant maritime events or patterns of behaviour in maritime transport (e.g. behaviour of vessels, ship-to-ship transfers).
11. Provide assistance in monitoring the so-called “dark” tanker fleet, which poses a higher risk of pollution and further highlights the need for a comprehensive maritime awareness picture on the situation at sea in areas at risk including provisioning of ships’ insurances information to relevant Member States authorities, upon request.
12. Surveillance and monitoring of maritime traffic, scenarios and cargoes of interest, including tasks related to the monitoring of sanctions and other ad-hoc requests in support of Member States and the Commission.
13. Completion of business requirements for supporting digital services and their development underway. Development of new analytical tools with data access and data mining, creation of new dashboards and analytical data.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency carries out horizontal analyses to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation and to identify whether and if so, what changes are needed to Union law to improve the level of maritime safety and the prevention of pollution by ships in the EU.

The horizontal analyses will be complemented by workshops organised with the Commission and the Member States to, *inter alia*, pursue continuous improvement through feedback on the effectiveness of the maritime legislation and the sharing of best practices.

The analyses support the identification of common issues or topics of common interest and examination of their root causes and contributing factors, helping to highlight examples of potentially good working practices, including suggestions for potential ways forward, including cost effectiveness elements.

The Commission and the Member States are supported with reporting and monitoring of specific developments, such as vessels and commodities subject to sanctions against the Russian Federation. Additional and more

advanced analytical dashboards will be developed, for a better understanding of the impact of changes in traffic trends and improved maritime situational awareness particularly in conflict areas.

EMSA provides a single point of contact for support, helpdesk and emergency support using its Contingency Plan. A rapidly growing number of emergency requests from Member States' operational entities are being received and dealt with.

Regular reports are delivered on SSN/LRIT implementation and data quality as reported by the Member States, thereby contributing to the improvement of information systems and the improvement of data quality.

The Agency monitors the exchange of information between the Member States/Commission and EMSA making sure that connections and interfaces are up and running and that technical issues experienced by the Member States and the Commission with the information systems addressed properly and in a timely manner. Input is provided for improvements of the maritime traffic information systems, in particular as regards interfaces, interconnectivity and user issues regarding functional and non-functional aspects. As a result, the user community experiences improved quality of the information systems.

Through MARINFO and DONA, the Agency provides reliable statistics, thus supporting its end users in various activities as well as the Member States to monitor their performance as flag, port and coastal States.

Providing statistics and analytics to the general public on EU Maritime Profile helps to highlight the status of maritime transport in the EU and worldwide, the range of maritime transport services/activities, the impact of shipping to safety and environment as well as to quantify EMSA services, increasing Agency visibility to the general public.

#### **New added value 2026 stemming from revision of EMSA mandate**

The transformation towards EMAC will commence in 2026, integrating the existing tasks and capabilities of MSS and Analytics and Research, thereby creating the required synergies to deliver on the new mandate.

By operating the 24 hours per day and 7 days per week centre, the Agency will assist the Commission and the Member States in providing maritime situational awareness and analytical data, supporting them in safety, security and pollution, as well as situations of emergency at sea.

The Agency will, in that respect, further assist in the implementation of Union maritime legislation requiring the monitoring of ship movements and measures against threats of intentional unlawful acts as provided for in applicable Union maritime legislation, as well as the implementation of the Union restrictive measures that may fall under the remit of the competences of the Agency pursuant to the revision of the Founding Regulation.

The focus on both real-time alerting and the consolidation of analytical capabilities under EMAC should further increase the level of service to Member States and the Commission. The aim is to develop a more thorough cross-fertilisation and harmonisation of information.

As new, concrete added value starting in 2026, EMAC will gradually introduce additional knowledge needed for a more efficient execution of EMSA's core tasks, including support to analysis, reports and studies. In turn, this will enhance support for vessel and fleet-related analytics and support day-to-day operations and decision-making, by complementing localised maritime domain awareness with information on relevant tactical and strategic trends, maritime emergencies analyses and regulatory compliance monitoring support.

## **6.5 HORIZONTAL DIGITAL SERVICES (64000)<sup>19</sup>**



**Sustainable prosperity and competitiveness**



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

<b>Strategic action</b>	Implement efficient, transparent, SMART, sustainable, client oriented and equal management principles
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<sup>19</sup> Financial resources distributed across the activities.

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
<b>STAFF</b>	3.75 AD, 13 AST, 2.75 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>ICT EMSA Service desk</b>	percentage of timely response to users' ICT requests	97.44%	95%
<b>Availability</b>	ICT infrastructure availability per year	100%	99,5%
<b>Testing and Validation</b>	number of tested, validated and deployed releases to the test and pre-production	299	>170

## Outputs 2026

1. Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability.
2. Test, validate and deploy new releases of Maritime applications.
3. Maintain EMSA Corporate Services platforms and the Business Continuity Platforms and Services in accordance with the relevant performance indicators.
4. Support the implementation of cloud services at EMSA.
5. Maintain the cyber security protection for Corporate and Maritime applications.
6. Maintain up-to-date performance of the Data Centre computing platform and in the cloud.
7. Maintain up-to-date infrastructure architecture of the Data Centre storage system and in the cloud.
8. Maintain the Maritime application horizontal services according to business requirements and the latest technological advancements.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Maritime Applications are available and provide requested input to communities. Corporate Service platforms are available providing efficient tools for EMSA staff enhancing internal productivity.

Critical EMSA data are securely backed-up and restored when needed.

Cybersecurity protection of information systems is maintained in line with EMSA ICT security rules and guidelines.

Business Continuity Platforms and underlying processes are tested ensuring the business continuity of service for the critical Maritime Applications and for the Corporate Services platforms.

Maritime applications are transferred to the cloud in line with the cloud roadmap.

The horizontal services are updated to the latest technologies and provide efficient support to the maritime applications, irrespective of where they are hosted.

## 7. Technical assistance and capacity building

<b>Strategic Objective</b>	<b>Improved capacity to implement relevant EU policies and legislation at Commission, Member State and regional level</b>
<b>Strategic Actions</b>	<p>Ensure effective monitoring of Recognised Organisations at EU level.</p> <p>Strive towards assurance of qualified and competent manpower on board of ships flying the flag of EU Member States.</p> <p>Monitor and assist EU Member States in implementing the EU maritime acquis properly and effectively.</p> <p>Enlarge the portfolio of learning services in the area of Flag State, Port State and Coastal State competencies.</p> <p>Enhance regional cooperation and build capacity in the implementation of international conventions and applicable standards, fostering greener, safer and smarter shipping by exporting EU solutions.</p>

### 7.1 CLASSIFICATION SOCIETIES (31000)



**Sustainable prosperity and competitiveness**



**Protecting our democracy, upholding our values**

<b>Strategic action</b>	Ensure effective monitoring of Recognised Organisations at EU level.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3
	<i>Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]</i>
<b>CA</b>	2,560,415
<b>PA</b>	2,560,415
<b>STAFF</b>	8.25 AD, 0.75 AST, 0.25 CA, 1 SNE
<b>Performance Indicators (PI)</b>	
	<b>Result 2024</b>
<b>Inspections</b>	number of RO inspections per year
	17
<b>Draft assessment reports</b>	number of draft assessment reports per year
	5
	<b>Target 2026</b>
	16-20
	5-6

#### Outputs 2026

1. Carry out inspections of RO offices in line with the annual planning agreed with the Commission.
2. Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.
3. Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the ROs in accordance with Article 11 of Regulation (EC) No. 391/2009.

4. Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.
5. Assist the Commission with the follow-up of RO assessments under Articles 5 and 6 of Regulation (EC) No. 391/2009 and Commission Regulation (EU) No 788/2014
6. Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.
7. Workshop with the Member States on RO monitoring oversight.

#### **New Outputs 2026 stemming from revision of EMSA mandate**

8. Provide technical assistance to the Commission on possible remedial measures or the imposition of fines on the recognised organisations in accordance with Article 5 and 6 of Regulation (EC) No 391/2009 and the corresponding advance notice requirements.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

Through the gained experience and knowhow, the Agency supports the Commission in any initiative related to the improvement of the relevant legislative framework and its implementation as concerns Classification Societies both at EU level and in the international domain.

The inspections of ROs contribute to the quality of the services provided by the ROs and increase the overall level of safety in the EU. They also contribute to maintain a level playing field among the Classification Societies providing services within the EU market.

By carrying out this activity, the Agency also supports the Member States to fulfil their obligations according to Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations.

#### **New added value 2026 stemming from revision of EMSA mandate**

Through its technical expertise, EMSA will be able to provide technical assistance to the Commission on possible remedial measures or the imposition of fines on recognised organisations under Art 5 and Art 6 of Reg. 391/2009 and the corresponding advance notice requirements thus contributing to better ROs compliance with the applicable requirements and therefore enhancing safety of, and prevention of pollution from, ships

## **7.2 SEAFARERS' TRAINING AND CERTIFICATION (32000)**



**Sustainable prosperity and competitiveness**



**Supporting people, strengthening our societies and our social model**



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

<b>Strategic action</b>	Strive towards assurance of qualified and competent manpower on board of ships flying the flag of EU Member States.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b) and 3
<b>CA</b>	1,971,415
<b>PA</b>	1,971,415
<b>STAFF</b>	5.75 AD, 0.5 AST, 0.25 CA, 2 SNE

**Performance Indicators (PI)**

**Result 2024**

**Target 2026**

<b>Inspections and visits</b>	number of inspections and visits per year	7	7-9
<b>Reports</b>	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	100%

#### Outputs 2026

1. 4-5 inspections of third countries.
2. 3-4 visits to Member States.

#### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA's inspections of third countries allow the use of a common technical methodology and reduce the costs that would be involved if this activity was conducted by individual Member States, as it is found in the Directive (EU) 2022/993. This contributes to improved maritime safety, not only on-board EU registered vessels, but also in EU waters.

The regular monitoring of Member States, through EMSA's visits, contributes to a level playing field in the field of Standards for Seafarers in the European Union.

Together, these inspections and visits contribute to improving the overall quality of the education and training of seafarers and the correctness of their certification in line with the STCW Convention or Directive (EU) 2022/993 respectively.

### 7.3 VISITS TO MEMBER STATES (33000)



**Sustainable prosperity and competitiveness**



**Protecting our democracy, upholding our values**

<b>Strategic action</b>	Monitor and assist EU Member States in implementing the EU maritime acquis properly and effectively.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), and 3
<b>CA</b>	1,475,440
<b>PA</b>	1,475,440
<b>STAFF</b>	4.25 AD, 1.5 AST, 0.5 CA
<b>Performance Indicators (PI)</b>	
<b>Visits</b>	number of visits per year
<b>Reports</b>	percentage of draft reports submitted to the visited Member State within 90 days from end of visit
	<b>Result 2024</b>
	12
	100%
	<b>Target 2026</b>
	10
	100%

## Outputs 2026

1. 4 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety and of Directive (EU) 2017/2110 (Ro-pax) as applicable.
2. 6 visits in respect of Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, including 1 to an EFTA State.
3. Any additional visit activity that the European Commission may request EMSA to undertake, taking into consideration the Agency's revised mandate.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA's visits serve as an important link between the objectives of Union law and the operational implementation of its requirements by each Member State. They provide the Commission and EFTA Surveillance Authority with information about the approach to and consistency in the application of the legislation being assessed, enabling them to assess the level of operational implementation by each Member State and to identify areas where the objectives of the legislation are not being achieved.

The visits also provide the operational units of the Member States visited with an opportunity to give feedback on the effectiveness of the maritime legislation, difficulties in its interpretation and implementation, and to learn about good practices from EMSA's visits to other Member States on the same subject.

Another major added benefit of the visits is the opportunity for the personnel of the maritime administration who are specifically handling the various issues covered by the legislation which is the subject of the visit to be able to discuss with and learn from the EMSA experts who participate in these visits; for example short time training sessions are given, clarifications of detailed and/or complex sections of text of a piece of legislation are provided, areas of concern in the operational application are identified and assistance in problem solving is given.

## 7.4 CAPACITY BUILDING AND EMSA ACADEMY (43000)



**Sustainable prosperity and competitiveness**



**Protecting our democracy, upholding our values**



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

**Strategic action** Enlarge the portfolio of learning services in the area of Flag State, Port State and Coastal State competencies.

**Legal basis** Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b), 2.5 and 2b

*Proposal for a Regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 [COM(2023) 269]*

*Directive (EU) 2024/3017 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and repealing Commission Regulation (EU) No 1286/2011*

*Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/16/EC on port State control*

*Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 amending Directive 2009/21/EC on compliance with flag State requirements*

*Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 amending Directive 2005/35/EC as regards ship-source pollution and on the introduction of administrative penalties for infringements*

<b>CA</b>	4,979,562
<b>PA</b>	4,979,562
<b>STAFF</b>	11 AD, 0.25 AST, 1.25 CA, 1.5 SNE (including 0.5 AD for the new EMSA mandate)

<b>Project Financed Activity</b>	<i>IPA III (78000) – PROJECT FINANCED ACTIVITY</i>		
	EU Funds for Candidate and Potential Candidate Countries		
<b>Strategic action</b>	Enhance regional cooperation and build capacity in the implementation of international conventions and applicable standards, fostering greener, safer and smarter shipping by exporting EU solutions.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
<b>Funding source</b>	EC, DG ENEST		
<b>Time frame/envelope</b>	2023-2027 / 800,000 Euros		
<b>Expenditure 2026</b>	222,485 €		
<b>Project Financed Staff</b>	None		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>EMSA Academy</b>	number of Common Core Curricula delivered	4	7
	number of part-time courses delivered	9	7
	number of short courses delivered	34	11
	number of microlearning modules delivered	n/a	3
	number of Member States experts attending per year	1333	1000
<b>Enlargement countries</b>	number of IPA experts attending learning services and technical meetings per year	134	30
	implementation ratio of planned activities per year	100%	>80%
<b>Customer satisfaction</b>	learning services (MSs)	93.3%	>90%
	learning Services (IPA)	>90%	>90%
	technical assistance services <b>including provision of EMSA tools and services (IPA)</b>	>90%	>90%
<b>MaKCs platform operational</b>	percentage per year availability	100%	95%
<b>VRESI operational</b>	percentage per year availability	100%	95%
<b>EMSA Academy's Helpdesk Service</b>	percentage of requests closed in line with the requirement of the Academy Quality Management System	100%	99%

## Outputs 2026

1. Implementation of the EMSA Academy Quality Management System (AMS) for the design, development and delivery of learning services outside formal education. All services that will be made available will be certified.
2. Identification of Member States' needs for new trainings or modification of the existing courses through a structured Training Need Analysis Methodology as part of the AMS.
3. Developing new or amending existing learning services in line with the outcome of the Training Need Analysis and delivering learning services as per the Harmonised Training Program: Common Core Curricula, part-time courses and short courses. Microlearning module packages will be added as the fourth type of learning services.
4. New study **MARCOMPASS** (Mapping Evolving Competencies and Emerging Job Profiles within Maritime Administrations) with focus on decarbonisation and digital transition in shipping and new requirements for different profiles in the competent authorities stemming from new regulatory frameworks and technological developments.
5. Pilot exchange programme in support of the Sulphur Inspector Curriculum.
6. Enhance further MaKCs and VRESI and support migration to the cloud.
7. Publish a procurement procedure to enrich both MaKCs and VRESI capabilities and apply new AI-based technologies.
8. Expand the use of the eLab.in support of the EMSA Academy, and of the Agency for raising awareness initiatives and knowledge sharing.
9. Ensure proper access to Member States, IPA and ENP countries and various PSC MoUs (MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean, Abuja) as foreseen by the respective agreements approved by the Administrative Board.
10. Support interested Member States in using MaKCs for national training programs including a User Interface Language Pack now available.
11. Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the implementation of online joint trainings as per the agreed annual plan.
12. Support to Member States and enlargement countries for IMSAS. The support will entail access to an ISO Certified course developed by the EMSA Academy, the performance of mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
13. Support to the enlargement countries for the transposition of EU maritime legislation to their national legal system and the implementation of a Quality Management System for their maritime administrations. Provide the Dynamic Overview of National Administration (DONA) for IPA countries PHASE I ("country profile" and "statistics") and develop PHASE II ( reporting gate to IMO).
14. Continue to cooperate with Paris, Med and Black Sea MoUs for the implementation of their respective training policy, thus offering them access to the PSCO CCC developed by the EMSA Academy.
15. Support to the work of the IMO Correspondence Group chaired by EMSA on the development of an entrant training manual for PSC.
16. Maintain and enhance RuleCheck thus providing up to date access to maritime legislation and other functionalities (like the Flag State Survey Functionality) to Member States, various PSC MoUs (Paris, MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean) and other third countries (AMSA) as foreseen by the respective agreements approved by the Administrative Board. In addition, an automated notification system (for new or amended legislation) will be developed.

## New Outputs 2026 stemming from Maritime Safety Package

17. New learning services to cater for legal and technological developments, specific techniques and tools and technologies relating to ships, their equipment and operations will be prioritised.
18. In accordance with the revised Flag State Directive, support Member States to develop capacity-building scheme for their flag State inspectors.
19. Following the outcome of the mapping exercise launched in 2025, assess the need for a new Common Core Curriculum for Flag State Surveyors, as foreseen by the revised Flag State Directive and define scope and timeline, if needed.

20. In accordance with the revised Port State Control Directive, existing PSC CCC will have to be reviewed and amended on a continuous basis especially as regards new maritime safety challenges related to environmental, social, labour issues, new technologies and in relation to the additional obligations arising from the relevant instruments as well as to address guidelines related to a port State control regime for fishing vessels.
21. In accordance with the revised Accident Investigation Directive, the existing CCC for AIs will have to be reviewed and amended on a continuous basis to cater new legal and technological developments, specific techniques and tools and technologies relating to ships, their equipment and operations.
22. A Common Core Curriculum to support surveillance, investigation and reporting required by the revised Ship-Source Pollution Directive will be designed and developed.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

The structured approach for the learning services outside formal education offered through a controlled environment and the potential certification of knowledge, skills and competencies for specific activities or functions, will provide uniform and enhanced support to the competent authorities of the Member States in their effort to ensure continuous professional development for their staff.

The further progress of the EMSA Academy, with the introduction of a quality management system and the delivery of common core curricula in addition to the existing learning services, will further support the appropriate implementation of the professional development and training program and will provide state of the art learning services outside formal education to Member States and the ENP and IPA countries.

The introduction of ISO standards for the development of curricula will ensure the credibility of the EMSA Academy as an organisation that provides maritime lifelong educational services and the comparability and transparency of services offered at EU level and beyond.

The MARCOMPASS study will deliver concrete outcomes to assist Maritime Administrations across the EU in navigating the dual transition of decarbonisation and digitalisation. It will offer valuable insights into how the roles of Flag State Surveyors, Port State Control Officers, ISM/ISPS Auditors, and other inspection and audit personnel must evolve in response to emerging regulatory and technological developments such as the EU ETS, FuelEU Maritime, alternative fuels, cybersecurity, remote surveys, and autonomous vessels.

The exchange program will mitigate the lack of experiential learning for courses related for example to Flag State, Sulphur, PRF (shipboard), Ship Recycling (shipboard), Port State Control Inspections, Accident Investigation, Pollution Response and SAR. Participants from the Member States would greatly benefit from a more hands-on approach, allowing them to engage in on-the-job training and be exposed to how theoretical knowledge is applied in real-world scenarios.

The further development of learning technologies (i.e., MaKCs and VRESI) and the strengthening of its digital education capabilities (i.e., eLaboratory) enables delivery of course and training activities in a flexible, efficient and cost-effective ways.

The support offered for the IMSAS Audits will help Member States and Enlargement countries to identify strengths and areas for improvement, thus contributing to enhancing safety and protection of the marine environment.

Through the implementation of the IPA project the enlargement countries will continue the transposition of the EU maritime acquis into the national legislation thus fostering the approximation with the EU in terms of implementing maritime safety, security and pollution prevention and response.

#### **New added value 2026 stemming from Maritime Safety Package**

The portfolio of learning services will be reinforced to support the implementation and enforcement of new legislation and address new challenges faced by the competent authorities Member States will have access to a wider portfolio of learning services, thus ensuring the continuous upskill of their inspectors. Furthermore, the proper training of the personnel from the various competent authorities will enhance the uniform implementation on EU and international legislation, thus ensuring higher standards and a level playing field whilst on the same time reducing the resources required in the Member States for training.

Through the capacity building measures foreseen under the revised Flag State Directive, Member States will have access to a wider portfolio of learning services, which will ensure the continuous upskill of both Flag State Inspectors and Surveyors. In addition through the support to be offered by the Agency to develop capacity-building scheme for their flag State inspectors and surveyors, compliance with the requirements of Resolution A.1070(28) in relation to the obligation to maintain a training scheme for Flag State Inspectors will be ensured for the Member States.

In parallel Port State Control Officers will have access to continuously reviewed and updated learning services thus ensuring proper control and enforcement in a uniform way throughout the EU and the Paris MoU Region of new maritime safety challenges related to environmental, social, labour issues, new technologies and in relation to the additional obligations arising from the relevant instruments.

Accident Investigators, through the continuous updated content of the relevant CCC will be able to address new legal and technological developments, specific techniques and tools and technologies relating to ships, their equipment, and operations, thus being able to perform relevant Safety Investigations to any type of ships.

Personnel from various competent authorities in the EU, will be offered access to a Common Core Curriculum to support their daily activities in relation to surveillance, investigation and reporting as required by the revised Ship-Source Pollution Directive will be designed and developed. The possibility to follow the CCC in a modular approach, thus increasing flexibility in accessing training will also be provided.

Finally, all participants from all competent authorities will be provided familiarization with the use of existing or newly developed digital tools (such as THETIS environment, EMCIP, etc) thus ensuring the required reporting and exchange of date in a harmonised way throughout the EU.

Through the Safety, security and protection of the marine environment is fostered in EU geographical dimension and solutions are exported to third countries.

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



**Sustainable prosperity and competitiveness**



**Protecting our democracy, upholding our values**



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

<b>Project Financed Activity</b>	SAFEMED V, EuroMed Maritime Safety Project
<b>Strategic action</b>	Enhance regional cooperation and build capacity in the implementation of international conventions and applicable standards, fostering greener, safer and smarter shipping by exporting EU solutions.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5
<b>Funding source</b>	EC, DG MENA
<b>Time frame/envelope</b>	2022-2028 / 8,000,000 €
<b>Expenditure 2026</b>	12,072,088 €
<b>Project Financed Staff</b>	4.5 CA
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>
	<b>Target 2026</b>

<b>Implementation of SAFEMED V, EuroMed Maritime Safety Project</b>	implementation ratio of planned activities	94.81%	80%
	number of participants in learning services	218	90
	customer's satisfaction for learning services	90%	90%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	91.7%	90%

## Outputs 2026

1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy (including common core curricula) or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.
2. Support the building up of the national capacity through transposition of international conventions to national legislation, technical meetings, seminars, workshops, exercises, bilateral activities, access to tools (i.e., THETIS-MED, RuleCheck, MaKCs and VRESI) services (IMS/ CleanSeaNet) developed by EMSA and the potential development of Maritime Single Window prototype for the ENP countries.
3. Provide the Dynamic Overview of National Administration (DONA) for SAFEMED V countries (PHASE I – Implementation of the “country profile” and “statistics” will be operational, whilst PHASE II – Implementation of the reporting gate to IMO to support ENP / IPA countries to report to GISIS through a single-entry point will be developed).
4. Develop a concept and enhance THETIS-MED accordingly to include the Ship Risk Profile adopted by the Med MoU text, ensuring alignment with the process established by the Port State Control Directive and currently implemented by the Paris MoU.
5. THETIS-MED will be further enhanced by integrating detected port calls from EMSA's ABMs, based on AIS data, enabling automatic dissemination of port call information. PSCOs from the MeD MoU will participate in the exchange program developed in cooperation with the MeD MoU Secretariat.

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Mediterranean partner countries in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Safety, security and protection of the marine environment is fostered beyond the EU geographical dimension and solutions are exported to third countries thus ensuring higher standards and a level playing field.

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



**Sustainable prosperity and competitiveness**

**Protecting our democracy, upholding our values**

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

**Project  
Financed  
Activity**

BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)

<b>Strategic action</b>	Enhance regional cooperation and build capacity in the implementation of international conventions and applicable standards, fostering greener, safer and smarter shipping by exporting EU solutions.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
<b>Funding source</b>	EC, DG ENEST		
<b>Time frame/envelope</b>	2022-2026 / 3,500,000 €		
<b>Expenditure 2026</b>	656,250 €		
<b>Project Financed Staff</b>	2.5 CA		
<b>Performance Indicators (PI)</b>	<b>Result 2024</b>	<b>Target 2026</b>	
<b>Implementation of BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)</b>	implementation ratio of planned activities	96.42%	80%
	number of participants in learning services	191	70
	customer's satisfaction for learning services	97.33%	90%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	96.66%	90%

## Outputs 2026

1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy (including common core curricula) or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.
2. Through the implementation of the project, assistance will be offered to Ukraine to support the country's reconstruction as far as feasible.
3. Support the building up of the national capacity through transposition of international conventions to national legislation, technical meetings, seminars, workshops, exercises, bilateral activities, access to tools (i.e., RuleCheck, MaKCs and VRESI) services (IMS/ CleanSeaNet) developed by EMSA and the potential development of Maritime Singe Window prototype for the ENP countries.
4. Provide the Dynamic Overview of National Administration (DONA) for BC SEA II countries (PHASE I – Implementation of the “country profile” and “statistics” will be operational, whilst PHASE II – Implementation of the reporting gate to IMO to support ENP / IPA countries to report to GISIS though a single-entry point will be developed).
5. Develop and agree with the Commission the action document for the new BCSEA III project (expected to start from January 2027).

## Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Black and Caspian Seas region in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Support Ukraine in its effort to reconstruct national capacity.

Safety, security and protection of the marine environment is fostered beyond the EU geographical dimension and solutions are exported in third countries thus ensuring higher standards and a level playing field.

## 8. Partnerships and International Dimension

<b>Strategic Objective</b>	Wider uptake of EU solutions and standards in shared seas and beyond. Strengthened relationships with relevant stakeholders in the EU and beyond to increase efficiency and efficacy of maritime transport
<b>Strategic Actions</b>	<p>Contribute to the European cooperation on coast guard functions together with EFCA and Frontex for the benefit of the wider European coast guard community.</p>  <p>Provide tools and services to other EU Agencies and regional and international organisations.</p>

### 8.1 EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS



<b>Strategic action</b>	Contribute to the European cooperation on coast guard functions together with EFCA and Frontex for the benefit of the wider European coast guard community.		
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
Annual Strategic Plan	Implementation of EMSA tasks under the Annual Strategic Plan	Full implementation	Full implementation

#### Outputs 2026

1. Implementation of EMSA tasks under the Tripartite Working Arrangement Annual Strategic Plan 2026 on coast guard cooperation, to be agreed between the three Agencies by the third quarter of 2025.
2. Support Multipurpose Maritime Operations (MMO) through the provision of a range of EMSA services to host Member States authorities in support of maritime safety, including vessel traffic management, maritime environmental protection and response, maritime monitoring and surveillance and maritime Search and Rescue (SAR).

#### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA tasks under the Tripartite Working Arrangement's Annual Strategic Plan 2026 will bring added value in particular to those coast guard functions within EMSA's remit, benefitting the Agency's longstanding core stakeholders.

The tasks will cover development of new cooperation areas or enhanced cooperation in the following topics: information sharing; surveillance and communication services; capacity building; risk analysis; and capacity sharing.

Based on the experience gained in 2023, 2024 and 2025, the Agency will continue to lead MMOs and/or contribute to MMOs led by Frontex and/or EFCA in 2026, in accordance with the procedures approved by the TWA Steering Committee and the MMO Specific Modalities Document describing the MMO activities.

# Tripartite Working Arrangement

## Annual Strategic Plan 2026

### Introduction

The Tripartite Working Arrangement (TWA)<sup>20</sup> between the European Border and Coast Guard Agency (Frontex), the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency (EMSA) defines the modalities of the cooperation between the three Agencies. The aim is to support national competent authorities in the implementation of coast guard functions cross-sector and cross-border activities. The interagency cooperation has become part of the daily work of the three EU Agencies and EFCA, EMSA and Frontex present now the same section on coast guard cooperation in their respective Single Programming Document and annual report.

As a result, EFCA, EMSA and Frontex are maintaining and deepening the cooperation in the five areas defined by the common article<sup>21</sup> in the respective founding regulations (information sharing, surveillance and communication services, capacity building, risk analysis and capacity sharing) to further support the national authorities carrying out coast guard functions in various domains.

Being aware that projects and cross sector initiatives performed by the three Agencies can benefit a wider number of national authorities around EU and beyond EFCA, EMSA and Frontex are presenting their Annual Strategic Plan (ASP) for 2026 as set out in the next pages. The current plan focuses on concrete projects to be developed within an indicated timeline, by adopting a multiannual approach towards the planned activities and with the intention of having the relevant Member States authorities closely involved in its implementation.

The projects and tasks of the plan are the result of the dialogue between the three Agencies on how to best serve the needs for cross sectoral activities, taking into account the feedback of the national authorities received through the Annual European Coast Guard Event, the different Coast Guard Fora and channels, such as joint trainings, national and regional initiatives covering more than one coast guard functions and the European Coast Guard Functions Forum (ECGFF), in particular the European agencies co-organised workshops.

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<sup>20</sup> Tripartite Working Arrangement between the EFCA, EMSA and Frontex signed on 18 March 2021.

<sup>21</sup> Regulation (EU) 2019/473 of the European Parliament and of the Council of 19 March 2019 on the European Fisheries Control Agency (OJ 83, 25.3.2019, p18), Regulation (EU) 2016/1625 of the European Parliament and of the Council of 16 June 2016 amending Regulation (EC) 2002/1406 of 27 June of 2002 establishing a European Maritime Safety Agency (OJ 251, 16.9.2016, p.77), Regulation (EU) 2019/1896 of the European Parliament and of the Council of 13 November 2019 on the European Border and Coast Guard and repealing Regulations (EU) No 1052/2013 and (EU) 2016/162 (OJ L 295, 14.11.2019, p1).

## Priorities for 2026 (outline)

### Horizontal

Objective:	To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level.
Tasks:	<ol style="list-style-type: none"><li>1) To hold the joint 9<sup>th</sup> Annual European Coast Guard Event (AECGE) in 2026 under the coordination of EMSA (as chair of the TWA), while enhancing interaction between participants.</li><li>2) To ensure, where possible, the joint participation of the three EU Agencies in European and international maritime events with coast guard relevance such as the European Maritime Day.</li><li>3) To coordinate the cooperation with regional Coast Guard Functions Fora, and in particular with ECGFF.</li><li>4) To coordinate the implementation of the adopted interagency communication plan for 2026.</li><li>5) To present the outcomes of the “Greening Award initiative” during the AECGE 2026.</li><li>6) To implement and contribute to the common actions as required in the updated European Maritime Security Strategy (EUMSS) and its Action Plan, as well as the coordinated contribution to the joint progress report.</li><li>7) To follow, where relevant, the implementation of the European Ocean Pact and the preparation of the Ocean Act.</li></ol>
Timeline:	2026

## **Information sharing**

The following specific projects shall be implemented:

<b>Project A:</b>	<b>Roadmap addressing how CISE will support information exchange and cooperation between the three Agencies</b>
Objective and tasks:	<p>Building on the existing Roadmap:            Draft an updated Roadmap for review at the 2026 mid-year TWA Steering Committee meeting and implementation Reports in June 2026 and December 2026.            Revise as appropriate and based on experience gained, the standard procedure for the use of CISE in the context of MMOs.</p>
Timeline:	2026
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1. Provide feedback on progress made regarding the implementation of the Roadmap when presented at relevant fora.</li> <li>2. Provide feedback on the procedure for the use of CISE in MMOs.</li> </ol>
<b>Project B:</b>	<b>Identification of additional data needs from external maritime data sources for enhancing the EU Agencies' common maritime picture</b>
Objective and tasks:	<p>Support the enhancement of the common maritime picture of the three EU Agencies by:            Gathering external maritime data requirements from the respective user communities and produce a catalogue of these requirements.            Assisting in the identification of the possible sources for this data.            Defining a commonly agreed prioritisation for the acquisition of this data.</p>
Timeline:	2026
Contribution from Member States authorities:	Provide needs for external maritime data to the respective Agency.
<b>Project C:</b>	<b>Promote the use of maritime analytical tools across Coast Guard Functions</b>
Objective and tasks:	<p>To promote the awareness of the maritime analytical resources available through the Agencies:</p> <ul style="list-style-type: none"> <li>▪ Organise a tabletop exercise with MS to identify current uses and potential needs regarding maritime analytical tools and/or datasets, possibly in the context of use cases and/or lessons learnt from MMOs. If appropriate, the tabletop exercise will be held in conjunction with another EU CGF event.</li> </ul>
Timeline:	2026
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1. Participate in the tabletop exercise and provide feedback.</li> <li>2. Provide feedback and/or use cases on the analytical tools available through the Agencies.</li> </ol>

## ***Surveillance and communication services***

The following specific projects shall be implemented:

<b>Project D:</b>	<b>Exchange information on the use of new and prospective surveillance technologies (including underwater surveillance)</b>
Objective and tasks:	<ol style="list-style-type: none"> <li>1) Exchange information on identified new and prospective technologies for surveillance, including AI for data processing.</li> <li>2) Exchange operational information on use-cases where the new surveillance technologies could have added value.</li> </ol>
Timeline:	2026
Contribution from Member States authorities:	As project focus inter-Agency, not applicable to MS.
<b>Project E:</b>	<b>Exchange of best practice and approaches how to implement SNC (sensitive non classified) data exchange</b>
Objective and tasks:	<p>Building on experience gained and taking into account relevant legal frameworks:</p> <ol style="list-style-type: none"> <li>1) Identify useful procedures and approaches to data exchange under the SNC label.</li> <li>2) Implementation of SNC procedures for the data exchange at SNC level where needed between the Coast Guard Agencies.</li> </ol>
Timeline:	2026
Contribution from Member States authorities:	As project focus inter-Agency, not applicable to MS.

## ***Capacity building***

The following specific projects shall be implemented:

<b>Project: F</b>	<b>Practical Handbook on European cooperation on coast guard functions and Coast Guard qualifications Network</b>
Objective and tasks:	<p>Strengthen the cooperation between the European coast guard function authorities in further developing the practical handbook<sup>22</sup> and in selected capacity building activities.</p> <ol style="list-style-type: none"> <li>1) To support the implementation of the project “Implementation of the results of the Coast Guard qualifications Network and the Practical Handbook on European cooperation on coast guard functions”<sup>23</sup> through:</li> </ol>

<sup>22</sup> Commission Recommendation (EU) 2021/1222 of 20 July 2021 establishing a ‘Practical Handbook’ on European cooperation on coast guard functions, OJ L 268, 27.7.2021, p. 3–18.

<sup>23</sup> Contribution Agreement attributed to EFCA through Commission Implementing Decision of 4.6.2021 on the financing of the European Maritime, Fisheries and Aquaculture Fund and the adoption of the work programme for 2021, C(2021) 3870 final.

	<ul style="list-style-type: none"> <li>▪ Using the existing databases in the Agencies for keeping the handbook updated in the online platform avoiding any double reporting from Member States.</li> <li>▪ To maintain and update the coast guard training network and follow up with the on-the-job exchange opportunities.</li> <li>▪ Promoting the Sectoral Qualifications Framework for Coast Guard Functions (SQF), among others, through a dedicated awareness session on SQF for Coast Guard functions.</li> </ul> <p>2) To manage and maintain an online platform and define the generic contents to be included to reflect the existing areas of cooperation and to collect and host the most important ASPs projects' deliverables such as the Maritime Data Catalogue.</p>
Timeline:	2026
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1) Feedback related to the implementation of the online platform for the Handbook.</li> <li>2) Feedback on possible further developments of the Handbook.</li> <li>3) Update of country factsheets.</li> <li>4) Member States authorities to participate in the identification of training needs, offer training and on-the-job exchange opportunities.</li> <li>5) Member States authorities to cooperate on the promotion and, as relevant, implementation of the Sectoral Qualifications Framework for Coast Guard Functions (SQF).</li> </ol>
Project: G	<p><b>Cross-sector training and capacity building</b></p> <ol style="list-style-type: none"> <li>1) Continue to offer joint cross-sector information and awareness sessions on: <ul style="list-style-type: none"> <li>▪ Maritime Surveillance</li> <li>▪ Search and Rescue (SAR)</li> </ul> <p>Based on feedback received, assess the need to continue with the implementation of these sessions in the future.</p> <p>Explore the possibility to offer information and awareness sessions on emerging topics such as Cybersecurity, hybrid threats, energy transition and Critical Maritime Infrastructures, ideally based on the Agencies internal expertise.</p> </li> <li>2) Support cross-agency coordination and improve preparedness across the three Agencies and the Member States in relation to Maritime Surveillance, providing simulated hands on training and building on the existing TWA awareness session on Maritime Surveillance: <ul style="list-style-type: none"> <li>▪ Develop an innovative capacity-building initiative that leverages advanced technologies—such as artificial intelligence, immersive simulators or other technologies to enhance Maritime Surveillance training. This initiative might be integrating existing capabilities offered by the three Agencies (and included in the existing Training offers) into a unified, scenario-driven training activity, thus creating dynamic simulations that mirror real-world complexity.</li> </ul> </li> </ol>
Timeline:	<ol style="list-style-type: none"> <li>1) 2026</li> <li>2) Multiannual: 2026 for development / 2027 first delivery</li> </ol>
Contribution from Member States authorities:	<ol style="list-style-type: none"> <li>1) Where relevant, Member States to participate with their input and expertise.</li> </ol>

### ***Risk Analysis***

The following specific project shall be implemented:

<b>Project: H</b>	<b>Cross-sector risk analysis</b>
Objective and tasks:	<p>Provide support to Member States authorities carrying out coast guard functions on cross-sector risk analysis/assessments.</p> <ol style="list-style-type: none"><li>1) Continue to provide cross sectorial risk analysis/assessment products to be used in different European sea basins and deliver a common report on specific areas and/or sea basins, in particular for the Multipurpose Maritime Operations.</li><li>2) Organise a joint workshop on risk analysis and assessment, taking into account the main outcomes and feedback from the previous sessions. The main objectives of the workshop is to foster the exchange of information and best practices between the different communities of the three Agencies. Explore the possibility to incorporate a regional approach and to consider factors relevant at a regional level.</li><li>3) Continue assessing the workshop objectives, terms of reference, frequency, relevance of regional factors and usefulness for Member States authorities.</li></ol>
Timeline:	2026
Contribution from Member States authorities:	Member States will be the target audience and main beneficiaries of the workshop and will contribute to the planned workshop.

### ***Capacity sharing***

The following specific project shall be implemented:

<b>Project: I</b>	<b>Multipurpose Maritime Operations</b>
Objective and tasks:	<p>To implement the MMO(s) agreed by TWA Steering Committee in the European sea basin, upon MS's or Agencies' request and in line with the generic modalities for MMO:</p> <ul style="list-style-type: none"><li>▪ Implement MMO led by Frontex in the Baltic Sea and possibly in the Western Black Sea, and/ or in one other European sea basin.</li><li>▪ Implement MMO led by EFCA possibly in the Adriatic Sea and/ or in one other European sea basin.</li><li>▪ Implement MMO led by EMSA in one European sea basin.</li></ul> <p>To further develop a glossary of abbreviations and acronyms relevant for the cooperation and implementation of MMOs, as annex of MMO guidelines finalized.</p>
Timeline:	2026. MMOs areas and periods to be identified by September 2025.
Contribution from Member States authorities:	Member States' feedback on MMO received through the final evaluation report.

<b>Project: J</b>	<b>Mapping of the Agencies' assets deployment in support of Member States</b>
	Conducting a mapping of the agencies' assets deployment in support of the MSs using Integrated Maritime Service (IMS). Information about the agencies' assets to be included in the online platform with links to the Agencies' respective websites, if relevant.
Objective and tasks:	Each Agency to provide regularly updated information of their chartered assets deployed in EU sea basins that are suitable for multipurpose operations.  To be kept as an open project with possible new features to be added and to have an assessment in 2026 with the operational users.
Timeline:	2026 (multiannual).
Contribution from Member States authorities	N/A

## 8.2 EFCA - EMSA SLA (72100) – PROJECT FINANCED ACTIVITY



**Sustainable prosperity and competitiveness**

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

<b>Project Financed Activity</b>	EFCA - EMSA SLA
<b>Strategic action</b>	Provide tools and services to other EU Agencies and regional and international organisations.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2b
<b>Funding source</b>	EFCA
<b>Time frame/envelope</b>	Indefinite duration of the SLA with no fixed budgetary envelope
<b>Expenditure 2026</b>	807,000 € (pending new Specific Agreement)
<b>Project Financed Staff</b>	2 CA
<b>Performance Indicators (PI)</b>	
<b>Integrated Maritime Services</b>	percentage per year availability to EFCA
	99.67%
	99%

### Outputs 2026

1. Continue implementing the Service Level Agreement signed between EMSA and EFCA based on the SLA Annual Programme and associated Specific Agreement signed with EFCA.
2. Maintenance and further improvement of a tailored integrated Maritime Service including Earth Observation products acquired through the Copernicus Maritime Surveillance service or those acquired and shared under the EMSA – Frontex SLA, to support fisheries monitoring and control operations.
3. Provide operational support to users under the EFCA-EMSA SLA framework.
4. Provision on request and subject to available funding, RPAS services to support fisheries monitoring and control operations in particular operations coordinated by EFCA. EFCA will be associated, on request of the Member State users, to multipurpose RPAS operations involving National fisheries authorities.
5. Sharing of operational capacities including setting-up pollution response equipment on EFCA chartered vessels.

### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Tailored Integrated Maritime Services (IMS) are offered to EFCA in accordance with their user requirements and their end users in the Member States and the Commission. EFCA VMS data transmitted by EFCA, and Earth Observation products, sourced from either the Copernicus Maritime Surveillance (CMS) service or those acquired and shared under the EMSA – Frontex SLA, are integrated in the Integrated Maritime Service (IMS) for EFCA associated users.

Explore integrating information available at EFCA, including when relevant, information collected on scene by surveillance assets, should enhance ship detail and ship activity information for fisheries control authorities. Within the framework of the EFCA-EMSA SLA, EMSA will continue providing support to EFCA by equipping its three chartered Offshore Patrol Vessels (OPVs) with oil pollution response equipment, thus making the EFCA OPVs available to assist Member States with response to pollution incidents in EU waters.

The cooperation with EFCA also covers the sharing of operational capacities and services (vessels, Earth Observation services, maritime traffic picture, RPAS) for multipurpose activities and will further increase the efficient use of EU maritime surveillance means. Such activities are undertaken in the general framework of the European cooperation on coast guard functions between EMSA, EFCA and Frontex.

## 8.3 EMSA - FRONTEX SLA (72000) – PROJECT FINANCED ACTIVITY



## A new era for European Defence and Security

## Protecting our democracy, upholding our values

<b>Project Financed Activity</b>	EMSA - Frontex SLA
<b>Strategic action</b>	Provide tools and services to other EU Agencies and regional and international organisations.
<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b); Regulation (EU) N° 2019/1986 Art. 69. (Frontex and EUROSUR); Commission Implementing Regulation (EU) 2021/581 of 9 April 2021 on the situational pictures of the European Border Surveillance System (EUROSUR)
<b>Funding source</b>	Frontex
<b>Time frame/envelope</b>	Indefinite duration of the SLA with no fixed budgetary envelope
<b>Expenditure 2026</b>	7,000,000 €
<b>Project Financed Staff</b>	11 CA
<b>Performance Indicators (PI)</b>	
<b>Frontex Service platform</b>	percentage per year availability to Frontex
	hours maximum continuous downtime of Frontex service platform
<b>Frontex operational exercises</b>	minimum number of exercises EMSA participates in at Frontex request

## Outputs 2026

1. Continue implementing the Service Level Agreement signed between EMSA and Frontex based on the SLA Annual Programme and associated Specific Agreement signed with Frontex.
2. Further develop tailored Integrated Maritime Service including Earth Observation products to Frontex and their end users, including tools for maritime risk assessment.
3. Continue implementing the Incidental Sightings of Potential Marine Pollution procedure established between Frontex and EMSA sharing incidents with Member States through CleanSeaNet.
4. Provide operational support to users under the Frontex-EMSA SLA framework.
5. Upon request and subject to available Frontex funding, EMSA Earth Observation services will continue to be provided to Frontex.

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<sup>24</sup> Only one exercise was requested by Frontex in 2024.

6. Frontex may be associated to multipurpose RPAS operations involving border control authorities, if agreed by national administrations requesting RPAS services.

#### **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

Tailored Integrated Maritime Services are offered to Frontex in accordance with their user requirements and those of their end users in Member States.

Implementation of requirements to adapt EMSA-Frontex SLA services for use in European Integrated Border Management, including as part of Specific (Maritime) Situational Pictures.

Enhancing the exchange of information and cooperation on coast guard functions, including by analysing operational challenges and emerging risks assessment in maritime border control activities.

Delivering maritime related risk analysis products: via the combination of different datasets that are traditionally presented separately, EMSA may support Frontex's risk assessment activities mandated under the EUROSUR Implementing Regulation. Initiatives in this area will include Vessel Activity Mapping and improved search/query capabilities that provide users with possible targets based on a range of user-defined parameters. These functionalities can simultaneously be rolled out to the Member States.

Contributing to existing technologies and developing new technologies and software products in cooperation with Frontex, for the use and benefit of all EMSA user communities, including to SafeSeaNet functionalities such as Integrated Report Distribution and the capability of Integrated Maritime Services to provide services across the entire maritime domain, such as ABMs with a global coverage and the use of artificial intelligence/machine learning.

Under the SLA cooperation, Earth Observation products acquired under the CleanSeaNet and Copernicus Maritime Surveillance (CMS) services are also shared for free with Frontex, while all Copernicus Border Surveillance products acquired on behalf of Frontex are shared with the EMSA Member State authorities. Frontex is associated to RPAS multipurpose surveillance operations involving Border Control authorities, in agreement with the Member States' national administrations requesting the respective RPAS services.

## 9. Strategic support

<b>Strategic Objective</b>	Implement efficient, transparent, SMART, sustainable, client oriented and equal management principles
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### 9.1 COMMUNICATION (60000)



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

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
<b>CA</b>	1,413,003		
<b>PA</b>	1,413,003		
<b>STAFF</b>	2.5 AD, 2.25 AST, 1.5 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>Social media</b>	sum of followers of EMSA's social media channels	65,437	67,760
<b>EMSA website</b>	sum of page views to EMSA website	1.385.891	997,000
<b>Public information</b>	percentage of public inquiries responded to in 15 days or fewer	99%	95%

#### Outputs 2026

1. Support the Agency's key strategic priorities through targeted, high-impact, cost-effective communication campaigns and actions.
2. Increase visibility of the Agency among maritime stakeholders and citizens, including among young people, and among citizens of Portugal, EMSA's host country.
3. Continue to develop EMSA's online presence, ensuring that its web content is audience-focused, and supports the transparency and visibility of the Agency.
4. Increase the reach of EMSA's social media channels as a core tool of outreach to and engagement with EU citizens and the broader maritime community.
5. Increase the visibility and reach of EMSA's flagship reports and research, among the maritime stakeholder community, and at citizen level.
6. Further develop EMSA's multilingual policy in line with the Ombudsman's practical recommendations for the EU administration.
7. Further promote the Agency among stakeholders at national level (EU, EFTA, IPA, ENP) with targeted local engagements and activities.

#### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Increased visibility of the Agency's strategic actions, projects, and activities to increase awareness of its work, and by extension, EU policy in the maritime area among maritime stakeholders and EU citizens.

## 9.2 MISSIONS AND EVENTS SUPPORT (65000)



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

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
<b>CA</b>	1,441,031		
<b>PA</b>	1,441,031		
<b>STAFF</b>	0.5 AD, 1.75 AST, 4.25 CA		
<b>Performance Indicators (PI)</b>			
<b>Events support</b>	total number of meetings/workshops <sup>25</sup> organised by EMSA per year total number of participants at EMSA meetings/workshops <sup>26</sup> per year	<b>Result 2024</b>	<b>Target 2026</b>
		127	90
		9727	4000

#### Outputs 2026

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

#### Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS

Efficient performance in all support tasks contributes to and facilitates the execution of the annual work programme of the Agency, thus contributing to achieving the expected outputs.

<sup>25</sup> Face-to-face, online or hybrid.

<sup>26</sup> Face-to-face, online or hybrid.

### 9.3 EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)<sup>27</sup>



Delivering together and preparing our Union for the future

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
<b>Staff</b>			
<b>Management, quality and greening</b>	9.5 AD, 7.25 AST, 1.25 CA		
<b>Human resources, implementation of the</b>	4.5 AD, 5 AST, 5.75 CA, 1 SNE		
<b>Seat Agreement &amp; document management</b>			
<b>Facilities and logistics</b>	1.25 AD, 0.25 AST, 2.25 CA		
<b>Legal and Finance</b>	4.75 AD, 5.5 AST, 2 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2024</b>	<b>Target 2026</b>
<b>Planning</b>	implementation of the Work Programme	Assessed through CAAR 2024	as close as possible to full implementation
<b>Budget</b>	execution rate commitment appropriations	99.22% <sup>28</sup>	as close as possible to 100% and in any case above 95%
	execution rate payment appropriations	97.13% <sup>29</sup>	as close as possible to 100% and in any case above 95%
<b>Audits</b>	ECA recommendations implemented in time	100%	as close as possible to 100%
	IAS recommendations implemented in time	100%	as close as possible to 100%
<b>Quality</b>	IQEMS certification maintained	Yes	Valid IQMS certificate
	number of greening projects implemented	10	15
<b>Greening</b>	EMAS registration maintained	EMAS registration maintained	EMAS registration maintained
<b>Establishment plan</b>	execution rate establishment plan	100%	as close as possible to 100% and in any case above 95%

#### Outputs 2026

##### Management, quality & greening

1. Implementation of the revised Founding Regulation in the area of governance.
2. Implementation of EMSA's multi-annual and annual planning.
3. Establishment and implementation of the budget of the Agency.
4. Preparation of the meetings of the Administrative Board, decisions, minutes.
5. Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Annual Activity Report and the Financial Statement.

<sup>27</sup> Financial resources distributed across the activities.

<sup>28</sup> C1 funds only.

<sup>29</sup> C1 funds only.

6. Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.
7. Providing budget follow-up including execution of transfers.
8. Providing and further developing budget planning and management tools.
9. Maintaining the Internal Control Framework (ICF) and continuous assessment of the ICF.
10. Maintaining EMSA IQEMS certification and continuous improvement of the system.
11. Maintaining the EMSA Information Management Security System (ISMS).
12. Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.
13. Maintaining EMSA registration within EU Eco-Management and Audit Scheme (EMAS).

#### **Human Resources, implementation of the Seat Agreement & document management**

1. Providing advice to the Executive Director in matters related to staff, the Seat Agreement, records management and archives.
2. Updating and developing of Implementing Rules giving effect to the Staff Regulations and the Conditions of Employment of Other Servants.
3. Management and implementation of HR Policies and Processes.
4. Management and implementation of the Seat Agreement with the Republic of Portugal.
5. Implementation of the Archive Regulation and its Implementing rules.
6. Implementation of the annual Appraisal Exercise.
7. Implementation of the annual Promotion/Reclassification Exercise.
8. Implementation of the Staff Learning & Development Policy.
9. Implementation of the traineeship programme and the programme for National experts on professional training.
10. Implementation of the Decision of the Administrative Board on the Secondment of National Experts to EMSA.
11. Implementation of EMSA Diversity and Inclusion Policy (which includes actions for a more balanced agency in terms of gender, nationality and age).
12. Ensuring the correct functioning and migration to the HR Transformation programme, Records Management tools and other relevant tools supporting HR and other administrative procedures and workflows.
13. Managing selection and recruitment processes particularly recruiting and onboarding new staff.
14. Management of the day to day of EMSA staff, including payroll, management of staff files, working time, absences and leaves, staff helpdesk, schooling issues, etc.
15. Monitoring of the Implementation of EMSA's HR Strategy and the relevant action plan therein.

#### **Legal & finance**

1. Providing legal, financial and budgetary advice to the Executive Director and the different EMSA entities.
2. Legal and financial verification of procurement procedures, legal and financial files.
3. Further updates, development and integration of EMSA e-procurement, contract management, finance, budgetary and monitoring tools. In particular, preparations for onboarding to SUMMA.
4. Drafting and implementing internal rules, guidelines, templates and procedures.
5. Implementation of Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.
6. Implementation of requirements for handling of sensitive non-classified information.

#### **Facilities & logistics**

1. Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.
2. Adapting EMSA's premises to new ways of working and the increase in establishment plan.

## **Added value 2026 TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Management of the Agency aims to make EMSA the centre of excellence for a safe, secure, green, competitive and sustainable EU maritime sector, while serving the Member States and the Commission and operating as an innovative and reliable partner for the European maritime cluster and potentially beyond.

In parallel, the Management guarantees good corporate governance, transparency, efficiency, flexibility and quality.

Maintaining EMSA registration within the EU Eco-Management and Audit Scheme (EMAS) will be evidence of implementation of environmental management and continuous improvement within the Agency. The detailed programme of planned action is included in the Environmental Statement.

EMSA IQEMS ensures that stakeholder needs and expectations are fulfilled and EMSA services are provided to a high level of quality and in an environmentally responsible manner. The certification by the external Certification Body (TUV Portugal) is the documented evidence of the effective implementation of the system.

Staff is the key asset of EMSA, a motivated and well-trained workforce better contributes to the overall priorities and goals of the Agency and ultimately generates further additional value for the EU citizen, the Member States and the Commission. EMSA continues to make efforts to remain an attractive employer and attract a qualified workforce, in particular different actions are being undertaken since 2025 to attract a more diverse workforce in terms of nationality

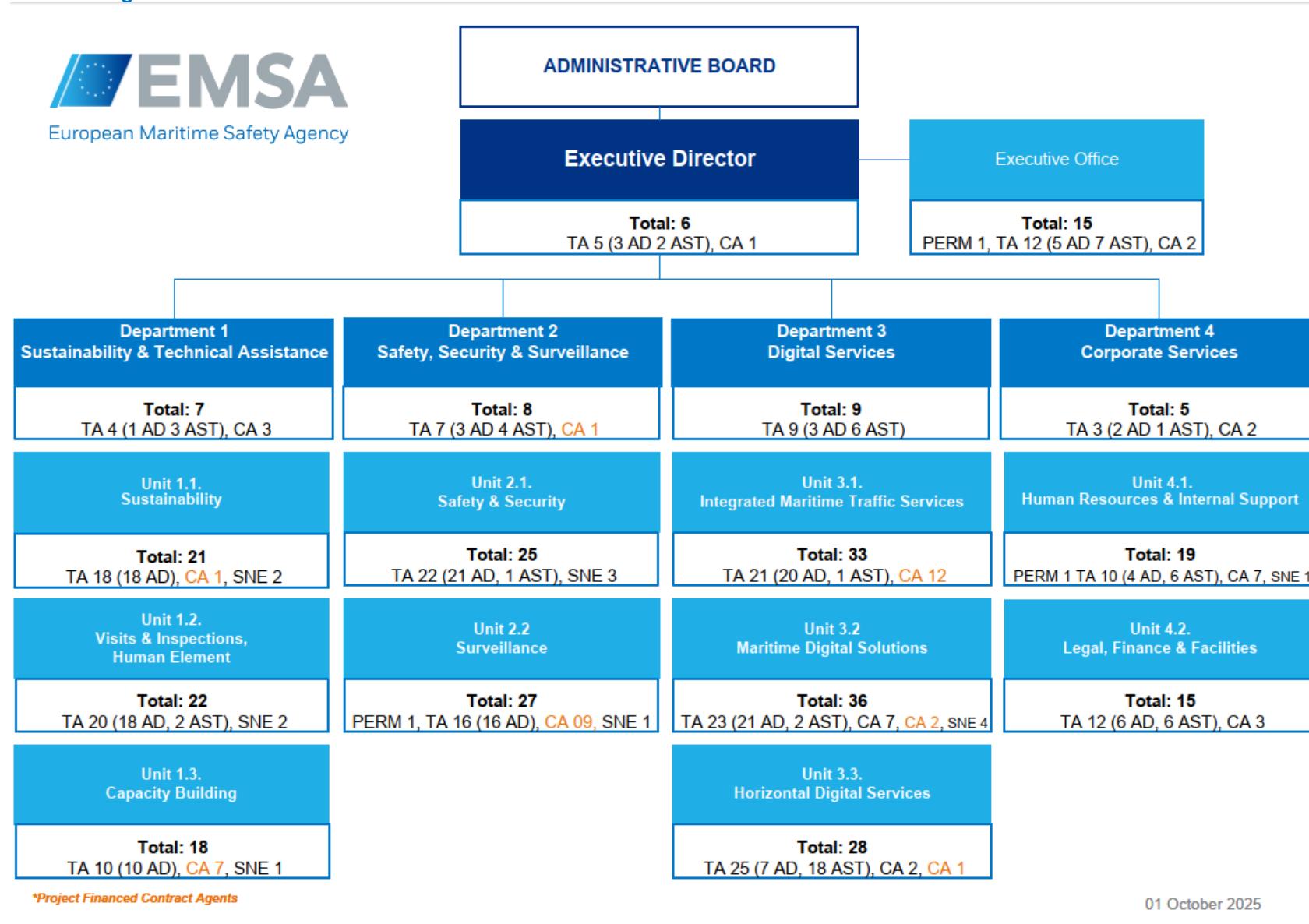
An agile and efficient replacement and redeployment of staff helps to ensure business continuity and to address new challenges as well as ensuring business continuity at all moments. Staff capabilities need to be continuously enhanced and upgraded through the EMSA Staff Development Policy.

The Agency through its traineeship scheme offers the possibility to young graduates to access the professional environment and gives them a head start in their chosen career. A modern, digital and flexible administration is a requirement to attract the younger generation and EMSA is committed to be in the frontline in these aspects.

By having a diversity and inclusion policy in place, the Agency aims at having a more balanced workforce and to contribute overall to improving the representation of women and attracting the younger generations to the maritime industry.

## Annexes

## Annex I. Organisation chart



\*Project Financed Contract Agents

01 October 2025

## Annex II. Resources per Activity 2025 – 2028

ABB	2025 (AB1)				2026				2027				2028			
	TA	CA & SNE (FTE)	Commitment appopr.	Payment appopr.	TA	CA & SNE (FTE)	Commitment appopr.	Payment appopr.	TA	CA & SNE (FTE)	Commitment appopr.	Payment appopr.	TA	CA & SNE (FTE)	Commitment appopr.	Payment appopr.
21020	6.00	0.50	10,753,780	10,437,506	7.25	0.25	10,826,110	10,987,175	7.25	0.25	13,247,847	13,299,847	7.25	0.25	13,858,413	13,912,810
21030	8.00	0.25	2,378,599	2,370,687	8.25	0.25	2,428,765	2,376,216	8.25	0.25	2,475,442	2,470,704	8.25	0.25	2,589,531	2,584,574
21040	2.75	0.25	911,275	916,242	4.25	0.25	1,279,156	1,274,957	5.25	0.25	1,585,943	1,582,914	5.25	0.25	1,659,037	1,655,867
21050	1.00	-	279,571	281,069	1.25	-	343,454	342,335	1.25	-	350,872	350,205	1.25	-	367,043	366,346
21060	5.50	0.25	3,297,110	3,871,510	8.25	0.25	4,363,885	3,951,076	8.25	0.25	4,403,964	4,403,964	8.25	0.25	4,606,935	4,606,935
22000	3.50	0.25	3,065,844	2,699,059	3.50	0.25	2,815,118	2,907,124	3.50	0.25	3,008,470	2,866,010	3.50	0.25	3,147,125	2,998,099
24000	4.50	9.00	2,372,549	2,434,050	12.00	15.25	5,461,869	5,516,138	12.00	15.25	5,543,740	5,543,740	15.00	15.25	5,799,241	5,799,241
31000	9.00	1.25	2,516,511	2,516,511	9.00	1.25	2,560,415	2,560,415	9.00	1.25	2,566,813	2,566,813	9.00	1.25	2,685,113	2,685,113
32000	6.00	2.25	1,869,058	1,869,058	6.25	2.25	1,971,415	1,971,415	6.25	2.25	2,008,103	2,008,103	6.25	2.25	2,100,653	2,100,653
33000	5.75	0.50	1,453,171	1,453,171	5.75	0.50	1,475,440	1,475,440	5.75	0.50	1,503,114	1,503,114	5.75	0.50	1,572,390	1,572,390
34000	5.25	1.00	1,508,140	1,509,140	6.50	1.00	1,810,357	1,805,357	6.50	1.00	1,843,682	1,843,682	6.50	1.00	1,928,654	1,928,654
35000	4.00	0.25	1,033,273	1,033,273	-	-	-	-	-	-	-	-	-	-	-	-
36000	1.75	-	428,770	428,770	1.25	-	307,086	307,086	1.25	-	613,076	513,076	1.25	-	641,332	536,723
42000	4.50	1.00	1,714,282	1,747,736	4.25	1.00	2,989,066	2,693,666	4.25	1.00	3,255,642	3,265,642	4.25	1.00	3,405,689	3,416,149
43000	10.75	2.75	4,094,087	4,044,087	11.25	2.75	4,379,562	4,979,562	11.25	2.75	4,898,109	4,898,109	11.25	2.75	5,123,853	5,123,853
44000	14.50	2.00	5,090,576	5,165,621	16.75	2.00	6,118,435	6,437,385	16.75	2.00	5,752,090	5,899,800	18.25	2.00	6,017,193	6,171,711
45000	38.75	2.25	21,030,676	21,582,517	38.50	4.50	27,449,762	28,127,251	38.50	4.50	28,401,701	27,844,106	38.50	4.50	29,710,682	29,127,389
46000	7.00	1.50	2,118,716	2,268,716	7.50	3.50	3,102,340	3,102,340	7.50	3.50	3,224,063	3,224,063	8.00	3.50	3,372,654	3,372,654
51000	11.75	2.75	18,115,674	16,926,637	12.75	2.50	18,307,318	17,575,619	12.75	2.50	19,369,716	19,755,578	12.75	2.50	20,262,431	20,666,076
52000	13.00	0.25	15,931,651	16,407,953	11.75	0.50	15,511,439	15,710,436	11.75	0.50	12,988,802	13,201,721	12.75	0.50	13,587,432	13,810,164
60000	4.75	1.50	1,370,020	1,370,020	4.75	1.50	1,413,003	1,413,003	4.75	1.50	1,445,448	1,445,448	4.75	1.50	1,512,066	1,512,066
65000	2.25	3.50	1,234,464	1,234,464	2.25	4.25	1,441,031	1,441,031	2.25	4.25	1,469,194	1,469,194	2.25	4.25	1,536,907	1,536,907
61000	16.75	1.25	Financial resources distributed across the activities	Financial resources distributed across the activities	16.75	1.25	Financial resources distributed across the activities	Financial resources distributed across the activities	16.75	1.25	Financial resources distributed across the activities	Financial resources distributed across the activities	16.75	1.25	Financial resources distributed across the activities	Financial resources distributed across the activities
62000	9.50	6.50			9.50	6.75			9.50	6.75			9.50	6.75		
63000	1.50	3.25			1.50	2.25			1.50	2.25			1.50	2.25		
64000	15.75	2.75			16.75	2.75			16.75	2.75			16.75	2.75		
66000	10.25	2.00			10.25	2.00			10.25	2.00			10.25	2.00		
<b>SUBTOTALS</b>	<b>224</b>	<b>49</b>			<b>238</b>	<b>59</b>			<b>239</b>	<b>59</b>			<b>245</b>	<b>59</b>		
<b>TOTAL</b>	<b>273</b>	<b>102,567,797</b>	<b>102,567,797</b>	<b>297</b>	<b>116,955,026</b>	<b>116,955,026</b>	<b>298</b>	<b>119,955,833</b>	<b>119,955,833</b>	<b>304</b>	<b>125,484,374</b>	<b>125,484,374</b>				

- The table shows the distribution of human and financial resources per Activity based on staff and budget for 2026 in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and use the Multiannual Financial Framework 2021-2027 plus additional resources made available for salary expenditure and plus additional resources foreseen by the Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (Fuel EU Maritime) and its subsequent resources allocation; as well as the proposal to amend Regulation (EC) No 1406/2002 and the resources foreseen under the new Maritime Safety Package.
- The Agency implements an activity-based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity-Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one or more operational activities in 25% FTE segments according to their prevailing functions. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct FTEs allocated to each activity.
- In line with the respective budget ceilings, 2027 appropriations are derived by extrapolating 2026 appropriations, inclusive of additional resources made available for salaries, in proportion to the variance between the base year 2026 budget ceiling and the budget ceiling of the target year 2027. 2028 appropriations are derived using the same methodology, considering the normal budgetary assumptions and without prejudice to the outcome of the negotiations for the next MFF. For 2028, in the absence of the outlook for the next MFF (2028-2034), the Agency has applied the carryover of the rule under this MFF – a 2% annual increase, excluding the new maritime safety package and the revision of the EMSA mandate for which a 2% annual increase has been applied to one seventh of the total amount for the period 2028-2034. This approach reflects the anticipated need for additional resources to support the development of the Agency's pollution response toolbox and to strengthen its regional strategy on RPAS deployments. The human resource allocation per ABB for 2027 and 2028 is based on the planning for 2026 increased by additional staff foreseen under the proposed revision of the EMSA mandate and the new Maritime Safety Package Directives.

### Annex III. Financial Resources

Table 1: Revenue

#### General revenue

REVENUES	Amending Budget No. 1/2025		2026	
	Budget Forecast		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
<b>EU contribution<sup>30</sup></b>	99,420,199	99,420,199	113,648,823	113,648,823
<b>Other Revenue</b>	17,119,974	17,119,974	3,306,203	3,306,203
<b>TOTAL REVENUES</b>	<b>116,540,173</b>	<b>116,540,173</b>	<b>116,955,026</b>	<b>116,955,026</b>

#### Commitment Appropriations

REVENUE	General Revenues						Envisaged 2028
	Budget 2024 (Executed)	Amending Budget No. 1/2025	Draft Budget 2026		VAR 2026/2025 (%)	Envisaged 2027	
Agency request	Budget forecast						
<b>1 REVENUE FROM FEES AND CHARGES</b>	238,177	250,000	250,000	250,000	0.00%	250,000	250,000
<b>2 EU CONTRIBUTION</b>	89,070,942	99,420,199	113,648,823	113,648,823	14.31%	116,564,919	121,951,261
- Of which assigned revenues deriving from previous years' surpluses	752,777	596,578	1,292,665	1,292,665	116.68%	1,000,000	1,000,000
<b>3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)</b>	3,142,462	2,807,148	3,134,737	2,966,203	5.67%	3,050,914	3,193,113
- Of which EEA/EFTA (excl. Switzerland)	3,142,462	2,807,148	3,134,737	2,966,203	5.67%	3,050,914	3,193,113
- Of which candidate countries		-					
<b>4 OTHER CONTRIBUTIONS<sup>31</sup></b>	217,008	90,450	90,000	90,000	-0.50%	90,000	90,000
<b>5 ADMINISTRATIVE OPERATIONS</b>		-					
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)		-					
<b>6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT<sup>32</sup></b>	40,620,130	13,972,376	p.m.	p.m.		p.m.	p.m.
<b>7 CORRECTION OF BUDGETARY IMBALANCES</b>							
<b>TOTAL</b>	<b>133,288,718</b>	<b>116,540,173</b>	<b>117,123,560</b>	<b>116,955,026</b>	<b>0.36%</b>	<b>119,955,833</b>	<b>125,484,374</b>

<sup>30</sup> The forecast for the 2026 EU subsidy is inclusive of the additional 20.089 m EUR proposed under the revision of the EMSA Founding Regulation which includes the resources foreseen under the new maritime package Directives namely 8.931 m EUR for Ship-Source Pollution, 1.979 m EUR for Accident Investigation, 0.821 m EUR for Port State Control and 1.383 m EUR for Flag State.

<sup>31</sup> Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

<sup>32</sup> External assigned revenue (R0 funds) for revenue received in the past and for future revenue that is certain; otherwise a token entry 'p.m.' ('pro memoria') is made and the estimated revenue is shown for information in below External Assigned Revenue table (FFR Art. 20 & 21).

REVENUE	Additional EU funding: grant, contribution and service-level agreements						
	Budget 2024 (Executed)	Amending Budget No. 1/2025	Draft Budget 2026		VAR 2026/2025 (%)	Envisaged 2027	Envisaged 2028
			Agency request	Budget forecast			
Contribution agreements (FFR Art. 7)	27,299,828	15,640,000	17,400,000	17,437,571	11.49%	3,646,000	-
Grant agreements (FFR Art. 7)	1,391,706	-	-	-		-	-
Service level agreements (FFR Art. 43)	11,218,211	8,097,291	8,570,770	9,017,990	11.37%	8,744,812	7,559,736
Other external assigned revenue	710,385	450,000	450,000	450,000	0.00%	450,000	450,000
<b>TOTAL</b>	<b>40,620,130</b>	<b>24,187,291</b>	<b>26,420,770</b>	<b>26,905,561</b>	<b>11.24%</b>	<b>12,840,812</b>	<b>8,009,736</b>

### Payment Appropriations

REVENUE	General Revenues						
	Budget 2024 (Executed)	Amending Budget No. 1/2025	Draft Budget 2026		VAR 2026/2025 (%)	Envisaged 2027	Envisaged 2028
			Agency request	Budget forecast			
<b>1 REVENUE FROM FEES AND CHARGES</b>	238,177	250,000	250,000	250,000	0.00%	250,000	250,000
<b>2 EU CONTRIBUTION</b>	87,188,346	99,420,199	113,648,823	113,648,823	14.31%	116,564,919	121,951,261
- Of which assigned revenues deriving from previous years' surpluses	752,777	596,578	1,292,665	1,292,665	116.68%	1,000,000	1,000,000
<b>3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)</b>	3,075,065	2,807,148	3,134,737	2,966,203	5.67%	3,050,914	3,193,113
- Of which EEA/EFTA (excl. Switzerland)	3,075,065	2,807,148	3,134,737	2,966,203	5.67%	3,050,914	3,193,113
- Of which candidate countries		-	-			-	-
<b>4 OTHER CONTRIBUTIONS<sup>33</sup></b>	217,008	90,450	90,000	90,000	-0.50%	90,000	90,000
<b>5 ADMINISTRATIVE OPERATIONS</b>		-	-			-	-
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)		-	-			-	-
<b>6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT<sup>34</sup></b>	23,636,041	13,972,376	p.m.	p.m.		p.m.	p.m.
<b>7 CORRECTION OF BUDGETARY IMBALANCES</b>		-	-			-	-
<b>TOTAL</b>	<b>114,354,637</b>	<b>116,540,173</b>	<b>117,123,560</b>	<b>116,955,026</b>	<b>0.36%</b>	<b>119,955,833</b>	<b>125,484,374</b>

<sup>33</sup> Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

<sup>34</sup> External assigned revenue (R0 funds) for revenue received in the past and for future revenue that is certain; otherwise, a token entry 'p.m.' ('pro memoria') is made and the estimated revenue is shown for information in below External Assigned Revenue table (FFR Art. 20 & 21).

REVENUE	Additional EU funding: grant, contribution and service-level agreements						
	Budget 2024 (Executed)	Amending Budget No. 1/2025	Draft Budget 2026		VAR 2026/2025 (%)	Envisaged 2027	Envisaged 2028
			Agency request	Budget forecast			
Contribution agreements (FFR Art. 7)	14,012,316	15,640,000	17,400,000	17,437,571	11.49%	3,646,000	-
Grant agreements (FFR Art. 7)	1,391,706	-	-	-	-	-	-
Service level agreements (FFR Art. 43)	7,771,795	8,097,291	8,570,770	9,017,990	11.37%	8,744,812	7,559,736
Other external assigned revenue <sup>35</sup>	460,224	450,000	450,000	450,000	0.00%	450,000	450,000
<b>TOTAL</b>	<b>23,636,041</b>	<b>24,187,291</b>	<b>26,420,770</b>	<b>26,905,561</b>	<b>11.24%</b>	<b>12,840,812</b>	<b>8,009,736</b>

Table 2: Expenditure

EXPENDITURE	Amending Budget No. 1/2025		2026	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
<b>Title 1 Staff Expenditure<sup>36</sup></b>	39,409,000	39,409,000	44,664,845	44,664,845
<b>Title 2 Infrastructure &amp; Operating Expenditure</b>	5,308,506	5,308,506	5,904,281	5,904,281
<b>Title 3 Operational Expenditure<sup>37</sup></b>	57,850,291	57,850,291	66,385,900	66,385,900
<b>Title 4 Project Financed Actions</b>	13,972,376	13,972,376	p.m.	p.m.
<b>TOTAL EXPENDITURE</b>	<b>116,540,173</b>	<b>116,540,173</b>	<b>116,955,026</b>	<b>116,955,026</b>

<sup>35</sup> There is no field for "Other external assigned revenue" in the template for the Agency working statement submitted by 31 January 2025. The totals here may therefore differ from the totals in the relevant Agency working statement.

<sup>36</sup> 2026 Title 1 Staff Expenditure includes 4.992 m EUR proposed under the revision of the EMSA Founding Regulation which includes the resources foreseen under the new maritime package Directives namely 1.881 m EUR for Ship-Source Pollution, 0.342 m EUR for Accident Investigation, 0.342 m EUR for Port State Control and 0.342 m EUR for Flag State

<sup>37</sup> 2026 Title 3 Operational Expenditure includes 15.097 m EUR proposed under the revision of the EMSA Founding Regulation which includes the resources foreseen under the new maritime package Directives namely 7.050 m EUR for Ship Source Pollution, 1.1637 m EUR for Accident Investigation, 0.479 m EUR for Port State Control and 1.41 m EUR for Flag State.

Expenditure	Commitment Appropriations						
	Budget 2024 (Executed)	Amending Budget No. 1/2025	Draft Budget 2026		VAR 2026/ 2025 (%)	Envisaged 2027	Envisaged 2028
			Agency request	Budget forecast			
<b>Title 1 - Staff expenditure</b>	<b>36,345,744</b>	<b>39,409,000</b>	<b>45,083,379</b>	<b>44,664,845</b>	<b>13.34%</b>	<b>45,748,142</b>	<b>46,663,105</b>
11 Salaries & allowances	34,669,860	36,648,000	41,392,092	41,480,500	13.19%	42,579,682	43,431,276
- Of which establishment plan posts	30,920,675	32,739,500	36,741,316	36,476,500	11.41%	37,405,192	38,153,297
- Of which external personnel	3,749,184	3,908,500	4,650,776	5,004,000	28.03%	5,174,489	5,277,979
12 Expenditure relating to Staff recruitment	139,844	403,000	684,797	511,345	26.88%	401,400	409,428
Employer's pension contributions		-					
13 Mission expenses	75,000	77,000	81,444	110,000	42.86%	104,000	106,080
14 Socio-medical infrastructure	69,425	67,000	70,246	70,000	4.48%	69,500	70,890
15 Training	228,430	236,000	247,387	250,000	5.93%	236,000	240,720
16 Social welfare	869,185	1,641,000	2,156,025	1,733,000	5.61%	1,806,560	1,842,691
17 Receptions events and representation	35,000	46,000	46,000	60,000	30.43%	60,000	61,200
18 External Services	259,000	291,000	405,388	450,000	54.64%	491,000	500,820
Other Staff related expenditure							
<b>Title 2 - Infrastructure and operating expenditure</b>	<b>4,879,697</b>	<b>5,308,506</b>	<b>6,054,281</b>	<b>5,904,281</b>	<b>11.22%</b>	<b>6,074,281</b>	<b>6,195,767</b>
20 Rental of buildings and associated costs	3,183,422	3,791,287	4,013,000	3,997,122	5.43%	4,174,429	4,257,918
21 Information communication technology and data processing	1,316,768	1,063,219	1,490,301	1,490,301	40.17%	1,478,801	1,508,377
22 Movable property and associated costs	116,619	128,500	138,780	69,958	-45.56%	62,651	63,904
23 Current administrative expenditure	62,312	96,700	117,000	115,700	19.65%	115,700	118,014
24 Postage / Telecommunications	95,108	128,800	175,200	111,200	-13.66%	122,700	125,154
25 Meeting expenses	105,468	100,000	120,000	120,000	20.00%	120,000	122,400
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
<b>Title 3 - Operational expenditure</b>	<b>51,443,147</b>	<b>57,850,291</b>	<b>65,985,900</b>	<b>66,385,900</b>	<b>14.75%</b>	<b>68,133,411</b>	<b>72,625,502</b>
31 Sustainability	22,616,122	28,410,712	28,580,750	28,394,300	-0.06%	29,290,189	31,221,315
32 Surveillance	11,689,073	10,590,923	11,290,240	10,868,905	2.62%	10,868,905	11,585,501
33 Safety & Security	3,472,228	3,734,500	5,385,000	5,295,500	41.80%	5,533,500	5,898,328
34 Digitalisation & Simplification	12,178,218	13,232,706	18,055,815	19,228,100	45.31%	20,025,817	21,346,135
35 Technical & Op. Assistance	1,065,320	1,488,000	2,231,095	2,196,095	47.59%	2,012,000	2,144,653
36 Strategic Support	422,186	393,450	443,000	403,000	2.43%	403,000	429,570
<b>Traditional Titles 1, 2 &amp; 3</b>	<b>92,668,588</b>	<b>102,567,797</b>	<b>117,123,560</b>	<b>116,955,026</b>	<b>14.03%</b>	<b>119,955,833</b>	<b>125,484,374</b>
<b>Title 4 - Project Financed Activities</b>	<b>40,620,130</b>	<b>13,972,376</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>

41 Maritime Information Services	4,684,561	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
42 Assistance to Candidate and ENP Countries	3,923,657	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
43 Surveillance SLAs	9,695,736	5,250,917	p.m.	p.m.	p.m.	p.m.	p.m.
44 CleanSeaNet Services to Third Parties	-	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
45 COPERNICUS	19,534,776	7,705,000	p.m.	p.m.	p.m.	p.m.	p.m.
46 EQUASIS	679,585	150,000	p.m.	p.m.	p.m.	p.m.	p.m.
47 THETIS Modules	2,101,815	866,459	p.m.	p.m.	p.m.	p.m.	p.m.
49 Miscellaneous	-	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
<b>TOTAL</b>	<b>133,288,718</b>	<b>116,540,173</b>	<b>117,123,560</b>	<b>116,955,026</b>	<b>0.36%</b>	<b>119,955,833</b>	<b>125,484,374</b>

Expenditure	Payment Appropriations						
	Budget 2024 (Executed)	Amending Budget No. 1/2025	Draft Budget 2026		VAR 2026/ 2025 (%)	Envisaged 2027	Envisaged 2028
			Agency request	Budget forecast			
<b>Title 1 - Staff expenditure</b>	<b>36,087,797</b>	<b>39,409,000</b>	<b>45,083,379</b>	<b>44,664,845</b>	<b>13.34%</b>	<b>45,748,142</b>	<b>46,663,105</b>
11 Salaries & allowances	34,628,234	36,648,000	41,392,092	41,480,500	13.19%	42,579,682	43,431,276
- Of which establishment plan posts	30,920,675	32,739,500	36,741,316	36,476,500	11.41%	37,405,192	38,153,297
- Of which external personnel	3,707,559	3,908,500	4,650,776	5,004,000	28.03%	5,174,489	5,277,979
12 Expenditure relating to Staff recruitment	121,244	403,000	684,797	511,345	26.88%	401,400	409,428
Employer's pension contributions							
13 Mission expenses	66,464	77,000	81,444	110,000	42.86%	104,000	106,080
14 Socio-medical infrastructure	23,344	67,000	70,246	70,000	4.48%	69,500	70,890
15 Training	149,386	236,000	247,387	250,000	5.93%	236,000	240,720
16 Social welfare	862,439	1,641,000	2,156,025	1,733,000	5.61%	1,806,560	1,842,691
17 Receptions events and representation	29,107	46,000	46,000	60,000	30.43%	60,000	61,200
18 External Services	207,578	291,000	405,388	450,000	54.64%	491,000	500,820
Other Staff related expenditure							
<b>Title 2 - Infrastructure and operating expenditure</b>	<b>3,655,546</b>	<b>5,308,506</b>	<b>6,054,281</b>	<b>5,904,281</b>	<b>11.22%</b>	<b>6,074,281</b>	<b>6,195,767</b>
20 Rental of buildings and associated costs	2,846,025	3,791,287	4,013,000	3,997,122	5.43%	4,174,429	4,257,918
21 Information communication technology and data processing	616,612	1,063,219	1,490,301	1,490,301	40.17%	1,478,801	1,508,377
22 Movable property and associated costs	16,072	128,500	138,780	69,958	-45.56%	62,651	63,904
23 Current administrative expenditure	44,899	96,700	117,000	115,700	19.65%	115,700	118,014
24 Postage / Telecommunications	44,504	128,800	175,200	111,200	-13.66%	122,700	125,154
25 Meeting expenses	87,434	100,000	120,000	120,000	20.00%	120,000	122,400
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
<b>Title 3 - Operational expenditure</b>	<b>50,975,253</b>	<b>57,850,291</b>	<b>65,985,900</b>	<b>66,385,900</b>	<b>14.75%</b>	<b>68,133,411</b>	<b>72,625,502</b>
31 Sustainability	23,030,807	27,807,390	28,497,879	27,861,597	0.19%	29,888,969	31,859,573
32 Surveillance	11,590,539	10,901,940	10,788,379	10,718,184	-1.69%	10,868,905	11,585,501
33 Safety & Security	2,937,802	3,518,661	5,650,855	5,403,675	53.57%	5,472,710	5,833,530
34 Digitalisation & Simplification	12,199,597	13,800,851	18,394,692	19,832,349	43.70%	19,487,827	20,772,675
35 Technical & Op. Assistance	920,228	1,428,000	2,211,095	2,167,095	51.76%	2,012,000	2,144,653
36 Strategic Support	296,281	393,450	443,000	403,000	2.43%	403,000	429,570
<b>Traditional Titles 1, 2 &amp; 3</b>	<b>90,718,596</b>	<b>102,567,797</b>	<b>117,123,560</b>	<b>116,955,026</b>	<b>14.03%</b>	<b>119,955,833</b>	<b>125,484,374</b>
<b>Title 4 - Project Financed Activities</b>	<b>23,636,041</b>	<b>13,972,376</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>

41 Maritime Information Services	2,243,703	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
42 Assistance to Candidate and ENP Countries	1,807,880	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
43 Surveillance SLAs	6,823,863	5,250,917	p.m.	p.m.	p.m.	p.m.	p.m.
44 CleanSeaNet Services to Third Parties		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
45 COPERNICUS	10,878,899	7,705,000	p.m.	p.m.	p.m.	p.m.	p.m.
46 EQUASIS	429,424	150,000	p.m.	p.m.	p.m.	p.m.	p.m.
47 THETIS Modules	1,452,272	866,459	p.m.	p.m.	p.m.	p.m.	p.m.
49 Miscellaneous	-	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
<b>TOTAL</b>	<b>114,354,637</b>	<b>116,540,173</b>	<b>117,123,560</b>	<b>116,955,026</b>	<b>0.36%</b>	<b>119,955,833</b>	<b>125,484,374</b>

Table 3: Budget outturn and cancellation of appropriations

Budget outturn	2022	2023	2024
<b>Reserve from the previous years' surplus (+)</b>			
<b>Revenue actually received (+)</b>	115,807,271	111,954,231	121,648,764
<b>Payments made (-)</b>	-109,230,458	-112,517,586	-114,385,616
<b>Carry-over of appropriations (-)</b>	-26,328,290	--24,498,558	-29,595,411
<b>Cancellation of appropriations carried over (+)</b>	217,233	159,608	107,670
<b>Adjustment for carry over of assigned revenue appropriation from previous year (+)</b>	20,291,173	25,498,675	23,536,110
<b>Exchange rate differences (+/-)</b>	- 4,152	210	-18,852
<b>Adjustment for negative balance from previous year (-)</b>			
<b>TOTAL</b>	<b>752,777</b>	<b>596,578</b>	<b>1,292,665</b>

## Annex IV. Human Resources

Table 1: Staff population and its evolution; Overview of all categories of staff

A. Statutory staff and SNE<sup>38</sup>

Staff population		2024 (N-1)			2025 (N)	2026 (N+1)	2027 (N+2)	2028 (N+3)
Establishment plan posts		Authorised budget	Actually filled as of 31.12.2024	Occupancy rate %	Authorised staff	Envisaged staff	Envisaged staff	Envisaged staff
Officials	AD	3	3	100%	3	3	3	3
	AST							
	AST/SC							
TA	AD	149	149 <sup>39</sup>	100%	160	173	174	174
	AST	60	60	100%	61	62	62	62
	AST/SC							
Total		212	212	100%	224	238	239	239
External staff		FTE corresponding to the authorised budget	Executed FTE as of 31.12.2024	Execution rate %	FTE corresponding to the authorised budget	Envisaged FTE	Envisaged FTE	Envisaged FTE
CA GFIV		38	36.13	93.57%	39	48	45	39
CA GF III		14	12.63	95.07%	17	15	14	13
CA GF II		17	15.63	90.18%	14	14	14	14
CA GFI		1	1.13	91.91%	1	1	1	1
Total CA		70	65.5	112.50%	71	78	74	67
SNE		18	16.92	93.98%	18	18	18	18
Total External staff		88	82.42	93.98%	89	96	92	85
TOTAL STAFF		300	294.42	93.66%	313	334	331	324

<sup>38</sup> The figures include new establishment plan posts and external staff from 2025 linked to the amended Directives in the new Maritime Safety Package and from 2026 linked to the revision of the Founding Regulation.

<sup>39</sup> Includes one offer letter sent and accepted in 2024.

B. External staff expected to be financed from grant, contribution or service-level agreements<sup>40</sup>

Human Resources	2025	2026	2027	2028
	Envisaged FTE	Envisaged FTE	Envisaged FTE	Envisaged FTE
<b>Contract Agents (CA)</b>	40	37	33	26
<b>Seconded National Experts (SNE)</b>				
<b>Total</b>	<b>40</b>	<b>37</b>	<b>33</b>	<b>26</b>

C. Other Human Resources

- Structural services providers

	<b>Actually in place as of 31.12.2024</b>
IT	2
Other (specify) ....	
Other (specify) ....	

- Interim workers

	<b>Total FTEs in 2024</b>
<b>Number</b>	<b>4.8</b>

<sup>40</sup> Subject to the continuation of the agreements and taking into account the revision of the EMSA Founding Regulation.

Table 2: Multi-annual staff policy plan 2024, 2025 and 2026

Function group and grade	2024		2025 <sup>41</sup>		2026 <sup>42</sup>		2027 <sup>43</sup>		2028 <sup>44</sup>	
	Authorised budget		Authorised		Envisaged		Envisaged		Envisaged	
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA
AD 16										
AD 15		1		1		1		1		1
AD 14		3		4		5		6		6
AD 13	1	6	1	5	1	6	1	7	1	7
AD 12	1	18	1	20	1	23	1	25	1	25
AD 11		18		24		23		23		23
AD 10	1	31	1	29	1	29	1	29	1	29
AD 9		26		23		23		22		22
AD 8		18		17		17		15		15
AD 7		17		17		16		16		19
AD 6		11		17		22		20		21
AD 5				3		8		10		11
<b>Total AD</b>	<b>3</b>	<b>149</b>	<b>3</b>	<b>160</b>	<b>3</b>	<b>173</b>	<b>3</b>	<b>174</b>	<b>3</b>	<b>179</b>
AST 11										
AST 10		1		1		2		3		3
AST 9		5		4		5		6		6
AST 8		6		9		11		12		12
AST 7		14		16		16		15		17
AST 6		18		14		12		11		11
AST 5		13		10		8		6		4
AST 4		3		3		3		4		5
AST 3				4		4		4		4
AST 2						1		1		1
AST 1										
<b>Total AST</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>63</b>
<b>Total AST/SC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>3</b>	<b>209</b>	<b>3</b>	<b>221</b>	<b>3</b>	<b>235</b>	<b>3</b>	<b>236</b>	<b>3</b>	<b>245</b>

<sup>41</sup> The figures include 12 new posts (11 ADs of which 3 AD5s and 8 AD6s and 1 AST3) related to the maritime safety package: Accident Investigation, Flag State, Port State Control and Ship Source Pollution Directives.

<sup>42</sup> The figures include 14 new posts (4 AD5s and 9 AD6s and 1AST3) of which 1 AD6 and 3 AD5s and 1 AST3 related to the maritime safety package and 8 AD6s and 1 AD5 foreseen for the revision of the EMSA Founding Regulation.

<sup>43</sup> The figures include 1 new post (1AD5) foreseen for the revision of the EMSA Founding Regulation.

<sup>44</sup> The figures include 6 new posts (1 AD6, 4 AD5, 1 AST4) of which 4ADs and 1 AST foreseen for the revision of the EMSA Founding Regulation and 1 AD as foreseen under the new Ship-Source Pollution Directive.

External personnel

Contract agents

Contract agents	FTE corresponding to the authorised budget in 2024 (N-1)	Executed FTE as of 31.12.2024 (N-1)	Headcount as of 31.12.2024 (N-1)	FTE corresponding to the authorised budget in 2025 (N)	FTE corresponding to the authorised budget in 2026 (N+1)	FTE corresponding to the authorised budget in 2027 (N+2)	FTE corresponding to the authorised budget in 2028 (N+3)
CA GFIV	11	10.71	11	11	21	21	21
CA GF III	4	3.38	4	7	7	7	7
CA GF II	15	13.63	12	12	12	12	12
CA GFI	1	1.13	1	1	1	1	1
<b>Total CA</b>	<b>31</b>	<b>29.83</b>	<b>28</b>	<b>31</b>	<b>41<sup>45</sup></b>	<b>41</b>	<b>41</b>

Seconded national experts

SNEs	FTE corresponding to the authorised budget in 2024 (N-1)	Executed FTE as of 31.12.2024 (N-1)	Headcount as of 31.12.2024 (N-1)	FTE corresponding to the authorised budget in 2025 (N)	FTE corresponding to the authorised budget in 2026 (N+1)	FTE corresponding to the authorised budget in 2027 (N+2)	FTE corresponding to the authorised budget in 2028 (N+3)
SNE	18	16.92	93.98%	18	18	18	18
<b>Total</b>	<b>18</b>	<b>16.92</b>	<b>93.98%</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>

Table 3: Recruitment forecasts 2026 following retirement/mobility or new requested posts  
(information on the entry level for each type of post: indicative table)

<sup>45</sup> The figure includes 4 new CA (4 FGIV) positions for the Regulation of the European Parliament and of the Council of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport (FuelEU Maritime) and its subsequent resources allocation.

Job title in the Agency	Type of contract (official, TA or CA)		TA/Official		CA		
			Function group/grade of recruitment internal (...) and external (single grade) foreseen for publication				
	Due to foreseen retirement/ mobility	New post requested due to additional tasks	Internal (brackets)	External (brackets)	Recruitment Function Group (I, II, III and IV)		
Head of Unit	1		AD9-AD12				
Senior Project Officer*	1		AD10-AD12				
Project Officer		4	AD5-AD8	AD5			
Project Officer		4	AD5-AD8	AD6			
Assistant		1		AST3			

Number of inter-agency mobility 2024 from and to the Agency: There were no interagency mobility cases in 2024.

There are no retirements, at the moment of writing, which would affect the 2026 establishment plan levels.

\*EMSA staff currently on leave of personal grounds may be reintegrated on this post.

## Annex V. Human resources – qualitative

### A. Recruitment Policy

#### Implementing rules in place

		Yes	No	If no, which other implementing rules are in place
Engagement of CA	Model Decision C(2019) 3016	X		
Engagement of TA	Model Decision C(2015) 1509	x		
Middle Management	Model Decision C(2018) 2542	x		
Type of posts	Model Decision C(2018) 8800	x		

The Agency has in place the necessary recruitment policies and implementing rules to engage the different categories of personnel allowed for. EMSA's recruitment and selection procedures endeavour to employ personnel of the highest standards of ability, efficiency and integrity from the broadest possible geographical basis among nationals of the EU Member States, Norway and Iceland. No position is reserved for nationals of any specific EU Member State.

The Agency applies a policy of equal opportunities and accepts applications without distinction on grounds of sex, race, colour, ethnic or social origin, genetic characteristics, language, religious, political or other convictions or opinions, belonging to a national minority, financial situation, property, birth, disability, age, sexual orientation, marital status or family situation. Transparency and equal treatment of the candidates are applied.

EMSA has identified its Temporary Agent positions as long-term positions because they cover tasks of a permanent nature. This allows for building up in-house expertise in sensitive and important areas like procurement, human resources, ICT, contract management, as well as for the operational tasks assigned to the Agency.

The majority of the Contract Agents are assigned to long term positions, with the exception of contract agent staff working on Project Financed Actions, in which case, the contracts are aligned to the duration of the agreement or relevant SLA.

The Agency uses Seconded National Experts in the technical areas where advanced experience is available in National Administrations (e.g. Port State Control, Maritime Support Services, etc.). At the same time, the exchange of expertise through Seconded National Experts contributes to the development of effective and smooth working relationships between Member States' maritime administrations and EMSA.

All published vacancies are available on the Agency's website <http://www.emsa.europa.eu/positions-available/previous-vacancies.html>. The call for applications containing the requirements and functions of the post illustrate the profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is lower than in Brussels to reflect the lower cost of living in Portugal.

#### Temporary Agents and Officials

The Agency currently employs three Permanent staff (Officials transferred from another EU Institution) who are dealing with issues such as legal affairs and procurement, project coordination and internal control. In general, Permanent staff (Officials) are employed in areas of activity where expertise acquired in another EU institution or body is beneficial to the Agency. Permanent staff are recruited after publication of the vacancy on the inter-institutional market (e.g. Officials from other EU institutions and bodies are invited to apply).

On 25<sup>th</sup> March 2015, EMSA's Administrative Board adopted a new implementing rule governing the engagement and use of Temporary Agents under Article 2(f) of the Conditions of Employment of Other Servants of the European Union, in line with the ex-ante agreement of the Commission on this matter.

On 25 July 2018, the EMSA Administrative Board adopted a model decision laying down implementing rules on middle management staff. The model decision reflects in particular the situation of temporary staff referred to in Article 2(f) CEOS, the parties involved in the selection procedure of middle managers, differentiation between an internal, inter-agency and external publication and the compulsory use of assessment centres for middle managers.

In line with the above-mentioned decision, Temporary Agent positions are always published internally. The post can equally be published for the purpose of Inter Agency mobility and/or externally.

All Temporary Agent contracts on long term employment are based on the sequence of 3 years + 3 years + indefinite duration. The only staff member on limited term employment under a Temporary Agent contract is the Executive Director.

In general, long term Temporary Agents are recruited (externally) at the levels indicated below:

- AST1 for Assistants/Specialists
- AST3 to AST4 for Assistants/Specialists for technical issues (Finance, HR, ICT, etc.)
- AD5 for Junior Officers
- AD6 to AD7 for Officers
- AD8 for Senior Officers
- AD9 to AD12 for Heads of Unit
- AD12 for Heads of Department

In light of the amended Staff Regulations of 2014 a new function group has been created for Temporary Staff: AST/SC: 'Secretary/Clerk' for clerical and secretarial tasks. Currently Secretarial tasks are performed by Contract Agents FG II.

### **Contractual Agents**

Contract Agents are recruited for permanent tasks related to support activities in the Agency such as legal affairs, finance, human resources and ICT as well as more operational profiles.

The legal framework related to the recruitment and use of contract agents is governed by the Decision of the Administrative Board of 24 June 2019 on the general provisions for implementing Article 79(2) of the Conditions of Employment of Other Servants of the European Union, governing the conditions of employment of contract staff employed under the terms of Article 3a thereof.

The model decision in particular addresses new possibilities for the career development of contract agents at Agencies including career, advancement and reclassification, mobility between Agencies and with the Institutions, as well as the exceptional possibility of changing grade through a specific internal selection procedure. EMSA has implemented this possibility for eligible contract agents to allow successful candidates to have further possibility of career progression and accessibility to higher grades corresponding to higher functions and level of responsibility.

Indefinite contracts are concluded in accordance with the relevant implementing rule ("Procedure governing the engagement and use of contract staff at EMSA") as adopted by the EMSA's Administrative Board after having the agreement of the Commission. Contract Agents for a long-term employment are normally offered a contract for an initial period of 3 years with possibility of renewal (first renewal for 3 years – second renewal for an indefinite period).

The recruitment procedure for Contract Agents is regulated by the above-mentioned implementing rule. The Agency can also recruit its Contract Agents from existing EPSO reserve lists.

Contract Agents could also be assigned to non-permanent tasks such as replacement for long term absences, peaks of work, short term projects and basic administrative tasks.

### **Seconded National Experts and National Experts on Professional Training**

Following the Commission decision of 12<sup>th</sup> of November 2008 laying down the rules on the secondment to the Commission of National Experts and National Experts in Professional Training (C(2008) 6866), the Administrative Board adopted on 20<sup>th</sup> of November 2009 new rules for the Secondment of National Experts and for National Experts in Professional Training (NEPT). The rules applicable to Seconded National Experts and National Experts on Professional Training can be found in the Agency's website: <http://www.emsa.europa.eu/recruitment-info/seconded-national-experts.html>.

Various programmes for National Experts in Professional Training (NEPT) have taken place since 2012. The NEPT programme has no substantial financial impact for the Agency.

Seconded National Experts are working in technical areas where the expertise and knowledge lie with Member States. Vacancies are circulated to the Permanent Representations in Brussels which forward them to the National Administrations of the Member States. These secondments are concluded for an initial period of one year and can be extended up to four years (exceptionally six). The recruitment procedure is similar to the one for Temporary Agents.

### **Interim Staff**

Interim staff provides for flexible arrangements in order to address service needs and replace statutory staff during long term absences and in peaks of work linked to a time limited project.

## B. Appraisal of performance and reclassification/promotions

Implementing rules in place:

				Yes	No	If no, which other implementing rules are in place
Reclassification of CA		Model Decision C(2015) 9560		x		
Reclassification TA		Model Decision C(2015) 9561		x		

Table 1: Reclassification of temporary staff/promotion of officials

Grades	Average seniority on the grade among promoted/reclassified staff <sup>46</sup>													
	2021		2022		2023		2024		2025		Actual average over 5 years		Average over 5 years (according to Decision C(2015) 9563)	
	Officials	TA	Officials	TA	Officials	TA	Officials	TA	Officials	TA	Officials	TA	Officials	TA
AD 5		2.93		3.15				-		-			2.8	2.8
AD 6		2.99		2.50		3.08		2.78		3.30		2.93	2.8	2.8
AD 7		3.20		3.00		-		2.54		3.33		2.87	2.8	2.8
AD 8		2.60	-	2.88		3.00		3.86		4.40		3.35	3	3
AD 9		4.14		4.33		3.67		4.00		3.91		4.02	4	4
AD 10		-		4.00		4.16		4.38		3.86		4.28	4	4
AD 11		-	-	4.75		4.00		4.33		2.50		4.12	4	4
AD 12		-		-		-				-		-	6.7	6.7
AD 13								-		-		-	6.7	6.7

<sup>46</sup> With regard to the average number of years in grade of promoted/reclassified staff members, the average is not shown when 3 or less staff members are promoted/reclassified during the 5-year period or when only one staff member has been promoted/reclassified in the given grade for data protection reasons. However, the average of all promoted/reclassified staff members in the grade is taken into consideration when calculating the 5-year average.

AST 1				-				-		-			3	3
AST 2				-				-		-			3	3
AST 3		-						-		-			3	3
AST 4		-		3.58		3.50		5.00		-		3.90	3	3
AST 5		4.17		4.00		4.00		4.67		4.67		4.30	4	4
AST 6		3.50		4.00		-		4.71		4.43		4.20	4	4
AST 7				3.50		3.67		4.00		4.00		3.80	4	4
AST 8						-		-		-			4	4
AST 9										-			N/A	N/A
AST 10 (Senior Assistant)													5	5
AST/SC1		N/A		N/A		N/A		N/A					4	4
AST/SC2		N/A		N/A		N/A		N/A					5	5
AST/SC3		N/A		N/A		N/A		N/A					5.9	5.9
AST/SC4		N/A		N/A		N/A		N/A					6.7	6.7
AST/SC5		N/A		N/A		N/A		N/A					8.3	8.3

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2024	Staff members reclassified in 2025	Average number of years in grade of reclassified staff members <sup>47</sup>	Average number of years in grade of reclassified staff members according to Decision C(2015)9561
CA IV	17				Between 6 and 10 years
	16	5	2	2.67	Between 5 and 7 years
	15	10	1	N/A	Between 4 and 6 years
	14	10	4	3.48	Between 3 and 5 years
	13				Between 3 and 5 years
CA III	11	1	1	N/A	Between 6 and 10 years
	10	3			Between 5 and 7 years
	9	3			Between 4 and 6 years
	8	1			Between 3 and 5 years
CA II	6	8	1	N/A	Between 6 and 10 years
	5	1			Between 5 and 7 years
	4				Between 3 and 5 years
CA I	2				Between 6 and 10 years
	1				Between 3 and 5 years

In 2015 EMSA adopted General Implementing Rules for the appraisal of officials, temporary and contract agents on the basis of the model decisions provided by the Commission.

EMSA received the model decisions for promotion and reclassification at the beginning of 2016 and they were adopted by the Administrative Board by written procedure on 29 April 2016.

EMSA's promotion/reclassification policy is based on the consideration of comparative merits, the CDR reports of staff, the use of languages in the execution of their duties (other than the language for which they have produced evidence of thorough knowledge in accordance with Article 28(f) of the Staff Regulations) and the level of responsibilities exercised. The ability to work in a third language was also considered for officials and temporary agents.

The promotion possibilities were provided to the AIPN by the Human Resources & Internal Support Unit. Social dialogue took place between the Staff Committee and the Executive Director regarding the comparison of merits. Staff had the possibility to appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification Committee was in place to review the appeals.

The same principles applied to the reclassification of contract agents.

After the finalisation of the promotion/reclassification exercise, the EMSA Joint Committee examined the exercise and concluded that it was carried out in appropriate way and in accordance with the relevant Decisions.

<sup>47</sup> With regard to the average number of years in grade of reclassified contract agents, the average is not shown when only one staff member has been reclassified in the given grade for data protection reasons.

## C. Gender representation

- Table 1 – Data on 31.12.2024 / statutory staff (only officials, AT and AC)

	Officials			Temporary		Contract Agents		Grand total	
		Staff	%	Staff	%	Staff	%	Staff	%
Female	Administrator level	1	33.33%	41	19.71%	18	27.69%	60	21.74%
	Assistant level (AST&AST/SC)			32	15.38%	18	27.69%	50	18.12%
	<b>Total</b>	<b>1</b>	<b>33.33%</b>	<b>73</b>	<b>35.10%</b>	<b>36</b>	<b>55.38%</b>	<b>110</b>	<b>39.86%</b>
Male	Administrator level	2		108	51.67%	19	29.23%	129	46.57%
	Assistant level (AST&AST/SC)			28	13.40%	10	15.38%	38	13.72%
	<b>Total</b>	<b>2</b>	<b>66.67%</b>	<b>136</b>	<b>65.07%</b>	<b>29</b>	<b>44.62%</b>	<b>167</b>	<b>60.29%</b>
<b>Grand Total</b>		<b>3</b>	<b>100%</b>	<b>209</b>	<b>100%</b>	<b>65</b>	<b>100%</b>	<b>277</b>	<b>100%</b>

- Table 2 – Data regarding gender evolution over 5 years of the middle and senior management

	2019		2024	
	Number	%	Number	%
Female managers	5	38.46%	5	31.25%
Male managers	8	61.54%	11	68.75%

The Agency's Gender Action Plan (GAP) for the period 2022-2025 will come to an end and will be subsequently integrated in the Diversity and Inclusion (D&I) Policy with the corresponding actions and goals (as gender is one of the components thereof). EMSA has a low turnover rate and operates in the transport, maritime and ICT sectors, where big gender disparity exists. The Agency therefore faces challenges to improve its gender rate in the short-term, so the GAP and the D&I Policy focus on initiatives to improve gender equality and parity in the long-term through actions related to the promotion of values of non-discrimination by gender and equal opportunities in attracting and recruiting staff.

Actions in place to attract women and the younger generation not only to EMSA, but the transport, maritime and ICT sectors as well are:

- Female members of staff and members of EMSA's Women Network taking part in various conferences and events to challenge gender stereotypes and to represent female leadership and strong women in the working domains of EMSA;
- The Speed Networking Initiative: This is a yearly event on International Women's Day where women from the general public have the opportunity to have an informal conversation with EMSA female staff members about working in the maritime sector;
- The Ambassador Initiative: EMSA staff members and members of the EMSA Women Network visit schools, or give presentations to students at EMSA, with the aim of informing and educating young students about a career at EMSA and in the maritime sector, as well as promoting maritime-related fields of study, particularly amongst female students. The long-term objective is to receive more female applications in the future, in order to achieve better gender balance in the sector and within EMSA;
- EMSA taking part in career and employment fairs with the aim to attract university graduates and those looking to change career;

- SMART Indicator for our traineeship programme: EMSA seeks to attain at least 60% of female trainees on our Traineeship Programme with the aim that they will be interested in continuing a career in the maritime or ICT sectors, or at EMSA in the future.

In addition, EMSA ensures that it uses gender neutral language in its vacancy notices and strives to have gender balanced selection committees. To reduce any potential bias, EMSA will introduce the use of anonymous CVs at the screening stage of the selection procedure, will continue to have gender balanced and diverse selection committees, and promote the use of unconscious bias in the evaluation of candidates by making obligatory the training about the subject by panel members.

The Agency is also a member of the Women in Transport Network – EU Platform for Change and regularly attends meetings to share ideas and practices with other members of the group on how to improve gender disparity in the transport sector.

#### D. Geographical balance

- Table 1

The table below shows the geographical distribution of staff – statutory staff only (officials, AT and AC) working in EMSA at 31 December 2024:

Nationality	AD+CA FG IV		AST/SC – CA FG I/CA FG II/CA FG III		TOTAL	
	Number	% of total staff members in AD and FG IV categories	Number	% of total staff members in AST/SC/AST and FG I, II and III categories	Number	% of total staff
Portugal	51	26.98%	34	38.64%	85	30.69%
Spain	31	16.40%	6	6.82%	37	13.36%
Italy	22	11.64%	9	10.23%	31	11.19%
Belgium	6	3.17%	13	14.77%	19	6.86%
Poland	14	7.41%	4	4.55%	18	6.50%
France	11	5.82%	2	2.27%	13	4.69%
Greece	12	6.35%	1	1.14%	13	4.69%
Germany	4	2.12%	4	4.55%	8	2.89%
Ireland	6	3.17%	2	2.27%	8	2.89%
Bulgaria	6	3.17%			6	2.17%
Croatia	3	1.59%	2	2.27%	5	1.81%
Estonia	4	2.12%			4	1.44%
Malta	3	1.59%	1	1.14%	4	1.44%
Romania	4	2.12%			4	1.44%
Netherlands	2	1.06%	1	1.14%	3	1.08%
United Kingdom	1	0.53%	2	2.27%	3	1.08%
Cyprus	2	1.06%			2	0.72%
Czech Republic	1	0.53%	1	1.14%	2	0.72%
Denmark	1	0.53%	1	1.14%	2	0.72%
Hungary	1	0.53%	2	2.27%	3	1.08%
Latvia	2	1.06%			2	0.72%
Slovakia			2	2.27%	2	0.72%
Sweden			1	1.14%	1	0.36%
Finland	1	0.53%			1	0.36%
Austria	1	0.53%			1	0.36%
<b>Grand Total</b>	<b>189</b>	<b>100%</b>	<b>88</b>	<b>100.00%</b>	<b>277</b>	<b>100%</b>

On 31.12.2024 the Agency did not have amongst its staff nationals of Lithuania, Luxembourg and Slovenia.

The Agency has developed actions in order to improve geographical balance, among others to increase outreach of EMSA job vacancies and participate at relevant Job Fairs.

Furthermore, as a practice, in case of equal merit, the Agency will choose the candidate holding the underrepresented gender and/or nationality.

Due to the Agency's location, the number of Portuguese staff continues to be high. It should be noted that the correction coefficient affects the attractiveness of Lisbon as a place of employment. In order to remain attractive as an employer for all EU nationalities it is important to offer suitable conditions for families, such as access to multilingual tuition with similar terms to those available for staff in the EU Institutions.

Regarding the nationality of staff (TAs, CAs and SNEs) who took up duties during 2024, the most represented nationalities were Portuguese (30%), Belgian (20%) and Italian (20%).

- **Table 2 – Evolution over 5 years of the most represented nationality in the Agency**

Most represented nationality	2019		2024	
	Number	%	Number	%
Portuguese	76	29.9%	85	30.7%

#### E. Schooling

<b>Contribution agreements signed with the Commission on type I European Schools</b>	<b>Yes</b>		<b>No</b>	<b>X</b>
<b>Contribution agreements signed with the Commission on type II European Schools</b>	<b>Yes</b>		<b>No</b>	<b>X</b>
<b>Number of service contracts in place with international schools:</b>				
<b>Description of any other solutions or actions in place:</b>				
<p>The Administrative Board of the Agency has adopted a Social Measure 'Multilingual tuition for children of EMSA staff in Lisbon'. In March 2008 the Administrative Board amended the decision adopted in June 2005, as experience showed that a more formalised procedure to register staff members' children was necessary in order to implement the measure strictly according to its purpose. The procedure has been in force ever since and has proven to be efficient in meeting its objective and in keeping control of expenses.</p> <p>The primary aim of the decision adopted by the Administrative Board is to facilitate the recruitment of EMSA staff, respecting its obligation to maintain a balance of nationalities. In order to attract or retain staff of different nationalities it is important that their children have access to multi-lingual tuition free of charge.</p> <p>Following the Administrative Board's decision, the Agency has selected a number of suitable multi-lingual schools and developed detailed administrative rules to implement the decision. These administrative rules provide that children of EMSA staff members have access to multi-lingual tuition and that the school fees are covered through direct agreements between the Agency and the relevant schools.</p> <p>Subsequent to the assessments of a number of international schools in the Lisbon area and having received the opinion of the EMSA Staff Committee, a number of multi-lingual schools with an international character have been included in the social measure.</p> <p>Furthermore, the European School Board of Governors approved in December 2019 the General Interest file for the creation of an Accredited European School in Lisbon.</p> <p>The next step is the submission of a Dossier of Conformity to the Board of Governors laying down the specific details for the setting up and functioning of the school.</p>				

In 2024 a total of 122 children of staff members have been enrolled in the different schools. The number of children increased by 6 in comparison with last year. The distribution of children of EMSA staff by language school is as follows:

Language school <sup>48</sup>	Number of Children	%
<b>English Schools (St. Julians, St. Dominic's, The International Preparatory School, Oeiras International School, St Peter's International School and Carlucci American School)</b>	<b>78</b>	<b>63.9%</b>
<b>French School (Lycée Français Charles Lepierre)</b>	<b>22</b>	<b>18.0%</b>
<b>German School (Deutsche Schule Lissabon)</b>	<b>8</b>	<b>6.6%</b>
<b>Spanish School (Instituto Español de Lisboa)</b>	<b>14</b>	<b>11.5%</b>
<b>Total</b>	<b>122 children</b>	<b>100%</b>

The additional cost of having this social measure in place has been of approximately € 832,000 for the budgetary year 2024. It should be noted that the average cost per pupil follows the trend of the previous years and remains significantly lower than the average cost per pupil in the European School system.

The Agency continues its efforts towards the goal of setting-up an Accredited European School in Lisbon.

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<sup>48</sup> The Agency also has a direct agreement with the Svenska Skolan Lissabon, and with St Peter's International school, however no children are enrolled at present.

## Annex VI. Environment management

In 2019, EMSA's management decided to aim for registration within the EU Eco-Management and Audit Scheme (EMAS) in 2021. Once the scheme is fully in place, further actions will be taken to ensure continuous improvement in respect of its environmental performance thus guaranteeing the maintenance of the EMAS registration.

In 2020 EMSA's first environmental review was completed, and an Environmental Management System (EMS) introduced. The Agency applied it to all its activities, committing to minimising the environmental impact of its everyday work, continuously improving individual and collective environmental performance, and supporting and stimulating innovation and development in marine-environmental matters. EMSA establishes environmental objectives and tasks on an annual basis, defines clear responsibilities, and openly provides information. The Agency also complies with all environmentally relevant legislation and obligations, as well as with voluntary obligations under the EMAS framework. The Agency implemented the newly established EMS in 2021, has completed the mandatory Internal Audit to check its robustness and undergone the annual review of the System, which was followed by verification and validation by an external entity. EMSA was EMAS registered in 2022 and since then maintains its registration. In 2022 environmental management has been integrated in EMSA's IQMS.

EMSA's Environmental Programme is set annually for the following year and made publicly available on the EMSA's website as part of the annual environmental statement.

In line with the EU's EMAS Regulation and ISO 14001, under which EMSA is committed to:

- prevent and minimise the environmental impact of everyday work,
- continuously improve individual and organisational environmental performance,
- support and stimulate innovation and development in marine-environmental matters,
- establish environmental objectives and tasks, defining clear responsibilities and openly providing information,
- comply with all environmentally relevant legislation and obligations, as well as with voluntarily assumed obligations, namely under the EMAS and ISO 14001 frameworks.

More specifically, EMSA is committed to:

- minimise its carbon dioxide emissions;
- promote the efficient use of energy and minimise its consumption;
- apply environmental criteria in its public procurement procedures;
- minimise the use of paper;
- minimise the production of waste and optimally manage it;
- encourage, train, and involve staff to achieve these goals.

## Annex VII. Building Policy

	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>EMSA HQ, Lisbon</b>	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL.
Surface area (in square metres) Of which office space Of which non-office space	10,667 m <sup>2</sup> 10,180 m <sup>2</sup> 486.84 m <sup>2</sup>	
Annual rent (in EUR)	2,209,469.46	2026 estimated costs based on annual 4,5% increase
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>Conference Centre</b> (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	2,116.26 m <sup>2</sup>	
Annual rent (in EUR)	368,099.38	2026 estimated costs based on 4,5% increase
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>Palacete</b> (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and Lease Agreement between EMCDDA and APL
Surface area (in square metres) Of which office space Of which non-office space	1,933.9 m <sup>2</sup>	
Annual rent (in EUR)	0	
Type and duration of rental contract	Service Level Agreement with EMCDDA, SLA ended	
Host country grant or support	n/a	
Present value of the building	n/a	

	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>Underground parking</b> (101 spots), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	172,609.84	2026 estimated costs based on 4,5% increase
Type and duration of rental contract	Lease agreement signed on 01/05/2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	

	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	External parking (49 spots), Lisbon	Current lease agreement with APL temporarily suspended. For the moment Camara Municipal has cancelled the plan for external parking.
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	n/a	
Type and duration of rental contract	Lease agreement	
Host country grant or support	n/a	
Present value of the building	n/a	

## Annex VIII. Privileges and immunities

Agency privileges	Privileges granted to staff	
	Protocol of privileges and immunities / diplomatic status	Education / day care
<p>In July 2004, the Protocol between the Government of the Portuguese Republic and EMSA was signed covering the relations between the Agency and Portugal as its host State.</p> <p>Privileges granted:</p> <ul style="list-style-type: none"> <li>▪ exemption from direct taxes;</li> <li>▪ exemption from purchase tax on goods and services;</li> <li>▪ exemption from customs duties and from any taxes on imports and exports;</li> <li>▪ exemption from any duties and any import restrictions on vehicles of official use;</li> <li>▪ exemption from road tax for vehicles under "special registration" (diplomatic plates);</li> <li>▪ exemption from taxation on fuel and lubricants;</li> <li>▪ replacement of official vehicles every 5 years;</li> <li>▪ special status of the Agency Headquarters (Similar to Diplomatic mission);</li> <li>▪ security staff with special authorisation to carry firearms;</li> <li>▪ exemption from any charges for Visas and other authorisations for EMSA guests.</li> </ul>	<p>Comparable category of the members of diplomatic corps in Portugal;</p> <ul style="list-style-type: none"> <li>▪ exemption from national taxes on earning, salaries and respective payments paid by the Agency;</li> <li>▪ immunity from jurisdiction as regards acts carried out by the staff member in official capacity;</li> <li>▪ exemption from purchase tax on goods and services (VAT);</li> <li>▪ exemption from customs duties and from any taxes on imports and exports (duty-free);</li> <li>▪ exemption from any duties and any import restrictions on vehicles of official/private use;</li> <li>▪ exemption from road tax for vehicles under "special registration" (diplomatic plates);</li> <li>▪ exemption from taxation on fuel and lubricants;</li> <li>▪ replacement of official/private vehicles once after 4 years.</li> </ul>	<p>Providing access to schools in the mother tongue of the staff member is an issue that the Agency has taken seriously and therefore in 2005 the Agency has adopted a social measure "multilingual tuition for children of EMSA staff" in Lisbon.</p> <p>Under this social measure EMSA currently assists in providing access to English, French, German, Spanish and Swedish schools. The Agency covers the school fees through direct agreements between the Agency and the relevant schools. This social measure is taken upon the Agency's own initiative and is paid by the Agency budget (no involvement of the hosting State).</p> <p>This social measure is not intended to replace the educational allowance, as provided by the Staff Regulations.</p> <p>Educational allowances are duly determined and paid when due.</p>

## Annex IX. Evaluations

In line with the EMSA Financial Regulation, all proposals for programmes, projects or activities occasioning budget expenditure or changes to the work programme for which the overall estimated expenditure exceeds EUR 2 000 000 are subject to an ex-ante evaluation. Moreover, where the resources exceed EUR 4 000 000 an interim and/or ex post evaluation is carried out. The outcome of these evaluations might result in recommendations and actions plan to streamline even further future activities. To this end, an internal action plan is being developed.

Subsequent to the revision of the Founding Regulation in 2013, and in accordance with its Article 22, a five-year evaluation was completed by 2018, which concluded in its final Assessment<sup>49</sup> that **“EMSA has become an important and respected player in the maritime community, providing world-class services that enhance the ability of stakeholders to respond to the challenges and, ultimately, make the EU maritime sector safer and more secure.”**

**In the absence of EMSA, the activities the Agency undertakes would not be carried out at the same level (or would not be conducted at all). A discontinuation or reduction of EMSA’s mandate would have significant negative impacts on maritime safety and security in Europe: standards and practices in the field would be significantly less harmonised, there would be less sharing of data, information and practices, and this would ultimately have a negative impact on maritime safety and security.”**

The subsequent Administrative Board recommendations to the Commission were taken into account in the EMSA 5-year Strategy for the years 2020-2024 which was extended to also cover 2025 at the 70<sup>th</sup> EMSA Administrative Board meeting.

At the time of writing the revision of the EMSA mandate is almost completed.

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<sup>49</sup> The full evaluation report can be found on the agency’s website: <http://emsu.europa.eu/who-are-we/admin-board/evaluation-activities.html>

## Annex X. Strategy for the organisational management and internal control systems

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

In line with Article 45.2 of the EMSA Financial Regulation, the Agency has implemented an Internal Control Framework (ICF) which was adopted by the Administrative Board in November 2018. EMSA's ICF is based on the framework adopted by the Commission and is in line with the latest international best practice regarding internal controls, more in particular the COSO-framework<sup>50</sup>.

The Internal Control Framework contains a full set of processes applicable at all levels of management and is designed to provide reasonable assurance of achieving five objectives set in Article 30 of the Financial Regulation of the Agency:

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

EMSA's ICF consists of five control "components"<sup>51</sup> and implies a continuous assessment whether each component is present and functioning and whether all components function well together. To this end, the Internal Control Coordinator provides a regular reporting to the Executive Director.

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

The Internal Control Framework supplements the Financial Regulation and other applicable rules and regulations.

One of the key elements of the ICF concerns the Risk Management Framework. This framework aims to provide clear guidance on how to analyse and evaluate risks (i.e. identify and assess risks), decide on actions and controls to terminate or mitigate the risks, assign ownership and finally to implement these actions and controls and monitor and review the risk management process.

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

As regards the prevention, detection, correction and follow-up of fraud and irregularities, the Agency has implemented its Anti-Fraud Strategy (AFS).

EMSA's AFS is based on the methodology and guidance for anti-fraud strategy presented by OLAF as well as on the Anti-Fraud Strategy of DG MOVE of the European Commission. It provides a framework addressing the issues of prevention, detection and conditions for investigations of fraud at Agency level. This methodology consists of the following steps:

- Fraud risk assessment (updated annually);
- Setting the Agency's objectives;
- Establishing an Action plan implementing the anti-fraud strategy;
- Evaluating the impact of the strategy and updating the strategy or action plan.

In line with the above, the Agency continues to adapt and improve its policies, guidelines and actions to:

- (1) Promote the highest level of integrity of EMSA staff,
- (2) Support effective prevention and detection of fraud risk and
- (3) Establish appropriate internal procedures for reporting and handling potential fraud cases and their outcomes.

<sup>50</sup> The Committee of Sponsoring Organizations of the Treadway Commission – COSO - is dedicated to providing thought leadership through the development of frameworks and guidance on enterprise risk management, internal control and fraud deterrence.

<sup>51</sup> (1) Control environment; (2) Risk Assessment; (3) Control Activities; (4) Information and Communication and (5) Monitoring Activities.

## Annex XI. Plan for grant, contribution and service-level agreements<sup>52</sup>

General information						Financial and HR impact				
	Date of signature	Total amount	Duration	Counterpart	Short Description		2025	2026	2027	2028
<b>Contribution agreements</b>										
IPA III	September 2023	800,000	August 2027	DG ENEST	Preparatory measures for the future participation of relevant IPA III beneficiaries in EMSA	Amount	69,808	222,485	165,739	n/a
						Number of CA	n/a	n/a	n/a	n/a
						Number of SNE	n/a	n/a	n/a	n/a
Copernicus Maritime Surveillance	September 2021	73,000,000	December 2027	DG-DEFIS	Implementation of Copernicus Maritime Surveillance Services (2021-2027) <sup>53</sup>	Amount	10,726,455	9,778,261	9,574,894	n/a
						Number of CA	7	7	7	n/a
						Number of SNE	n/a	n/a	n/a	n/a
SAFEMED V EuroMed Maritime Safety Project	April 2022	8,000,000	Until 31 March 2028	DG MENA	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: SAFEMED V, Euromed Maritime Safety Project (8 MEUR for the duration of the project; annual distribution not yet known)	Amount	518,022	2,072,088	2,072,088	518,022
						Number of CA	4.5	4.5	5	5
						Number of SNE	n/a	n/a	n/a	n/a
BCSea II, Maritime Safety, Security and Environmental Protection in B&CS Regions	October 2022	3,500,000	Until 30 September 2026	DG ENEST	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: Maritime Safety, security and marine environmental protection in the Black and Caspian Sea Regions (3.5 MEUR for the duration of the project)	Amount	875,000	656,250	n/a	n/a
						Number of CA	2.5	2.5	n/a	n/a
						Number of SNE	n/a	n/a	n/a	n/a
EMSWe	21 June 2023	1,150,000	Until 20 June 2027	DG MOVE	Support in the implementation of the EMSWe Regulation	Amount	265,537	129,087	129,087	n/a
						Number of CA	n/a	n/a	n/a	n/a
						Number of SNE	n/a	n/a	n/a	n/a
CISE Operational Phase <sup>54</sup>	17 May 2024 (entry into force 1 July 2024)	5,562,586	4 years (as amended), until 30 June 2028	DG MARE	Contribution Agreement to ensure the financial contribution to EMSA for the role of coordinator of the voluntary CISE Operational Phase	Amount	1,200,000	1,000,000	500,000	200,000
						Number of CA	8	7	7	7
						Number of SNE	n/a	n/a	n/a	n/a
THETIS-EU	End of 2024	300,000	3 years	DG ENV	Support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels	Amount	68,785	125,000	106,215	n/a
						Number of CA	n/a	n/a	n/a	n/a
						Number of SNE	n/a	n/a	n/a	n/a
FUEL EU MARITIME	21 June 2023	500,000	31 December 2024		Cooperation Agreement to support in the implementation of the FuelEU Maritime Regulation	Amount	75,000	n/a	n/a	n/a
						Number of CA				
						Number of SNE				
<b>Service Level Agreements</b>										
FRONTEX SLA	May		Indefinite	FRONTEX		Amount	6,500,000	7,000,000	7,000,000	7,000,000

<sup>52</sup> The financial information provided reflects the expected project implementation expenditure for the given year.

<sup>53</sup> The Contribution Agreement for Copernicus Maritime Surveillance multi-annual budget is defined until 2027. Subsequent Contribution Agreement will establish budget and staff from 2028 onwards.

<sup>54</sup> Extended until 2028 following the agreed amendment with DG MARE. Subject to the Administrative Board's approval, a new Contribution Agreement is planned to be established in 2026 to cover the period 2026–2028.

General information						Financial and HR impact									
	Date of signature	Total amount	Duration	Counterpart	Short Description		2025	2026	2027	2028					
	2016	No fixed budgetary envelope			Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework.	Number of CA	11	11	11	11					
						Number of SNE	n/a	n/a	n/a	n/a					
EFCA SLA	December 2022	No fixed budgetary envelope	Indefinite	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency	Amount	722,625	807,000	823,140	839,603					
						Number of CA	2	2	n/a	n/a					
						Number of SNE	n/a	n/a	n/a	n/a					
THETIS-EU AWF	28 April 2021	100,000	Extended until 27 October 2027	DG SANTE	This Agreement is to further support the control and enforcement processes as regards the compliance of ships calling ports within the jurisdiction of the Member States with the requirements of Council Regulation (EC) No 1/2005 and the correct and cost-effective implementation by the Member States.	Amount	2,088	57,487	n/a	n/a					
						Number of CA	n/a	n/a	n/a	n/a					
						Number of SNE	n/a	n/a	n/a	n/a					
THETIS-MRV & ETS	28 October 2022	5,364,082	4 years, extended until mid 2028	DG CLIMA	Service Level Agreement whereby EMSA will support the European Commission in the implementation of the legislative framework for the MRV and EU ETS system for maritime transport (Regulation (EU) 2015/757 and Directive 2003/87/EC as amended).	Amount	1,024,847	1,201,500	866,500	461,250					
						Number of CA	5	3	3	3					
						Number of SNE	n/a	n/a	n/a	n/a					
DATA TO EUROSTAT	25 July 2024	30,000	24 July 2026	EUROSTAT	SLA for the provision of services to EUROSTAT for maritime statistical purposes against an agreed level of compensation in the form of financial resources.	Amount	26,400	4,600	n/a	n/a					
						Number of CA	n/a	n/a	n/a	n/a					
						Number of SNE	n/a	n/a	n/a	n/a					
Other external assigned revenue															
EQUASIS	May 2000	450,000 (yearly)	No end date	EQUASIS members	MOU on the establishment of the Equasis information system	Amount	450,000	450,000	450,000	450,000					
						Number of CA	n/a	n/a	n/a	n/a					
						Number of SNE	n/a	n/a	n/a	n/a					
Total						Amount	22,524,568	23,503,757	21,687,663	9,468,875					
						Number of CA	40	37	33 <sup>55</sup>	26 <sup>56</sup>					
						Number of SNE	-	-	-	-					

<sup>55</sup> SAFEMED V and BCSea II, Maritime Safety, Security and Environmental Protection in B&CS Regions (which end respectively on 31 March 2028 and 30 September 2026) share one Contract Agent. It is expected that BCSea II will be extended but the 2 CAs are not included at this stage (0.5 CA included in SAFEMED V for the time being).

<sup>56</sup> See previous footnote.

## Annex XII. Strategy for cooperation with third countries and/or international organisations

### Setting the scene

The EU plays a valuable role on the global stage of maritime transport where EMSA acts as a key player in the implementation of the EU cooperation strategy. Since the very beginning, EMSA has worked to foster and strengthen its own international dimension as this is inherent to the shipping industry itself. Worldwide, more than 80% of trade in goods relies on international shipping and 33% of intra-EU trade is handled in EU ports. The European share of shipowners of the world's merchant fleet amounts to some 40% and these ships are manned by seafarers from all over the world. The nature of EMSA's work is international and the information handled and measures supported by the Agency go well beyond the boundaries of traditional EU borders. Every day the Agency comes across and interacts with partners from all over the world making its contribution to enhancing the quality of maritime transport.

### A vision for the EMSA role at international level

The new European Commission priority, *"A global Europe: Leveraging our power and partnerships"* puts emphasis on an area of work which can be further developed at EMSA in the years to come. The international dimension of the Agency and its potential in support of the Commission and the European Union could be further explored and possibly exploited to add value in the context of external policies when the tasks and the mandate of EMSA are relevant.

EMSA's strategic framework also foresees an international dimension to EMSA's work. Under the operational heading of "Partnerships & International Dimension", the strategic objectives are:

- *Wider uptake of EU solutions and standards in shared seas and beyond; and*
- *Strengthened relationships with relevant stakeholders in the EU and beyond to increase efficiency and efficacy of maritime transport*

Moreover, the Agency's strategic objective in the area of "Technical Assistance & Capacity Building" also foresees a regional dimension:

- *Improved capacity to implement relevant EU policies and legislation at Commission, Member State and regional level*

In line with this strategic framework, actions may encompass:

- *Enhance cooperation with IMO, WMU, ILO, IALA.* By providing technical expertise in support of the Commission and the Member States in relevant international organisations, EMSA can further enhance the contribution of the EU to safe, secure and sustainable shipping.
- As an increasingly recognised player in the international maritime arena, the Agency could also strengthen its relations with international partners such as IMO, ILO, WMU, etc. particularly in the capacity building area.
- *Investigate options to contribute to targeted initiatives related to development cooperation.* Safety and protection of the marine environment could be the subject of targeted initiatives with countries for which there is an EU policy to offer support within the framework of development cooperation, and the Agency could be the technical partner to support such actions.

### The current level of engagement

EMSA's Founding Regulation already contains in its Article 2.4 references to *assistance to Member States and the Commission to contribute to the relevant work of the technical bodies of IMO, ILO, the Paris MoU and relevant regional organisations to which the Union has acceded*.

Art 2.5 foresees both technical and operational assistance (in case of pollution) to countries applying for accession to the EU as well as to ENP countries.

Similarly, its Article 17 deals with participation of third countries in EMSA's activities, provided that *they have adopted and are applying Community law in the area of maritime safety, security, prevention of pollution and response to pollution caused by ships*.

The Agency has over the years been providing technical assistance to accession countries and neighbouring countries through the IPA and ENP instruments, which has in practice extended the use of elements of the Agency's expertise and portfolio of tools and thus supported EU standards and practices in the Agency's areas of expertise beyond EU borders.

Beyond this traditional assistance, and in agreement with the European Commission and EMSA Administrative Board, EMSA has also extended the use of some of its capacity building tools to regional MoUs on Port State Control beyond the EU (Tokyo MoU, Indian Ocean MoU, Caribbean MoU, Riyadh MoU, MED MoU).

A procedure is in place as adopted by the Administrative Board in March 2018 with a clear reference to the EU added value and a case-by-case decision by the EMSA Administrative Board, following assessment of workload involved, impact on core tasks of the Agency and resources needed.

At the request of the Commission, EMSA has also supported EU engagement in relevant international organisations, the IMO in particular. Regional organisations (Helcom, Bonn agreement, REMPEC, etc) are also among the players that interact regularly with the Agency in a mutually beneficial exchange of experience and expertise.

Another set of organisations that were recently added to the list of counterparts for EMSA beyond the EU context is that of regional Coast Guard fora (MEDCGF, BSCGF, etc), following the amendment of the EMSA Founding Regulation which incorporated the European Cooperation on Coast Guard functions and added a new level of interaction to EMSA's existing engagement with the two other EU Agencies (EFCA and Frontex). At European level, the main counterpart is represented by the European Coast Guard Functions Forum (ECCGF) where EMSA participates as observer and is regularly associated in the work streams. Every year the Agency and the presidency of the ECGFF are jointly co-organising a workshop to address cross sectoral issues. Beyond this level, EMSA participates in the Global Coast Guard Forum, where authorities performing Coast Guard functions from all over the world share their best practices.

EQUASIS is an international initiative that sees EMSA working together with non-EU countries which are amongst the project's contributors (Brazil, United Kingdom, USA, Japan, Canada and South Korea) as well as two EU countries (France, Spain) and one EEA country (Norway).

On an *ad hoc basis*, and when requested by the European Commission, the Agency has also provided relevant capacity building activities for selected third countries with the idea of supporting EU interests regarding competitiveness, safety, security and environmental sustainability and exporting EU best practises and solutions.

In the area of surveillance, EMSA naturally plays an important role with concrete examples that go beyond EU waters, for example:

- The LRIT IDE, which is operated by EMSA, is the central module of the LRIT network that interconnects all LRIT Data Centres. The LRIT IDE makes it possible for LRIT users worldwide to request and receive LRIT position reports from ships in an effective and timely manner.
- EMSA provides maritime information services in support to EU authorities operating in the Gulf of Guinea and East Africa. This includes a wide range of European Navies, European organizations working in law enforcement (such as MAOC(N), the European Fisheries Control Agency (EFCA) and the United Nations Office on Drugs and Crime (UNODC). Additionally, this service provision is also used to support capacity building activities in the region, coordinated by the above-mentioned EU authorities in close cooperation with African countries.
- As proven by the most recent cases, the potential of EMSA surveillance tools is known and used during maritime accidents happening worldwide, where satellite images may be provided upon request from the EMRCC to monitor the development of pollution accidents.

## Priorities and objectives

Four groups of stakeholders can be identified as key priorities for EMSA international cooperation activities:

1. IPA countries
2. ENP countries
3. Regional and Intra European organisations, international organisations and multilateral fora
4. Other non-EU/EEA countries

Four strategic objectives can be identified:

1. Capacity building and preparation of IPA countries for implementation of EU legislation and participation in EMSA's work;
2. Capacity building, approximation of standards and increased cooperation with ENP countries;

3. Strengthening collaboration with relevant regional, international organisations and multilateral fora;
4. Support EU external policies with *ad hoc* projects/actions with other non-EU/EEA countries.

## Guiding principles

The implementation of these priorities and strategic objectives will rely on a framework of guiding principles for coordination and partnership across all EMSA international activities which can be summarised as:

- **Compatibility with EU policies:** any activity will have to be framed within existing EU policies and instruments as well as the underlying policies that are at the basis of the mandate for EMSA's work;
- **Added value for the EU:** any activity will have to contribute directly or indirectly to the objectives of the EMSA's 5-year Strategy and the main EU political priorities ensuring benefit for EMSA and its stakeholders;
- **Resources:** beyond what is clearly foreseen by the EMSA Founding Regulation, extra activities will have to be covered by dedicated additional resources through external financing instruments or from alternative sources of funding, unless decided differently by the European Commission and the EMSA Administrative Board in order to pursue a clear EU interest;
- **Coordination:** as an EU agency, international activities will have to be coordinated with relevant EU institutions and where needed EU bodies in order to ensure dialogue and cooperation and avoid duplication of efforts and resources vis a vis an external counterpart.

## Modalities for cooperation

From capacity building activities, to sharing of information; from technical and scientific assistance to exchange of expertise and lessons learnt; there are several ways and modalities for EMSA to engage with the four groups of stakeholders identified above in case of engagement on new activities with international partners.

### *Candidate and potential candidate countries, through the relevant Commission services.*

Since 2006, the technical assistance provided by EMSA to the candidate countries is framed by a specific project financed by the relevant services of the European Commission (EU financed project "Preparatory measures for the future participation of relevant IPA II beneficiaries in the European Maritime Safety Agency (EMSA)"). This aims to transfer knowledge and build capacities within the enlargement countries in the field of maritime safety, maritime security and marine pollution prevention, preparedness and response. The action also aims at supporting the enlargement countries to transpose and implement the EU maritime acquis.

The objective of the action is to provide beneficiary countries (for the time being Albania, Bosnia and Herzegovina, the Republic of North Macedonia, Montenegro, Serbia and Turkey) with technical support towards the standards of implementation of the international maritime conventions and the EU *acquis communautaire* for the approximation of their national legislation to EU standards.

The range of activities that can be supported depends on the budget allocated by the European Commission and may also include access to EMSA services such as CleanSeaNet.

### *ENP countries, through the relevant Commission services.*

Since 2013 the technical assistance provided to ENP countries is framed through specific projects financed by the relevant services of the European Commission. The ongoing technical assistance provided through the SAFEMED IV and BCSEA projects aims to deepen and strengthen relations between the EU and the projects' beneficiaries (SAFEMED IV: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine and Tunisia; BCSEA: Azerbaijan, Georgia, Iran, Kazakhstan, Moldova, Turkey, Turkmenistan and Ukraine).

The projects promote institutional restructuring, including the separation of the governmental regulatory functions from the operational and commercial activities, strengthening the independence of the authorities and of their administrative capacity. It also supports the transposition, ratification and implementation of International Conventions. The provision of services in support of Flag, Port and Coastal State through studies, guidance and training is also another component of these projects.

The projects aim to improve maritime safety, maritime security and marine pollution prevention standards by addressing shortcomings, gaps and grey areas which may hamper the fulfilment of the related international obligations as well as by providing support and promote the cooperation between the beneficiaries, and between the beneficiaries and the relevant EU Member States.

The promotion of the adoption of EU rules and standards is also an aim of the projects. This will have a positive side effect on contributing to the creation of a level playing field, the safety of maritime transport in the relevant regions and the reduction of marine pollution by ships.

The range of activities that can be supported depends on the budget allocated by the European Commission and may also include access to EMSA services such as CleanSeaNet. In addition, EMSA interacts with the UfM.

#### *Regional and Intra European Organisations, International organisations and multilateral fora*

The International Maritime Organisation (IMO) is by nature the primary stakeholder in this category. EMSA engages regularly with IMO and is part of the European Commission's representation in this organisation, including active participation in the various workstreams. Further dialogue and cooperation at technical level will be sought in view of enhancing the level of maritime safety, security and pollution prevention and response. The possibility of providing tools and services developed in the area of capacity building (for example) could be explored with the IMO to reach out to non-EU countries, thus promoting the higher standards achieved at EU level.

The International Labour Organisation (ILO) has gained a more prominent role in the maritime safety area with the entry into force of the Maritime Labour Convention 2006. EMSA regularly interacts with the ILO at technical level when it comes to capacity building activities and the possibility of supporting further this organisation in harmonising the application of MLC could be explored.

In 2010, EMSA signed an agreement with the European Space Agency's (ESA) for establishing a general framework for cooperation between the two Agencies and since then the collaboration between the two Agencies has been extremely beneficial in delivering the best possible services to our stakeholders across Europe. The services included areas concerning the use of space-based systems and data in support of EMSA's operational maritime activities such in the field of earth observation, maritime safety and security, surveillance, ship source pollution, and cooperation in the field of integrated space-based solutions. Additional potential synergies related to ship emissions monitoring data products are presently being explored with ESA.

The Paris MoU on Port State Control continues to play an important role in combating substandard shipping; EMSA participates in all technical meetings and working groups in support of the Member States and the European Commission.

By hosting the Management Unit of EQUASIS, EMSA contributes to fostering quality shipping worldwide with the provision of safety and environmentally related information to the general public, in cooperation with like-minded EU and non-EU countries. Under this heading the Agency will continue to look for more partners that could become signatories of the EQUASIS MoU.

EMSA provides data to HELCOM related to maritime accidents as reported in EMCIP, on behalf of Accident Investigation bodies of the EU Member States which are members of the regional forum. Equally, EMSA provides to Eurostat on annual basis a set of information related to marine casualties and incidents as reported in EMCIP for the benefit of the users of EU transport statistics, but also to reduce the burden of the Member States as regards data collection and transmission.

#### *A number of Intra European organisations benefit from interactions with EMSA on different topics falling under the remit of the Agency:*

EMSA has also signed an MoU with the European Telecommunication Standards Institute (ETSI). This MoU is being updated and as a result of that, EMSA can better follow the evolution of relevant innovations and thus anticipate the inclusion of new standards into the Commission regulations and promptly reacting for initiating safeguard investigations, whenever the EU Member State Market Surveillance Authorities have identified potential safety issues. With ETSI, EMSA is also involved in standardization processes to enable cross-sector and cross-border interoperability of ICT systems and services, such as the standardization of the Common Information Sharing Environment (CISE) Service and Data Model.

Currently there are regional cooperation fora (Helcom, Bonn Agreement, REMPEC, the Black Sea Commission, etc) dealing with the protection of marine environment at regional level in the various sea basins around EU waters. EMSA will continue engaging in these forums with the aim to provide technical and scientific assistance to reduce marine pollution taking into account the peculiarities of every regional sea.

Similarly, at coast guard level, there are a number of regional Coast Guard functions forums where EMSA engages at different level. Overall the aim is to support Member States authorities in implementing their Coast Guard functions by adding an extra layer of cooperation (together with EFCA and Frontex).

Of particular relevance for its role and level of participation is the ECGFF which has developed over time a series of products (Sectorial Qualification Framework, etc) and projects (European Coast Guard Functions Academy

Network, etc). EMSA continues to support the presidency of the ECGFF and its member with relevant actions stemming from the Annual Strategic Plan on Coast Guard Cooperation part of the Single Programming Document.

*Security in the maritime sector has a strong international dimension:*

EMSA is active in supporting and promoting the proper implementation of EU and International maritime security legislation in and around EU waters. Security incidents, however, happen mostly outside EU waters and the potential of EMSA's surveillance services to support authorities on a worldwide scale could be further extended.

That is why opening a dialogue at technical level with the most relevant players from other sea regions around the world (USCG, Canadian Coast Guard, Japan Coast Guard, etc) would support a level playing field towards a more resilient and uniform answer to security issues.

*Other non-EU/EEA countries*

Shipping being the international transport mode by definition, it is of paramount importance that the highest safety, security and pollution prevention and response standards are applied worldwide. Every day EU flagged and/or owned vessels with EU seafarers on board sail around the globe. EU policy activities offering assistance to third countries, particularly in the area of cooperation and development, may benefit from the participation of EMSA in those projects/actions.

Requests for ad hoc assistance are often channelled to EMSA by non-EU countries through the European External Action Service or directly by the European Commission. The relevant Commission services are responsible of the assessment of the EU relevance added value and compatibility with relevant EU policies.

These types of requests will be handled by EMSA in line with the 'guiding principles' highlighted above and in close cooperation with the European Commission. The Administrative Board will be kept informed of the actions planned and delivered.

**Monitoring and reporting**

The implementation of this strategic framework will be continuously monitored and reported through the main institutional documents that the Agency's Administrative Board adopts regularly for transmission to the EU Institutions: the Single Programming Document and the Consolidated Annual Activity Report.

## Annex XIII. Procurement 2026

### 1. Framework contracts planned to be launched or signed in 2026 and indicative ceilings:

EMSA Unit/Contract title	Duration (months)	Launch date	Signature date	Ceiling
<b>0.0 - Executive Office</b>				
Branded promotional material	48	31/05/2026	30/11/2026	142,000.00 €
Licenses for media assets	48	30/06/2026	30/11/2026	15,000.00 €
Provision of graphic design and layout services	48	30/09/2026	31/03/2027	142,000.00 €
Redevelopment of the EMSA website	48	31/03/2026	31/05/2026	142,000.00 €
<b>1.1 - Sustainability</b>				
EAS Baltic North	72	01/02/2026	15/09/2026	2,364,375.00 €
Updating of sound maps	48	01/02/2026	30/04/2026	400,000.00 €
<b>1.3 - Capacity Building</b>				
Enhanced Technical Capabilities for the EMSA Academy	48	15/11/2025	30/04/2026	1,000,000.00 €
<b>2.1 - Safety and Security</b>				
EQUASIS Ship and company data	48	31/10/2025	04/03/2026	880,000.00 €
Study for the preparatory work to draw-up a Goal Based Standard document for domestic passenger ship	20	31/10/2025	31/03/2026	350,000.00 €
Study on the application of Risk Base Tool (RBAT) to alternative fuel technologies (op0022)	36	11/07/2025	04/03/2026	650,000.00 €
Study/project on New Powering Solutions	36	29/05/2026	01/12/2026	650,000.00 €
VDR and electric evidence analysis service	48	30/04/2026	28/02/2027	560,000.00 €
<b>2.2 - Surveillance</b>				
Light RPAS for emissions monitoring in port areas and from vessels	48	18/12/2025	01/10/2026	5,000,000.00 €
Provision of Earth Observation services and licenses based on satellite optical imagery	48	30/06/2026	11/12/2026	28,000,000.00 €
Provision of Earth Observation services based on SAR satellite imagery	48	30/06/2026	11/12/2026	38,000,000.00 €
Provision of Earth observation services based on Sentinel-2 imagery (op0027)	48	18/12/2025	15/09/2026	5,000,000.00 €
Provision of licences from the ICEYE satellite constellation	48	30/06/2026	11/12/2026	5,000,000.00 €

EMSA Unit/Contract title	Duration (months)	Launch date	Signature date	Ceiling
<b>3.1 - Integrated Maritime Traffic Services</b>				
Blue Data Warehouse maintenance and development	48	15/12/2025	31/05/2026	2,500,000.00 €
Software Maintenance and further development of STAR ABM	54	14/10/2025	04/03/2026	2,000,000.00 €
T-AIS data service in specific regions	48	30/11/2025	01/09/2026	1,800,000.00 €
<b>3.2 - Maritime Digital Solutions</b>				
EMAC Data acquisition	48	15/01/2026	30/06/2026	730,000.00 €
H24 ICT Operations Services	96	15/03/2025	01/01/2026	2,000,000.00 €
MARINFO Cloud services: operations and maintenance	24	01/11/2025	01/02/2026	60,000.00 €
MSS Videowall system	48	15/06/2026	01/04/2027	400,000.00 €
Provision of enhancement and maintenance to EMCIP	48	01/09/2025	01/03/2026	950,000.00 €
QLIK	48	01/12/2025	01/07/2026	400,000.00 €
THETIS Ecosystem Enhancement and Maintenance (Multiple lots)	48	15/09/2025	15/03/2026	13,300,000.00 €
<b>3.3 - Horizontal Digital Services</b>				
Access Management Services	48	01/06/2026	01/12/2026	300,000.00 €
Horizontal integration & API Gateway	48	31/10/2025	01/06/2026	1,500,000.00 €
Housing/Hosting Services for a Business Continuity Datacentre	72	26/08/2025	29/01/2026	1,000,000.00 €
Identity Management Services	48	01/06/2025	01/02/2026	450,000.00 €
Portal Services	48	01/11/2025	01/07/2026	300,000.00 €

## 2. Indicative Procurement Plan 2026:

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO
<b>Accident investigation</b>					<b>1,637,000.00</b>
42000	3842	2026-UNIT 2.1 - ROV (New Investigation Directive)_NEW TASK	Specific Contract under FWC	30/11/2026	1,637,000.00
<b>Analytics and research</b>					<b>10,000.00</b>
35000	3913	2026-3.2-BL3430 Data Analytics DATA KVE/GCA	Specific Contract under FWC	01/03/2026	10,000.00
<b>Capacity building and EMSA Academy</b>					<b>1,159,095.00</b>
43000	3832	2026-1.3-VRESI Enhancements	Specific Contract under FWC	15/11/2026	119,161.19
	3833	2026-1.3-MaKCs Enhancements	Specific Contract under FWC	15/11/2026	51,231.26
	3834	2026-1.3-Support to the EMSA Academy: CB Activities for SSP Directive_NEW TASK	Specific Contract under FWC	15/03/2025	100,000.00
	3835	2026-1.3-Multimedia support services for EMSA e-Laboratory	Order Form under FWC	15/01/2025	59,095.00
	3836	2026-1.3-CEI/1/2026 External experts	External Expert contract under CEI	15/06/2026	50,000.00
	4021	2026-1.3-VRESI Maintenance	Specific Contract under FWC	15/05/2026	80,838.81
	4022	2026-1.3-MaKCs Maintenance	Specific Contract under FWC	15/09/2026	48,768.74
	4023	2026-1.3-Support to the EMSA Academy: Revision of CCC to match needs of the revised Safety Packag	Specific Contract under FWC	15/03/2025	100,000.00
	4024	2026-1.3-Academy's Enhanced Capabilities_NEW TASK	Specific Contract under FWC	15/03/2026	200,000.00
	4025	2026-1.3-MARCOMPASS - "Mapping Evolving Competencies and Emerging Job Profiles within Maritim	Direct Service Contract	15/02/2026	350,000.00
<b>CleanSeaNet and RPAS for pollution monitoring</b>					<b>12,572,540.00</b>
52000	3630	2026-3.2-BL3130 EODC Corrective maintenance - SCA/NAL	Specific Contract under FWC	30/06/2026	120,540.00
	3632	2026-3.2-BL3130 EODC Evolution (Mod.3 of new Tender) - SCA/NAL	Specific Contract under FWC	30/06/2026	245,000.00
	3635	2026-3.2-BL3130 EODC Cloud hosting KVE/NAL	Specific Contract under FWC	30/06/2026	21,500.00
	3692	2026-3.3-BL3130 - 3.3 APM-TESTING-VALIDATION	Specific Contract under FWC	15/06/2026	150,000.00
	3738	2026-3.2-BL3130 SSP-NEW DIGITAL TOOLS SCA/NAL NT32.1 _NEW TASK	Specific Contract under FWC	31/05/2026	523,500.00
	3779	B3130-2026 - CSN Service: Satellite services and licences	Specific Contract under FWC	30/09/2026	2,700,000.00
	3854	B3130-2026 - RPAS service for Emission monitoring - Operation 1	Specific Contract under FWC	30/09/2026	1,850,000.00
	3855	B3130-2026 - RPAS service for Emission monitoring - Operation 2	Specific Contract under FWC	30/09/2026	1,850,000.00
	3859	B3130-2026 - RPAS service for Emission monitoring - Mobilisations 2027	Specific Contract under FWC	11/12/2026	55,000.00
	3863	BL 3130-2026 - CSN Enhancements - Satellite services and licenses_NEW TASK	Specific Contract under FWC	30/11/2026	2,500,000.00
	3864	BL3130- 2026- CSN Enhancements- RPAS support to MS pollution verification _NEW TASK	Specific Contract under FWC	30/11/2026	2,500,000.00
	3997	2026-3.2-BL3130 Axway consultancy support services for Axway MFT Products - RRO/SCA (NEW Unit)	Specific Contract under FWC	25/07/2026	57,000.00
<b>Communication</b>					<b>115,000.00</b>
60000	3809	2026 Information and Communication	Other	15/11/2026	115,000.00
<b>EMSW</b>					<b>70,000.00</b>
21040	3663	2026-3.1-BL3430 SSN Development - EMSWe KVE/PDU	Specific Contract under FWC	15/07/2026	70,000.00
<b>ICT operational support</b>					<b>4,028,285.00</b>
21230	3637	2026-3.3-BL3430.SOFTWARE LICENSES -CMO	Specific Contract under FWC	15/03/2026	2,245,860.00
	3694	2026-3.3-BL3430 APP-TEST-VALID	Specific Contract under FWC	15/04/2026	150,000.00
	3697	2026-3.3-BL3430 HW-MAINTENANCE-RENEWALS-OP	Specific Contract under FWC	15/03/2026	1,261,425.00
	3709	2026-3.3-BL3430 TESTING _NEW TASK	Specific Contract under FWC	15/02/2026	365,000.00
	3810	2026 QMS EMSA	Order Form under FWC	30/06/2026	6,000.00

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO
<b>LRIT</b>					<b>1,594,000.00</b>
22000	3642	2026-3.1-BL3330 LRIT CDC/Ship DB corrective maintenance - SCA/RMS	Specific Contract under FWC	30/07/2026	90,000.00
	3643	2026-3.1-BL3330 LRIT CDC/Ship DB evolutive maintenance -SCA/RMS	Specific Contract under FWC	30/07/2026	50,000.00
	3644	2026-3.1-BL3330 LRIT IDE evolutive maintenance -SCA/RMS	Specific Contract under FWC	30/06/2026	50,000.00
	3648	2026-3.1-BL3330 LRIT ASP/CSP services KVE/DMO	Other	31/10/2026	1,300,000.00
	3649	2026-3.1-BL3330 LRIT messages purchased from ODCs KVE/DMO	Other	02/01/2026	75,000.00
	3650	2026-3.1-BL3330-IMSO Audit fee LRIT IDE KVE/DMO	Other	30/04/2026	6,500.00
	3693	2026-3.3-BL3330 – 3.3 LRIT TESTING & QA SERVICES	Specific Contract under FWC	15/05/2026	22,500.00
<b>Maritime digital services</b>					<b>14,543,041.86</b>
45000	3651	2026-3.1-BL3430 Casualty reporting services (Licenses 2027and 2028) KVE/AAR	Order Form under FWC	15/08/2026	55,766.21
	3653	2026-3.1-BL3430 SafeSeaNet (EIS/CLD/COD/CHD-Mar-Cis/IRD)- Lot 2 of OP92023 -MTH/SCA	Specific Contract under FWC	31/05/2026	1,472,904.00
	3654	2026-3.1-BL3460 HP-IMS development and Maintenance - MTH /SCA	Specific Contract under FWC	30/06/2026	1,317,352.51
	3657	2026-3.1-BL3460 BLUE DW KVE/GLU	Specific Contract under FWC	01/07/2026	450,000.00
	3658	2026-3.2-BL3430 Thetis FUEL-EU-MARITIME C1 ECB/DBE	Specific Contract under FWC	15/03/2026	510,000.00
	3662	2026-3.1-BL3430 CSD enhancements maintenance and hosting (SIDE III)SCA/ORV	Specific Contract under FWC	15/05/2026	240,000.00
	3665	2026-3.2-BL3430 STCW IS DB-KVE/RAS	Specific Contract under FWC	01/03/2026	150,000.00
	3666	2026-3.2-BL3430 ECERTIFICATION KVE/RAS	Specific Contract under FWC	31/03/2026	878,900.00
	3668	2026-3.1-BL3460 MPIC Cloud consumption - ORV/KVE	Specific Contract under FWC	15/09/2026	215,000.00
	3669	2026-3.1-BL3460 QLIK dashboard enhancements (Maritime Analytics) and licenses - KVE/JDS	Specific Contract under FWC	15/06/2026	30,000.00
	3670	2026-3.2-BL3430 EMCIP-KVE/JDS	Specific Contract under FWC	16/07/2026	130,000.00
	3672	2026-3.1-BL3460 STAR ABM enhancements and maintenance (including MPAE) - SCA/ORV	Specific Contract under FWC	30/06/2026	360,000.00
	3673	2026-3.2-BL3430 Rulecheck-KVE/SFI	Specific Contract under FWC	01/05/2026	230,000.00
	3675	2026-3.1-BL3460 IMS (SEG/IMS/STAR/CGD/TDMS/ENC) - Lot 1 of OP92023 -SCA/ORV	Specific Contract under FWC	15/07/2026	922,122.39
	3676	2026-3.1-BL3460- IMS Analytics and IMS AI including destination service -LBI//RMS/KVE	Other	15/06/2026	20,000.00
	3677	2026-3.1-BL3460 IMS Data Steward, Analysts and Engineers for IMS - ORV/YLM/SCA	Specific Contract under FWC	31/07/2026	40,000.00
	3681	2026-3.2-BL3460 CAP BUILDING DONA KVE/RAS	Specific Contract under FWC	15/07/2026	120,000.00
	3683	2026-3.2-BL3430 SSP- NEW DIGITAL TOOLS KVE/JDS NT32.4 32.5 _NEW TASK	Specific Contract under FWC	01/07/2026	390,000.00
	3684	2026-3.2-BL3430 24/7 Helpdesk Services New Fwc Contract SCA/Javier/SBA	Specific Contract under FWC	15/07/2026	291,303.03
	3685	2026-3.2-BL3430 Thetis-KVE/RAS	Specific Contract under FWC	01/07/2026	135,000.00
	3695	2026-3.2-BL3430 EMAC Development SCA /JDS NT24 _NEW TASK	Specific Contract under FWC	30/06/2026	270,000.00
	3696	2026-3.2-BL3430 Mared-KVE/NMA	Specific Contract under FWC	15/07/2026	170,000.00
	3698	2026-3.3-BL3460-CG-DATA-ANALYSIS	Specific Contract under FWC	15/05/2026	150,000.00
	3703	2026-3.3-BL3430 HORIZONTAL APPS	Other	15/04/2026	1,515,500.00
	3704	2026-3.3-BL3430 ICT SECURITY-KVE/CPR	Other	15/05/2026	411,343.72
	3705	2026-3.2-BL3460 Developing RO Database- KVE/NMA	Specific Contract under FWC	15/07/2026	50,000.00
	3706	2026-3.2-BL3430 Flag State NT30 _NEW TASK	Specific Contract under FWC	15/07/2026	25,000.00
	3707	2026-3.1-BL3430 EMAC Development SCA /GLU/MJO _NT24 NEW TASK	Specific Contract under FWC	30/06/2026	400,000.00
	3712	2026-3.1-BL3430 SSP-NEW DIGITAL TOOLS SCA/ORV_NEW TASK 32.2	Specific Contract under FWC	30/06/2026	645,000.00
	3715	2026-3.1-BL3430 EMSWe Databases NT25_NEW TASK	Specific Contract under FWC	30/06/2026	1,330,000.00
	3737	2026-3.2-BL3430 THETIS NT30 31 32.2 34 _NEW TASK	Specific Contract under FWC	15/07/2026	918,000.00
	3739	2026-3.2-BL3460 CAP BUILDING DONA NT18 NT32.3 _NEW TASK	Specific Contract under FWC	15/02/2026	300,000.00
	3749	2026-3.1-BL3460 SAR Drift modelling and Metocean-KVE/JDS	Specific Contract under FWC	01/09/2026	30,000.00

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO
45000	3830	2026-3.2-BL3430 Marinfo DATA KVE/CCA	Order Form under FWC	15/07/2026	289,850.00
	3970	2026-3.2-BL3430 Marinfo-KVE/RAS	Specific Contract under FWC	01/04/2026	80,000.00
<b>Maritime safety</b>					<b>1,552,000.00</b>
44000	3815	2026- UNIT 2.1- Alternative Fuel Safety Study_NEW TASK	Specific Contract under FWC	01/05/2026	650,000.00
	3816	2026-UNIT 2.1 - EMSA Equasis annual contribution	Other	31/03/2026	50,000.00
	3818	2026-UNIT 2.1 - MED Technical and Scientific Support	Order Form under FWC	16/11/2026	150,000.00
	3819	2026-UNIT 2.1 - RBAT Maintenance, hosting and upgrade	Specific Contract under FWC	30/11/2026	67,000.00
	3845	2026-UNIT 2.1 - Studies on ship safety- Light Ship Code	Direct Service Contract	30/06/2026	350,000.00
	3849	2026-UNIT 2.1 - Research in MASS (Study)_NEW TASK	Specific Contract under FWC	30/11/2026	150,000.00
	4107	2026- Unit 2.1 - Study on evacuation of large passenger ships	Specific Contract under FWC	31/03/2026	135,000.00
<b>Maritime Support Services</b>					<b>9,269.00</b>
24000	3641	2026-3.2-BL3430 MSS Videowall Maintenance GSA/SME	Order Form under FWC	30/06/2026	9,269.00
<b>Multipurpose maritime surveillance</b>					<b>9,044,829.00</b>
21020	3638	2026-3.2-BL3460 RPAS KVE/RRO	Specific Contract under FWC	15/03/2026	370,164.00
	3866	B3130-2026 - RPAS services for Multipurpose Surveillance - Interfacing and Development	Specific Contract under FWC	30/04/2026	60,000.00
	3867	B3260-2026 - RPAS services for Multipurpose Surveillance - L-RPAS for EFCA	Specific Contract under FWC	18/12/2026	374,665.00
	3870	B3260-2026 - RPAS services for Multipurpose Surveillance - Mobilisations 2027	Specific Contract under FWC	18/12/2026	180,000.00
	3871	B3260-2026 - RPAS services for Multipurpose Surveillance - Region 1	Specific Contract under FWC	30/09/2026	2,500,000.00
	3872	B3260-2026 - RPAS services for Multipurpose Surveillance - Region 2	Specific Contract under FWC	30/09/2026	2,500,000.00
	3874	B3260-2026 - RPAS services for Multipurpose Surveillance - Region 3	Specific Contract under FWC	30/09/2026	1,500,000.00
	3875	B3260-2026 - RPAS services for Multipurpose Surveillance - Region 4	Specific Contract under FWC	30/09/2026	1,500,000.00
	4150	3260-2026-RPAS services-Multipurpose Surveillance-Test,Interfacing and Development	Specific Contract under FWC	31/03/2026	60,000.00
<b>Operational pollution response</b>					<b>14,651,550.00</b>
51000	3860	B3130-2026 - RPAS Services for EMSA OPRVs	Specific Contract under FWC	30/11/2026	298,000.00
	3882	2026-1.1-EAS South Renewal 2Y	Specific Contract under FWC	15/11/2026	683,550.00
	3883	2026-1.1-EAS Baltic North	Specific Contract under FWC	15/09/2026	700,000.00
	3884	2026-1.1-EAS Additional Services	Specific Contract under FWC	15/11/2026	300,000.00
	3885	2026-1.1-Improvements (incl improvements and new small projects - e.g. RPAS)	Specific Contract under FWC	15/05/2026	420,000.00
	3886	2026-1.1-Exercises	VAC Exercise	15/11/2026	350,000.00
	3888	2026-1.1- MAR-CIS FWC OP/9/2023 (maintenance + upgrade)	Specific Contract under FWC	15/02/2026	50,000.00
	3889	2026-1.1- Risk assessment_NEW TASK	Direct Service Contract	15/05/2026	420,000.00
	3890	2026-1.1-SpiRit Modelling simulation tool (maintenance)	Specific Contract under FWC	15/06/2026	30,000.00
	3893	2026-1.1-Vessel Tender East Mediterranean	Direct Service Contract	15/11/2026	4,250,000.00
	3894	2026-1.1-Renewal Black Sea Petronav	Direct Service Contract	15/11/2026	2,800,000.00
	4018	2026-1.1-Vessel tender Northern Baltic	Direct Service Contract	15/05/2026	4,250,000.00
	4154	2026-1.1-Study on response to Alternative Fuels_NEW TASK	Direct Service Contract	15/02/2026	100,000.00
<b>Prevention of pollution</b>					<b>550,000.00</b>
46000	3824	2026-1.1-Third study on alternative sources of power_NEW TASK	Specific Contract under FWC	15/02/2026	150,000.00
	3825	2026-1.1- Updating of sound maps_NEW TASK	Specific Contract under FWC	15/03/2026	150,000.00
	3904	2026-1.1-Fouth Study on Alternative Sources of Power_NEW TASK	Specific Contract under FWC	15/03/2026	150,000.00
	3905	2026-1.1-Study on waste from ships_NEW TASKS	Direct Service Contract	15/03/2026	100,000.00

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO
<b>SafeSeaNet</b>					
21030	3664	2026-3.1-BL3430 SLAs for maintenance and operation of AIS regional servers 2026-2027 KVE/EBE	Administrative Arrangement: Impl	01/03/2026	133,840.00
<b>Satellite based services and surveillance innovation</b>					
21060	3780	B3130-2026 - EO Evolution: SaVoir developments	Specific Contract under FWC	30/06/2026	63,000.00
	3858	B3130-2026- EO Evolution: development and dashboards (jira, Qlick and power BI)	Specific Contract under FWC	30/11/2026	50,000.00
	3878	B3260-2026 - SAT-AIS - Back-up service	Specific Contract under FWC	02/02/2026	498,000.00
	3880	B3260-2026- SAT-AIS Global feed including S2S	Specific Contract under FWC	02/03/2026	1,470,240.00
	3881	B3260-2026- EO Services: Maritime Emergencies	Specific Contract under FWC	30/11/2026	230,000.00
<b>Grand Total</b>					<b>63,981,689.86</b>

## Legislative references

Legislative References in EMSA Single Programming Document	Short name or phrase (where applicable)
Directive 2009/45/EC on safety rules and standards for passenger ships as amended by Commission Directive 2010/36/EU and Commission Directive (EU) 2016/844	Domestic Passenger Ship Directive
Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community as amended by Directive 2002/84/EC, Regulation (EC) No 1137/2008 and Directive (EU) 2017/2109	Directive on the registration of persons on board
Directive 96/98/EC on marine equipment, repealed by Directive 2014/90/EU	Marine Equipment Directive
Directive 2016/802/EU relating to a reduction in the sulphur content of certain liquid fuels (codified)	Sulphur Directive
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services as amended by Directive 2002/84/EC, Regulation (EC) No 219/2009 and Directive 2009/18/EC	Ropax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC as amended by Directive 2009/17/EC, Directive 2009/18/EC, Commission Directive 2011/15 and Commission Directive 2014/100/EU	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	
Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2012/33/EU as regards the sulphur content of marine fuels amending Council Directive 1999/32/EC	
Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	New Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Directive (EU) 2017/2110 of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular	

service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC	
Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC	PRF Directive
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations	
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Regulation on the liability of carriers of passengers
Regulation (EC) No 725/2004 on enhancing ship and port facility security	
Regulation (EU) No 100/2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) No 528/2012 concerning the making available on the market and use of biocidal products	Biocides Regulation
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation
Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/	MRV Regulation
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation (EU) No 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation
Regulation (EU) No 2016/1625 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU	EMSWe Regulation
Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations	

## List of acronyms

Acronym	Full name
AI	Accident Investigation
AIMA	AI Maritime Awareness tool
AIS	Automatic Identification System
AWF	Animal Welfare
BC SEA	Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions
BWMC	International Convention for the Control and Management of Ships' Ballast Water and Sediments
CAAR	Consolidated Annual Activity Report
CCC	Common Core Curricula
CHD	Central HAZMAT Database
CMS	Copernicus Maritime Surveillance Service
CNTA	Consultative Network for Technical Assistance
CSD	Central Ship Database
CSN	CleanSeaNet
CTG MPPR	Consultative Technical Group for Marine Pollution Preparedness and Response
DG DEFIS	Directorate-General for Defence Industry and Space
DLP	Distance Learning Package
DONA	Dynamic Overview of National Authorities
DUET	Dispersant Usage Evaluation Tool
EAS	Equipment Assistance Service
EC	European Commission
ECAs	Emission Control Areas
ECGFF	European Coast Guard Functions Forum
ECMWF	European Centre for Medium-Range Weather Forecasts
EEA	European Economic Area
EEDI	Energy Efficiency Design Index
EEZ	Exclusive Economic Zone
EFCA	European Fisheries Control Agency
EFTA	European Free Trade Association
EMAC	European Maritime Awareness Centre
EMAT	EMSA Maritime Analytics Tool
EMCIP	European Marine Casualty Information Platform
EMPOLLEX	Exchange Programme for Marine Pollution Experts

EMPRO	EU Maritime Profile
EMSWe	European Maritime Single Window environment
ENP	European Neighbourhood Policy
EODC	Earth Observation Data Centre
ERCC	Emergency Response Coordination Centre
ESA	European Space Agency
ESSF	European Sustainable Shipping Forum
ETS	Emissions Trading Scheme
EU	European Union
EU LRIT CDC	European Union Long Range Identification and Tracking Cooperative Data Centre
EUNAVFOR	EU Naval Forces
EUROPOL	European Police Office
EUROSTAT	Statistical Office of the European Union
EUROSUR	European Border Surveillance System
FMI	Finnish Meteorological Institute
Frontex	European Border and Coast Guard Agency (formerly the European Agency for the Management of Operational Cooperation at the External Borders)
FWA	Fixed wing aircraft
GHG	Greenhouse Gas
HLSG	High Level Steering Group
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
ICCAT	International Commission for the Conservation of Atlantic Tunas
IFCD	Interface and Functionalities Control Document
ILO	International Labour Organization
IMO	International Maritime Organization
IMS	Integrated Maritime Services
IMSAS	IMO Member State Audit Scheme
IPA	Instrument for Pre-Accession Assistance
ISM	International Safety Management
ITU	International Telecommunication Union
KPI	Key Performance Indicator
LNG	Liquefied Natural Gas
LRIT	Long Range Identification and Tracking
LRIT IDE	International LRIT Data Exchange
MaKCs	Maritime Knowledge Centre systems

MAOC (N)	Maritime Analysis and Operations Centre – Narcotics
MAR-CIS	Marine Chemical Information Sheets
MAR-ICE	Marine Intervention in Chemical Emergencies
MARINFO	Maritime Industry Information Infrastructure
MASS	Maritime Autonomous Surface Ships
MED DB	Marine Equipment (Directive) Database
MFF	Multi-annual Financial Framework
MMSI	Maritime Mobile Service Identity
MoU	Memorandum of Understanding
MRA	Mutual Recognition Agreement
MRV	Monitoring, Reporting and Verification
MSC	Maritime Safety Committee
MSS	Maritime Support Services
NSW	National Single Windows
OLAF	European Anti-Fraud Office
OPVs	Offshore Patrol Vessels
PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PCZ	Preferred Conservation Zone
PFA	Project Financed Activity
PRF	Port Reception Facilities
PSC	Port State Control
PSCOs	Port State Control Officers
QACE	Quality Assessment and Certification Entity
RBAT	Risk-Based Assessment Tool
REFIT	Regulatory Fitness and Performance programme (EC)
RFD	Reporting Formalities Directive
ROPAX	Roll-on/roll-off passenger ships
ROs	Recognised Organisations
RPAS	Remotely Piloted Aircraft Systems
SAFEMED V	EuroMed Maritime Safety Project
SAR	Search and Rescue
SAT-AIS	Satellite detected Automatic Identification System
SECA	Sulphur Emission Control Area
SEG	SafeSeaNet Ecosystem Graphical User Interface
SLA	Service Level Agreement

SOLAS 74	International Convention for the Safety of Life at Sea (1974)
SSN	SafeSeaNet
SSP	Ship Source Pollution
STCW	Standards for Training, Certification and Watchkeeping of seafarers
THETIS	Inspection database to support Directive 2009/16/EC on Port State Control
THETIS-EU	Inspection database to support other enforcement regimes not falling within the remit of Directive 2009/16/EC on Port State Control
THETIS-MRV	System to support Regulation (EU) 2015/757
TWA	Tripartite Working Arrangement
VDES	VHF Data Exchange System
VDS	Vessel Detection System
VHF	Very High Frequency
VOO	Vessels of opportunity
VTMIS	Vessel Traffic Monitoring and Information Systems