

EMSA Consolidated Annual Activity Report 2024

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Assessment by the EMSA Administrative Board

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

The Administrative Board appreciates the structure of the Consolidated Annual Activity Report 2024 which reflects that of the EMSA Single Programming Document 2024-2026.

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

A) EMSA's strategic achievements in 2024

The EMSA 5-year Strategy 2020-2024 on which the Single Programming Document 2024-2026 was based, established EMSA's strategic priorities in the areas of Sustainability, Surveillance, Safety, Security and Simplification - the "5 S" - as well as Digitalisation and Technical & Operational Assistance. This 5-year Strategy reflects the important role played by EMSA to support the Commission priorities in EU policy areas related to the seas in order to strengthen Europe's competitiveness, sustainable growth and Blue economy, as well as contribute to the EU's security agenda and international profile.

The Administrative Board welcomes the fact that the CAAR provides clear examples of EMSA's achievements that contribute to achieve the multi-annual strategic priorities or "5 S" and the underlying multi-annual strategic objectives.

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

In our view, the present report addresses the key deliverables of the Agency in 2024 and demonstrates that the objectives set, in particular for the five strategic priorities were met.

The highlights of the strategic achievements in each work area in 2024 are outlined below.

Sustainability

Strategic priority:

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

Strategic achievements in 2024

During 2024, EMSA successfully supported the implementation of the extension of the EU Emissions Trading System (EU ETS) to maritime transport, by providing the relevant IT tool, timely technical assistance in relevant fora, as well as raising awareness and building capacity through webinars and guidance documents. In parallel the necessary building blocks for the implementation, by January 2025, of the FuelEU Maritime Regulation were put in place, notwithstanding the challenge represented by secondary legislation still in the make.

The Agency was also at the side of the Commission and Member States in the efforts that lead to the adoption in November 2024 of the amendment of the Ship-source Pollution Directive, in support of more sustainable shipping.

Underwater Radiated Noise (URN) from ships was another area where the Agency engaged and succeeded to make available the first pan-European report to provide historical and future forecast underwater noise data for all European seas.

In 2024, the Agency started the work to adapt the pollution response services (PRS) toolbox to emerging risks stemming evolving traffic patterns and the introduction of alternative fuels.

The efforts in filling knowledge gaps continued in 2024, with the establishment of a framework for a new series of studies on promising technologies, as well as on the behaviour of alternative fuels to determine the future pollution response strategies and means.

Finally, the Agency continued to act as facilitator for the mapping exercise of the Member States' data needs for marine pollution risk assessment and fostered the exchange of operational experience in the fields of HNS marine pollution and oil spill sampling.

Surveillance

Strategic priority:

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

Strategic achievements in 2024

EMSA's Earth Observation services continued to develop and deliver advanced surveillance capabilities, providing support for a wide range of use cases and services. These efforts focused on CleanSeaNet, Copernicus Maritime Surveillance, the response to maritime emergencies at sea under EMSA's contingency plan, and support to Frontex under an existing service level agreement.

In 2024, EMSA made a significant investment to expand its Earth Observation portfolio by organizing and successfully completing three distinct pre-operational qualification tests involving the Cosmo-SkyMed, Cosmo-SkyMed Second Generation, and Pleiades Neo constellations. Following these tests, a procurement procedure for Cosmo-SkyMed was launched in 2024, with a contract for satellite services expected in early 2025. Regarding Pleiades Neo, the constellation passed EMSA's acceptance checks and will be included in EMSA's portfolio in 2025.

During 2024 EMSA reinforced its regional strategy for multipurpose maritime surveillance by supporting multiple entities across different countries, thereby promoting more efficient use of resources in the execution of coast guard functions. The existing Remotely Piloted Aircraft System (RPAS) portfolio features five types of remotely piloted aircraft systems, including medium-sized vertical take-off and landing (VTOL) drones, medium-sized fixed-wing aircraft, a medium-sized fixed-wing aircraft with extended coastal range, and two smaller quadcopter models for pollution monitoring, multipurpose maritime surveillance, and emissions monitoring. EMSA RPAS services were actively used in the EMSA organised MMO in La Manche and the Southern North Sea aiming to further strengthening regional cooperation between participating authorities from France and Belgium.

In 2024, EMSA launched procurements to renew its RPAS services portfolio for multipurpose maritime surveillance, emissions monitoring, and the deployment of light RPAS on board EMSA's OPRVs, as well as on board Member State and EU Agency vessels.

In parallel, EMSA continued delivering global satellite AIS data services (SAT-AIS) to end-users, ensuring real-time coverage through high-performance satellites while providing a supplementary service as a complementary feed and backup solution. EMSA also strengthened its collaboration with the European Space Agency (ESA) to advance integrated space-based solutions for operational maritime activities, with both Agencies identifying ways to maximize the potential of space-based technologies in enhancing maritime safety and surveillance services.

Safety & Security

Strategic priorities

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

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

Strategic achievements in 2024

The introduction of new fuels and powering systems in shipping brings safety challenges that must be addressed. Within this context, EMSA continued to contribute towards ensuring a safe fuel transition through the publication of studies with the ultimate goal being that of the development of practical guidance for the authorities and industry. More specifically, in 2024 the guidance on the safe bunkering of biofuels was finalised and discussed with the stakeholders with a view to be published in 2025. In addition, the Agency started working on the development of two guidance documents on the safe use of ammonia and hydrogen as fuels. During 2024 the interim reports for ammonia and hydrogen were also published.

The increase in the number of electric cars transported, especially, on ro-ro cargo and passenger ships create new risks on ships which are already vulnerable to fires. In line with these developments, in 2024 the Agency published a new tender for carrying out experimental tests with electric vehicles fires.

Another change in shipping is the acceleration of the digitalisation and increased automation on ships. This transition brings uncertainties in terms of safety as there is no experience and no specific regulatory framework. EMSA is contributing to this challenge by conducting studies and, especially, through the development of a risk-based assessment tool (RBAT) which is tailor made for ships with higher automation to facilitate the work of the authorities and industry when approving and designing them. In addition, a new tender was published in 2024 with the prime objective being that of analysing the communications, connectivity and navigation challenges of these ships. EMSA also continued to

provide support within the IMO context in the development of the new Maritime Autonomous Surface Ships (MASS) Code.

The Agency continued to focus on the large majority of the fleet, which will be still conventional in the coming two decades. Within this context, there are also challenges in relation to the aging of the EU fleet, especially of passenger ships and fishing vessels, the implementation of the new safety package on Port State Control, Flag State and accident investigation, the growth in size of cruise ships, etc. EMSA has been supporting the Commission and Member States during the revision of the Directives within the safety package which was published in 2024. In addition, the Agency has continued providing technical input to the Passenger Ship Safety Expert Group and contracted a new study on the evacuation of large passenger ships and the alternative design of oversized lifeboats.

The new Remotely Operated Vehicle (ROV) service for underwater surveys, started in 2022, is experiencing an increasing demand. Whereas accident investigation was the main focus of the service in 2024, with operations in the Tyrrhenian Sea, Baltic Sea, Adriatic Sea and Atlantic Coast, EMSA also participated in exercises in France and Belgium where other use cases were tested, including support to environmental projects and monitoring and inspection of maritime infrastructure fields.

In terms of security, the geopolitical situation is having an impact on shipping. Prevention is a key element, but there are new hybrid threats with cybersecurity getting a more prominent role, and new weapons, like the massive use of drones. EMSA is taking all these developments into consideration and, in cooperation with the Commission and Member States, carried out security inspections and took initiatives to enhance knowledge on cybersecurity. A conference on Maritime Cyber Security was organised with the participation of the most relevant EU stakeholders. It was agreed that there was a need for EMSA to take initiatives in the information sharing field at EU level. In addition, at request of the Commission, the Agency is developing a risk assessment methodology for attacks of drones to port infrastructure.

As concerns the Human Element, EMSA worked at the side of the Commission and the Member States during the comprehensive review of the STCW Convention and Code at the IMO and supported the implementation of the MLC, 2006 Convention, providing training to ensure compliance and enforcement to both EU Member States and third countries.

With the objective of filling knowledge gaps emerging from the green and digital transformation of shipping in relation to the Human Element, the Agency published a study on the identification of competences for seafarers working on board ships using alternative fuels.

Digitalisation & Simplification

Strategic priority

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

Strategic achievements in 2024

Supporting the Commission, EMSA has elaborated and delivered the common specifications and database services for the European Maritime Single Window environment (EMSWe) facilitating the simplification, harmonisation and rationalisation of reporting formalities applicable in the ports of the Union.

EMSA continued hosting, operating, and maintaining the European Union LRIT Cooperative Data Center (EU LRIT CDC) and the European Union LRIT Ship DB (EU LRIT Ship DB) on behalf the Commission and Participating Countries. The Agency also continued hosting, operating, and maintaining the International LRIT Data Exchange (LRIT IDE), both Production and Developmental

Testing environments, on behalf the International Maritime Organization (IMO) and SOLAS Contracting Governments. The International LRIT Data Exchange (IDE) interconnects 72 LRIT DCs and 138 Contracting Governments and Territories, making possible for LRIT users worldwide to request and receive LRIT position reports from ships in a secure, effective, and timely manner.

EMSA addressed the Cybersecurity Regulation 2023/2841 starting, with the initial cybersecurity assessment.

EMSA developed THETIS-MRV to cater for the extension of the EU ETS to maritime transport in accordance with the Implementing Act of November 2023 by completing the new MRV Report, MRV Monitoring Plan and Company Emission Report.

In support of the implementation of Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport, THETIS-MRV was developed enabling shipping companies to electronically submit their Fuel EU Monitoring Plan within the legal deadline.

EMSA developed the new RPAS Data Centre solution offering a state-of-the-art video distribution platform to support RPAS operations in Member States from 2025.

Dynamic Overview of National Authorities (DONA) was developed to cater for Member States' notifications foreseen by both Directives 2009/45/EC and 98/41/EC to Commission simplifying reporting obligations and further deliberations.

Under the EU seafarers' eCertification platform project the service enabling the signing and sealing of STCW certificates by the authorising officers in the interested Member States has been completed.

As the main provider of the maritime picture in Europe, the Agency continued the development of its Integrated Maritime Services (IMS) producing comprehensive, global, near real time maritime traffic visualization with the integration of new information, data products and functionalities, and development of analytical data. The transition of some key components of the maritime picture in the cloud were achieved in 2024. The number of IMS users continued to increase. The IMS, by using cloud services, was maintained and improved providing an archive of over 5 years of vessel position data (tracks and raw position data) and several added value functionalities.

Further improvements were made on the IMS Search and Rescue (SAR) toolbox such as the development of the IMS drift demonstrator and the preparation of Phase 2 of the IMS drift project (implementing a Metocean layer and integrating an open-source drift model).

The most recent EFCA-EMSA Service Level Agreement, signed in December 2022, encompasses a broad spectrum of activities, with the core focus being the provision of tailored integrated maritime services, complemented by Earth Observation products acquired through the Copernicus Maritime Surveillance (CMS) service to support fisheries monitoring and control operations. This user community is the second largest of EMSA's integrated maritime services. The two lightweight RPAS deployed aboard two EFCA-chartered offshore patrol vessels continued to be a valuable asset in supporting fisheries control activities.

EUNAVFOR Atalanta successfully utilised the EMSA IMS in several high-impact operational situations in 2024, showcasing the versatility and effectiveness of EMSA services in a number of relevant maritime activities. EMSA reporting dashboards streamlined the detection and monitoring of maritime incidents for EUNAVFOR Atalanta.

Regarding the EUNAVFOR Aspides operation, a new Cooperation Agreement to provide the legal basis for the future collaboration with EMSA was prepared and endorsed by the EMSA Administrative Board.

As concerns EUNAVFOR MED, Operation Iriini reported that the use of the EMSA IMS during 2024 changed their way of working. EUNAVFOR MED started using the Copernicus Maritime Surveillance

services and plan effectively where and when to send their assets to monitor for vessels of interest. Since September 2024, following Member States agreement, EUNAVFOR MED is entitled to have access to LRIT data inside their area of operations.

EMSA continued to provide services to Frontex contributing to the protection of the EU's external border. Key is the integrated maritime picture provided through IMS, Automated Behaviour Monitoring and Earth Observation services based on fusing satellite imagery with vessel related information. This was shared with Frontex and EFCA with the required customisation in the framework of coast guard cooperation and specific bilateral Service Level Agreements (SLA).

Efforts to support the digitalisation/simplification of maritime transport within the context of the new SafeSeaNet (SSN v.5) continued. EMSA provided support to Member States in executing the commissioning tests and transition to operation of their national systems. The upgrade of national systems to version 5 progressed in 2024 and all Member States are already in operation with the new version concluding the transitional phase.

EMSA's cooperation with EUROSTAT on maritime statistics also progressed and a cooperation agreement defining the type of support and services EMSA will provide to EUROSTAT to facilitate the production of relevant maritime statistical information was signed in 2024.

In June 2024, the High Level Steering Group set up a Working Group (WG) on AIS Spoofing and approved its Terms of Reference (ToR). EMSA provides the secretariat and coordinates the WG consisting of representatives of volunteer Member States and the Commission. Though the mandate of the WG is limited to AIS spoofing, it became immediately evident that AIS spoofing is directly linked to the "dark or shadow fleet" that engages in illicit activities to smuggle sanctioned goods. Despite the short duration of its activities, the WG sparked the interest of various stakeholders within the shipping industry.

In June 2024, EMSA successfully completed the Transitional Phase of CISE and kicked off the Operational Phase. Throughout 2024, EMSA continued to promote the CISE initiative, increasing the number of stakeholders that have joined, upgrading nodes to make them available for information exchange and promoting the signature of the cooperation agreement. Importantly with the start of the operational phase, the setting up of the classified network has become one of the top priorities, aiming to have an initial network established by 2026.

Technical & Operational Assistance

Strategic objectives

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

[Extend and formalise EMSA training schemes](#)

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

Strategic achievements in 2024

EMSA continued to offer to Member States, candidate and potential candidate countries and neighbouring countries sharing sea basins with the EU, an increasingly innovative, collaborative, and flexible capacity building toolbox, with a diversified catalogue of learning services outside formal education that meet the needs of the competent authorities and state of the art tools and applications.

In 2024, the Agency offered several ISO certified learning services through the EMSA Academy. Identified following a bottom-up approach and a structured training needs analysis, they aim at enhancing knowledge, competencies and skills, thus fostering the enhancement of capacity at national

level towards homogeneous implementation and enforcement of safety, security and sustainability legislation and standards in the EU and beyond. Three different types of learning services were offered, namely Common Core Curricula, part-time courses and short courses, related to identified job profiles, to EU/International maritime legislation or to EMSA's operational maritime applications and tools, leading to certification upon demonstration of acquisition of knowledge and specific skills. Several of them were enriched with realistic scenarios using the Virtual Reality Environment for Ship Inspections (VRESI), whilst others were integrated with contributions from experts providing learning and valuable insights or enriched with immersive experiences for the audience.

The Agency continued to be a centre of excellence for capacity building actions entrusted to EMSA by the Commission for Pre-Accession and European Neighbourhood Policy countries. The project "Preparatory measures for the future participation of relevant IPA III countries in the European Maritime Safety Agency (EMSA)" funded by the EU through the Instrument for Pre-accession Assistance (IPA) with beneficiary countries Albania, Bosnia and Herzegovina, Montenegro, Serbia and Turkey continued to be implemented to enhance the national capacity of the beneficiaries.

As maritime safety, maritime security and protection of the marine environment are common concerns of the Member States and third countries sharing the same sea basins, EMSA continued to implement the two projects for technical assistance for the Mediterranean Sea (SAFEMED V) and the Black and Caspian Sea (BCSEA II). Both projects have a very ambitious action plan, combining the priorities set at EU level by the Commission and reflected in the 5-Year Strategy pursued by the Agency, and aim to contribute to the approximation of standards related to maritime safety, security, pollution prevention and response.

Following the interest expressed by third countries, access to tools in support of Port State Control (PSC) activities in different regions of the world continued to be ensured, therefore confirming the potential for exporting the Agency's knowledge and by extension EU standards and solutions beyond the European geographical dimension. Currently, 9 out of 9 PSC regimes in the world, as well as the Australian Maritime Safety Authority, are using relevant EMSA tools, namely RuleCheck and/or MaKCs.

The contribution of the Agency to the development and implementation of EU standards and regulations in the maritime sector is delivered through a programme of Visits and Inspections, corresponding reports and horizontal analyses for cycles of visits to Member States that support the harmonised implementation and enforcement of relevant legislation across the EU and identify also possible improvements. The continued focus on implementing the Methodology for Visits to Member States, as adopted by the EMSA Administrative Board, ensured that the Agency succeeded in reducing the administrative burden for Member States, developing and sharing best practices and lessons learnt, and strengthening the flow and exchange of information. The horizontal analyses, which incorporate a cost-efficiency assessment, confirmed their added value both for Member States and the Commission.

2024 marked the conclusion of the cycle of Member State visits concerning the implementation of the Bulk Directive. A new cycle of visits on the legislation for Port Reception Facilities was launched in 2024.

Finally, within the framework of the European Coast Guard cooperation with Frontex and EFCA, the Agency delivered on all the projects included in the yearly adopted Annual Strategic Plan. In particular, during 2024, EMSA strengthened its participation to maritime security exercises (MARSEC EU) and further enhanced its cooperation with global and European Coast Guard Regional Forums, provided information sharing and surveillance services to its sister Agencies, organised exchanges and capacity building activities among national coast guard authorities and implemented MMOs in selected

sea basins. The above brought a substantial contribution to the implementation of the European Strategy for Maritime Security (EUMSS) adopted by the Council in late 2023.

B) EMSA's operational achievements in 2024

The Administrative Board took note of the different operational achievements that contributed to the Strategic Objectives, as highlighted at the beginning of the CAAR 2024, and of the information on the operational outputs against previously set objectives as per the Single Programming Document 2024-2026, as detailed in Part I "Achievements of the year". We consider that the overall performance and quality of the outputs were high and contributed to reaching the strategic objectives.

C) Management

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

The Administrative Board commends the work carried out by the Agency in the context of Russia's war of aggression against Ukraine. This entailed a constant support to the Member States and the Commission with the provision of information and surveillance services, assisting in the implementation of the different sanctions applied by the Union against the Russian Federation.

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

The high level of implementation of the work programme resulted in an excellent budget implementation. The Agency executed €92,451,581 in Commitment Appropriations (CA), representing 99.22% (compared to 99.94% in 2023) of the total budget for the year, and €90,501,588 in Payment Appropriations (PA), amounting to 97.13% (compared to 98.44% in 2023) of the total budget.

Based on information outlined in Parts II, III and IV of the CAAR 2024 and on the work of the Administrative and Finance Committee throughout the year, the Administrative Board notes the Agency's exhaustive and meticulous approach to the follow-up of the outcome of audits by the various auditing bodies. In particular, the Administrative Board appreciates the fact that the Internal Audit Service of the Commission (IAS) and the European Court of Auditors (ECA) did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance and that at the end of 2024, all audit recommendations issued and due by 31/12/2024 and earlier had been implemented.

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

Conclusion

The Administrative Board of the European Maritime Safety Agency concludes that the Agency has met its objectives in accordance with the annual work programme for 2024 and the overall multi-annual strategic framework.

The Administrative Board notes with satisfaction how the Agency is committed to its core tasks and also with dedication contributes to improved European cooperation and efforts to contribute to the EU green deal while continuing to take on a pioneering role in the digital transformation of maritime transport by incorporating new technologies into the maritime situational picture as well as into services that increase the efficiency and effectiveness of maritime administration and enforcement.

The recent geopolitical instability around the EU sea basin and beyond has had an impact on maritime transport and EMSA has quickly deployed monitoring and reporting services to support the European Commission and Member States in addressing these challenges.

Finally, the Administrative Board greatly values the excellent performance of the EMSA staff in carrying out the tasks of the Agency, even throughout another particularly challenging year, enhancing maritime safety, security and prevention of pollution and paving the way for the use of new technology to the benefit of the European maritime community.

Done at Lisbon, 12 March 2025



Signed

Wojciech Zdanowicz

Chairman of the Administrative Board

Executive Summary / Introduction

2024 was an important year with the continuation of the legislative process for the revision of the Agency's Founding Regulation which will provide a new framework for its activities.

At the same time EMSA has been supporting the Commission and Member States during the revision of the four Directives within the maritime safety package. On 18 November 2024, the Council of the EU formally adopted the Directives of the maritime safety package, amending the relevant directives on the investigation of accidents in the maritime transport sector, ship-source pollution, compliance with flag state requirements, and port state control. The new rules will provide for easier compliance for operators and better monitoring and enforcement for national competent authorities as well as the Commission, assisted by the European Maritime Safety Agency (EMSA).

The annual programme of work for 2024, as published in the EMSA Single Programming Document 2024-2026, was drawn up within the multi-annual strategic framework enshrined in the EMSA 5-years Strategy 2020-2024 which is in its 5th year of implementation. The strategy was extended to cover also 2025.

Objectives set out for 2024 were achieved overall, through a high level of implementation of the annual work programme.

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

It is important to note that 2024 continued to be affected by geopolitical instability – the continuation of Russia's war of aggression against Ukraine and the deriving sanctions on Russia, the outbreak of conflict in Gaza and the emerging security threats in the Red Sea, the Gulf of Aden and more recently the incidents with subsea critical maritime infrastructures. EMSA continued to support Member States and the Commission to mitigate the impact of this instability to maritime transport.

The following section, Achievement of Strategic Objectives highlights key contributions in 2024 towards the realisation of the Agency's multi-annual strategic priorities and objectives as outlined in the EMSA's 5-year Strategy.

The detailed reporting on operational objectives in 2024 can be found in Part I - Achievements of the Year.

Achievements of Multi-Annual Strategic Objectives

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

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



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

Achievements

The Agency continue to ensure its technical support at the side of the Commission and the EU Member States to the implementation of relevant legislation, and more in particular the extension of the ETS to maritime transport and Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport, better known as the FuelEU Maritime Regulation. This included the development of the IT tools needed to be in place from 1 January 2024 for the ETS related legislation as well as for FuelEU Maritime, applicable from 1 January 2025. EMSA developed THETIS-MRV to cater for the extension of the EU ETS to maritime transport in accordance with the Implementing Act of November 2023 by completing the new MRV Report, MRV Monitoring Plan and Company Emission Report. Also, in support of the implementation of FuelEU Maritime, THETIS-MRV was further developed enabling shipping companies to electronically submit their Fuel EU Monitoring Plan within the relevant deadline.

EMSA continued also to assist the Commission in the work that led to the adoption of the amendment to the Ship Source Pollution Directive in November 2024.

The drafting of the second edition of the European Maritime Transport Environmental Report (EMTER 2.0), a joint product by EMSA and EEA, was completed, for launch at the beginning of 2025.

EMSA successfully concluded the NAVISON project, which developed cutting-edge tools and methods to map URN from ships across European seas, to contribute to the ongoing work at international and EU level on underwater radiated noise.

Finally, several webinars were ensured to raise awareness and support the understanding of the legislation and the use of the IT tools by the different stakeholders, complemented by tutorials, together with learning services to build capacity at national level, as it was the case for instance for the third edition of the Common Core Curriculum for Sulphur Inspectors in support of the implementation of the Sulphur Directive within the EU.

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

Achievements

The Agency continued to act as facilitator, as well as to support building capacity at national level through learning services developed and offered by the EMSA Academy, with the valuable contribution of experts from the Member States. A new learning service for HNS/chemical incidents preparedness was developed to provide to the first responders to a maritime HNS incident, or experts with limited experience at sea/maritime incident response operations with a concise focus on crucial learning areas.

Within the framework of the Consultative Technical Group MPPR that gathers the competent authorities of the Member States responsible for marine pollution preparedness and response, work was carried out on Data and Risk Assessment through a Correspondence Group, with EMSA acting as facilitator. This led to the mapping of data needs and gaps of the marine pollution preparedness and response' user community in support of risk assessment. In addition, the exchange of operational experience was further strengthened in the field of HNS marine pollution through a dedicated workshop, and on oil spill sampling through the publication of practical guidelines.

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

Achievements

With the aim of filling knowledge gaps and contribute to relevant work at EU and international level EMSA delivered two new studies on synthetic fuels and the potential of nuclear propulsion for shipping, the Agency continued to offer a platform for discussions on alternative sources of power with a dedicated workshop with experts from the Member States and industry representatives.

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

A study to identify and describe specific competences and training areas in terms of knowledge, understanding, skills and proficiency for seafarers to ensure safe operations of ships using alternative fuels and energy systems for propulsion and auxiliary power generation was conducted during 2024. The results of the study, published in November 2024, are planned to feed the ongoing discussions, first, on the development of interim guidelines and second on the revision of the STCW Convention and Code.

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

Achievements

The operational pollution response services, comprising 14 Stand-by oil spill response vessels and five equipment assistance service stockpiles, with diversified equipment that can be used also in case of HNS incidents or near-shore incidents, continued to provide a European response tier in support of the Member States. 12 vessels can count on a light RPAS onboard. In addition, a new service for intermediate storage of oil entered into operation, with the objective to maximise efficiency of the spill response operations of Member States' national response vessels.

EMSA's CleanSeaNet service continued to provide satellite monitoring to EU Member States in support to the detection and prosecution of illegal discharges by alert maritime authorities of potential spills, providing information on location and evolution of the spill and about potential polluters. In the scope of EMSA's contingency plan, EMSA has also deployed earth observation services in support to pollution detection and response, linked with accidental oil spills.

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

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

Achievements

Work started to identify the best way forward to make the Pollution Response Services toolbox future-proof. A report presenting emerging challenges and risks posed by new maritime safety scenarios, environmental risks, and the ongoing energy transition from traditional to alternative fuels kicked off discussions that will take place during 2025.

In order to fill knowledge gaps and address the future pollution response strategies and means, a framework contract for a new series of studies on the behaviour and response to alternative fuels was concluded.

Finally, EMSA continued to offer a platform to discuss the potential impact of the ongoing green transition of shipping on future response activities through the Consultative Group on Pollution Preparedness and Response (CTG-PPR) and through the annual meeting of the Secretariats of the different relevant Regional Agreements.

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



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

Achievements

The interim reports on Ammonia Safety and Hydrogen Safety as Fuel were published with the initial findings. These include an analysis of ammonia's and hydrogen's physical and chemical properties, a comprehensive review of accidents and relevant regulations, and an extensive reliability analysis of key fuel systems. The study also conducted a comprehensive review on hazard identification based on a generic ship design. This initial hazard identification will be further refined with the inclusion of specific design elements as the studies progress.

The study on the safety of Biofuels Bunkering reviewed five biofuels with the most potential for the maritime market: bio-methanol, Fischer-Tropsch Diesel (FTD), Dimethyl Ether (DME), Hydrotreated Vegetable Oil (HVO), and Fatty Acid Methyl Ester (FAME). The study analysed the main hazards associated with each biofuel and conducted a comprehensive review of accidents.

EMSA drafted a new submission to IMO to update the steering and manoeuvrability requirements for ships by including new and state-of-the-art standards. The Commission and Member States approved the submission.

The participation to several IMO correspondence and working groups, as well as intersessional and regular meetings contributed to the development of safety standards in various fields, including Safe Return to Port, safety of new energy sources, with particular regard to the development of the Interim Guidelines for ammonia and hydrogen, fire safety, the development of the regulatory framework, performance standard and guidelines on the VHF Data Exchange System (VDES), etc..

Following the adoption at IMO's Maritime Safety Committee of a new input related to remote surveys and audits, EMSA supported the Commission in drafting a detailed proposal for the relevant III sub-committee. This resulted in a document that was adopted by the IMO Assembly. EMSA continued to participate with the Commission to the work of the intersessional correspondence group established to develop further technical guidelines for this activity, as well as to the intersessional correspondence group on amendments to the ESP Code.

The contribution of the Agency to the development and implementation of EU standards and regulations in the maritime sector is delivered through a programme of Visits and Inspections, corresponding reports and cumulative horizontal analyses. During 2024, EMSA completed a cycle of visits to Member States concerning Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers. A new cycle of visits was prepared and launched related to Directive (EU) 2019/883 on port reception facilities for delivery of waste from ships. Meanwhile two horizontal analysis reports were concluded in respect of Directive 2014/90/EU on marine equipment and Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers. An end-of-cycle workshop was subsequently organised on marine equipment to discuss the horizontal findings, consider lessons learnt, share best practices and reflect on ways how the governing legislation could be more effective.

7. Support Maritime Administrations in their Flag State implementation effort

Achievements

The second edition of the Common Core Curriculum (basic) and the first edition of the Common Core Curriculum (advanced) for Flag State Inspectors was delivered, aiming at fostering the knowledge, competencies and skills of individuals performing periodic Flag State Inspections. In addition, several learning services focussed on the implementation and enforcement of EU legislation by Member States covering also Flag State responsibilities were delivered, such as the one for Maritime Auditors, for the implementation of the ISM and ISPS code, and enriched with a module on RO monitoring. The first edition of the CCC for Accident Investigators was also developed and delivered. It is aimed at individuals who are newcomers or are intended to become Safety Investigators for the relevant Maritime Safety Investigative Bodies.

EMSA is actively providing technical support to the Commission and Member States in the ongoing effort to update the technical annex of Directive 2009/45/EU on the safety of passenger ships. A first draft proposal was prepared and sent to the Commission. This update aims to fully incorporate a comprehensive set of amendments to the SOLAS Convention, that are applicable to passenger ships operating under the EU Directive.

The Agency delivered the annual study to update of the technical standards applicable to the manufacturing, testing and certification of marine equipment to be carried onboard EU-flagged ships.

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

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

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

Achievements

Two regional PSC regimes, namely the Paris and the Med MoUs have now amended their respective training policies to include as the main vehicle for the training of PSCOs the Common Core Curriculum for PSC Inspectors developed by the EMSA Academy. In 2024, the first edition of the PSC CCC was delivered to the inspectors of the Med MoU, whilst the PSC Seminars for the PSCOs from the Paris MoU concluded their cycle in December 2024, being replaced by the relevant CCC from January 2025. The Common Core Curriculum offered by EMSA is expected to become a “benchmark” in terms of training of Port State Control officers. Already in use by the Paris MOU and the MED MOU regions, it is expected soon also to be included in the training policy of the Black Sea MOU. In addition, all regional PSC regimes are currently using tools developed by the Agency: RuleCheck and/or MAKCs. This development has contributed to fostering harmonisation of the control procedures around the globe.

EMSA prepared relevant documents for the Paris MoU Port State Control Committee, Technical Group and Management Board.

The Agency prepared the annual fair-share which establishes the PSC inspections commitments of Member States within the Paris MoU.

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

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

Achievements

The EMSAFE report was reviewed in depth and was prepared for publication as a second edition. The report, which aims at providing an updated comprehensive overview of maritime safety in the European Union and an in-depth analysis of specific technical areas, will be published in 2025 and will highlight the main risks for the EU fleet and coastline.

EMSA launched a study on the Evacuation Analysis for large passenger ships including the alternative design of oversized lifeboats. The initial results include the detailed ship designs upon which hazard identification, risk assessment, and evacuation simulations will be performed.

The CARGOSAFE study focused on the significant risks associated with cargo fires on containerships, as evidenced by recent high-profile incidents. This study, submitted to and approved by the IMO's Formal Safety Assessment Expert Group, outlined several risk control options. Recognising their cost-effectiveness and potential for significant risk mitigation, the IMO incorporated these measures into potential draft amendments to the SOLAS Convention.

A tender addressing the fire safety of electric vehicles when transported on board ships was launched. The study aims at understanding the prime mechanism that is needed by also devising appropriate fire safety strategies.

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

Achievements

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

The Agency continues to actively contribute to the technical development of guidance documents on Passenger Ship Safety. This includes addressing domestic ships not covered by international conventions, providing crucial support to the Commission and Member States. Key areas of focus include the safety of ships constructed from materials other than steel and the safe transportation of electric vehicles.

11. Become the technical facilitator in relation to autonomous ships

Achievements

The Risk-Based Assessment Tool (RBAT) for Maritime Autonomous Surface Ships (MASS) was finalised, delivering a comprehensive tailor-made methodology for assessing risks associated with MASS operations. Concurrently, an online pilot tool was developed and will be made accessible (in accordance with guidelines established by the EMSA Administrative Board) to assist both industry and regulatory bodies in evaluating specific risks during the development of MASS projects. Familiarisation sessions will be provided in 2025.

EMSA significantly contributed to the IMO Correspondence Group on MASS by assisting the Commission in providing valuable technical input for the development of the first non-mandatory MASS Code. These contributions successfully resulted in the inclusion of the RBAT as a suitable risk assessment technique for MASS. Moreover, EMSA's input to the Commission has influenced the development of sections within the IMO MASS Code that address stability, system design, and risk assessment principles.

A new tender has been launched to investigate and define the navigation and communication requirements essential for the safe operation of MASS at sea.

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

Achievements

Within the context of the comprehensive review of the STCW Convention and Code, EMSA assisted the Commission and the Member States in the work carried out at IMO within the context of the HTW Sub-Committee and of the Intersessional working group aimed at finalising the areas for the convention's and code's review and the process' road map. The comprehensive review is envisaged to be finalised during 2025 and the revision is envisaged to be finalised by 2031 with the agreed amendments adopted subsequently.

EMSA promoted the implementation of the MLC, 2006 Convention, providing training to ensure compliance and enforcement to both EU Member States and third countries. A second online training on the assessment, examination and certification of seafarers was delivered between October and November 2024.

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



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

Achievements

EMSA provides the Commission and EFTA surveillance Authority with its technical assistance for conducting maritime security inspections to the Member States, aimed at verifying the correct implementation of the EU legislation on maritime security. EMSA officers are notably acting as inspectors in maritime security inspections conducted in national administrations, ships and port facilities and, since a few years, cybersecurity is part of these inspections. In 2024, EMSA's inspectors participated in 23 weeks of maritime security inspections and delivered 49 inspection reports.

EMSA also participated in the MARSEC (Maritime Security) Committee's and the Stakeholders Advisory Group on Maritime Security (SAGMAS) work on specific technical issues. In 2024, EMSA and DG MOVE updated the "Interim Guidance on Maritime Security for Member States' Competent Authorities" to reflect the experience gained during Commission Maritime Security inspections and disseminate best practices among Member States. A particular emphasis was maintained on cybersecurity elements in this new issue.

EMSA also started considering the security implications of the on-going development of automation and autonomous surface ships (MASS).

In the context of the EU's Common Security and Defence Policy, EMSA continued to support two distinct EU Naval Force operations, namely EUNAVFOR Atalanta and EUNAVFOR Med Irini. EMSA supported EUNAVFOR Atalanta in deterring, preventing and repressing acts of piracy and armed robbery off the Somali coast by granting them access to an integrated maritime monitoring solution enriched with EUNAVFOR data (such as piracy risk assessments), creating a specifically tailored maritime awareness picture.

In a similar manner, through the EMSA EUNAVFOR Med Cooperation Agreement, EMSA supported EUNAVFOR Med in the implementation of the UN arms embargo decision related to Libya.

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

Achievements

EMSA provided EUNAVFOR Atalanta reporting dashboards for the detection and monitoring of the EU maritime fleet off the Somali coast.

EUNAVFOR Med continued to use EMSA IMS services in their daily work for detection and monitoring purposes within their area of operation. In September 2024, they received access to LRIT data and in December 2024 to the SSN details.

Integrated Maritime Services were enriched with a new version of a pilot “AI Maritime Awareness service” component designed to identify possible events affecting ships under EU flags or cargo transport bound to EU ports using various data sources.

Integrated Maritime Services were enriched with an additional terrestrial AIS data set for areas such as South America, the Atlantic, Mediterranean and Black Sea.

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

Achievements

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

The Agency organised its 3rd maritime cybersecurity conference in October 2024. This event was attended in-person by representatives of the Commission, the European Union Agency for Cybersecurity (ENISA), 21 countries, international and European associations, industry, and academia. The main theme of the conference was on exploring options for effective information sharing in the EU on maritime cybersecurity.

Furthermore, as cybersecurity is a multifaceted risk that goes beyond technology which is not just about the software and hardware solutions, EMSA considers the human element in the cybersecurity chain as equally important and works on the culture of the organisation and the training of people.

A Maritime CyberSecurity (MCS) training course has also been developed, specifically designed for national administration officers having a role in developing or enforcing cybersecurity regulations in the maritime domain. Due to the interest by the Member States, a second edition was delivered in 2024.

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

Achievements

Centralised Access and Identity Management was updated to the last version and new technologies (KeyCloack). Access management reverse proxy configured on top of all Maritime applications assuring an additional level of cybersecurity protection.

The API Gateway was updated and the additional modules for the Maritime applications were developed. The API Gateway protects the Maritime application interfaces.

The EMSA Maritime Portal was upgraded and continues protecting the Maritime applications human interfaces assuring the human users only have the needed access.

The EMSA Data Centre cybersecurity posture was enhanced through the implementation of monitoring components to react in near-real time to potential threats and intrusions, developed in collaboration with CERT-EU. This initiative strengthens the capability to respond effectively to cybersecurity incidents.

A Privileged Access Management (PAM) system was deployed and is up and running, providing the access segregation to the EMSA contractors for the Maritime application resources.

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

Achievements

In 2024, EMSA successfully completed the Transitional Phase of CISE (Common Information Sharing Environment), which is one of the central tools in the EU Maritime Security Strategy. The Operational Phase started, whilst continuing to promote the CISE initiative by increasing the number of stakeholders that have joined, upgrading nodes to make them available for information exchange and promoting the signature of the cooperation agreement. Importantly during the operational phase, the setting up of the Classified Network was launched, a first of its kind, that will connect military and civilian maritime authorities allowing them to exchange information.

Furthermore, EMSA supported practically DG MOVE and Member States in maintaining the 'EU MARSEC Handbook/Guidance on Maritime Security for Member States' Competent Authorities', to reflect the experience gained during Commission Maritime Security inspections and disseminate best practices among Member States. EMSA also developed guidance on how to address cybersecurity onboard ships during audits, controls, verifications and inspections and delivered a Maritime Cyber Security (MCS) training course specifically designed for national administration officers who have a role in developing or enforcing cybersecurity regulations in the maritime domain. EMSA further worked on new security threats by exploring ways to enhance maritime security in domains such as passenger ships, MASS, or drone threats.

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



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

Achievements

EMSA developed the common specifications for the European Maritime Single Window environment (EMSWe) which will be used as a reference by Member States to develop the front-end interfaces of their Maritime National Single Windows harmonised at Union level. Such harmonised interfaces facilitate reporting and further reduce the administrative burden in all ports of the Union.

On behalf of the Commission, EMSA contributed to the elaboration of the IMO Compendium on Facilitation and Electronic Business which defines a harmonised worldwide reference data model for the electronic fulfilment of reporting obligations in Maritime Single Windows.

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

Achievements

By defining the reference data set and Message Implementation Guide of the EMSWe, EMSA set the basis for the digitalisation of all reporting obligations applicable to ships arriving in and departing from any Union port. This applies to reporting obligations stemming from EU legal acts, from international instruments such as the FAL Convention, as well as from national legislation and requirements.

Under the EU seafarers' eCertification platform project, work continued to build the service enabling the signing and sealing of STCW certificates by authorising officers in interested Member States, moving to a pilot phase with interested Member States who would like to use this facility to digitalize their certificates and contribute to a paperless environment for shipping.

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

Achievements

With volunteer Member States, EMSA developed a technical solution for facilitating ship-shore reporting. By making available consolidated ship data to coastal stations, this solution facilitates the fulfilment of reporting obligations of ships sailing in EU waters to those coastal stations. It also allows the completion of Ship Reporting Systems (SRS) obligations by

ships in an electronic manner, reducing voice communication and allowing reusing information between reporting systems. In 2024, the operational tests took place in the Adriatic Sea region with five ships and coastal stations from Croatia, Italy and Montenegro and the feedback was very positive.

At the request of the Croatian Ministry of the Sea, Transport and Infrastructure, the Agency continued to support the EUREKA project. The main goals of the EUREKA project are to modernize the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP) and reduce the administrative burden and duplication by reusing data from EMSA applications. The first phase was concluded successfully.

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



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

Achievements

As the main provider of the maritime picture in Europe, the Agency continued the development of the Integrated Maritime Services (IMS) producing comprehensive, global, near real time maritime traffic visualization (SEG, IMS App and System to System) with the integration of new information, data products and functionalities (e.g. always on ABMs, voyage archives) and development of analytical data.

EMSA continues hosting, operating, and maintaining the EU LRIT CDC, the LRIT Consumption Tool, and the EU LRIT Ship Database on behalf of EU Member States, Iceland and Norway (EEA), Georgia, Montenegro and Tunisia (Third Countries). The LRIT IDE is hosted, operated, and maintained by EMSA on behalf of the IMO.

The central ship database is operational and is used by SafeSeaNet as reference for all ship identifiers and particulars data. The central ship database consolidates ship data from EMSA maritime applications such as the EU LRIT CDC, THETIS and SafeSeaNet, and from commercial data providers.

EMSA continued to provide technical development support to the Member States for their national systems which still require an upgrade to SafeSeaNet version 5.

EMSA continued to enhance the Traffic Density Maps system to support Member States to monitor the trends of shipping activities in their areas of responsibility.

EMSA has expanded its surveillance services, both in terms of satellite monitoring as well as RPAS capabilities. The Agency has finalized several pre-operational trials in what concerns its earth observation services that will enable the expansion of its portfolio of satellites for 2025 operations. For RPAS, the Agency launched a wide range of procurement procedures that will enable the complete renewal of its RPAS portfolio, establishing improvements and evolution of its services for the future, and enabling continuity of services for the coming years. In 2024 a framework contract for medium size RPAS emissions monitoring drones was signed, enabling emissions monitoring operations over high traffic monitoring areas further from shore.

EMSA developed the new RPAS Data Centre solution offering a state-of-the-art video distribution platform to support RPAS operations in Member States starting from 2025.

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

Achievements

The IMS in the cloud services were maintained and improved providing an archive of over 5 years of positions data (tracks and raw position data) and several added value functionalities .

The pilot phase of the Collaborative Chat Tool within IMS was concluded and the final design is available.

EMSA conducted several pre-operational activities that assessed the operational reliability and fitness for purpose of three new satellite constellations: Cosmo SkyMed, Cosmo SkyMed Second Generation and Pleiades Neo. These were concluded successfully and will be included in the portfolio of the Agency in 2025.

In the cloud native architecture area, the new monitoring tools were adopted. The tools provide detailed information on the operational data in the Access management tool and the Portal.

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

Achievements

The AI-based standardization of AIS destination (harmonising Port Call names) is part of the always-on ABM services and entered its operational phase beginning of 2024. The AI-Maritime Awareness (AI-MA), designed to extract and record data from various sources, and to identify events affecting ships under EU flags or cargo transport bound to EU ports, started to be used on a pilot basis by MSS.

EMSA continued the pre-operational trials of artificial Intelligence algorithms for the vessel detection and characterization from SAR and optical images. During this pre-operational phase, the aim is to continuously improve their quality and performance, increasing the maturity of the outputs, with an objective to deploy them into operations at a later stage.

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

Achievements

A dedicated AIS spoofing working group was set-up and commenced working on potential AIS spoofing indicators making the link with illicit practices used by the 'dark fleet'.

Situational awareness analytics with Automated Behaviour Monitoring (ABMs) products and services were further developed and EMSA hosted and managed the ABM and Advanced Analytics workshop.

IMS Analytics dashboards were made available to Member States via the EMSA Maritime Analytics Tools (EMAT), combining position data, events as well as 'enrichment' information.

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

EMSA organized user groups linked with its RPAS services activities and satellite monitoring activities (CleanSeaNet) with the aim to show Member States the existing capabilities of the EMSA surveillance service, as well as to gather requirements to guide future developments. Additionally, there was extensive participation in different forums and events, where surveillance services were showcased to a broad range of stakeholders.

25. Support Search & Rescue efforts of Member States

Achievements

Further developments were made to improve the IMS Search and Rescue (SAR) toolbox (i.e. the development of the IMS drift toolbox).

In terms of support to emergencies at sea, EMSA provided satellite monitoring to Member States as part of EMSA contingency plan activations, which included a wide number of search and rescue cases. These were supported by EMSA with emergency tasking of radar and optical satellite images. In the context of multipurpose RPAS services, Member States have been able to rely on these capabilities to support various search and rescue operations.

The second edition of the Core Skills Course for the Maritime Search and Rescue Coordinators was delivered, addressing both participants from EU and ENP States contributing further to the exchange of best practises and to enhance cooperation between neighbouring countries.

EMSA's Contingency Plan was activated on 50 occasions, the highest annual number ever. On 13 occasions these were related to Search and Rescue events.

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

Achievements

The transition of key components of the maritime picture in the cloud were achieved in 2024.

The contract for the Cloud Landing Zone (how to make applications cloud ready) was concluded and the project will start in 2025.

The extended cloud road map for the transition of Maritime applications was developed and approved and steps have started to study, plan and move the large majority of applications to the Cloud.

The e-certification project that uses the cloud native technologies installed on-prem, started and continues to be delivered.

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

Service provider

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

Achievements

A new module of the Dynamic Overview of National Authorities (DONA) was developed at request of the Commission to implement Article 9 of Directives 2009/45/EC and 98/41/EC, which indicates that the notifications from Member States should be channelled through a database, thus simplifying reporting obligations.

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

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

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

28. Extend and formalize EMSA training schemes

Achievements

The CCC for PSCOs is now an essential element of the training policies of both Paris and Med MoUs. In addition, both EU and ENP beneficiaries have included the learning services developed and delivered by the EMSA Academy (mainly the Flag State CCC, the Accident Investigators CCC, the maritime Auditors CCC and the Sulphur Inspectors CCC) as fundamental blocks of their national training schemes, with EMSA their main training provider for staff at national level when dealing with the implementation and enforcement of relevant legislation.

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

Achievements

More and more information dashboards are being developed to generate aggregated data and new data combinations, creating new insights. Dashboards were created to follow shipping and ship-to-ship transfers in view of the sanctions against Russia. Traffic developments/deviations due to the security threat in the Red Sea were also captured in new information dashboards. The new Dynamic Dashboard of EQUASIS allows for the visualisation and extraction of data that can be customised by the user.

The Annual Overview of Incidents from EMCIP provides a good overview of the main trends of maritime accidents. The EU Maritime Profile continued to be maintained and updated, with the inclusion of new sets of data made available to the general public.

A new dashboard has been developed in EMCIP which allows users to visualise and download customised data on accidents.

Reliable partner

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

Achievements

The Agency coordinated the second EMSA organised Maritime Multipurpose Operation (MMO) as per the Tripartite Working Arrangement between the 3 main coastguard Agencies. EMSA led a MMO in cooperation with EFCA and the participating Member States of France and Belgium during a four-month operation in La Manche and the Southern North Sea. The aim of the operation was to assist Member States in the implementation of seven different Coast Guard Functions (CGF) by pooling and coordinating expertise and resources. The MMO was successfully implemented, leading to enhanced regional operational cooperation between the MS participants and tested various CGF. A novelty of the MMO 2024 was the identification/testing of new operational use cases with respect to the support provided by the Agencies.

Within the framework of the Adriatic Sea MMO, EMSA with the support of EFCA and Frontex, coordinated for a second consecutive year the Adriatic Sea SAR exercise with Italy, Slovenia and Croatia. The SAR exercise was successfully concluded, reinforcing cross-border coordination across the respective Search and Rescue regions of Croatia, Italy and Slovenia in the northern Adriatic. EMSA also participated in the Frontex led Western Black Sea MMO and the Baltic Sea MMO.

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

Achievements

The annual meeting with SeaEurope allowed for the transfer of knowledge on safety and sustainability issues of interest for both for EMSA and the industry.

The conference on cybersecurity and the workshop on alternative fuels provided the opportunity to exchange views, present new projects and best practices in relation to these topics.

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

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

Achievements

Following the signature of the new EFCA-EMSA Service Level Agreement (SLA) and the associated Specific Agreement in December 2022, cooperation areas between the two Agencies have been extended. The most significant evolution under the SLA is that EFCA now directly contributes to the development of IMS. IMS developments funded by EU bodies benefit all user communities of EMSA services.

Following DG DEFIS' approval in September 2024 for the provision of Copernicus Maritime Surveillance services (CMS), EUNAVFOR Aspides made their first CMS request at the end of November 2024. A new Cooperation Agreement to provide the legal basis for the future collaboration between EUNAVFOR Aspides and EMSA was endorsed by the EMSA Administrative Board in December 2024.

EUNAVFOR Atalanta successfully used the EMSA IMS in several high-impact operational situations in 2024, showcasing the versatility and effectiveness of EMSA services in a number of relevant maritime activities. EMSA reporting dashboards streamlined the detection and monitoring of maritime incidents for EUNAVFOR Atalanta.

The use of EMSA IMS during 2024 has contributed to the way EUNAVFOR MED Operation Irini works. EUNAVFOR MED started using the CMS to effectively plan where and when to send their assets to monitor for vessels of interest. Since September 2024, following Member States agreement, EUNAVFOR MED has access to LRIT data inside their area of operation. Since December 2024, they also have access to SafeSeaNet ship details.

Following the 1st Implementation Addendum to the EMSA MAOC (N) Cooperation Agreement regarding technical requirements to improve the MAOC (N) IMS service, MAOC (N) provided financial support for the first time for the development of new IMS functionalities which were delivered in 2024 and will support all EMSA IMS communities.

EMSA continued to provide Frontex numerous services under the framework of the EMSA-Frontex SLA and significant support regarding the set-up, configuration and troubleshooting of issues related to these services. Dialogue with Frontex ensured that agreements and funding took into account emerging needs.

Following the positive outcome of the study in 2023, EMSA continued to co-operate with EUROSTAT on the use of EMSA data to produce the so-called 'early statistical indicators' used by ESTAT. Following the approval of the EMSA Administrative Board, EMSA and EUROSTAT signed an agreement in 2024 defining the type of support and services EMSA will provide to EUROSTAT to facilitate the production of relevant maritime statistical information.

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

Achievements

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

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

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

International reference

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

Achievements

Actions foreseen in the SAFEMED V action plan constitute essential elements of the maritime components of the Union for the Mediterranean (UfM) Regional Transport Action Plan, thus conveying therein the priorities of the EU Agenda for the Mediterranean, with particular emphasis to MARPOL Annex VI.

The work at the side of the competent authorities of Ukraine, as well as concrete actions implemented to enhance their operational means for pollution response, confirm the engagement of the Agency aligned with the relevant EU policy.

Knowledge hub

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

Achievements

The Agency has developed numerous products to respond to specific or recurring requests and has provided regular, and ad-hoc statistics and analytics aimed at expanding information services to analyse data and identify trends and risks to support safety, security and sustainability, namely the monthly reports to relevant authorities and the Commission on the impact of the war in Ukraine, a report of the impact to maritime transport of the unstable situation in the Red Sea, support to MRV Annual report, support to DG CLIMA requests relating to ETS, support to DG ENV as well as continuous support to DG MOVE in relation to the sanctions imposed to Russia.

The EU Maritime Profile continued to be maintained and updated, being available to the general public. As a one-stop-shop, user-friendly statistics are made available, to raise awareness on the importance and relevance of the maritime sector and share data related to maritime safety, sustainability, human element. The country profiles in the Dynamic Overview of National Authorities (DONA) offer information on EU Member States' competent authorities responsible for flag-port and coastal State functions. The different publications produced by EMSA such as the Accident Investigation Overview, Statistical Review of Seafarers, EMSAFE and EMTER provide useful information to all stakeholders in a structured and transparent way.

36. Support innovation and development of new technologies

Achievements

The e-certification project, that uses the cloud native technologies, was installed on-prem and continues to be delivered.

EMSA intensified its cooperation with the European Space Agency (ESA) through the establishment of a joint EMSA-ESA Steering Committee with a view to identify more avenues for further collaboration on the use of space-based assets and technologies for enhancing maritime safety, sustainability, and surveillance services, including further collaboration on the latest technological developments such as the VHF Data Exchange System (VDES).

The Agency continued to play a pivotal role in the provision of near real time satellite-based surveillance services, including SAT-AIS data services and maintained its collaboration with Member States and public national administrations with a programme or interest in the development of a Satellite AIS/VDES capacity at national level using the latest technological advancements. In the field of RPAS EMSA continued to expand its portfolio of services to include the latest technologies to assist better maritime administrations in conducting their operations.

Part I – Achievements of the Year

Overview of EMSA activities

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

1. Sustainability

1.1 PREVENTION OF POLLUTION BY SHIPS (46000)



A European Green Deal

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)

Planned input		Actual input	
CA	2,016,096	2,068,258	
PA	2,171,821	2,134,242	
STAFF	6.5 AD, 0.75 AST, 0.25 CA, 1 SNE	6.25 AD, 0.75 AST, 0.5 CA, 1 SNE	
Performance Indicators (PI)		Target 2024	Result 2024
	number of studies	2	3
	number of workshops	2	2
	environmental report	1	1 ¹
Outputs 2024			Achievements
1. Support the Commission in the development and implementation of relevant EU legislation in the areas of air pollution (Sox, Nox, PM), 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 annual reporting obligations, assisting with the drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.			✓
2. Contribute to the initiatives within the framework of the European Green Deal, in particular provide technical assistance for the FuelEU Maritime Regulation, Alternative Fuel Infrastructure Regulation, and the extension of ETS to maritime transport (including the revision of the EU maritime transport MRV regulation), the Zero Pollution Action Plan and the maritime aspects of the revision of the Marine Strategy Framework Directive, and the EU Taxonomy for Sustainable Financing, as requested and relevant for the Agency's mandate.			✓
3. Lead the development of the necessary databases and reporting tools in support of the extension of the ETS to maritime transport and the FuelEU Maritime Regulation as well as initiate the monitoring and development of risk-based tools to facilitate their implementation and enforcement.			
4. Support the Commission at IMO (mainly at MEPC and PPR but also at other Subcommittees and Intersessional Groups as appropriate) in areas of pollution prevention and sustainability including the revised IMO Strategy on reducing GHG emissions, implementation of mid and long-term measures, energy efficiency and carbon intensity of shipping, safety, evaluation, deployment and use of sustainable			✓

¹ The second EMTER report was finalised in 2024 and will be published early 2025. The official Launch Event, in the presence of European Commissioners, senior officials from the International Maritime Organisation, high-level representatives from EU Member States, as well as from industry, civil society, and the scientific community will take place on 4 February at the EMSA Headquarters in Lisbon.

alternative fuels and technologies, marine litter and underwater noise. Support the Commission in the coordination of the IMO Correspondence Group to further develop the guidelines on lifecycle GHG intensity of marine fuels (LCA guidelines).	
5. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention subject to availability of resources.	✓
6. Support the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.	✓
7. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.	✓
8. Deliver studies on synthetic fuels for shipping and on the potential of nuclear energy for shipping.	✓
9. Support the Member States in assessing the level of underwater noise at national and regional level through the production of sound maps (NAVISON project).	✓
10. Contribute to the identification of business requirements for the development and enhancement of tools supporting the environmental legislation, including enhancement and adaptations of existing tools and development of new tools, as well as products delivered through the Copernicus Atmospheric Monitoring Service, the development of observational satellite-based products, pollution monitoring through Satellite and RPAS.	✓
11. Deliver EMTER 2.0 report in cooperation with the EEA.	✓

1.2 OPERATIONAL POLLUTION RESPONSE SERVICES (51000)



A European Green Deal

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

Planned input		Actual input	
CA	18,920,492	21,451,419	
PA	18,041,878	21,352,788	
STAFF	9.75 AD, 1.5 AST, 1.5 CA, 1 SNE	10 AD, 1.75 AST, 0.75 CA, 1 SNE	
Performance Indicators (PI)		Target 2024	Result 2024
Operational Pollution Response			
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	14	14
	number of vessels for intermediate storage	1	1
	number of vessels equipped for dispersant application	5	5
	number of vessels equipped with RPAS	12	12
New vessels pre-fitting	number of newly contracted vessels accepted in service	2	2
Equipment Assistance Service (EAS)	number of EAS stockpiles	5	5
	number of newly contracted EAS established	2	2

Vessel/Equipment replacement/adaptation/upgrade	number of improvement projects completed	5	6
Vessel/Equipment drills and exercises	percentage of contractual vessel quarterly drills performed	100%	100%
	number of operational exercises per year	8	12
	percentage of contractual EAS Equipment Condition Tests performed	100%	100%
	number of notification exercises per year	12	18
Response to requests for vessel/equipment services	percentage of vessel mobilisations within max. 24 hr	100%	100%
	percentage of EAS mobilisations within max. 12 hr	100%	100%
Dispersant stockpiles	number of stockpiles dispersant	8	8
	minimum quantity of dispersants available at any time	1,580 tonnes	1,580 tonnes
Performance Indicators (PI)		Target 2024	Result 2024
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 1 hr	100%	100%
Developing datasheets	number of datasheets produced	20	20
Cooperation, coordination and information			
Coordination of the CTG MPPR rolling work programme	number of workshops, guidance documents CTG MPPR	3	5
Coordination of the CTG MPPR, PRS User Group and Inter-Secretariat meeting with Regional Agreements annual meetings	number of meetings	3 ²	3
Outputs 2024		Achievements	
1. Mobilise pollution response assets and expertise in case of request for assistance by a Requesting Party and/or the Commission.		✓	
2. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.		✓	

² The annual meetings of the CTG MPPR, PRS-User Group and Inter-Secretariat meetings with Regional Agreements are now grouped under one Performance Indicator.

3. Subject to the outcome in 2023 of the procurement procedure launched for the Baltic Sea, the vessel will become operational in 2024.	✓
4. Retender one stand-by oil spill response service contract for the Black Sea South, taking into consideration increased risks and needs in the area, to replace the non-renewable contract ending in 2025.	Not achieved. Tendering was unsuccessful.
5. Following the unsuccessful tender for the Canary Islands and Madeira in 2023, re-tender this lot in 2024.	Not achieved. Tendering was unsuccessful.
6. Subject to the outcome of the procurement procedure for at-sea intermediate storage for the North and Baltic Seas, one new contracted vessel will become operational in 2024.	✓
7. Renewal of the vessel availability contracts covering the Western Mediterranean and the Adriatic Sea for an additional 4-year period.	✓
8. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.	✓
9. Following the expected signature of the EAS contracts for the Baltic Sea and North Sea in 2023, the arrangements will become operational in 2024.	✓
10. Retender the EAS contract for Southern Europe, taking into consideration increased risks and needs in the area, to replace the non-renewable contract that expire in 2025.	✓
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. Manage and enhance 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.	✓
14. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC (DG ECHO).	✓
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 and Frontex 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. Develop a prototype for a tool to simulate the oil pollution response operations at sea.	✓

23. Launch studies on the behaviour of alternative fuels to determine the adequate response strategies and means.	✓
24. Start the reflection on the options available to adapt the current network of stand-by oil spill response fleet and EAS arrangements to new shipping activities and new risks, subject to availability of financial resources.	✓

1.3 CLEANSEANET AND RPAS FOR EMISSION MONITORING (52000)



A European Green Deal

Legal basis: 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)

Planned input		Actual input	
CA	9,913,655	6,131,782	
PA	10,245,885	6,335,231	
STAFF	8.5 AD, 0.5 AST, 0.25 SNE	8.5 AD, 0.75 AST	
Performance Indicators (PI)		Target 2024	Result 2024
CleanSeaNet service earth observation (EO) image delivery	percentage per year EO image delivery ratio	90%	98%
CleanSeaNet Participation in oil spill response exercises	percentage CleanSeaNet response rate to requests for participation in oil spill response exercises	100%	100%
RPAS for emissions monitoring	number of deployment days per year for emissions monitoring operations	360	405
	number of RPAS deployments for emissions monitoring	3	3
Outputs 2024		Achievements	
1. Deliver and improving the CleanSeaNet service, which is based on satellite images and alerts to coastal States, for the monitoring of seas and detection of illegal discharges and polluting vessels.		✓	
2. Organise meeting of the EMSA CleanSeaNet User Group.		✓	
3. Deliver oil spill characterization and volume estimation reports based on Sentinel-2 optical images in support to oil spill emergencies and larger combatable spills.		✓	
4. Provide on request, RPAS based services to coastal States, for the monitoring of SOx emissions by vessels.		✓	
5. Launch new procurements for the provision of multipurpose RPAS emissions monitoring services.		✓	

2. Surveillance

2.1 MULTIPURPOSE MARITIME SURVEILLANCE RPAS (21020)



A European Green Deal



A Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), and 2b.1(b)

Planned input		Actual input	
CA	11,787,431	11,682,838	
PA	11,811,792	12,184,770	
STAFF	6 AD, 1.25 AST, 0.75 SNE	4.25 AD, 1.25 AST	
Performance Indicators (PI)		Target 2024	Result 2024
RPAS for multipurpose surveillance operations	number of RPAS deployments for multipurpose operations	5	6
	number of deployment days per year for multipurpose operations	600	875
Outputs 2024		Achievements	
1. Provide improved Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including satellite communications capacities, building up a more permanent capacity for RPAS based surveillance in maritime areas of interest.		✓	
2. Provide RPAS and SATCOM services to one EFCA vessel in support to EFCA's Joint Deployment Plans.		✓	
3. Organize the yearly EMSA RPAS User Group meeting and promoting exchange of best practices between RPAS services users and EU Agencies (EFCA, Frontex, EASA, ESA).		✓	
4. Support RPAS services with satellite communication allowing for real-time maritime information transmission.		✓	
5. Provide traffic monitoring and surveillance services upon request for safety, security and sustainability related purposes.		✓	
6. Launch new procurements for the provision of multipurpose RPAS Services.		✓	

2.2 SATELLITE BASED SERVICES AND SURVEILLANCE INNOVATION (21060)



A European Green Deal



A Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(c), 2.3(b), 2.3 (d), 2.4(a), 2.4(b), and 2b1(b)

Planned input		Actual input	
CA	3,639,345	3,838,415	
PA	3,637,655	3,449,048	
STAFF	4.25 AD, 0.25 AST	6 AD, 0.25 AST	
Performance Indicators (PI)		Target 2024	Result 2024
SAT-AIS	global data stream availability	99%	99.61%
Maritime Emergencies	percentage earth observation services response rate to maritime emergency requests	100%	100%
Assess new technologies	number of implemented activities including: <ol style="list-style-type: none"> 1. Preliminary market consultations 2. Pre-operational qualification exercises 3. Integration of new surveillance capabilities 	2	3
Outputs 2024		Achievements	
1. Global SAT-AIS feeds will continue to be contracted by the Agency to support the monitoring of vessels worldwide and allow for identification of vessels reporting in combination with the Earth observation services.		✓	
2. Hosting and chairing of the EU SAT-AIS Collaborative Forum at least once per year.		✓	
3. Earth Observation Services support to maritime emergencies, in the context of EMSA's Contingency Plan.		✓	
4. Implement market research activities, including proofs of concept, concerning new satellite constellations and new earth observation sensors and organize the transition of these new capabilities to operations to expand the existing portfolio.		✓	
5. Work closely with ESA in the definition of maritime related requirements linked with the evolution of EMSA's earth observation services, particularly in what concerns the Sentinels operations and radiofrequency detection activities.		✓	
6. Work closely with ESA concerning maritime surveillance requirements for RPAS, satellite communications and HAPS, and in identifying where possibly ESA and EMSA could further intensify their cooperation on space-based solutions and other innovative technologies.		✓	
7. Continue the development of artificial intelligence algorithms for earth observation services.		✓	
8. Provide input and support to the definition process of a new governmental satellite communication service (GovSATCOM).		✓	
9. Evaluate the operational added value of new RPAS platforms and sensor payloads with the aim to expand the existing RPAS portfolio and deploy new and enhanced capabilities to users.		✓	

10. Continue the dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS capacity or the VHF Data Exchange System (VDES) capability for non-commercial purposes and explore if new streams of national satellite AIS and VDES data can be channelled to EMSA users.	✓
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2.3 COPERNICUS MARITIME SURVEILLANCE SERVICE (75000) – PROJECT FINANCED ACTIVITY



A European Green Deal



A Europe fit for the digital age

12.

13. *Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c);*

Project Financed Activity COPERNICUS			
Funding source	EC, DG DEFIS		
Timeframe	2021-2027 / 73,000,000 €		
	Planned input	Actual input	
Expenditure 2024	11,864,888 €	CA: 13,677,145.56 PA: 10,722,940.64	
Staff	6 CA FGVI, 1 CA FGIII	6 CA FGVI, 1 CA FGIII	
Performance Indicators (PIs)		Target 2024	Results 2024
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio	90%	94%
Number of user organisations registered	number of Member States national administrations, EU institutions and international organisations using the service	65	76
Outputs 2024	Achievements		
1. Provision of CMS services to the six functions areas as defined in the Annual Implementation Plan.			
1.1. Fisheries control: completing the integrated maritime picture through wide area surveillance using synthetic aperture radar (SAR) imagery; providing vessel detection services using correlation algorithms for the identification of potential inspection targets; provision of high-resolution SAR and optical imagery in support of specific operations. EFCA coordinates requests from Member States concerning fisheries control activities.		✓	
1.2. Maritime safety: tracking objects at sea; vessel locating and identifying.		✓	
1.3. Maritime Security: routine analysis of EO products enhancing the maritime picture for anti-piracy and maritime security purposes, particularly in hotspot areas for piracy and armed robbery or where vessel reporting information is scarce.		✓	
1.4. Customs: detection of potentially suspicious vessels involved in trafficking or smuggling of goods; monitoring of ship-to-ship transfers; early warning and identification of criminal trafficking and smuggling.		✓	

1.5. Law enforcement: the detection and tracking of suspicious targets; monitoring of shorelines; identification of vessels carrying out suspicious activities. Law enforcement may also include environmental compliance related activities.	✓
1.6. Marine Pollution monitoring: detection and tracking of illegal ship-source pollution; identification of possible polluters by combining information on oil spill detections with information on vessel positions and routes; monitoring the extent and spread of oil over time following a large-scale accident.	✓
1.7. International cooperation in the maritime surveillance domain: wide area surveillance with vessel detection and correlation of reporting and non-reporting vessels; high resolution imagery to provide detailed information on specific vessels and activities for intelligence-led operations; monitoring of shoreline activities.	✓
2. Increase in the number of organisations served by CMS.	✓
3. Organising the CMS annual user group meeting and promote exchange of best practices.	✓
4. Delivery of planned training, communication, and user uptake activities.	✓
5. Establish further links with R&D projects in the scope of CMS activities.	✓

3. Safety & Security

3.1 MARITIME SAFETY (44000)



An economy that works for people

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c), 2.4(d) and 2.4(h)

Planned input		Actual input	
CA	4,724,227	3,358,214	
PA	4,449,227	3,221,526	
STAFF	12.25 AD, 1.25 AST, 2 SNE	11.75 AD, 0.75 AST, 2 SNE	
Performance Indicators (PI)		Target 2024	Result 2024
EMSA Technical Secretariat MarED. Organisation of meetings	number of meetings per year	1	2
Annual update of MED Implementing Regulation	number of draft IR provided to the Commission	1	1

IMO Meetings Participation and Contribution	number of meetings	4	6
Passenger Ship Safety Expert Sub-Group Meeting Participation and Contribution	number of meetings	3	4
Safety studies and guidance	number of products published	2	6
Outputs 2024		Achievements	
1. Assistance upon request to the Commission in the legislative processes to revise and implement the PSC Directive 2009/16/EC and the Flag State Directive 2009/21/EC, following the legislative proposals by the Commission tabled in 2023.		✓	
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, safe loading and unloading of bulk carriers, places of refuge and the ISM code at EU and IMO level. Support the Commission in the organisation of the Tabletop Exercise for Places of Refuge.		✓	
4. Ensure that the EMSA studies CARGOSAFE, STEERSAFE and RBAT (risk-based assessment tool-MASS) have an appropriate follow-up including, where appropriate, dissemination sessions by the Commission, technical input to EU expert groups and, where appropriate, IMO committees and where needed a follow-on study.		✓	
5. Facilitate and provide technical assistance in the development and implementation of passenger ship safety legislation or guidelines including technical assessment of notified exemptions and derogations and implementation of the new Annex to Directive 2009/45/EC. EMSA to develop the necessary database for recording national exemptions as part of the implementation of the passenger ship safety legislation. As the LASH FIRE deliverables and other projects become available, contribute to the IMO work on this topic and assess whether the review of the existing high-level guidance on the carriage of AFVs on board ships is needed. If requested by the Commission, follow-up the small passenger ship study and further develop the potential harmonised standards for passenger ships below 24m in length.		✓	
6. Support the Commission in the EU fishing ship (Directive 97/70/EC) safety evaluation and organise, if possible, a workshop on fishing vessels safety.		✓	
7. Follow-up and coordinate safety issues related to new types of fuel or electricity storage onboard, like ammonia, hydrogen, biofuels and onshore power supply (cold ironing). Continue with the series of safety studies to follow up the HAZID recommendations of the studies on Alternative Fuels.		✓	
8. Finalise the guidance on the safe bunkering of biofuels.		✓	
9. Continue the work to update the Maritime Safety Report in view of its publication in 2025.		✓	
10. Coordinate the update to the list of standards for marine equipment which is subject to Flag State approval.		✓	
11. Business management of the EMSA MED Portal and propose functionalities upgrades. Management of the technical secretariat of the MarED group of Notified Bodies. Provide technical advice to Commission and Member States on MED issues.		✓	
12. Technical review of safeguard clause cases submitted under the Marine Equipment Directive.		✓	

13. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.	✓
14. Finalise the pilot risk-based assessment tool (RBAT) for MASS and organise familiarisation sessions.	✓
15. Provide technical input for the EU coordination process of IMO meetings and participate in IMO MSC meetings and to its Sub-Committees such as SDC, SSE, MSC, CCC, NCSR, and III and the associated correspondence groups, where safety topics are being discussed (see point 5).	✓
16. Provide support to the Commission and the EU Member States for the development of the EU guidelines on Passenger Ship Safety referring to the implementation of the Directive 2009/45/EC establishing the standards for passenger ships engaged on domestic voyages.	✓
17. Launch a study on the safe evacuation of large passenger ships and support the development of a more harmonised regulatory regime for alternative/mass evacuation systems for large passenger ships providing support to the Commission and the EU Member States in this field.	✓

EQUASIS (76000) – PROJECT FINANCED ACTIVITY

Project Financed Activity EQUASIS			
Funding source	Equasis Member States		
Timeframe	Ongoing		
	Planned input	Actual input	
Expenditure 2024	450,000 €	CA: 354,385.37 PA: 429,424.41	
Staff	no extra staff	no extra staff	
Performance Indicators (PIs)		Target 2024	Results 2024
EQUASIS	percentage per year availability	99.5%	99.04% ³
	number of users per month	32,000	40,084
Outputs 2024		Achievements	
18. 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 finalise the enhancement/revamping of the statistical analysis and the features provided by the system to the users.		✓	

³ 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.

3.2 HUMAN ELEMENT (36000)



An economy that works for people

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(e) and 2.4(h)

Planned input		Actual input	
CA	553,090	530,464	
PA	553,090	516,778	
STAFF	1.75 AD	1.75 AD	
Performance Indicators (PI)		Target 2024	Result 2024
Human element	STCW Statistical Review	1	1
	number of workshops	2	1 ⁴
Outputs 2024			Achievements
1. Publish the annual STCW statistical review.			✓
2. Workshop to support the comprehensive review of the STCW Convention and Code.			✓
3. Contribute to submissions related to the comprehensive review of the STCW Convention and Code.			✓
4. Support the Commission and the Member States in relation to Human Element issues.			✓
5. Cooperate with the Commission, IMO and ILO to foster the implementation of the MLC Convention.			✓
6. Study on identification of specific requirements for seafarer training for ships using alternative fuels.			✓

3.3 ACCIDENT INVESTIGATION (42000)



An economy that works for people

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)

Planned input		Actual input	
CA	1,252,482	2,437,491	
PA	1,325,983	2,041,476	
STAFF	2.75 AD, 1 SNE	2.5 AD, 1 SNE	

⁴ Second workshop proposed has been cancelled by DG MOVE.

Performance Indicators (PI)		Target 2024	Result 2024
Number of EMCIP meetings per year	number of meetings per year	2	2
PCF meetings	number of meetings per year	1	2
Annual Overview of Marine Casualties and Incidents	one publication per year	1	1
Underwater survey services based on ROVs	percentage of response to Member State requests	100%	100%
Outputs 2024			Achievements
1. Assist the Commission in the revision and implementation of the Accident Investigation 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 Accident Investigation matters such as user group meetings and governance.			✓
5. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission.			✓
6. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States.			✓
7. Provide underwater survey services based on ROV's to the Accident Investigative Bodies (AIB's) and other Authorities, on request of Member States, to support safety investigations related to very serious and serious casualties.			✓

3.4 MARITIME SECURITY (34000)



An economy that works for people

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)

Planned input		Actual input
CA	1,452,477	1,602,619
PA	1,452,477	1,516,275
STAFF	4.5 AD, 1 AST, 1 SNE	4.25 AD, 1 AST, 1 SNE

Performance Indicators (PI)		Target 2024	Result 2024
Inspections	number of individual missions per year ⁵	29 ⁶	23 ⁷
Reports	percentage of inspection reports concluded within the deadline agreed with the Commission	95%	100%
Outputs 2024		Achievements	
1. Security Inspection missions to Member States, according to the Commission's annual plan.		✓	
2. Individual security inspection missions to Norway and Iceland, according to the annual plan of the EFTA Surveillance Authority.		✓	
3. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.		✓	
4. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.		✓	
5. 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.		✓	
6. Provide support to the Commission and Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on security and cybersecurity for the maritime cluster.		✓	

⁵ 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.

⁶ The final number of missions will depend on the number of Commission and EFTA Surveillance Authority requests to EMSA for Marsec inspections.

⁷ Various changes within the DG MOVE inspectors' team led to a fewer number of missions executed.

4. Simplification

4.1 SAFESEANET (21030)



A Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)

Planned input		Actual input	
CA	2,180,938	4,301,273	
PA	2,575,284	4,677,108	
STAFF	4.5 AD, 2.75 AST, 0.25 CA	4.75 AD, 3 AST, 0.25 CA	
Performance Indicators (PI)		Target 2024	Result 2024
SafeSeaNet system: Service Operation	percentage per year availability of central SafeSeaNet system	99%	99.47%
	hours maximum continuous downtime of central SafeSeaNet system	max 12h	17h52 ⁸
SafeSeaNet system: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD ⁹ requirements	99%	100%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99%	100%
Outputs 2024		Achievements	
1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring and surveillance.		✓	
2. Host and manage the 'SSN User Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).		✓	
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements on data quality and provide training on SafeSeaNet as part of EMSA's capacity building services.		✓	
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems and EMSA maritime applications.		✓	
5. Deliver and upgrade data consolidation and analysis services including long term data archive, traffic density maps and other data services.		Partially achieved. Further improvements on long term data archive and traffic density maps are under development (expected to be	

⁸ 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.

⁹ System availability requirements as agreed with Member States are defined in the Interface and Functionalities Control Document (IFCD).

	completed by the end of 2025).
6. Continue the development of SafeSeaNet to support the EMSWe Regulation (EU) 2019/1239.	Not achieved. The Commission has not yet defined the data to be exchanged via SafeSeaNet. The development requires policy guidance from the Commission regarding the interpretation of Article 8 of the EMSWe Regulation (EU) 2019/1239 followed by a feasibility assessment by the Agency.
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)) including Phase 2B of the technical assistance to the Maritime Safety Permanent Transnational Network (MSPTN).	✓

4.2 EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT (21040)



A Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)

Planned input		Actual input
CA	1,010,307	820,151
PA	1,042,438	818,525
STAFF	2.5 AD, 0.25 AST, 0.25 CA	2.5 AD, 0.25 AST, 0.25 CA
Performance Indicators (PI)		
SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)	The information exchange requirements of the Reporting Formalities Directive are integrated in the SafeSeaNet services, and therefore covered by the SafeSeaNet indicators.	
Outputs 2024		Achievements
1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, including by others, the maintenance of the EMSWe Data Set and of the Message Implementation Guide, together with the templates of harmonised digital spreadsheets, and the definition of the data to be exchanged via SafeSeaNet.		✓
2. Assist the Commission during the development and business validation of the different components of the EMSWe, such as the Reporting Interface Module (RIM) and the User Registry and Access Management System (URAM), in view of the operational phase starting in 2025.		✓
3. Assist Member States in the implementation of the EMSWe Regulation, including organisation of workshops, trainings and provision of technical assistance on the request of the Member States.		✓
4. Deliver SafeSeaNet services to exchange information between National Single Windows as required by the Directive 2010/65/EU and elaborate the technical specifications for the exchanges of EMSWe information required by the EMSWe Regulation (EU) 2019/1239.		Not achieved. Specification of EMSWe information exchanges to be addressed by the EMSWe project (79011)

	in 2025 in agreement with the Commission.
5. Under the guidance of the Commission initiate the discussions for the implementation of the Ship Sanitation database (SSDB).	✓

EMSWe project (79011) – PROJECT FINANCED ACTIVITY

Project Financed Activity Support in the implementation of the EMSWe Regulation		
Funding source	EC, DG MOVE	
Timeframe	48 months as from 21/06/2023 / 800,000 €	
	Planned input	Actual input
Expenditure 2024	450,000 € expected	CA: 496,632.15 PA: 174,664.17
Staff	No project-financed staff	No project-financed staff
Outputs 2024		Achievements
6. Finalise the development of the EMSWe Ship Database, the Common Hazmat Database and the Common Location Database, and perform commissioning tests of the Maritime National Single Windows' interfaces with such databases.		✓

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



A Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 2017/210

Planned input		Actual input	
CA	2,647,725	2,592,481	
PA	2,637,494	2,517,893	
STAFF	2 AD, 1.5 AST, 0.25 CA	2 AD, 1.5 AST, 0.25 CA	
Performance Indicators (PI)		Target 2024	Result 2024
EU LRIT DATA CENTRE			
System operational	percentage per year availability	99%	99.94%
	hours maximum continuous downtime	max 4h	53min
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99%	99.5%
Web user interface	percentage per year availability to users through UWI	99%	99.3%

LRIT-IDE			
LRIT-IDE System operational	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.9%	99.98%
	hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	max 4h	01h30
Outputs 2024		Achievements	
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 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.		✓

4.4 eCERTIFICATION (21050)



A Europe fit for the digital age

Legal basis: 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)

Planned input		Actual input	
CA	682,383	547,759	
PA	831,590	689,622	
STAFF	1 AD	1 AD	
Performance Indicators (PI)		Target 2024	Result 2024
EU Seafarers' Certification Platform	number of modules available	1	2
THETIS statutory eCertificates facility	availability in percentage	96%	99.47%
Outputs 2024		Achievements	
1.	Implement the first phase of the EU seafarers' eCertification platform project, namely the services enabling the signing and sealing of the STCW seafarers' certificates by the authorising officers in the interested Member States.		✓
2.	Maintain availability and enhance the technical capability of THETIS to receive data on eCertificates from Flag administrations and Recognised Organisations at a global level, given the increased importance this data will have on the enforcement of the PSC and FS Directives and new requirements that may arise from their revision.		✓

5. Digitalisation

Maritime digital services

5.1 MARITIME DIGITAL SERVICES (45000)



A Europe fit for the digital age



A European Green Deal

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b

Planned input		Actual input
CA	17,231,766	15,749,867
PA	17,237,158	14,497,406
STAFF	22 AD, 10.5 AST, 1.5 CA, 1 SNE	24 AD, 10.25 AST, 1 CA, 1.25 SNE

5.1.1 INTEGRATED MARITIME SERVICES



A Europe fit for the digital age

Performance Indicators (PI)		Target 2024	Result 2024
Integrated Maritime Services Availability	percentage per year availability of IMS for Member States, including ABMs	99%	99.47%
	percentage per year availability of IMS specific functionalities and data sets to EU bodies (EUNAVFOR Atalanta, EUNAVFOR Med (Operation Irini), EUROPOL)	99%	99.76%
	percentage per year availability of IMS Mobile App service	99%	100%
Integrated Maritime Services users	overall number of IMS services users ¹⁰	6,850	7,931
	overall number of IMS S2S services	14	16
	overall number of organizations	640	704
ABMs	active Automated Behaviour Monitoring (ABM) algorithms	850	1,201

Outputs 2024	Achievements
1. Continue the operation, delivery and development of Integrated Maritime Services in line with VTMISS 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 and providing appropriate training.	✓
2. Host and manage the 'IMS for Member States Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSSG).	✓

¹⁰ The number does not include FRONTEX, EFCA, MAOC (N) and CSN users all benefiting from SEG and IMS services.

3. Further advance the development of situational awareness analytics with Automated Behaviour Monitoring (ABMs) products and services, host and manage the ABM and Advanced Analytics workshop.	✓
4. AI-based Standardization of AIS destination message module's initial version available in IMS.	✓
5. Trial version of IMS Artificial Intelligence Maritime Awareness near-real time monitoring and classification of maritime events deployed for use by MSs. Design of IMS Maritime events module available.	✓
6. Development of SAR toolbox – drift model demonstrator available and further development of operational drift model underway (in synergies with Project SOPROS).	✓
7. Collaborative Chat Tool within IMS – 'pilot' phase solution concluded and final design available.	✓
8. Coastal radar data interface – available in the IMS for voluntary use by Member States/organisations.	✓
9. EMSA Maritime Analytics Tools (EMAT) – external trial IMS Analytics dashboards available to Member States combining position data, events as well as 'enrichment' information implemented.	✓
10. The conceptual design of IMS Analytics module defined including definition of synergies with various maritime data sets to further enhance maritime traffic picture for analytical purposes.	✓

5.1.2 THETIS



A Europe fit for the digital age

Legal basis: 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

Performance Indicators (PI)		Target 2024	Result 2024
System operational	availability in percentage	96%	99.47%
	hours maximum continuous downtime	max 6h	3h30
Helpdesk Service	percentage of requests closed in less than 5 days	80%	91.82% ¹¹
Outputs 2024		Achievements	
1. THETIS information system continuously operational and maintained in support of PSC ship inspection reporting and ensuring working interface with SafeSeaNet.		✓	
2. As a result of the revision of the PSC Directive (EU) 2009/16/EC initial preparations for an overhaul of the THETIS information system initiated including both functional and technological developments in close engagement with the user communities (e.g., Member States of Paris MoU) as active participants in the requirement analysis.		✓	

¹¹ This result relates to Q1 and Q2. On 1 July 2024 the THETIS Helpdesk was integrated in the Maritime Support Services.

<p>3. 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. Planning of technical evolution of THETIS platform to be considered in accordance with new technological requirements adopted by the Agency.</p>	✓
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Project Financed Activity THETIS–EU

Funding source	EC, DG-ENV, DG SANTE	
Timeframe	THETIS-EU: Extension until June 2024 / not known (DG ENV) ¹² THETIS-AWF: 2021-2024 / 100,000 € (DG SANTE)	
	Planned input	Actual input
Expenditure 2024	THETIS-AWF: 74,090 €	THETIS-EU: CA: - PA: 51,460 THETIS-AWF: CA: 35,515 PA: 14,515
Staff	No project-financed staff	No project-financed staff

Outputs 2024	Achievements
4. THETIS-EU information system continuously operational, maintained, and under regular 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.	✓
5. As a result of the revision of the FS Directive 2009/21/EC, technical preparations for a functional and technological overhaul of the THETIS information system finalized.	✓
6. Air emissions from individual ships reported by Member States or detected by EMSA RPAS services for SOx measurements continuously available and integrated in the THETIS-EU Sulphur inspection module.	✓
7. THETIS-EU Sulphur Module extended with additional system-to-system services to authorised authorities to access SOx measurements uploaded into THETIS-EU to support risk-assessment.	✓
8. 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.	✓
9. Provide assistance to DG SANTE to support animal welfare inspections through enhancements of THETIS Animal Welfare pursuant to Council Regulation (EC) 1/2005.	✓

¹² The new Draft Contribution Agreement with DG ENV for the Support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels has been signed in December 2024.

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



A European Green Deal

Legal basis: Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC

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

Project Financed Activity THETIS – MRV & ETS			
Funding source	EC, DG CLIMA		
Timeframe	2022-2026/ 3,185,000 €		
	Planned input	Actual input	
Expenditure 2024	1,081,310 €	CA 1,026,692.75 € PA 964,217.26 €	
Staff	5 CA	5 CA	
Performance Indicators (PIs)		Target 2024	Results 2024
THETIS-MRV	system availability	95%	99.92%
	hours max continuous downtime	max 12h	20sec
THETIS -MRV&ETS	ETS enhancements available as per defined schedule	yes	yes
Outputs 2024			Achievements
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.			✓
2. Provision of helpdesk services to support the users of the application.			✓
3. Enhancement of the application in order to ensure alignment between international obligations and EU legislation where relevant			✓
4. Revision and enhancement of THETIS-MRV, as requested by expected developments in the EU relevant legislative framework, in particular the extension of the EU ETS to maritime transport and the revision of the EU MRV Regulation.			✓
5. THETIS-MRV operational, maintained, and under continuous enhancement.			✓



A European Green Deal

Legal basis: Support in the implementation of the FuelEU Maritime Regulation

Project Financed Activity FuelEU Maritime			
Funding source	EC, DG MOVE		
Timeframe	2023-2024 ¹³ / 500,000 €		
	Planned input	Actual input	
Expenditure 2024	500,000 €	CA 497,080 € PA 422,080 €	
Staff	No project-financed staff	No project-financed staff	
Performance Indicators (PIs)		Target 2024	Results 2024
THETIS -MRV & FuelEU ¹⁴	FuelEU Maritime IT initial developments available as per defined schedule	yes	yes
Outputs 2024			Achievements
1. Support the European Commission and the Member States in the implementation and enforcement of the FuelEU Maritime Regulation by the development of the relevant database.			✓

5.1.5 OTHER DIGITAL SERVICES



A Europe fit for the digital age

Performance Indicators (PI)		Target 2024	Result 204
RuleCheck system operational	percentage per year availability	97%	99.97%
	days maximum continuous downtime	max 2d	30min
STCW Information System	percentage per year availability	96%	99.7%
MED DB	percentage per year availability of MED data base	96%	99.99%
RPAS DC availability	RPAS DC service availability	95%	99.3%

¹³ The Contribution Agreement covers the years 2023-2024 while the project will continue until 2027 and is covered by the EU Subsidy for the period 2023-2027.

¹⁴ KPI for THETIS-MRV is shared with ETS and FuelEU enhancements.

Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	97.5%	100%
EMCIP	percentage per year availability	90%	99.61%
DONA	percentage per year availability	95%	99.78%
MARINFO	percentage per year availability	95%	99.25%
BlueDW	number of use cases deployed	1	1
Outputs 2024		Achievements	
1.	Transition to the new solution to replace the current RPAS DC Web Application completed. New service, maintained and operated, providing RPAS data.	✓	
2.	RuleCheck (web based and mobile App) content is always up to date in relation to applicable EU and international legislation and enhanced on the basis of the experience gained. Develop an automated notification system (for new or amended legislation).	✓	
3.	STCW Information System maintained with minimal down-time, ensuring a high level of availability and system support to users provided.	✓	
4.	Earth Observation Data Centre maintained, operated, and enhanced with regular updates and a new Journaling module. Core components of the New EODC (Financial System, Service Acquisition and Alerting) under development allowing for complete replacement of the current EODC CleanSeaNet by 2026. Feasibility study on deployment of the Satellite Data Processing and Distribution System (EO Processing) in the Cloud finalized.	✓	
5.	Dynamic Overview of National Authorities (DONA) operational with all functionalities (country profile, reporting gate and statistics). Further extension of the tool to accommodate the notification to Commission by Member States foreseen in Art. 9 of Directives 2009/45/EC and 98/41/EC.	✓	
6.	Marine Equipment Database (MED DB) application maintained in operation and enhanced based on user community requirements.	✓	
7.	European Marine Casualty Information Platform (EMCIP) maintained, in operation and enhanced based on the needs of the user community and of upgraded to facilitate the interface with IMO/GISIS.	✓	
8.	Enhanced Marinfo operational and available to cater for the acquisition of trade and environmental data, thus increasing the capabilities of the Agency to develop valuable and reliable statistical products for the Member States, the Commission and the general public.	✓	
9.	ePortal for Speakers and Experts maintained and in operation.	✓	
10.	Blue DW (Datawarehouse) maintained, operational, and enhanced to integrate the data sets handled by the Agency's maritime applications and expand information services, statistics and data analytics (e.g., data publication, pre-set statistical products, ad hoc statistical products).		<i>Blue DW maintained and operational, data integration in development.</i>
11.	Continue implementation of the Cloud Roadmap including optimisation of the ICT portfolio.	✓	
12.	Information Security Management System implemented and under continuous improvements and with penetration testing on maritime and	✓	

corporate applications performed regularly. Preparatory activities for ISMS certification.	
13. Horizontal notification platform (IRIS) deployments, maintenance and enhancements providing distribution of messages from maritime digital services to user community through various communicational channels (SMS, e-mail, WhatsApp, etc.).	✓

5.2 CISE TRANSITIONAL/OPERATIONAL PHASE (79020) – PROJECT FINANCED ACTIVITY



A European Green Deal



A Europe fit for the digital age



Promoting our European way of life



A new push for European democracy

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)

Project Financed Activity CISE Transitional/Operational phase		
Funding source	EC, DG MARE	
Timeframe	04/2019-06/2024 / 3,500,000 € (1st grant agreement) plus 12/2020-06/2024 / 3,400,000 € (2nd grant agreement) The Grant Agreement for the Operational Phase is under preparation with the aim to start from July 2024, subject to the approval of the EMSA Administrative Board.	
	Planned input	Actual input
Expenditure 2024	0 EUR. The last instalment was cashed in 2022 and it will be consumed by the end of the transitional phase.	CISE Transitional Phase I: CA: 3,573.32 PA: 288,044.38 CISE Transitional Phase II: CA: 212,033.53 PA: 1,103,661.16 CISE Operational Phase ¹⁶ CA: 2,666,223 PA: 677,333
Staff	3 CA (1st grant agreement) plus 3 CA (2nd grant agreement)	CISE Transitional Phase I and II: 3 CA (1st grant agreement) plus 3 CA (2nd grant agreement)
		CISE Operational Phase 8 CA

¹⁵ The CISE Operational Phase entered into force in July 2024 with the signature of the Contribution Agreement to ensure the financial contribution to EMSA for the role of coordinator of the CISE Operational Phase.

¹⁶ 5,562,586 EUR were received in June 2024 as the first and only pre-financing payment for the Operational Phase under Contribution Agreement SI2.919199.

Performance Indicators (PIs)		Target 2024	Results 2024
CSG meetings	number of CISE Stakeholder Group (CSG) meetings per year ¹⁷	1	2
Training and Best Practice workshops	overall number of Training and Best Practice Workshop per year ¹⁸	2	6
Network nodes	number of CISE's nodes deployed in the network	14	16

Outputs 2024	Achievements
<p>The operational phase of CISE is currently planned to start in July 2024. The objectives, activities, resources, budget and the role of EMSA is still under preparation by the Commission.</p> <p>Hereafter the activities to be carried on until the end of the transitional phase:</p> <ol style="list-style-type: none"> 1. Coordinate the activities of the CISE stakeholders <ol style="list-style-type: none"> a. Organize and coordinate the CISE stakeholder group meetings; b. Organize CISE trainings; c. Organize CISE workshops; d. Promote CISE to new stakeholders; <p>Report to EU Member States, Commission and Council the state of play of the project.</p>	✓
<ol style="list-style-type: none"> 2. Maintain and further evolve the CISE infrastructure <ol style="list-style-type: none"> a. Maintain and further evolve the CISE node and the network; b. Provide the Technical and Operational support to the stakeholders connected to the network. 	✓
<ol style="list-style-type: none"> 3. Consolidate the number of nodes connected to the CISE network <ol style="list-style-type: none"> a. Maintain and further evolve the EMSA CISE adaptor; b. Support the process to add new EU Member States authorities' nodes; c. Consolidate the catalogue of services shared in the network. 	✓
<ol style="list-style-type: none"> 4. Promote CISE as a framework for exchanging surveillance information between different user communities <ol style="list-style-type: none"> a. Maintain the agreement for the condition of use of the data shared (so called Cooperation Agreement); b. test the operational scenario elaborated by the pre-operational working group. 	✓

¹⁷ Target CSG meetings indicated were for the Transitional Phase which ended in June 2024. During the second part of 2024 a second CSG meeting was organised as part of the Operational Phase. The target for the Operational Phase is two CSG meetings per year.

¹⁸ The target for the Training and Best Practice Workshops was for the Transitional Phase. By the end of 2024 six Workshops were organised. The target for the Operational Phase is four Trainings and Workshops per year.

Digital infrastructure

5.3 MARITIME SUPPORT SERVICES (24000)



A Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2

Planned input		Actual input	
CA	2,086,564	2,340,718	
PA	2,086,564	2,237,098	
STAFF	3 AD, 1 AST, 5 CA, 4 SNE	3.25 AD, 1 AST, 5 CA, 4 SNE	
Performance Indicators (PI)		Target 2024	Result 2024
Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2h	17.3min
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8h	26.7min
MSS Data Quality Reports	reports on the SafeSeaNet/LRIT implementation and data quality (overall and per Member State)	25	25
Activation Emergency Phase of the CP	average time to activate the emergency phase of the Contingency Plan from the moment a suitable request for assistance is received from a Member State	<2h	1h15
Outputs 2024		Achievements	
1. 24/7 User support and helpdesk to all user communities, including provision of maritime information. Directly linked to this output, the MSS will continue supporting the Commission and Member States with the periodic and <i>ad-hoc</i> reports.		✓	
2. Incidents and problem management processed efficiently according to ITIL procedures.		✓	
3. Requests for support for SAR and Pollution Response activities under the Contingency Plan are processed efficiently; Satellite images and other services are provided in the least time possible to support operational response on site, including information services to EMSA and the Commission in the Framework of the Working Arrangement in place with DG ECHO.		✓	
4. The MSS carries out emergency drills to ensure and to improve the quality of the Contingency Plan service and regularly trains stand by duty officers on the lessons learnt.		✓	

5.4 ICT OPERATIONS (64000)¹⁹



Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19

Planned input		Actual input	
STAFF	3.75 AD, 12 AST, 2.75 CA	3.75 AD, 12 AST, 2.75 CA	
Performance Indicators (PI)		Target 2024	Result 2024
ICT EMSA Service desk	percentage of timely response to users' ICT requests	95%	97.44%
Availability	ICT infrastructure availability per year	99.5%	100%
Testing and Validation	Number of tested, validated and deployed releases to the test and pre-production	>170	299
Outputs 2024		Achievements	
1. Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability.		✓	
2. Test, validate and deploy new releases of Maritime applications.		✓	
3. Maintain EMSA Corporate Services platforms and associated Business Continuity Platforms and Services in accordance with the relevant performance indicators.		✓	
4. Assist to the implementation of cloud services at EMSA.		✓	
5. Maintain the infrastructure cybersecurity protection.		✓	
6. Maintain up-to-date performance of the Data Centre hyperconvergence computing platform.		✓	
7. Maintain up-to-date infrastructure architecture of the Data Centre storage system.		✓	
8. Maintain the EMSA software portfolio according to business requirements.		✓	

¹⁹ Financial resources distributed across the activities.

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

Visits & inspections

6.1 CLASSIFICATION SOCIETIES (31000)



An economy that works for people

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3

Planned input		Actual input	
CA	2,436,405	2,601,039	
PA	2,436,405	2,484,740	
STAFF	8.25 AD, 1 AST, 0.25 CA, 1 SNE	8.25 AD, 0.75 AST, 0.25 CA, 1 SNE	
Performance Indicators (PI)		Target 2024	Result 2024
Inspections	number of RO inspections per year	16-20	17
Draft assessment reports	number of draft assessment reports per year	5-6	5
Outputs 2024			Achievements
1. Carry out inspections of Recognised Organisations' (ROs) offices in line with the annual planning agreed with the Commission.			✓
2. Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.			✓
3. Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the ROs in accordance with Article 11 of Regulation (EC) No. 391/2009.			✓
4. Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.			✓
5. Assist the Commission with the follow-up of RO assessments under Articles 5 and 6 of Regulation (EC) No. 391/2009 and Commission Regulation (EU) No 788/2014.			✓
6. Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.			✓
7. Support the Commission in the discussions at international level on remote surveys and inspections, including technical assistance in drafting EU submissions.			✓

6.2 SEAFARER TRAINING AND CERTIFICATION (32000)



A stronger Europe in the world



An economy that works for people



Promoting our European way of life

Legal basis Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b) and 3

Planned input		Actual input	
CA	1,888,878	1,810,665	
PA	1,888,878	1,742,251	
STAFF	5.5 AD, 0.75 AST, 0.25 CA, 2 SNE	5.5 AD, 0.5 AST, 0.25 CA, 2 SNE	
Performance Indicators (PI)		Target 2024	Result 2024
Inspections and visits	number of inspections and visits per year	7-9	7
Reports	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	100%
Outputs 2024		Achievements	
1. 4-5 inspections of third countries.		Partially achieved. Inspections of third countries limited to 2 at the request of the Commission, but “compensated” an increase in the number of visits to Member States.	
2. 3-4 visits to Member States.		6 visits were conducted, at the request of the Commission, to compensate for reduction in third country inspections (see above).	
3. Draft assessments of third countries upon request of the Commission.		✓	

6.3 VISITS TO MEMBER STATES (33000)



An economy that works for people

Legal basis/ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), and 3

Planned input		Actual input	
CA	1,334,321	1,377,382	
PA	1,334,321	1,328,505	
STAFF	4.25 AD, 1.25 AST, 0.5 CA	4.25 AD, 1.5 AST, 0.5 CA	
Performance Indicators (PI)		Target 2024	Result 2024
Visits	number of visits per year	12	12
Reports	percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	100%
Outputs 2024			Achievements
1. 2 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers.			✓
2. 4 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety.			✓
3. 1 visit in respect of Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service. This Directive will also continue to be covered by some of the visits concerning passenger ship safety.			✓
4. 5 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.			✓

Capacity building

6.4 ANALYTICS AND RESEARCH (35000)



An economy that works for people

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5

Planned input		Actual input
CA	1,083,395	1,020,648
PA	1,083,395	986,907
STAFF	4.25 AD, 0.25 AST, 0.25 CA	4 AD, 0.25 CA

Performance Indicators (PI)		Target 2024	Result 2024
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	1	2
Regular statistics on the EU maritime sector	number of updates of the EU maritime profile (statistics on EU maritime sector)	4	4
End of cycle workshops	number of workshops	1	1

Outputs 2024	Achievements
1. Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2024, the Horizontal analysis of Directive 2014/90/EU (marine equipment) is planned.	✓
2. Provide reliable statistics in support of the work of the Agency to help monitor relevant maritime sanctions applied by the Union against the Russian Federation.	✓
3. Develop and publish on a monthly basis the EMSA report on "Impact of developments in Ukraine on maritime traffic and seaborne trade".	
4. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through end-of cycle workshops.	
5. Support the Member States with regular statistics through the specific functionality in DONA and customised BI dashboards of the EMSA Data Cockpit.	✓
6. Support the Commission with data and analysis using customised BI dashboards of the EMSA Data Cockpit.	✓
7. Produce upon request reports and analysis using available in-house data to address issues affecting shipping in general, upon request from the Commission and Member States and within the Agency	✓
8. Produce statistics with added value for the general public through the EU Maritime Profile, with focus on the importance of the maritime sector and of maritime services.	✓

6.5 CAPACITY BUILDING AND EMSA ACADEMY (43000)



An economy that works for people

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

Planned input		Actual input
CA	3,872,759	3,706,064
PA	3,871,403	3,503,356
STAFF	10.75 AD, 0.25 AST, 1 CA, 2 SNE	10.5 AD, 0.25 AST, 1 CA, 1.75 SNE

Performance Indicators (PI)		Target 2024	Results 2024
EMSA Academy	number of Common Core Curricula delivered	3 to 4	4
	number of part time courses delivered	4	9
	number of short courses delivered	4 to 5	34
	number of awareness sessions on tools and services delivered	20	10 ²⁰
	number of Member States experts attending per year	800	1,333
Enlargement countries	number of IPA experts attending learning services and technical meetings per year	30	134
	implementation ratio of planned activities per year	>80%	100%
Customer satisfaction	learning services (MSs)	>90%	93.3%
	learning Services (IPA)	>90%	>90%
	technical assistance services including provision of EMSA tools and services (IPA)	>90%	100%
EMSA Academy's systems (MaKCs & VRESI) operational	percentage per year availability	95%	100%
EMSA Academy's Helpdesk Service	percentage of requests replied in line with the requirement of the Academy Quality Management System	99%	100%
Outputs 2024		Achievements	
1.	Implementation of the EMSA Academy Quality Management System (AMS) for the design, development and delivery of learning services outside formal education.		✓
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.	Implement the Harmonised Training Plan (HTP) and deliver four CCC namely Sulphur, FSI (basic and intermediate), AI, and Maritime Audits, six Part time courses (EU Maritime Law, IMS, Cybersecurity, SAR, SR, PRF) and eight short courses (IMSAS, CSN, RPAS, COPERNICUS, HNS, Marine Pollution Response, RPAS, and MLC). All learning services will be delivered on a blended mode (presential, online synchronous and online asynchronous) for the CCC, while short courses and part-time courses will be predominantly delivered online (synchronous and asynchronous).		✓

²⁰ Awareness sessions were below target because the RPAS courses were changed to 'short courses' and are now being counted under KPI 106, which is therefore above target.

4.	Upon adoption by the Paris MoU of its revised training policy, deliver the CCC on PSCOs. Until the revised training policy is adopted, deliver maximum three PSC Seminars.	✓
5.	Enhance further MaKCs and VRESI and facilitate the use of the eLaboratory to enrich learning activities. Ensure proper access to Member State, IPA and ENP countries and various PSC MoUs (MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean, and Abuja) as foreseen by the respective agreements approved by the Administrative Board.	✓
6.	Support interested Member States in using MaKCs for national training programs	✓
7.	Continue the upskilling and continuous development of trainers and other relevant EMSA staff with dedicated training courses to get acquainted with the eLaboratory and develop skills of added value for the development and/or delivery of training activities.	✓
8.	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).	✓
9.	Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the implementation of joint trainings as per the agreed annual plan.	✓
10.	Support to enlargement countries to prepare implementing procedures, update technical plans and other technical support related to the implementation of maritime international conventions and EU legislation.	✓
11.	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.	✓
12.	Provide access to the enlargement countries to selected services developed by the Agency for the Member States (CSN, MAR-ICE and MAR-CIS).	✓
13.	Continue to cooperate with Paris MoU within the context of TF 34 for potential amendments to the existing Paris MoU Policy, to reflect the PSCOs scheme to be developed by the EMSA Academy.	✓
14.	Continue to cooperate with MeD MoU and BS MoU for the implementation of their respective training policies, 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 requirements for 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 (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.	✓
17.	Look at options and new technologies to enrich the EMSA Academy's toolbox.	✓
18.	Analyse the options available in support of possible fee-based learning services under the EMSA Academy.	✓
19.	Develop an impact assessment to explore the possibility of a future EMSA Academy able to offer learning services within the context of vocational education and training for both the public and private sector on a fee-based approach	Not achieved. Waiting for the outcome of ongoing discussions on a fee-based approach within the context of the revision of the EMSA founding Regulation.

IPA III (78000) – PROJECT FINANCED ACTIVITY

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Project Financed Activity EU Funds for Candidate and Potential Candidate Countries		
Funding source	EC, DG NEAR	
Timeframe	48 months as from 01/09/2023 / 800,000 €	
	Planned input	Actual input
Expenditure 2024	200,000 €	CA: 294,977.85 PA: 73,348.83
Staff	No extra project financed staff	

6.6 SAFEMED V (71000) – PROJECT FINANCED ACTIVITY



A stronger Europe in the world

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Project Financed Activity SAFEMED V, EuroMed Maritime Safety Project			
Funding source	EC, DG NEAR		
Timeframe	72 months as from 01/04/2022 / 8,000,000 €		
	Planned input	Actual input	
Expenditure 2024	1,333,333 €	CA: 908,534.19 PA: 1,002,357.50	
Staff	4.5 CA	4.5 CA	
Performance Indicators (PIs)		Target 2024	Results 2024
Implementation of SAFEMED V, EuroMed Maritime Safety Project	implementation ratio of planned activities	80%	94.81%
	number of participants in learning services	90	218
	customer's satisfaction for learning services	90%	90%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	90%	91.7%
Outputs 2024			Achievements
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 assistance in the 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) and services (IMS/ CleanSeaNet) developed by EMSA, studies (feasibility studies for Sea Traffic Management for IPA and ENP countries) and fellowships in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			✓



A stronger Europe in the world

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Project Financed Activity BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)			
Funding source	EC, DG NEAR		
Timeframe	48 months as of 01/10/22 / 3,500,000 €		
	Planned input	Actual input	
Expenditure 2024	875,000 €	CA: 976,464.92 PA: 732,173.32	
Staff	2.5 CA	2.5 CA	
Performance Indicators (PIs)		Target 2024	Results 2024
Implementation BC Sea	implementation ratio of planed activities	80%	96.42%
	number of participants in learning services	70	191
	customer's satisfaction for learning services	90%	97.33%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	90%	96.66%
Outputs 2024			Achievements
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, support 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 technical meetings, seminars, workshops, and exercises, bilateral activities, access to tools (i.e., RuleCheck, MaKCs and VRESI), services (IMS/ CleanSeaNet) developed by EMSA and studies (feasibility studies for Sea Traffic Management for IPA and ENP countries) in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			✓

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

7.1 EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS



A European fit for digital age



A European Green Deal



A new push for European democracy



A stronger Europe in the world



An economy that works for people



Promoting our European way of life

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2b

Performance Indicator (PI)	Target 2024	Results 2024
Implementation of EMSA tasks under the Annual Strategic Plan	Full implementation	Full implementation
Outputs 2024	Achievements	
1. Implementation of EMSA tasks under the Tripartite Working Arrangement Annual Strategic Plan 2024 on coast guard cooperation, to be agreed between the three Agencies by the third quarter of 2023.		✓
2. Support Multipurpose Maritime Operations (MMO) through the provision of a range of EMSA services to host Member State authorities in support of maritime safety, including vessel traffic management, maritime environmental protection and response, maritime monitoring and surveillance and maritime Search and Rescue (SAR).		✓

Tripartite Working Arrangement - TWA
Annual Report 2024
(Implementation of the Annual Strategic Plan 2024)

<i>Horizontal</i>	
To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level	
Objectives	Outcomes
<p>To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level.</p> <p>Tasks:</p> <ol style="list-style-type: none"> 1) To hold the joint Annual European Coast Guard Event (AECGE) in 2024 under the coordination of EFCA (as chair of the TWA), in line with the experience gained at the previous annual events, while enhancing interaction between participants 2) To ensure the joint participation of the three Agencies in European and international maritime events with coast guard relevance. 3) To coordinate the cooperation with regional Coast Guard Functions Fora. 4) To coordinate the implementation of the adopted interagency communication plan for 2024. 5) To implement the 'Greening Award initiative' and present the awards at the AECGE, with EMSA acting as the secretariat of the Award 2023-2024. 6) To contribute as required to the updated European Maritime Security Strategy (EUMSS) and its Action Plan. 	<p>The interagency cooperation on coast guard functions was promoted at the EU and international levels. The following activities were undertaken:</p> <ol style="list-style-type: none"> 1) The Annual European Coast Guard Event (AECGE) was held on the 25-27 June in Santa Cruz de Tenerife, Spain, under the coordination of EFCA. Approximately 100 participants attended from EU MSs, EFTA, SAC, and EU bodies. The event was organised into three different thematic sessions, covering Multipurpose Maritime Operations (MMOs), Capacity Building and the Exchange Programme, and the Common Information Sharing Environment (CISE). 2) The Agencies participated in several coast guard-related events including the European Maritime Day organised by the European Commission in Svendborg, Denmark, on 30-31 May 2024, where a joint workshop on 'Innovative technologies in support of coast guard functions' was held. 3) EFCA, EMSA, and Frontex participated in all the relevant Coast Guard-related activities and events as follows: <ol style="list-style-type: none"> a. In the framework of the European Coast Guard Functions Forum (ECGFF), three workshops were co-organised by the Agencies in cooperation with the Portuguese chairmanship on the following themes: <ul style="list-style-type: none"> • ECGFF-EFCA workshop on 'Harnessing technology innovation for Coast Guard Operations and Enhanced Fisheries Control'; held on 23-25 January 2024 in Funchal, Portugal. • ECGFF-EMSA workshop on 'Exploring cutting-edge tools and technologies to enhance coast guard operations: a workshop on maritime domain awareness', held on 19-20 March 2024 in Lisbon, Portugal.

	<ul style="list-style-type: none"> • ECGFF-Frontex workshop on 'Modern border control: expanding materially and technologically', held on 14-15 May 2024 in Cascais, Portugal. Finally, EFCA, EMSA, and Frontex took part in the Coastex exercise organised in September 2024, including with the provision of EO services and IMS (EMSA). b. Within CGGS, the Agencies attended to the Working Level Meeting in preparation of the Coast Guard Global Summit 2025 (CGGS4) to be hosted by Italian Coast Guard. Additionally, EMSA and EFCA participated to the CGG Human Resource Development program presenting respectively on the themes of 'Challenges with New Technology' and 'Capacity building'. c. The three Agencies attended the North Atlantic Coast Guard Forum (NACGF) activities in Sweden. d. The three Agencies participated actively in the Plenary meeting of the Mediterranean Coast Guard Functions Forum (MCGFF), held in Tirana, on 29-31 October 2024 and organised a technical workshop discussing emerging challenges, including the possible support in protection of critical maritime infrastructure. <p>4) The interagency communication plan was fully implemented. A video on the online platform and Exchange Programme was prepared and branded material was distributed to the participants of the different events and AECGE.</p> <p>5) The 'Greening Award initiative' was fully implemented under the coordination of EMSA and the winning projects were awarded during the AECGE. Information about all projects and the awards can be found here: https://coastguard.europa.eu/interagency-cooperation/greening-award-initiative-winners</p> <p>6) Agencies contributed to the EUMSS AP with several activities falling under their relevant mandates and jointly produced a draft intermediary report for common actions.</p>
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Information sharing	
Project: A	
Sharing of data across Coast Guard Functions	
Objectives	Outcomes
<p>1) Workshop with MS concerning:</p> <ul style="list-style-type: none"> a. Accessing maritime data in support of coast guard functions and further sharing of maritime information between national authorities. b. Eliciting further operational use cases relevant to Member States regarding opportunities for enhancing the sharing of data. <p>2) To promote and increase the use of automated/AI based tools (e.g. ABMs, anomaly detection services, etc) in support of coast guard functions.</p> <p>3) Evolve as appropriate the Maritime Data Catalogue (MDC) to show which datasets could be accessible to the national authorities per coast guard function. Support the availability of the current Catalogue, in both electronic and online interactive formats, in a secure area of the TWA Portal.</p> <p>4) Maintain a repository of use cases raised by Member States, for identifying opportunities for enhancing the sharing of data.</p> <p>5) Explore possible additional datasets needed by national authorities per coast guard function.</p>	<p>1) The online workshop took place on 10 December 2024 with contributions from MSs and the 3 Agencies. 60 attendees with a high degree of participation provided several points of feedback for follow-up.</p> <p>2) ABMs were promoted under the various MMOs undertaken in 2024. Due to Frontex legal concerns regarding the EU AI Regulation and its application to particularly for the border control/law enforcement domains, this element was not elaborated.</p> <p>3) The online public version of MDC was launched as part of the TWA website on EU cooperation on Coast Guard Functions.</p> <p>4) Repository being maintained.</p> <p>5) Regarding the Maritime Data Catalogue, a number of suggestions for additional datasets arose from the Workshop with MSs. These will be assessed for inclusion in 2025.</p>

Surveillance and communication services	
Project: B	
Roadmap addressing how CISE will support information exchange and cooperation between the three Agencies	
Objectives	Outcomes
<p>Building on the Roadmap developed in 2023 which addressed how CISE will gradually support information exchange and cooperation between the three Agencies, while considering other information/data exchange systems already in place, TSC1 will:</p> <ol style="list-style-type: none"> 1) Produce a 5-month Report covering the period January-May 2024 by the end of June 2024. 2) Produce an 11 Month Report covering the period January-November 2024 by the end of December 2024. 	<p>5 Month Report discussed at Steering Committee meeting in June 2024 and 11 Month Report circulated for further endorsement.</p> <p>According to the latest info included in the report:</p> <ul style="list-style-type: none"> • EMSA is ready to start the implementation of the roadmap; • Frontex has started the preparations to install the CISE node with the support of EMSA, with the aim of having the CISE infrastructure in place during the first half of 2025; • EFCA (which already tested its CISE infrastructure) reported ongoing discussions on the allocation of resources for the operational environment.
Project: C	
Mapping of information on incident/accident sightings reported to the three Agencies in the scope of their respective mandates.	
Objectives	Outcomes
<ol style="list-style-type: none"> 1) Map the various types of accidents/incidents, reported to the three Agencies, e.g. SafeSeaNet incidents, activations of emergency support mechanisms by the 3 Agencies, EUROSUR incidents. 2) Analyse the usefulness of the additional information on accidents/incidents to individual Agencies and the possibilities of sharing in line with the legal basis of each. 3) Brainstorming session with the Member States to present findings and gather feedback. 	<ol style="list-style-type: none"> 1) The mapping of sighting information was circulated for further endorsement in December 2024. 2) The legal basis and sharing mechanisms of each of the listed types of incidents/events are included in the mapping. 3) The online workshop took place on 10 December 2024 with contributions from MSs and 3 Agencies. Discussions included elements associated with some of the incident/accident sighting information available via the Agencies.
Capacity building	
Project: D	
Practical Handbook on European cooperation on coast guard functions and Coast Guard qualifications Network	
Objectives	Outcomes
Strengthen the cooperation between the European coast guard function authorities in further	<ol style="list-style-type: none"> 1) The Coast Guard Project continued to be implemented as follows:

<p>developing the practical Handbook and in selected capacity building activities.</p> <ol style="list-style-type: none"> 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” through: <ol style="list-style-type: none"> a. Using the existing databases in the Agencies for keeping the Handbook updated on the online platform avoiding any double reporting from Member States. b. To maintain and update the coast guard training network and follow up with the on-the-job exchange opportunities. c. Promoting the Sectoral Qualifications Framework for Coast Guard Functions (SQF), among others, through a dedicated awareness session on SQF for Coast Guard functions. 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 host the most important ASPs projects’ deliverables, involving the 3 Technical Subcommittees (TSC). 3) To coordinate the collection of content proposals for the online platform related to the TWA. 	<ol style="list-style-type: none"> a. The Agencies’ and Member States’ information from the Coast Guard Handbook continued to be kept updated. b. The Capacity Building and Training network with Member States’ representatives continued to be active and regularly updated. The network serves the implementation of the Exchange Programme and of the Sectoral Qualifications Framework for Coast Guard Functions (SQFCGF) information sessions. The Capacity Building and Training Exchange Programme (CBTEPr) was implemented, following the call for host launched in 2023. The call for exchange participants concluded in 2024 had the following outcome: <ul style="list-style-type: none"> • 12 MS & Iceland nominated exchange participants. • 200 individual nominations. • Candidates cover all CGF. • 86 approved candidates and 34 candidates in reserve lists. • 66 exchange participants effectively participated. <p>A new call for Hosts was launched in October 2024. Overall information about the programme is available at https://coastguard.europa.eu/.</p> c. Four online information and discussion sessions on SQFCGF, with the target audience being the Member States authorities of the three Agencies Communities, were organised as follows: <ul style="list-style-type: none"> • 1st Session: 9 April 2024 with 47 participants from 21 EU MSs, Norway, and Iceland. • 2nd Session: 22 May 2024 with 37 participants from 17 EU MSs and Norway. • 3rd Session: 25 September 2024 with 53 participants from 20 EU MSs and Iceland. • 4th Session: 6 November 2024 with 44 participants from 19 EU MSs and Iceland. <ol style="list-style-type: none"> 2) The online platform https://coastguard.europa.eu/ was maintained and regularly updated with information from the three Agencies and from the 22 Member States with a coastline, Iceland, and Norway. 3) The platform includes deliverables from the interagency cooperation, such as the Greening
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	Awards, the interactive Maritime Data Catalogue, information from the Exchange Programme, and for the SQFCGF sessions.
Project: E	
Cross-sector training and capacity building	
Objectives	Outcomes
<p>1) Offer joint cross-sectoral training to Member State national authorities by developing or implementing, as appropriate, joint cross-sector training events or awareness sessions for items such as (based on needs assessment):</p> <ol style="list-style-type: none"> Search and Rescue; Maritime Surveillance; <p>2) Launch a new survey to the stakeholder communities of the three Agencies to get feedback on needs and possible joint training or awareness sessions to be jointly developed by the three Agencies. The survey should take into account:</p> <ol style="list-style-type: none"> the new training delivery capabilities after the pandemic, and the possibility for each Agency to deliver tailored training or information sessions to the communities of the other Agencies, without simultaneously targeting all communities. <p>3) Explore the possibility to offer joint cross-sectoral training to at least one third country by developing or implementing, as appropriate joint cross-sector training events or awareness sessions.</p>	<p>1) Joint cross-sectoral training was organised online for Member State national authorities as follows:</p> <ol style="list-style-type: none"> Maritime Surveillance: Online session held on 1-2 October 2024. A total of 93 participants from 22 Member States, Iceland, and Norway participated. Search and Rescue awareness for the non-SAR community: Online session held on 12-13 November 2024, with 53 participants from 15 Member States and Iceland. <p>2) A survey was conducted between 19 April and 10 May 2024 with 58 individual replies from 22 Member States and Norway. In summary, the replies indicated the following subjects of interest: Maritime surveillance, Search and Rescue, Practical training, Cybersecurity and hybrid threats, Critical marine infrastructure and Law enforcement/ competences.</p> <p>3) Regarding the cooperation with third countries and the joint organisation of online sessions, the three Agencies presented and raised awareness of the current cooperation framework in a dedicated session under the Mediterranean Coast Guard Functions Forum (MCGFF) and during the Coast Guard Global Human Resources Development programme. EFCA also raised awareness about the joint capacity building activities during the EFCA E-FishMed project Steering Committees with North African Countries.</p>
Risk Analysis	
Project: F	
Cross-sector risk analysis	
Objectives	Outcomes
<p>Provide support to Member States authorities carrying out coast guard functions on cross-sector risk analysis/assessments.</p> <p>1) Continue to provide cross sectorial risk analysis/assessment products to be used in different European sea basins and deliver a</p>	<p>1) Common reports were delivered with compiled Risk Analysis/Assessment-related information for coast guard functions falling under the remit of each Agency to support the Multipurpose Maritime Operation (MMO) in the Central and Eastern Baltic Sea, La Manche and Southern</p>

<p>common report on specific areas and/or sea basins in coordination with the TSC3 MMO project.</p> <p>2) Organise a workshop on risk analysis and assessment, taking into account the main outcomes and feedback from the workshop organised in 2023. One of the main objectives of the workshop is to raise awareness about the different frameworks and foster the exchange of information and best practices between the different communities of the three Agencies.</p>	<p>North Sea, Adriatic Sea and Western Black Sea. This information contributed to the Specific Modalities Documents of each MMO.</p> <p>2) The joint Risk Assessment Workshop was organised online on 11 June 2024 with the objective to:</p> <ul style="list-style-type: none"> promote awareness of the different risk analysis and risk assessment methodologies used by the three Agencies and available tools and systems for Member States, promote awareness of the different cross-sector risk analysis and risk assessment methodologies used by national authorities of different Member States, share of information and best practices on risk analysis and risk assessment between the different communities. <p>The workshop had 68 participants from 18 Member States, Iceland, and Norway.</p>
<p>Capacity sharing</p>	
<p>Project: G Multipurpose Maritime Operations</p>	
<p>Objectives</p>	<p>Outcomes</p>
<p>1) To further implement MMO(s):</p> <ul style="list-style-type: none"> a. Identify potential areas and periods of interest for the implementation of MMOs in N+1, taking into consideration the availability of multipurpose capacities of the three Agencies, in those areas in such periods as well as operational activities already in place. b. Keep updated the generic modalities as per lessons learnt. c. Based on the evaluations of MMOs implemented in different European sea basins, to organise a workshop for the exchange best practices. <p>2) To implement the MMO(s) agreed by TWA Steering Committee in the European sea basin, upon MS's or Agencies' request and in line with the generic modalities for MMO.</p> <ul style="list-style-type: none"> a. Implement a MMO possibly in the Black Sea led by Frontex. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee. b. Implement a MMO possibly in the Adriatic Sea led by EFCA. Prepare specific modalities in accordance with 	<p>1)</p> <ul style="list-style-type: none"> a. Considering the outcomes of the MMOs implemented in 2024 and Member States' needs for 2025, the Adriatic Sea, Black Sea, Baltic Sea, and La Manche and Southern Northern Sea remain the potential maritime areas for MMOs. b. The Generic Modalities are updated. c. A workshop to discuss the future of MMOs was planned for 13 March 2025. The workshop will take into consideration the MMOs' outcomes and evaluation reports. <p>2) Taking into account initial plans to implement MMOs in the maritime areas agreed by the Steering Committee (SC) under the TWA, the following MMOs were implemented in 2024:</p> <ul style="list-style-type: none"> a. MMO Western Black Sea 2024, from 21 May to 2 October 2024, with Romania as the host MS; led by Frontex and co-led by EFCA and EMSA. b. MMO Adria 2024, from 12 September to 9 October 2024, with Croatia, Italy, and Slovenia, as the host MSs; led by EFCA

<p>the generic modalities for MMO and relevant decision of the Steering Committee.</p> <p>c. Implement a MMO in one European sea basin (TBD) led by EMSA. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee.</p>	<p>and co-led by EMSA and Frontex (only in Croatia).</p> <p>c. MMO La Manche and South of North Sea 2024, from 13 May to 13 September 2024, with Belgium and France as the host MSs; led by EMSA and co-led by EFCA.</p> <p>d. An MMO was implemented in the Baltic Sea following the initial interest to host this activity in 2024 expressed by Finland to Frontex although it had not been considered by SC under the TWA within the ASP 2024. Finally, Finland, Estonia, Latvia, and Lithuania expressed interest to participate and to host the MMO Baltic Sea 2024. The MMO was subsequently implemented in the period 14 August–30 October 2024. Frontex was the lead Agency, while EFCA and EMSA participated as co-lead Agencies.</p>
<p>Project: H</p> <p>Mapping of the Agencies' assets deployment in support of Member States</p>	
<p>Objectives</p> <p>Conducting a mapping of the Agencies' assets deployment in support of the MSs. Each Agency to provide regularly updated information of their chartered assets deployed in EU sea basins that are suitable for multipurpose operations.</p>	<p>Outcomes</p> <p>The aim of the project is to provide an overall picture of the Agencies-owned/leased multipurpose assets to support MSs. The Steering Committee agreed to develop a dedicated layer using EMSA Integrated Maritime Services. The use of IMS for mapping of the Agencies' assets is expected to be fully implemented in 2025.</p>

7.2 EFCA SLA (72100)



A European Green Deal



Europe fit for the digital age

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2b

Project Financed Activity EFCA SLA			
Funding source	EFCA		
Timeframe	300,000 € per year - annual perspective with regards to the indefinite duration of the SLA		
	Planned input	Actual input	
Expenditure 2024	Approximately 300,000 € expected	CA: 633,182.11 PA: 758,682.66	
Staff	2 CA	2 CA	
Performance Indicators (PIs)		Target 2024	Results 2024
Integrated Maritime Services	percentage per year availability to EFCA	99%	99.67%
Outputs 2024			Achievements
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.			✓

7.3 FRONTEX SLA (72000)



A stronger Europe in the world



Europe fit for the digital age

Promoting our European way of life



Legal basis: 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)

Project Financed Activity FRONTEX SLA			
Funding source	FRONTEX		
Timeframe	Annual perspective due to the indefinite duration of the SLA		
	Planned input	Actual input	
Expenditure 2024	Approximately 7,000,000 € expected	CA: 6,772,431.23 PA: 6,514,826.31	
Staff	11 CA	11 CA	
Performance Indicators (PIs)		Target 2024	Results 2024
Frontex Service platform	percentage per year availability to FRONTEX	99%	100%
Frontex Service platform	hours maximum continuous downtime of Frontex service platform	<12h	0
Frontex operational exercises	minimum number of exercises EMSA participates in	2	1 ²¹
Outputs 2024			Achievements
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 Integrated Maritime Services 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. EMSA Earth Observation services will continue to be provided to Frontex upon request and subject to available funding.			✓
6. Frontex may be associated to multipurpose RPAS operations involving border control authorities, if agreed by National Administrations requesting RPAS services.			✓

7.4 MAOC (N) Cooperation Agreement (72200)



A stronger Europe in the world



A Europe fit for the digital age

Legal basis: Regulation 1406/2002/EC as amended, Article 2.4(b)

Project Financed Activity MAOC (N) Cooperation Agreement		
Funding source	MAOC (N)	
Timeframe	Automatic renewal since Dec 2020	
	Planned input	Actual input

²¹ Only one exercise was requested by Frontex in 2024.

Expenditure 2024	Not known	CA: 2,662.92 PA: 30,800	
Staff	No extra staff	No extra staff	
Performance Indicators (PIs)		Target 2024	Results 2024
Integrated Maritime Services Availability	percentage per year availability to MAOC (N)	99%	99.76%
Outputs 2024			Achievements
1. Continue the operation, delivery and development of Integrated Maritime Services (IMS) including, subject to available funding, Earth Observation products via the Copernicus Maritime Surveillance service, in line with the MAOC (N) Cooperation Agreement framework, including provision of operational support such as training, as part of EMSA's capacity building services and helpdesk activities.			✓
2. Further advance the collaboration with MAOC (N) and development of historical and combined ABMs products and services in accordance with MAOC (N) feedback.			✓
3. Further improve IMS to support law enforcement monitoring and control operations by developing MAOC (N) user requirements.			✓

7.5 COMMUNICATION (60000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7

Planned input		Actual input	
CA	1,410,696	1,365,667	
PA	1,410,696	1,313,821	
STAFF	2.5 AD, 2.75 AST, 1.75 CA	2.5 AD, 2.25 AST, 1.5 CA	
Performance Indicators (PI)		Target 2024	Result 2024
Social media	sum of followers of EMSA's social media channels	61,600	65,437
EMSA website	sum of page views to EMSA website	950,000	1,385,891
Public information	percentage of public inquiries responded to in 15 days or fewer	90%	99%
Outputs 2024			Achievements
1. Support the promotion of EMSA's five-year strategy, in each of its different priority areas, 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. Improve and further develop EMSA's online presence, ensuring that its web content is audience-focused, and increases the transparency and visibility of the Agency.			✓
4. Further increase EMSA's social media presence, focusing on building engaged online audiences through different social media channels.			✓
5. Further develop EMSA's multilingual policy in line with the Ombudsman's practical recommendations for the EU administration.			✓
6. Further promote the Agency among stakeholders at national level (EU, EFTA, IPA, ENP) with targeted local engagements and activities.			✓

7.6 MISSIONS AND EVENTS SUPPORT (65000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7

Planned input		Actual input	
CA	1,153,025	1,116,365	
PA	1,153,025	952,223	
STAFF	0.5 AD, 1.75 AST, 3.5 CA	0.5 AD, 1.75 AST, 2.75 CA	
Performance Indicators (PI)		Target 2024	Result 2024
Events support	total number of meetings/workshops organised by EMSA per year	90	127
	total number of participants at EMSA meetings/workshops per year	2,100	9,727
Outputs 2024			Achievements
1. Organisation of missions for EMSA staff travelling for business purposes.			✓
2. Reimbursement of mission costs to staff.			✓
3. Management of the framework contract with the EMSA travel agency.			✓
4. Advice and support to EMSA Staff on different matters (visa, security, etc.), especially for those travelling to third countries.			✓
5. Support the organisation of events/meetings (face-to-face, online and hybrid) in the Agency.			✓
6. Ensure state-of-the-art technical solutions for online and hybrid meetings.			✓
7. Ensure timely reimbursement of external participants to EMSA's events.			✓

7.7 EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)²²

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19

Planned input		Actual input	
STAFF			
Management, quality and greening	10.5 AD, 6.75 AST, 1.5 CA	9.5 AD, 7.25 AST, 1.25 CA	
Human resources, implementation of the Seat Agreement & document management	4.5 AD, 5 AST, 5.5 CA, 1 SNE	4.5 AD, 5 AST, 5.25 CA, 1 SNE	
Facilities and logistics	1.25 AD, 0.25 AST, 2.5 CA	1.25 AD, 0.25 AST, 2.5 CA	
Legal and Finance	4.75 AD, 5.5 AST, 2.25 CA	4.75 AD, 5.5 AST, 2 CA	

Performance Indicators (PI)		Target 2024	Result 2024
Planning	implementation of the Work Programme	as close as possible to full implementation	Assessed through CAAR 2024

²² Financial resources distributed across the activities.

Budget	execution rate commitment appropriations	as close as possible to 100% and in any case above 95%	99.22% ²³
	execution rate payment appropriations	as close as possible to 100% and in any case above 95%	97.13% ²⁴
Audits	ECA recommendations implemented in time	as close as possible to 100%	100%
	IAS recommendations implemented in time	as close as possible to 100%	100%
Quality	IQEMS certification maintained	Valid QMS and EMS Certificates	Yes
Greening	number of greening projects implemented	10	10
	EMAS registration maintained	EMAS registration maintained	Yes
Establishment plan	execution rate establishment plan	as close as possible to 100% and in any case above 95%	100%
Outputs 2024			Achievements
Management, quality & greening			
1. Implementation of EMSA's multi-annual strategy.			✓
2. Establishment and implementation of the budget of the Agency.			✓
3. Preparation of the meetings of the Administrative Board, decisions, minutes.			✓
4. Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Annual Activity Report and the Financial Statement.			✓
5. Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.			✓
6. Providing budget follow-up including execution of transfers.			✓
7. Providing and further developing budget planning and management tools.			✓
8. Maintaining the Internal Control Framework (ICF) and continuous assessment of the ICF.			✓
9. Maintaining EMSA IQEMS certification and continuous improvement of the system.			✓
10. Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.			✓
11. 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. Implementation and management 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.			✓

²³ C1 funds only.

²⁴ C1 funds only.

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 the EMSA Gender Plan and gender SMART indicators.	✓
12. Ensuring the correct functioning and development of the e-HR tools, Ares and other relevant tools supporting administrative procedures and workflows.	✓
13. Managing selection and recruitment processes.	✓
14. Management of the day to day of EMSA staff, including payroll, management of staff files, working time, staff helpdesk, schooling issues, etc.	✓
15. Implementation of EMSA HR Strategy.	✓
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.	✓
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.	✓
Facilities & logistics	
1. Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.	✓

Part II – Management

2.1 Administrative Board

Meetings

EMSA's Administrative Board held three ordinary meetings in 2024. The March Board meeting was held by video conference whilst the June and November meetings were held at the Agency's Headquarters in Lisbon. Each meeting was preceded by a meeting of the Administrative and Finance Committee where, in line with its mandate, technical, financial and administrative matters were reviewed in detail. Recommendations and opinions to the Administrative Board in accordance with the mandate of the Administrative and Finance Committee were provided, allowing the Administrative Board to focus on strategic orientations for the Agency's activities and discussions on substance.

Implementation of the EMSA 5-year Strategy

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

As per previous years, in this 5th year of implementation, the EMSA Single Programming Document 2024-2026 was based on the EMSA Strategy.

The main 2024 achievements against the Strategic Objectives are provided at the beginning of this document and operational achievements in each work area are provided in Part I – Operational activities. In addition, as foreseen in the Strategy, an assessment was conducted in 2024 on two levels, "taking into account the achievement of the multi-annual strategic objectives over successive years on the one hand, and the views of EMSA stakeholders on the other".

The results of the stakeholder survey were positive. Taking all areas of activity together 69% of the respondents rated the level of achievement of the Agency's strategic priorities as excellent or very good, 29% as good and only 2% as weak. Individually, Safety scored the strongest with 76% rating it as excellent or very good. All other activities hover around 70% excellent or very good except for Simplification & Digitalisation which scored respectively 64% and 65% excellent or very good.

Steering and monitoring the work of the Agency

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

According to the proposal tabled by the Commission for an amendment of the EMSA Founding Regulation, the Agency will no longer have a separate 5-year Strategy. EMSA's strategic outlook will be contained entirely in the multi-annual programming section of the SPDs.

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

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

Administrative Agreements

In 2024, the Administrative Board considered and approved the following draft administrative arrangements, amendments to service level agreements, as foreseen by Article 10(2)(cc) of the Agency's Founding Regulation:

- draft Administrative Arrangement between EMSA and the Norwegian Coastal Administration (NCA) for the hosting, maintenance, and operation of the North Sea/North Atlantic and the HELCOM regional AIS servers and their connection with SSN;
- draft Administrative Arrangement between EMSA and the Italian Coast Guard (ICG) for the hosting, maintenance, and operation of the Mediterranean regional AIS server (MAREΣ) and its connection with SSN;
- draft Service Level Agreement with EUROSTAT;
- draft Agreement with DG DIGIT – APPENDIX 11 to the Global SLA, for the eSign and eSeal services for the EU Seafarers' Certification Platform;
- draft Administrative Agreement between EMSA and the Caribbean MOU on PSC about the provision of RuleCheck and MAKCs to the members of their MOU;
- draft Administrative Agreement between EMSA and the Indian Ocean MOU on PSC about the provision of RuleCheck and MAKCs to the members of their MOU;
- draft Amendment n° 2 to the SLA with DG CLIMA;
- draft Amendment to the Agreement with CEDRE and CEFIC for MAR-ICE;
- draft Contribution Agreement with DG ENV;
- draft Terms of Use and General Conditions of the Risk-Based Assessment Tool (RBAT) tailored for Maritime Autonomous Surface Ships (MASS) and its application to EEA Member States and, through them, to relevant entities;
- draft Cooperation Agreement with EUNVAFOR for the Operation ASPIDES.

Written procedures

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

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

In 2024, there were 3 written procedures:

- adoption of the 2nd 2023 Budget amendment of the Agency;
- draft Contribution Agreement with the European Commission (DG MARE) for the Operational Phase of CISE;
- endorsement of the Draft EMSA Single Programming Document 2026-2028.

2.2 Major events

Adoption of the Maritime safety package in support of clean and modern shipping

Following the Commission proposal on 1 June 2023 of five legislative proposals to modernise EU rules on maritime safety and prevent water pollution from ships, on 18 November 2024 the Maritime safety package was adopted:

- 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 revised 'package' achieves a careful balance between, on the one hand, the need to ensure a high quality of shipping and, on the other, the need to safeguard the competitiveness of the European shipping sector, while also maintaining reasonable costs for operators and member states' administrations. Overall, it will equip the EU with modern tools to

support clean shipping by aligning EU rules with international standards while improving implementation and enforcement through an enhanced cooperation framework between European and national authorities.

The Agency will play a prominent role in the implementation of the new requirements through its support to Member States administrations to enforce the new rules.

The 5th Commission proposal is the revision of the EMSA's mandate and incorporates new tasks to better reflect the growing role EMSA plays in support of many aspects of maritime transport. It is expected that this proposal will be adopted in the course of 2025.

New Chairmanship of the EMSA Administrative Board

Following their election by acclamation in November 2023, the new Chairman and Deputy Chairman of the EMSA Administrative Board, Mr Wojciech Zdanowicz (PL) and Mr Benito Nunez Quintanilla (ES), took up their positions as of 5 December 2023.

Due to his appointment as Secretary General for Air and Maritime Transport of Spain, Mr Nunez Quintanilla stepped out as Deputy Chairman of the Board.

In June 2024, Mr Eric Banel (FR), already Chairman of the Administrative and Finance Committee, was elected Deputy Chairman of the EMSA Administrative Board by acclamation.

Appointment of the new Accounting Officer

Following the resignation of the Accounting Officer, who took up the same position at another EU Agency, the position became vacant. Against this background, the Administrative Board appointed Ms Katalin Duarte as Accounting Officer from 16 July 2024.

2.3 Budgetary and financial management

At the beginning of the fiscal year, the Agency was allocated an initial budget of 93,278,457 EUR which included: 89,752,275 EUR from the EU subsidy, 3,186,182 EUR from Third Countries contributions (EEA/EFTA excluding Switzerland), 250,000 EUR from LRIT fees and charges, and 90,000 from other contributions. This budget was structured to cover all planned activities and projects, ensuring alignment with the Agency's strategic objectives and annual work programme. The budget was divided into the following main categories:

1. Administrative Expenditure – Non-differentiated appropriations (Titles 1 and 2):

- **Title 1:** Covering personnel costs, office expenses, and other administrative overheads (34,664,497 EUR);
- **Title 2:** Covering office expenses and other administrative overheads (4,738,848 EUR)²⁵.

2. Operational Expenditure – Differentiated appropriations (Title 3):

- Funding the implementation of operational projects and activities, including anti-pollution measures and cooperation on coast guard functions (53,875,112 EUR).

At the beginning of 2024, the operational budget for Project Financed Actions (Title 4) was initially recorded as 'p.m.' (pro memoria). Funds were subsequently incorporated into the budget as both revenues and expenditures upon receipt of payments from third parties.

²⁵ Inclusive of C4 credits: 90,000 EUR

Budget Amendments

At the end of the year, the Agency's budget was amended to reflect both revenues and expenditures, incorporating revenues collected from specific sources (internal and external assigned revenue). These sources included services rendered against payment for project financed actions and other contributions, such as sums reimbursed, or funds generated. This amendment also accounted for the actual revenue from fees and charges (LRIT) that was budgeted at the beginning of the year (11,823 EUR less than initially foreseen).

Revenues from services rendered against payment amounted to 27,807,189 EUR generated from various project financed actions, including CISE, Data to EUROSTAT, Black and Caspian Sea, IPA, FRONTEX, EFCA, Copernicus, Equasis, Thetis EU, Thetis MRV & ETS, and CSN services to third parties in Greenland and the Dutch Islands.

Revenues from other contributions amounted to 664,941.40 EUR generated from sums paid by third parties for the usage of the Conference Centre and meeting rooms, and sums reimbursed for works carried out in the building by EMSA in 2023. Additionally, revenues were generated from the public sale of Oil Pollution Response (OPR) equipment to Dolphin I Maritime Company (Sale Contract 2024/EMSA/SA/1/2024 LOT 1 & LOT 2).

At year end, the total budget of the Agency amounted to 121,648,764 EUR. The amending budget was adopted in accordance with Article 34 of the EMSA Financial Regulation.

Budget Transfers

The Agency executed five budget transfers, including three transfers between budget titles and a corrigendum to rectify an administrative error in one of the transfers. All budget transfers were conducted in accordance with Article 26.2 of the EMSA Financial Regulation and adhered to the 10% limit of the appropriations for the year as indicated on the line from which the transfer was made.

Budget Implementation

As concerns C1 credits, the Agency executed 92,451,581 EUR in Commitment Appropriations (CA), representing 99.22% (compared to 99.94% in 2023) of the total budget for the year, and 90,501,588 EUR in Payment Appropriations (PA), amounting to 97.13% (compared to 98.44% in 2023) of the total budget.

Therefore, the target set by the Commission (DG BUDG) for the year (more than 95% execution) was reached concerning commitment execution. The payment execution is rated at 97.13% when only counting C1 funds; after taking into account automatic carry-overs of PA (C8 funds: appropriations carried over automatically), the Agency reached 98.60% of payment execution, equalling a cancellation of 1.40% (0.66% in 2023) and thereby meeting the target set by the Commission (DG BUDG) for the year (less than 5% cancellation).

As regards the administrative expenditure (Titles 1 and 2), at year end the budget amounted to 41,023,036 EUR (C1 credits only). The Agency committed 41,008,433 EUR (99.75% of the budget available), with 1,482,098 EUR in payment appropriations carried over to 2025.

For operational expenditure (Title 3), at year end the budget amounted to 52,153,597 EUR (C1 credits only). The Agency consumed 51,443,147 EUR in commitment appropriations and 50,975,253 EUR in payment appropriations, corresponding to 98.64% and 97.74%, respectively, of the budget available.

At year end, 1.36% and 2.26% of commitment and payment appropriations, respectively, remained unspent.

The schedule of payments and specific follow-up on Anti-Pollution Measures and Cooperation on coast guard functions were regularly reported to the Administrative Board and the Commission.

Regarding R0 funds for operational expenditure (Title 4), at year end the budget amounted to 51,301,420.23 EUR considering appropriations of the year and appropriations carried over from previous years. The Agency committed 40,620,130.04 EUR and paid 23,636,040.80 EUR corresponding to 79.18% and 46.07%, respectively, of the total appropriations for the year. 27,665,379.43 EUR in payment appropriations were carried over to 2025.

The total amount of C4 appropriations amounted to 664,941.40 EUR. 217,007.60 EUR were consumed, and 447,933.80 EUR of commitment and payment appropriations were automatically carried over to 2025.

As for C5 credits, the Agency consumed 100% of the budget for the year (30,978.94 EUR).

Regarding C8 funds, out of the 43,018,882.09 EUR carried forward, 55% were used (consumed), 44% remained as "open amount" (amount due, not yet paid), and 2% of the total has been de-committed (cancelled). Title 3 amounts are multi-

annual, therefore not expiring at the end of the year, and being partially or fully carried forward again to the following year as deemed necessary.

2024 has been a year of high inflation, which significantly impacted the salary expenses of the Agency. Repeated planning and budget reviews throughout the year, as well as several budget transfers, addressed and resolved the issue.

Planning and monitoring tools and processes are in place to ensure continuous and close follow-up of the activities, projects and related budget. This alignment of activities with objectives, streamlining of costs, and improvement of business practices provided consistent follow-up of the implementation of the objectives defined in the work programme.

Effective and efficient internal controls are also in place to support sound financial management across the Agency. Each financial operation is subject to at least one ex-ante verification.

Throughout the year, 43 procurement procedures were initiated (22 open, 5 special negotiated, 16 negotiated procedures - competitive with negotiation and very low and low value negotiated procedures), and a total of 39 contracts resulting from a procurement procedure were signed.

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

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

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

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

A cascade of annual declarations, in reverse order to the delegation of powers and to hierarchical 'sub-delegation by virtue' of organisational hierarchy, was established in accordance with the 'Charter of tasks and responsibilities of authorising officers by delegation' and with the 'Procedure for drawing up the CAAR of EMSA'. Each authorising officer by delegation reported to the authorising officer who delegated the powers on the implementation of programmes, operations or actions in respect of which powers have been delegated to her/him by means of the annual Declaration of Assurance. The materiality criteria for formal reservations to the annual declarations of assurance are defined in the 'Procedure for drawing up the CAAR of EMSA'.

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

- the nature and scope of the weakness;
- the duration of the weakness;
- the existence of compensatory measures (mitigating controls which reduce the impact of the weakness);

- the existence of corrective actions to correct the weakness (action plans and financial corrections) which have had a measurable impact.

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

2.5 Human Resources management

Following its adoption in 2023, the HR Strategy entered its second year of implementation under the five pillars: S for Sustainable Engagement, T for Talent, A for Attractivity, F for Flexibility and F for Future.

In January 2024, an EMSA all-staff survey was launched and was conducted across 7 key categories: organisation, work environment, position, career and development, working together, management, working methods and overall satisfaction.

The outcome of this survey will help EMSA's leadership to understand the organisation's strengths and areas for improvement to enhance employee satisfaction, engagement, and overall effectiveness.

Following the compilation and assessment of the results, a presentation to all staff took place at the end of April, together with a workshop covering the different areas of the survey. Staff were distributed into different working groups and brainstormed on possible actions that could be taken in order to address areas for improvement that were identified in the survey. The outcome of this workshop led to a revision of the action plan of the HR Strategy increasing the expected outputs.

Further to committing to promote Diversity & Inclusion (D&I) in its HR Strategy under the pillar of 'Attractivity: Respect for diversity', EMSA held a workshop where staff were able to put forward areas that EMSA could address in the D&I policy.

Following this workshop, a D&I policy was developed. The policy is divided into horizontal, cross-cutting as well as specific objectives to foster D&I at EMSA in the broadest way possible. The overall objectives have been incorporated under the different actions in the HR Strategy. Some actions related to D&I have already been initiated. Examples include an unconscious bias training for selection committee members, anonymous screening of applications in external selection procedures and attending career fairs for under-represented nationalities.

In its HR Strategy, EMSA also identified the need to develop initiatives to guarantee the physical and mental wellbeing of staff through its 'flexible organisation' pillar. Having a good work-life balance, inclusion and respect are very important in the workplace and increase the wellbeing of staff.

EMSA therefore created the Well@EMSA initiative that is centred on three fundamental areas: physical wellbeing, mental wellbeing and workplace wellbeing.

EMSA continued its strong commitment to improving gender balance and equality in the maritime sector by continuing to implement actions from its Gender Action Plan for 2022-2025. Given EMSA's low turnover rate, the plan focuses on improving gender balance and equality in the long term at EMSA on a qualitative basis. This will be achieved through various actions such as awareness campaigns, outside activities challenging stereotypes, equality regarding working conditions and the promotion of EMSA and maritime careers. Members of EMSA's Women Network have assisted to implement the Gender Action Plan through the very successful Speed Network Initiative and Ambassador Programme, aiming to attract women and the younger generation not only at EMSA, but the transport, maritime and ICT sectors as well.

The Agency won a Certificate of Excellence for the abovementioned Ambassador Programme initiative at the 2024 EUAN Diversity & Inclusion Awards.

During 2024 the workload related to recruitment was very high to anticipate the increase in additional staff stemming from the new safety package and be able to have the required workforce in place to fulfil its mandate. At the end of the year, EMSA achieved a 100% occupancy rate in its establishment plan.

In line with EMSA's mentorship programme, newcomers were guided by a dedicated EMSA welcome partner and a mentor. These assigned staff members help newcomers to better integrate by sharing knowledge and experience of working at

EMSA or relocating to Portugal and also providing guidance, encourage, and adapt to the new working environment as quickly and efficiently as possible.

One of the objectives under the Sustainable Engagement pillar of the HR Strategy is to ensure staff engagement/retention. Often staff members who leave have spent many years at the Agency and their experience as well as the reasons for their decision to leave the Agency can provide valuable lessons from a human resources perspective. The exit procedure was revised and now includes an exit questionnaire and follow-up interview. The feedback will enable the Agency to identify the areas where the Agency is doing well and those where improvement is needed to retain talented staff.

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

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

The traineeship programme continued to be successful. The revised duration makes the traineeship scheme more attractive and has effectively allowed Agency to benefit more from the expertise the trainees have gained in their initial months of traineeship. The traineeship onboarding and induction was also revised and implemented in 2024 to enhance the integration of trainees at EMSA. Activities such as the possibility of working on cross-departmental projects, participating in visits to other EU and international entities in Portugal and guidance sessions on applying to EU jobs are now included.

As part of the HR Strategy, in order to continue fostering mobility and talent, the first internal exercise to give EMSA contract agents the possibility to continue advancing in their careers was finalised in 2024.

Training and development actions continued remotely and presential during the year focusing on EMSA's strategic priorities and the individual needs of staff.

Job descriptions were harmonised to foster consistency across the Agency. This action is part of a more comprehensive project aiming at setting career paths for EMSA staff.

In the context of prevention of harassment at the workplace, six appointed Confidential Counsellors were active in this role at the Agency. Specific training sessions addressing this topic took place for all staff and managers.

One implementing rule amending the general implementing provisions on the transfer of pension rights entered into force by analogy at EMSA on 1 December 2024, namely Commission Decision C(2024) 1038 of 21.2.2024 amending Decision C(2011)1278 final on the general implementing provisions for Articles 11 and 12 of Annex VIII to the Staff Regulations on the transfer of pension rights. This amendment concerned the conversion coefficients to be applied for inward and outward transfers.

In addition, at its June meeting, the Administrative Board adopted a decision giving a mandate to the Executive Director to request the Commission's agreement on the derogation from the adoption of the Commission Decision C(2023)8630 of 12.12.2023 on the prevention of and fight against psychological and sexual harassment, and repealing Decision C(2006) 1624/3. A so called model decision for EMSA's on this important matter, more adapted to the specific circumstances of the Agencies is currently being drafted.

During the course of 2024 the Commission Internal Audit Services conducted an audit on human resources management and ethics in EMSA. The conclusion of this audit was positive as the IAS concluded that the management and internal control system in EMSA for managing its human resources and ethics activities are adequately designed and effectively and efficiently implemented in compliance with the regulatory framework and guidelines for EU bodies. More details of this audit can be found in section 2.7.1. of this report.

2.5.1 Data Protection

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

In 2024, 19 queries were answered using the dedicate ticketing system.

Since the entry into force of the Regulation, a considerable number of new Records of Processing Activities were created in the Agency. In 2024, twenty-six new and amended Records of Processing Activities were registered, included in the DPO Registry and uploaded on the Intranet and EMSA website.

In 2024, EMSA carried one Data Protection Impact Assessment (DPIA).

In addition to the above activities, one Personal Data Breach was detected in 2024 and the necessary mitigating measures were taken in accordance with EMSA Data Breach Manual.

2.6 Strategy for efficiency gains

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

To support this process, the Agency has been monitoring key indicators, ensuring that the increased number of transactions, operational outputs and work volume over the past five years were effectively handled with essentially a stable number of staff. During the course of 2024 the following actions took place:

- The Agency worked to further enhance EMSA's internal e-learning activities and content production to free up resources, enabling them to address the increased workload and focus on more strategic tasks;
- The ex-ante verification process has been streamlined to accommodate the additional workload;
- The Agency introduced a new mission management tool used by other EU Institutions. This will save time for initiating and verifying agents;
- Recruitment procedures, in particular concerning the SNEs selection procedures, were simplified by creating broader reserve lists and thus reducing the number of procedures;
- The analysis of the use of Artificial Intelligence (AI) in different administrative procedures and daily work to help staff to carry out their day to day work in a more efficient manner;
- The Agency updated the management of the increasing number of requests for access to documents by creating a network of trained case handlers across the Agency alongside legal services. This enhanced efficiency in this area;
- In the area of accountancy internal tools were updated in order to streamline processes.

During 2025, additional efficiency gains will be implemented to allow the Agency to continue to deliver with an increased operational workforce and additional tasks whilst maintaining a stable overhead. Different functions in the corporate services department or other support functions are under analysis with the aim to reallocate resources to absorb the growth in terms of staff, budget and number of financial transactions and procurements.

The EMSA Financial Regulation establishes the obligation for the Agencies to carry out a benchmarking exercise with the aim of being able to justify administrative expenditure in a more structured way. At this stage, the implementation of the relevant provisions of the Framework Financial Regulation consists of a job screening exercise which is an essential element of the wider benchmarking exercise. The 2024 annual job screening exercise was carried out at EMSA. The screening also improves transparency by providing information on how jobs are assigned. This facilitates to make better informed strategic decisions on resource allocation.

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

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

EMSA and the EUDA continued to work closely with a view to increasing effectiveness, efficiency and save costs given the geographical proximity of the agencies. In 2024, EMSA and EUDA carried out 3 common procurements, organised common

training activities and provided mutual assistance in recruitment processes. EMSA and EFCA continued to ensure the mutual back-up arrangement in place for the accounting function in both Agencies.

The Agency also supported CEPOL by conducting the internal audit of their QMS (9001) systems. The Accounting Officer cooperated with FRA in the context of internal supporting tools.

2.7 Assessment of audit results during the reporting year

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

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

All recommendations and observations stemming from various audits from years before 2024 were addressed and there were no pending actions that could have a negative influence on the risks linked to the Agency's activities. In particular, all action plans stemming from past audits were implemented within the agreed time frame: by 31 December 2024 all action plans, due by year-end, were fully implemented by the Agency.

In line with EMSA's Founding Regulation and following a decision of the Administrative Board extending the mandate of the Administrative and Finance Committee to provide assistance to the Administrative Board to 'monitor the findings and the recommendations stemming from various audit reports and evaluations, whether internal or external, and the EMSA follow up', the outcome of the different audits as well as the state-of-play of the implementation of the different action plans to address detected shortcomings were reported on a regular basis throughout the year to EMSA's Administrative Board.

2.7.1 IAS

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

As foreseen in this audit plan, and as agreed by the Agency, the audit on the 'human resources management and ethics' was initiated in 2024 and the field work of this audit was conducted between May and July 2024. The draft report was issued on 17 December 2024 and consequently accepted by the Agency²⁶.

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

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

Notwithstanding the overall positive conclusion, the IAS has identified three areas for improvement²⁷ :

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

The Agency prepared an action plan to address all recommendations.

²⁶ The final report was issued on 20 January 2025.

²⁷ The IAS issued 3 Important recommendations. Recommendations are categorized as Critical, Very Important or Important

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

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

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

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

2.7.2 ECA

Following its audit of the financial accounts for 2023 the European Court of Auditors issued the opinion that ‘the accounts of the Agency for the year ended 31 December 2023 present fairly, in all material respects, the financial position of the Agency at 31 December 2023, the results of its operations, its cash flows, and the changes in net assets for the year then ended, in accordance with its Financial Regulation and with accounting rules adopted by the Commission’s accounting officer.’ Moreover, the Court concluded that the transactions underlying the annual accounts were legal and regular in all material aspects.

As a result of this audit, the ECA issued one observation.

The ECA audited an open procurement procedure for the provision of remotely piloted aircraft systems for maritime surveillance over an extended coastal range. The winning bidder submitted two separate tenders for the procurement procedure. The key difference between the two related to the inclusion of a technical feature (an automatic scanning sensor) in one of the tenders but not the other. Both tenders were accepted and evaluated by the contracting authority. Accepting more than one tender from the same bidder in the same open procedure was a breach of Article 164(2) of the Financial Regulation and contrary to the legal principles of transparency and equal treatment. By submitting more than one tender in the same procedure, an economic operator could unduly improve its chances of winning by its ability and willingness to invest more resources to prepare several bids, instead of clearly presenting the best bid it can offer. However, before the submission deadline all the bidders were informed, in reply to a question from one of them, that they could submit multiple tenders, and none of them objected. Moreover, the two tenders submitted by the winning bidder were ranked first and second. For these reasons, we conclude that, even without this breach of Article 164(2), the outcome of the procedure would have been the same.

The Agency took note of the observation of the Court. The Agency’s legal interpretation is that it was lawful and in line with the Financial Regulation to accept multiple tenders from the same tenderer in the context of the audited procedure. As was the case for the audited procedure, EMSA is following the guidelines and templates provided by DG BUDG. To ensure the principle of transparency and equal treatment, the Agency took all the necessary actions to ensure that its tender specifications are clear from the outset whether multiple tenders are accepted or not, keeping the wording updated in line with the latest version of the standard templates made available to EU Institutions and bodies.

The full Report on the annual accounts of the European Maritime Safety Agency (EMSA) for the financial year 2023, together with the Agency’s reply can be consulted on the ECA’s website.²⁸

In accordance with Article 104 of the Agency’s Financial Regulation, the audit on the Agency’s financial accounts 2023 was partially performed by an external audit firm, Mazars.

2.7.3 QMS and other Audits

The Agency is certified by TUV Rheinland Portugal for three ISO Standards: ISO 9001 for Quality Management System, ISO 14001 for Environmental Management System and ISO 29993 for training services outside formal education. During

²⁸ <https://www.eca.europa.eu/en/publications?ref=SAR-AGENCIES-2023>

2024, the certification was maintained, and an internal audit was performed in preparation of the annual verification external audit scheduled for February 2025.

2.8a Follow up of audits plans, audits and recommendations

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

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

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

At the end of 2024, all audit recommendations with an action implementation date of 31/12/2024 and earlier had been implemented.

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

During 2024 no cases were reported. There are no recommendations pending.

2.9 Follow up of observations from the Discharge authority

In reply to observations and comments made by the European Parliament in its discharge of 2022²⁹, the Agency provided further information on actions taken to address previously identified areas for improvement and highlighted some actions taken that are of the interest of the European Parliament.

More in particular, the Agency informed the European Parliament regarding the progress concerning the Agency's new HR Strategy.

The HR Strategy consists of five pillars: (S) Sustainable Engagement, (T) Talent, (A) Attractivity, (F) Flexibility, and (F) Future. Each pillar includes specific objectives and actions EMSA will implement.

Under the Sustainable Engagement pillar, EMSA has revamped the Induction Programme for newcomers, including:

- the introduction of a "Welcome Partner": A new role to provide specific support from the newcomer's unit;
- an update of the Mentoring Programme and Welcome Pack;
- the implementation of an online induction programme which consists of an engaging e-learning experience covering EMSA's work, ethics and integrity.

The Decision of the Administrative Board of 15 November 2023, which lays down general implementing provisions on working time and hybrid working came into force on 1 January 2024. The Agency prepared an all-staff meeting to present the new decision on 11 January 2024.

2.10 Environment management

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

Following the adoption and continuous development of the environmental management systems as well as the adoption of the EMSA Environmental Statement, EMSA received the ISO 14001:2015 certificate.

²⁹ European Parliament decision of 11 April 2024 on discharge in respect of the implementation of the budget of the European Maritime Safety Agency for the financial year 2022 (2023/2158(DEC)); and the European Parliament decision of 11 April 2024 on the closure of the accounts of the European Maritime Safety Agency for the financial year 2022 (2023/2158(DEC)).

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

In 2024, the following greening activities and projects have been carried out:

- Participation in Vélomai 2024, the Walking Challenge 2024 and a Coastal Cleaning event organised by the Association of Families of Portuguese Diplomats;
- Continuation of the greening communication campaign, including a number of challenges for staff e.g., giving up bins in offices with the aim to reduce waste;
- Promoting and organising the 'Greening Award Initiative' in the framework of the European Coast Guard cooperation;
- Continuation of campaigns to promote the reuse of clothes, toys and books for donation;
- Completing the design phase of a few projects for visible greening in EMSA;
- Optimizing the management of air conditioning in empty offices during summer holidays;
- Reducing paper by further digitalization: removal of the printing option for EMSA communication projects (e.g., EMSA reports) and reducing the number of EMSA printers including the implementation of a new concept for printing;
- Continuation of implementing a policy of purchasing green stationery materials as well as green EMSA corporate gifts, eliminating plastic and single-use items, and reusing items as much as possible;
- Collecting bottle caps to support solidarity initiatives;
- Introduction of waste bins for the collection of organic waste;
- Sale of the EMSA's fuel car (to be replaced by an electric vehicle in 2025);
- The Administrative Notice on the application of the "Mission Guide" was updated with greening elements;
- Organisation of a survey on Staff's commuting to analyse the impact on EMSA's CO₂ footprint;
- Offsetting EMSA's CO₂ emissions for all EMSA business travel by supporting offsetting Gold standard projects: Agro Hemp Iberia and Sumidero Monte Bachao.

The EMSA Environmental Statement, available on EMSA's website, provides a detailed report of the Agency greening activities and report on environmental aspects³⁰.

2.11 Assessment by management

The Agency's operational and administrative activities in 2024 were carried out in accordance with the work programme for the corresponding year, with the necessary guidance and support of the Administrative Board. Regular consultations through the Administrative Board meetings and the written procedure mechanism allowed for transparent and constructive exchange of information between the Agency and its governing body.

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

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

³⁰ <https://www.emsa.europa.eu/environmental-management/environmental.html>

Part II (b) External Evaluations

The last evaluation from May 2017 concluded that by operating at EU level, EMSA is providing significant added value and has become an important and respected player in the maritime community. The Agency's efficiency has increased, demonstrated by a lower share of overhead expenditure, the accomplished new tasks without additional resources and also due to the performance management system used by the Agency. The cost effectiveness of the Agency's activities is assessed positively. As a result, the evaluation concludes that EMSA's services and products are cost-effective and provide value for money within the context of the EU maritime sector and within all areas of work. The full evaluation report is available on the Agency's website: <http://emsa.europa.eu/who-are-we/admin-board/evaluation-activities.html>.

A study concerning the possible revision of the Agency's mandate has been finalised by the Commission culminating into a proposal presented in June 2023. Negotiations about this revision are ongoing. This could have an impact on the Agency's tasks in the years to come.

Part III Assessment of the effectiveness of the internal control systems

3.1 Risk Management

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

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

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

In accordance with the Agency's Risk Management Framework the framework and risk register were fully updated and fine-tuned in 2024. During this exercise, in light of the update of the Agency's Anti-Fraud strategy, special attention was given to the identification of potential fraud-related risks and overall opportunities.

The update of the Agency's risk register did not result in any critical risks that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance. During 2024 none of the previously identified risks materialised.

3.2 Fraud Prevention and Detection

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

In preparation for the 2021-2027 MFF, the Commission updated its own Anti-Fraud Strategy ('the 2019 CAFS'). The current strategy, adopted by the Administrative Board in March 2021, is expiring the end of 2024.

During the course of 2024, the Agency started with the preparation of the update of its Anti-Fraud strategy. The updated AFS – developed in close cooperation with the Commission (DG MOVE / SRD and OLAF) will be adopted early 2025 and will cover the period 2025-2028.

EMSA's Anti-Fraud Strategy is based on the updated methodology and guidance presented by OLAF in 2024. It provides an updated 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) as part of the Risk Management;
- Setting the Agency's objectives regarding the prevention and detection of fraud;
- Establishing an Action plan implementing the anti-fraud strategy;
- Evaluating the impact of the strategy and updating the strategy or action plan.

During the course of 2024, overall the residual risks related to fraud remained low and no new risks related to fraud were identified.

In line with the above, the Agency continuously implements a number of actions to (i) Promote the highest level of integrity of EMSA staff, (ii) Support effective prevention and detection of fraud risk and (iii) Establish appropriate internal procedures for reporting and handling potential fraud cases and their outcomes.

Examples of such measures include the obligatory training for all staff on Ethics and Integrity, the updated guidelines on whistleblowing and the continuous update of the mechanisms and procedures to avoid or manage conflict of interest.

3.3 Compliance and effectiveness of Internal Control Standards

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

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

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

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

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

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

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

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

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

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

Regarding the efficiency and economy of the controls, no anomalies were reported to indicate that the efficiency and economy were under question. However, in order to better measure the efficiency and economy of the controls, EMSA is working on introducing an improved control strategy and some more detailed indicators.

The estimated cost of controls for EMSA in 2024 is 1,441,214 EUR. The calculation method has been based on the approach used in the Commission and includes the estimated average salary costs (including social charges) of the staff involved in the key control systems such as the legal and financial verification as well as in other internal, budgetary and accounting controls. The estimation does not take into account the costs paid by the Agency for external audits nor does it include any direct or indirect information technology costs (E.g. licence fees for ABAC), any staff costs for general control related activities (e.g. planning, quality management) or any other overhead costs (e.g. costs for office space).

Another key element of EMSA's internal control framework is the control and registration of exceptions to established regulations, policies, rules and procedures. An exception is any transaction, financial or operational, which requires an approach that deviates from EMSA's regulations, policies, rules and procedures. A total of 4 of such exceptions were registered in 2024 (same number as in 2023), of which 1 ex-ante (approval for a future foreseeable deviation) and 3 ex-post

(approval after the deviation had occurred) exceptions. There were 3 financial related exceptions for amount varying between 1,518.47 and 111,154.68 EUR.

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

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

Part IV Management assurance

4.1 Review of the elements supporting assurance

On the basis of elements of the internal control systems and the assurance they provide – the building blocks of assurance – the Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report. The building blocks of assurance that are normally in place and were available to the Executive Director in 2023 are outlined below.

Monitoring and reporting – budget implementation

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

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

Monitoring and reporting – programme implementation

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

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

Delegation of powers and declarations of assurance

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

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

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

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

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

The Accounting Officer's certification of the provisional accounts 2024 have been provided by 1 March 2024 (Art. 101 and 102, EMSA Financial Regulation) and should provide reasonable assurance to the Executive Director that the accounts present a true and fair view of the financial situation of the Agency.

Other internal control tools

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

The work of the Internal Audit Service and the European Court of Auditors concerning the Agency in 2024 and the follow-up by the Agency is reported in section 2.7.

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

Use of ISO³¹ Standards for better management assurance

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

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

During 2024, the certification was maintained and an internal audit was performed in preparation of the annual verification external audit that is scheduled to take place in February 2025.

4.2 Reservations

There were no reservations.

4.3 Overall conclusion on assurance

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

³¹ ISO – International Organization for Standardization - <https://www.iso.org/home.html>

Part V Declarations of assurance

Internal Control Coordinator



Declaration of assurance

Statement of the EMSA Internal Control Coordinator

I, the undersigned, Tom Van Hees,

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

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

Lisbon, 24 January 2025

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

Tom Van Hees,
Internal Control Coordinator



Declaration of assurance

Declaration of the Executive Director

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

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

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

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

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

Lisbon, 29 January 2025

A handwritten signature in blue ink, appearing to read "Maja Kostelac", written in a cursive style.

Maja Markovčić Kostelac
Executive Director

Annexes

Annex I. Core business statistics

EMSA Key Performance Indicators 2024³²

KPI n°	KPI name	Target 2024	Result 2024
SUSTAINABILITY			
<i>PREVENTION OF POLLUTION BY SHIPS (46000)</i>			
1	Pollution Prevention Studies	2	3
2	Pollution Prevention Workshops	2	2
3	Pollution Prevention Environmental report	1	1 ³³
<i>OPERATIONAL POLLUTION RESPONSE SERVICES (51000)</i>			
4	Number of fully equipped vessels for mechanical recovery	14	14
5	Number of vessels for intermediate storage	1	1
6	Number of fully equipped vessels for dispersant application	5	5
7	Number of vessels equipped with RPAS	12	12
8	Number of newly contracted vessels accepted in services	2	2
9	Number of EAS stockpiles	5	5
10	Number of newly contracted EAS established	2	2
11	Number of improvement projects completed	5	6
12	Percentage of contractual vessels quarterly drills performed	100%	100%
13	Number of operational exercises per year	8	12
14	Percentage of contractual Equipment Assistance Service (EAS) ETCs performed	100%	100%
15	Number of notification exercises per year	12	18
16	Percentage vessels mobilisation within max 24h	100%	100%
17	Percentage EAS mobilisation within max 12h	100%	100%
18	Number of dispersant stockpiles	8	8
19	Minimum quantity of dispersants available at any time	1,580 tonnes	1,580 tonnes
20	Percentage of responses within 2 hrs.	100%	100%

³² For most of the KPIs, source of the data is internal. When this is not the case, the information is provided in footnote.

³³ The second EMTER was finalised in 2024 and published early 2025. The official Launch Event, in the presence of European Commissioners, senior officials from the International Maritime Organisation, high-level representatives from EU Member States, as well as from industry, civil society, and the scientific community took place on 4 February at the EMSA Headquarters in Lisbon.

KPI n°	KPI name	Target 2024	Result 2024
21	Number of datasheets produced/revised	20	20
22	Number of workshops, guidance documents, studies CTG MPPR	3	5
23	Number of meetings (CTG MPPR, PRS-User Group and Inter-Secretariat meetings with Regional Agreements)	3	3
SURVEILLANCE			
<i>CLENASEANET AND RPAS FOR EMISSION MONITORING (52000)</i>			
24	Percentage per year EO image delivery ratio (CSN)	90%	98%
25	Percentage response rate to requests for participation in oil spill response exercises	100%	100%
26	Number of RPAS deployment days per year for emissions monitoring operations ³⁴	360	405
27	Number of RPAS deployment for emissions monitoring	3	3
<i>MULTIPURPOSE MARITIME SURVEILLANCE RPAS (21020)</i>			
28	Number of RPAS deployments for multipurpose operations	5	6
29	Number of RPAS deployment days per year for multipurpose operations ³⁵	600	875
<i>SATELLITE BASED SERVICES AND SURVEILLANCE INNOVATION (21060)</i>			
30	Global data stream availability ³⁶	99%	99.61%
31	Percentage Earth Observation services response rate to maritime emergency requests	100%	100%
32	Number of implemented market research or pre-operational activities, to assess the maturity or integrate new surveillance capabilities	2	3
<i>COPERNICUS MARITIME SURVEILLANCE SERVICE (75000)</i>			
33	Percentage per year EO image delivery ratio (Copernicus)	90%	94%
34	Number of Member States National Administrations, EU institutions and international organisations using the service	65	76
SAFETY & SECURITY			
<i>MARITIME SAFETY incl. EQUASIS (76000) (44000)</i>			
35	Number of MarED meetings per year	1	2
36	Number of draft MED Implementing Rules provided to the Commission	1	1
37	Number of meetings (IMO Participation and Contribution)	4	6
38	Number of meetings (Passenger Ship Safety Expert SubGroups)	3	4
39	Number of safety studies and guidance products published	2	6

³⁴ Source of data : RPAS DC and validated flight plans.

³⁵ Source of data : RPAS DC and validated flight plans.

³⁶ Source of data : SAT-AIS data streams from commercial providers and Member States national missions.

KPI n°	KPI name	Target 2024	Result 2024
40	Percentage per year availability (EQUASIS) ³⁷	99.5%	99.04% ³⁸
41	Number of users per month (EQUASIS) ³⁹	32,000	40,084
<i>HUMAN ELEMENT (36000)</i>			
42	STCW Statistical overview	1	1
43	Number of Human Element workshops	2	1 ⁴⁰
<i>ACCIDENT INVESTIGATION (42000)</i>			
44	Number of EMCIP meetings per year	2	2
45	Number of PCF meetings per year	1	2
46	Publication of the Annual Overview of Marine Casualties and Incidents	1	1
47	Underwater survey services based on ROVs - percentage of response to Member States' requests	100%	100%
<i>MARITIME SECURITY (34000)</i>			
48	Number of individual missions per year	29	23 ⁴¹
49	Percentage of inspection reports concluded within the deadline agreed with the European Commission	95%	100%
SIMPLIFICATION			
<i>SAFESEANET (21030)</i>			
50	Percentage per year availability of central SSN system ⁴²	99%	99.47%
51	Hours maximum continuous downtime of central SafeSeaNet system ⁴³	max 12h	17h52min ⁴⁴
52	Percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements ⁴⁵	99%	100%
53	Percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements ⁴⁶	99%	100%
<i>EUROPEAN MARITIME SINGLE WINDOW ENVIRONEMENT (21040)</i>			
The information exchange requirements of the Reporting Formalities Directive are integrated in the SafeSeaNet services, and therefore covered by the SafeSeaNet indicators.			

³⁷ Source of data : Equasis TU.

³⁸ 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.

³⁹ Source of data : Equasis TU.

⁴⁰ Second workshop proposed has been cancelled by DG MOVE

⁴¹ Various changes within the DG MOVE inspectors' team led to a fewer number of missions executed.

⁴² Source of data : SSN-EIS.

⁴³ Source of data : SSN-EIS.

⁴⁴ 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.

⁴⁵ Source of data : SSN-EIS.

⁴⁶ Source of data : SSN-EIS.

KPI n°	KPI name	Target 2024	Result 2024
<i>LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)</i>			
54	Percentage per month availability EU LRIT Data Centre ⁴⁷	99%	99.94%
55	Hours maximum continuous downtime EU LRIT Data Centre ⁴⁸	max 4h	53min
56	Percentage position reports delivered in acc. with IMO requirements (periodic reports: 15 min; polls: 30 min) ⁴⁹	99%	99.5%
57	Percentage per year availability to users through UWI ⁵⁰	99%	99.3%
58	Percentage per year availability of LRIT IDE in accordance with IMO requirements ⁵¹	99.9%	99.98%
59	Hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements ⁵²	max 4h	01h30min
<i>eCERTIFICATION (21050)</i>			
60	Number of modules available (EU Seafarers' Certification Platform)	1	2
<i>MARITIME DIGITAL SERVICES (45000)</i>			
61	Percentage per year availability of IMS to Member States, including ABMs ⁵³	99%	99.47%
62	Percentage per year availability of IMS specific functionalities and data sets to EU bodies (EUNAVFOR Atalanta, EUNAFOR Med (Operation Irini), EUROPOL) ⁵⁴	99%	99.76%
63	Percentage per year availability of IMS Mobile App service ⁵⁵	99%	100%
64	Overall number of IMS services users ⁵⁶	6,850	7,931
65	Overall number of IMS S2S services ⁵⁷	14	16
66	Overall number of organizations ⁵⁸	640	704
67	Active Automated Behaviour Monitoring (ABM) algorithms ⁵⁹	850	1201

⁴⁷ Source of data: LRIT-CDC.

⁴⁸ Source of data: LRIT-CDC.

⁴⁹ Source of data: LRIT-CDC.

⁵⁰ Source of data: Nagios.

⁵¹ Source of data: LRIT-IDE.

⁵² Source of data: LRIT-IDE.

⁵³ Source of data: Nagios.

⁵⁴ Source of data: Nagios.

⁵⁵ Source of data: Nagios.

⁵⁶ Source of data: Identity Management System (IdM).

⁵⁷ Source of data: Active S2S interfaces from the IMS UCM 19.1 document

⁵⁸ Source of data: Identity Management System (IdM)

⁵⁹ Source of data: Combined analysis based on the status of ABM algorithms in: ABM admin console in SEG; STAR ABM database and Qlik BI tool.

KPI n°	KPI name	Target 2024	Result 2024
<i>THETIS AND THETIS-EU (77000)</i>			
68	Availability in percentage ⁶⁰	96%	99.47%
69	Hours maximum continuous downtime ⁶¹	max 6h	3h30
70	Percentage of requests closed in less than 5 days (THETIS Helpdesk) ⁶²	75%	91.82% ⁶³
<i>THETIS-MRV & ETS (77100)</i>			
71	System availability THETIS-MRV & ETS ⁶⁴	95%	99.92%
72	Hours maximum continuous downtime THETIS-MRV & ETS ⁶⁵	max 12h	20sec
73	ETS enhancements available as per defined schedule	yes	yes
74	FuelEU Maritime IT initial developments available as per defined schedule	yes	yes
<i>OTHER DIGITAL SERVICES</i>			
75	Percentage per year availability of RuleCheck ⁶⁶	97%	99.97%
76	Days maximum continuous downtime of RuleCheck ⁶⁷	max 2 days	30min
77	Percentage per year availability (STCW IS) ⁶⁸	96%	99.7%
78	Percentage per year availability of MED data base ⁶⁹	96%	99.99%
79	RPAS DC availability ⁷⁰	95%	99.3%
80	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	97.5%	100%
81	Percentage per year availability of EMCIP ⁷¹	90%	99.61%
82	Percentage per year availability of DONA ⁷²	95%	99.78%
83	Percentage per year availability of MARINFO ⁷³	95%	99.25%

⁶⁰ Source of data: Nagios.

⁶¹ Source of data: Nagios.

⁶² Source of data: JIRA ticketing tool.

⁶³ This result relates to Q1 and Q2. On 1 July 2024 the THETIS Helpdesk was integrated in the Maritime Support Services (see KPI 89).

⁶⁴ Source of data: Nagios.

⁶⁵ Source of data: Nagios.

⁶⁶ Source of data: Nagios.

⁶⁷ Source of data: Nagios.

⁶⁸ Source of data: Nagios.

⁶⁹ Source of data: Microsoft Azure Cloud – Application Insights.

⁷⁰ Source of data: RPAS DC.

⁷¹ Source of data: Nagios.

⁷² Source of data: Nagios.

⁷³ Source of data: Windows Azure performance metrics Monthly report.

KPI n°	KPI name	Target 2024	Result 2024
84	Number of use cases deployed BlueDW	1	1
<i>CISE TRANSITIONAL PHASE (79020)</i>			
85	Number of CISE Stakeholder Group CSG meetings per year	1	2 ⁷⁴
86	Overall number of Training and Best Practice Workshop per year	2	6 ⁷⁵
87	Number of CISE's nodes deployed in the network	14	16
<i>MARITIME SUPPORT SERVICES (24000)</i>			
88	Average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests ⁷⁶	<2h	17.3min
89	Average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions ⁷⁷	<8h	26.7min
90	Reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25 Reports	25 Reports
91	Average time to activate the emergency phase of the Contingency Plan from the moment a suitable request for assistance is received from a Member State	<2h	1h15min
<i>ICT OPERATIONS (64000)</i>			
92	Percentage of timely response to users' ICT requests ⁷⁸	95%	97.44%
93	ICT Infrastructure availability per year ⁷⁹	99.5%	100%
94	Number of tested, validated and deployed releases to the test and pre-production ⁸⁰	>170	299
TECHNICAL ASSISTANCE			
VISITS AND INSPECTIONS			
<i>CLASSIFICATION SOCIETIES (31000)</i>			
95	Number of RO inspections per year	16-20	17
96	Number of RO draft assessment reports per year	5-6	5
<i>SEAFARER TRAINING AND CERTIFICATION (32000)</i>			
97	Number of inspections and visits per year	7-9	7
98	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%

⁷⁴ 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.

⁷⁵ The target for Best Practice Trainings and Workshops was for the Transitional Phase. By the end of 2024 six Workshops and Trainings were organised. The target for the Operational Phase (July 2024 onwards) is four Trainings and Workshops per year.

⁷⁶ Source of data: JIRA ticketing tool.

⁷⁷ Source of data: JIRA ticketing tool.

⁷⁸ Source of data: JIRA ticketing tool.

⁷⁹ Source of data: Nagios.

⁸⁰ Source of data: JIRA ticketing tool.

KPI n°	KPI name	Target 2024	Result 2024
<i>VISITS TO MEMBER STATES (33000)</i>			
99	Number of visits per year	12	12
100	Percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	100%
CAPACITY BUILDING			
<i>ANALYTICS AND RESEARCH (35000)</i>			
101	Number of horizontal analyses per year	1	2
102	Number of updated of the EU Maritime profile	4	4
103	Number of workshops (HA and end of cycle workshop)	1	1
<i>CAPACITY BUILDING AND EMSA ACADEMY (43000) & IPA III EU Funds for Candidate and Potential Candidate Countries (78000)</i>			
104	Number of common core curricula delivered	3 to 4	4
105	Number of part time training courses delivered	4	9
106	Number of short courses delivered	4 to 5	34
107	Number of awareness sessions on tools and services delivered	20	10 ⁸¹
108	Number of Member States' experts attending per year	800	1,333
109	Number of IPA experts attending learning services per year (IPA - 78000)	30	134
110	Implementation ratio of planned activities (IPA - 78000)	> 80%	100%
111	Learning services customer satisfaction (Member States)	> 90%	93.3%
112	Learning services customer satisfaction (IPA - 78000)	> 90%	> 90%
113	Technical assistance services customer satisfaction (IPA - 78000)	> 90%	100%
114	Percentage per year availability (EMSA Academy)	95%	100%
115	Percentage of requests closed in line with the requirement of the Academy Quality Management System (EMSA Academy)	99%	100%
<i>SAFEMED V, EuroMed Maritime Safety Project (71000)</i>			
116	Implementation ratio of planned activities	80%	94.81%
117	Number of participants in learning services	90	218
118	Customer satisfaction for learning services	90%	90%
119	Customer satisfaction for technical assistance activities including the provision of EMSA tools and services	90%	91.7%
<i>BC Sea II (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) (74000)</i>			
120	Implementation ratio of planned activities	80%	96.42%

⁸¹ Awareness sessions were below target because the RPAS courses were changed to 'short courses' and are now being counted under KPI 106, which is therefore above target.

KPI n°	KPI name	Target 2024	Result 2024
121	Number of participants in learning services	70	191
122	Customer satisfaction for learning services	90%	97.33%
123	Customer satisfaction for technical assistance activities including the provision of EMSA tools and services	90%	96.66%
STRATEGIC SUPPORT			
<i>EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS</i>			
124	Implementation of EMSA tasks under the Annual Strategic Plan	full implementation	full implementation
<i>EFCA SLA (72100)</i>			
125	Percentage per year availability to EFCA ⁸²	99%	99.67%
<i>FRONTEX SLA (72000)</i>			
126	Percentage per year availability to Frontex ⁸³	99%	100%
127	Hours maximum continuous downtime of Frontex service platform	<12h	0
128	minimum number of exercises EMSA participates in ⁸⁴	2	1 ⁸⁵
<i>MAOC (N) Cooperation Agreement (72200)</i>			
129	Percentage per year availability to MAOC (N) ⁸⁶	99%	99.76%
<i>COMMUNICATION (60000)</i>			
130	Sum of followers of EMSA's social media activities	61,600	65,437
131	Sum of page views to EMSA website	950,000	1,385,891
132	Percentage of public inquiries responded to in 15 days or fewer	90%	99%
<i>MISSIONS AND EVENTS SUPPORT (65000)</i>			
133	Total number of meetings/workshops organised by EMSA per year	90	127
134	Total number of participants at EMSA meetings/workshops per year	2,100	9,727
<i>EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)</i>			
135	Implementation of the Work Programme	as close as possible to full implementation	Assessed through CAAR 2024
136	Execution rate commitment appropriations	as close as possible to 100% and in any case above 95%	99.22% ⁸⁷

⁸² Source of data: Nagios.

⁸³ Source of data: Nagios.

⁸⁴ Source of data: EMSA-Frontex SLA Monthly Report

⁸⁵ Only one exercise was requested by Frontex in 2024.

⁸⁶ Source of data: Nagios.

⁸⁷ C1 funds only.

KPI n°	KPI name	Target 2024	Result 2024
137	Execution rate payment appropriations	as close as possible to 100% and in any case above 95%	97.13% ⁸⁸
138	ECA recommendations implemented in time	as close as possible to 100%	100%
139	IAS recommendations implemented in time	as close as possible to 100%	100%
140	IQEMS certification maintained	Valid QMS Certificate	Yes
141	Number of greening projects implemented	10	10
142	EMAS registration maintained	EMAS registration maintained	EMAS registration maintained
143	Execution rate establishment plan	as close as possible to 100% and in any case above 95%	100%

⁸⁸ C1 funds only.

Operational Agreements active in 2024

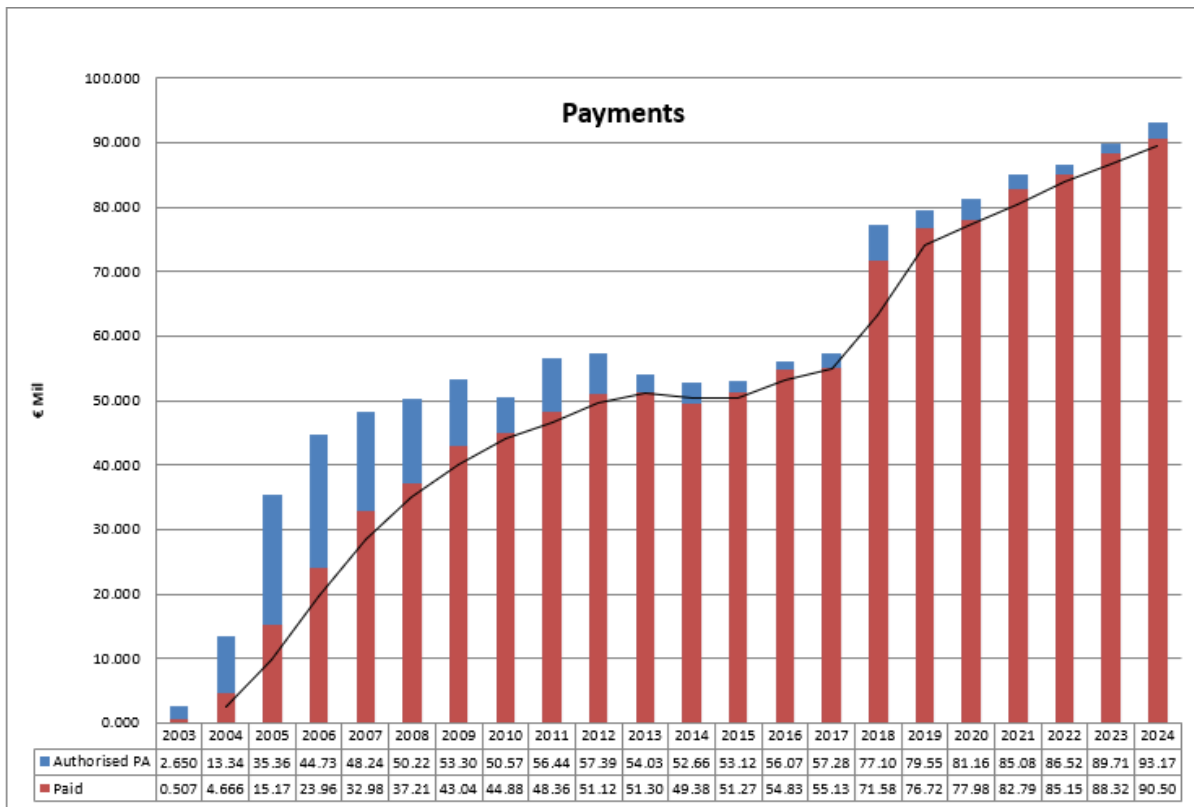
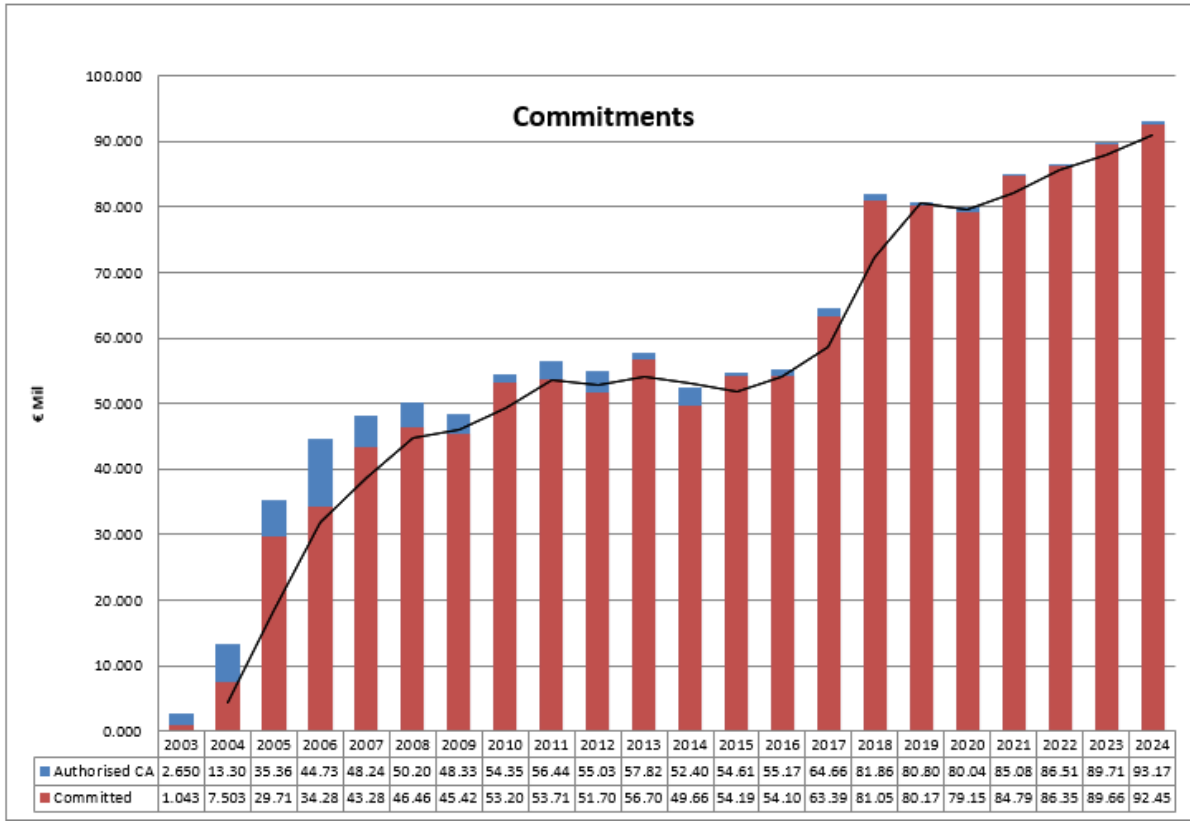
Contractor	Contract Short Name	Start Date	End Date	Automatic renewal
CEDRE - CEFIC	MAR-ICE Network, as amended in 2024	17/10/2008	16/12/2027	No
DG CLIMA	Service Level Agreement between EMSA and DG Clima regarding Thetis MRV and ETS	28/10/2022	30/06/2028	No
DG ECHO	2014 Working Arrangement DG ECHO & EMSA, as amended in 2022	13/11/2014	No End Date	No
DG ENV	Cooperation Agreement for the support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels, and technical assistance actions relevant to the Energy Community	08/03/2018	07/09/2024	No
DG ENV	Contribution Agreement for further enhancements of THETIS EU including better targeting of ships to be inspected, improvement of functionalities, and development of a visual aids to facilitate analysis and dissemination of reported emissions	12/12/2024	11/12/2027	No
DG GROW	Copernicus Delegation agreement (2015-2026)	03/12/2015	31/12/2026	No
DG GROW	Copernicus Contribution agreement (2021-2033)	28/09/2021	31/12/2033	No
DG MARE	CISE Operational phase	01/07/2024	30/06/2026	No
DG MOVE	Provision by EMSA of technical assistance for maritime security 1	29/10/2013	No End Date	No
DG MOVE	EMSWE: Support in the implementation of the EMSWe Regulation	21/06/2023	20/06/2027	No
DG MOVE	Support in the implementation of the FuelEU Maritime Regulation	21/06/2023	31/12/2024	No
DG NEAR	IPA III Preparatory measures for the future participation of relevant IPA III beneficiaries in the European Maritime Safety Agency	01/09/2023	31/08/2027	No
DG NEAR	SAFEMED V, EuroMed Maritime Safety Project	01/04/2022	31/03/2028	No
DG SANTE	SLA DG SANTE/EMSA THETIS AP	28/04/2021	27/04/2024	No

EFCA - European Fisheries Control Agency	EFCA MARSURV	26/06/2015	No end date	Yes
EFCA - European Fisheries Control Agency	SLA between EFCA and EMSA - Cooperation to support coast guard functions and activities related to the provision of services by EMSA to EFCA for fisheries monitoring and control purposes.	12/12/2022	No end date	Yes
EQUASIS members	MOU on the establishment of the Equasis information system	17/05/2000	No End Date	No
ESA - European Space Agency	Agreement concerning cooperation for the use of space based systems and data in support of maritime activities	02/07/2010	01/07/2025	No
ESA - European Space Agency	LICENCE AGREEMENT ESA-EMSA	18/02/2015	No End Date	No
EUNAVFOR - Athena Atalanta	EUNAVFOR TCA	06/04/2011	No End Date	Yes
EUNAVFOR Mediterranean – Operation Irini	CA EUNAVFOR MED - OPERATION IRINI	25/11/2021	No End Date	Yes
EUNAVFOR Somalia – Operation Atalanta	CA EUNAVFOR SOMALIA - OPERATION ATALANTA	25/11/2021	No End Date	Yes
EUROCONTROL	EUROCONTROL EMSA RPAS	13/12/2016	No End Date	No
European Free Trade Association Surveillance Authority	MoU on the release of classified information in the framework of the technical cooperation in maritime security	05/02/2014	No End Date	No
European Free Trade Association Surveillance Authority	Provision by EMSA of technical assistance for maritime security 2	05/02/2014	No End Date	No
EUROPOL	Working Agreement establishing cooperative relations between EMSA and EUROPOL.	18/12/2018	No End Date	No
EUROSTAT	Cooperation on the use of SSN and other EMSA data for EUROSTAT maritime statistics needs (Study)	27/01/2023	26/01/2024	No
FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework	01/05/2016	No End Date	No
Frontex and EFCA	Tripartite Working Arrangement	18/03/2021	No End Date	No
International Mobile Satellite Organization (IMSO)	ANNUAL AUDIT LRIT DC	27/05/2009	No End Date	No
International Mobile Satellite Organization (IMSO)	ANNUAL AUDIT IDE	20/03/2012	No End Date	Yes

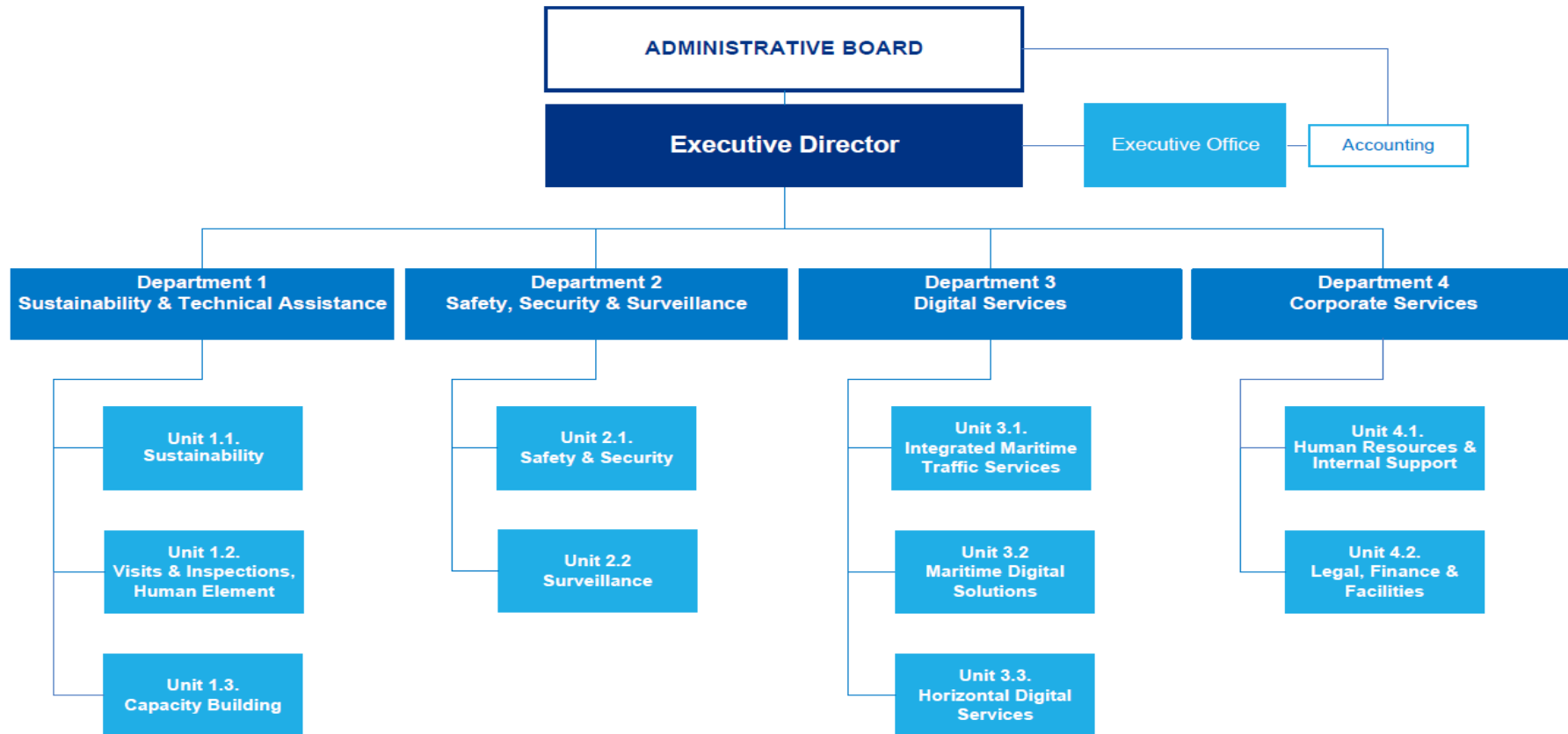
International Mobile Satellite Organization (IMSO)	SLA IMSO - EMSA LRIT IDE AUDIT 2023	12/05/2023	30/09/2024	No
Interspill LTD	2016 Interspill MoU	13/12/2016	No End Date	No
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	SLA for maintenance and operation of AIS REGIONAL SERVERS 2023 - 2024 (IT)	01/05/2023	30/04/2024	Yes
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	Service Level Agreement on the use of the Mediterranean AIS Regional Server (MARES) to support the establishment of pilot projects to extend cooperation on AIS matters within the scope of the projects	13/03/2022	No end date	No
MAOC - Maritime Analysis and Operations Centre	2020/MAOC-EMSA COOPERATION AGREEMENT, as amended in 2022	17/12/2020	13/12/2024	No
Norwegian Coastal Administration	SLA EMSA NCA REGIONAL SSN SERVER	20/12/2016	No End Date	Yes
Paris MoU	Conditions of Use for and Level of access to the THETIS Information Systems for PSC	01/01/2011	No End Date	No
Republique Française	Hosting & Development of Equasis	27/02/2009	No End Date	Yes
The International Group of Protection and Indemnity Clubs	Recovery of OPR costs - hire and charges of EMSA OPR assets	27/12/2018	No End Date	No
World Maritime University (WMU)	Cooperation Agreement between EMSA and WMU on capacity Building and Research	19/11/2019	18/11/2024	No

Annex II. Statistics on financial management

Evolution of budget execution



Annex III. Organisational chart



July 2024

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

Establishment plan 2024

Function Group and Grade	2023 Authorised		2024 Authorised		2024 Filled	
	Permanent	Temporary	Permanent	Temporary	Permanent	Temporary
AD15		1		1		1
AD14		3		3		3
AD13	1	6	1	6	1	4
AD12	1	18	1	18	1	14
AD11		22		18		22
AD10	1	29	1	31		27
AD9		33		26	1	29
AD8		22		18		13
AD7		13		117		20
AD6		2		11		14
AD5						2
Total AD	3	149	3	149	3	149
AST11						
AST10		1		1		
AST9		4		4		3
AST8		6		9		7
AST7		14		16		13
AST6		19		14		18
AST5		13		10		12
AST4		3		3		3
AST3						2
AST2						1
AST1						1
Total AST		60		60		60
Total	3	209	3	209	3	209
Grand Total	212		212		212	

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

Key functions	Type of contract	Function group, grade of recruitment	Indicative area of support (Administrative Support, Coordination, Neutral and Operational)
Head of Department	TA (level 2)	AD12	Operational
Head of Unit	TA (level 3)	AD9, AD10, AD11 or AD12, related to the mandate and dimension of the Unit	Operational
Head of Sector	TA (level 4)	AD8	Operational
Senior Officer	TA	AD8	Operational
Officer	TA	AD6 or AD7 depends on the functions that are allocated	Operational
Junior Officer	TA	AD5	Administrative Support, Coordination, Neutral and Operational
Senior Assistant/Specialist	TA	AST4	Administrative Support, Coordination, Neutral and Operational
Head of Corporate Services	TA	AD12	Administrative
Head of Human Resources and Internal Support	TA	AD10	Administrative Support

Head of Legal, Finance and Facilities	TA	AD10	Coordination, Operational and Neutral
Head of Operations Support (ICT)	TA	AD10	Operational
Support Assistant	CA	FGII	Administrative Support, Coordination, Neutral and Operational
Support Agent	CA	FGI	Administration
Webmaster	TA	AST3	Coordination
Data Protection Officer	TA	AD8	Coordination
Accounting Officer	TA	AD8	Neutral
Internal Control Coordinator	TA	AD8	Administrative Support
Assistant to the Executive Director	TA	AST2	Operational

Number of days of leave authorised to each grade under the flexitime and compensatory* leave schemes in 2024

GRADE	Authorised flexitime leave
AD	274.5
5	2
6	32
7	39.5
8	50.5
9	26
10	59.5
11	34.5
12	30.5
14	0
AST	48.5
1	0.5
2	1
3	5
4	4.5
5	7
6	13
7	14
8	3
9	0.5
FG II	1.5
5	0
6	0.5
7	1
FG III	6.5
8	0
9	0.5
10	4.5
11	1.5
12	0
FG IV	40.5
13	2
14	14.5
15	8
16	16
SNE	43
SNE	43
Total	414.5

Results of the screening exercise

Job type (sub) category	2024 (%)	2023 (%)
Administrative support and Coordination	14.75%	14.83%
<i>Administrative support</i>	12.44%	12.20%
<i>Coordination</i>	2.31%	2.63%
Operational	78.23%	77.97%
<i>Top Level Operational Coordination</i>	3.68%	3.67%
<i>Programme Management & Implementation</i>	64.48%	63.27%
<i>Evaluation & Impact assessment</i>	6.89%	7.53%
<i>General Operational</i>	3.18%	3.50%
Neutral	7.02%	7.20%
<i>Finance/Control</i>	7.02%	7.20%
<i>Linguistics</i>	0%	0%

Implementing rules adopted in 2024

- Decision of the Administrative Board of 6.3.2024 to give a mandate to the Executive Director to request the Commission agreement for a derogation from Commission Decision C(2023)8630 of 12.12.2023 on the prevention of and fight against psychological and sexual harassment, and repealing Decision C(2006)1624/3.
- Commission Decision C(2024) 1038 of 21.2.2024 amending Decision C(2011)1278 final on the general implementing provisions for Articles 11 and 12 of Annex VIII to the Staff Regulations on the transfer of pension rights (applied by analogy from 1.12.2024).

Annex V. Human and financial resources by activity

Planned and Actual Resources	Planned Human Resources					Actual Human Resources					Planned		Actual		Variance	
	MANPOWER					MANPOWER					Financial Resources		Financial Resources		planned/actual	
	Temporary Agents		CA	SNE	TOTAL	Temporary Agents		CA	SNE	TOTAL	Total allocated costs Commitments	Total allocated costs Payments	Total allocated costs Commitment	Total allocated costs Payments	CA	PA
AD	AST	AD				AST										
21020 Multipurpose maritime surveillance RPAS	6.00	1.25	-	0.75	8.00	4.25	1.75			6.00	11,787,431	11,811,792	11,682,838	12,184,770	-0.89%	3.16%
21030 SafeSeaNet	4.50	2.75	0.25	-	7.50	4.75	3.00	0.25		8.00	2,180,938	2,575,284	4,301,273	4,677,108	97.22%	81.62%
21040 EMSW	2.50	0.25	0.25	-	3.00	2.50	0.25	0.25		3.00	1,010,307	1,042,438	820,151	818,525	-18.82%	-21.48%
21050 eCertification	1.00	-	-	-	1.00	1.00				1.00	682,383	831,590	547,759	689,622	-19.73%	-17.07%
21060 Satellite based services and surveillance innovation	4.25	0.25	-	-	4.50	6.00	0.25			6.25	3,639,345	3,637,655	3,838,415	3,449,048	5.47%	-5.18%
22000 LRIT	2.00	1.50	0.25	-	3.75	2.00	1.50	0.25		3.75	2,647,725	2,637,494	2,592,481	2,517,893	-2.09%	-4.53%
24000 Maritime Support Services	3.00	1.00	5.00	4.00	13.00	3.25	1.00	5.00	4.00	13.25	2,086,564	2,086,564	2,340,718	2,237,098	12.18%	7.21%
31000 Classification Societies	8.25	1.00	0.25	1.00	10.50	8.25	0.75	0.25	1.00	10.25	2,436,405	2,436,405	2,601,039	2,484,740	6.76%	1.98%
32000 Seafarer Training and Certification	5.50	0.75	0.25	2.00	8.50	5.50	0.50	0.25	2.00	8.25	1,888,878	1,888,878	1,810,665	1,742,251	-4.14%	-7.76%
33000 Visits to Member States	4.25	1.25	0.50	-	6.00	4.25	1.50	0.50		6.25	1,334,321	1,334,321	1,377,382	1,328,505	3.23%	-0.44%
34000 Maritime Security	4.50	1.00	-	1.00	6.50	4.25	1.00		1.00	6.25	1,452,477	1,452,477	1,602,619	1,516,275	10.34%	4.39%
35000 Analytics and research	4.25	0.25	0.25	-	4.75	4.00		0.25		4.25	1,083,395	1,083,395	1,020,648	986,907	-5.79%	-8.91%
36000 Human element	1.75	-	-	-	1.75	1.75				1.75	553,090	553,090	530,464	516,778	-4.09%	-6.57%
42000 Accident investigation	2.75	-	-	1.00	3.75	2.50			1.00	3.50	1,252,482	1,325,983	2,437,491	2,041,476	94.61%	53.96%
43000 Capacity Building and EMSA Academy	10.75	0.25	1.00	2.00	14.00	10.50	0.25	1.00	1.75	13.50	3,872,759	3,871,403	3,706,064	3,503,356	-4.30%	-9.51%
44000 Maritime Safety	12.25	1.25	-	2.00	15.50	11.75	0.75		2.00	14.50	4,724,227	4,449,227	3,358,214	3,221,526	-28.92%	-27.59%
45000 Maritime Digital Services	22.00	10.50	1.50	1.00	35.00	24.00	10.25	1.00	1.25	36.50	17,231,766	17,237,158	15,749,867	14,497,406	-8.60%	-15.89%
46000 Prevention of Pollution	6.50	0.75	0.25	1.00	8.50	6.25	0.75	0.50	1.00	8.50	2,016,096	2,171,821	2,068,258	2,134,242	2.59%	-1.73%
51000 Operational Pollution Response	9.75	1.50	1.50	1.00	13.75	10.00	1.75	0.75	1.00	13.50	18,920,492	18,041,878	21,451,419	21,352,788	13.38%	18.35%
52000 CleanSeaNet and RPAS for pollution monitoring	8.50	0.50	-	0.25	9.25	8.50	0.75			9.25	9,913,655	10,245,885	6,131,782	6,335,231	-38.15%	-38.17%
60000 Communication	2.50	2.75	1.75	-	7.00	2.50	2.25	1.50		6.25	1,410,696	1,410,696	1,365,667	1,313,821	-3.19%	-6.87%
65000 Missions and Events Support	0.50	1.75	3.50	-	5.75	0.50	1.75	2.75		5.00	1,153,025	1,153,025	1,116,365	952,223	-3.18%	-17.42%
61000 Management, quality & greening	10.50	6.75	1.50	-	18.75	9.50	7.25	1.25		18.00						
62000 Human resources, implementation of the Seat Agreement & document management	4.50	5.00	5.50	1.00	16.00	4.50	5.00	5.25	1.00	15.75						
63000 Facilities & logistics	1.25	0.25	2.50	-	4.00	1.25	0.25	2.25		3.75						
64000 ICT Operations	3.75	12.00	2.75	-	18.50	3.75	12.00	2.75		18.50						
66000 Legal & finance	4.75	5.50	2.25	-	12.50	4.75	5.50	2.00		12.25						
SUBTOTALS	152.00	60.00	31.00	18.00	261.00	152.00	60.00	28.00	17.00	257.00						
TOTAL		212		49	261		212		45	257	93,278,457	93,278,457	92,451,581	90,501,588	-0.89%	-2.98%

Annex VI. Grant and contribution agreements and other project financed actions⁸⁹

	General information					Financial and HR impact				
	Date of signature	Duration	Total amount	Counterpart	Short Description		2023		2024	
Contribution agreements							CA	PA	CA	PA
SAFEMED V EuroMed Maritime Safety Project	Apr-22	Mar-28	8,000,000	DG NEAR	Award of a financial contribution by DG NEAR to finance the implementation of the action entitled: SAFEMED V, EuroMed Maritime Safety Project	Amount	1,947,410.71	794,288.14	908,534.19	1,002,357.50
						Number of CA	4.5		4.5	
						Number of SNE	-		-	
BCSEA II Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	Oct-22	Sept-26	3,500,000	DG NEAR	Award of a financial contribution by DG NEAR to finance the implementation of the action entitled: Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	Amount	2,230.53	2,230.53	976,464.92	732,173.32
						Number of CA	2		2.5	
						Number of SNE	-		-	
IPA II	May-20	Jun-23	625,000	DG NEAR	Preparatory measures for the future participation of relevant IPA II beneficiaries in EMSA	Amount	298,774.46	298,774.46	-	-
						Number of CA	-		-	
						Number of SNE	-		-	
IPA III	Dec-22	Aug-27	800,000	DG NEAR	Preparatory measures for the future participation of relevant IPA III beneficiaries in EMSA	Amount	41,000.00	6,282.15	294,977.85	73,348.83
						Number of CA	-		-	
						Number of SNE	-		-	
Copernicus Maritime Surveillance	Sept-21	Dec-27	73,000,000	DG DEFIS	Implementation of Copernicus Maritime Surveillance Services	Amount	10,652,514.29	10,652,514.29	13,677,145.56	10,722,940.64
						Number of CA	7		7	
						Number of SNE	-		-	
CISE Operational Phase	Jul-24	Jun-26	5,562,586	DG MARE	Contribution Agreement to ensure the financial contribution to EMSA for the role of coordinator of the voluntary CISE Operational Phase	Amount	-	-	2,666,223.00	677,333.00
						Number of CA	-		8	
						Number of SNE	-		-	

⁸⁹ The amounts reported concern carried over of corresponding appropriations plus commitments and payments made in 2024, except sums reported for Frontex SLA and Copernicus Maritime Surveillance (incurred costs) which reflect financial reporting obligations set forth the relevant Agreements.

	General information					Financial and HR impact				
	Date of signature	Duration	Total amount	Counterpart	Short Description		2023		2024	
EMSWe	Jun-23	Jun-27	1,150,000	DG MOVE	Support in the implementation of the EMSWe Regulation	Amount	130,000.00	-	496,632.15	174,664.17
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
FuelEU Maritime	Jun-23	Dec-24	500,000	DG MOVE	Support in the implementation of the FuelEU Maritime Regulation	Amount	-	-	497,080	422,080
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
THETIS-EU	Dec-24	Dec-27	300,000	DG ENV	Support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels	Amount	-	-	-	-
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
Grant agreements						CA	PA	CA	PA	
BCSEA Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	Dec-16	Sept-22	4,000,000	DG NEAR	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	Amount	1,082,130.99	435,062.01	-	-
						Number of CA	2.5	-	-	
						Number of SNE	-	-	-	
CISE Transitional Phase I	Apr-19	Jun-24	3,500,000	DG MARE	Ad-hoc Grant agreement for the implementation of the action "Setting up and enabling the transitional phase to CISE Operations"	Amount	1,087,675.46	719,006.19	3,573.32	288,044.38
						Number of CA	3	-	3	
						Number of SNE	-	-	-	
CISE Transitional Phase II	Dec-20	Jun-24	3,400,000	DG MARE	Grant Agreement for the implementation of the action "Common Information Sharing Environment (CISE)" (Transitional Phase II)	Amount	2,234,717.00	1,248,968.13	212,033.53	1,103,661.16
						Number of CA	3	-	3	
						Number of SNE	-	-	-	

	General information					Financial and HR impact				
	Date of signature	Duration	Total amount	Counterpart	Short Description		2023		2024	
Service Level Agreements							CA	PA	CA	PA
EMSA -FRONTEX SLA	May-16	Indefinite	n/a	FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework	Amount	6,528,525.19	6,528,525.19	6,772,431.23	6,514,826.31
						Number of CA	10		11	
						Number of SNE	-		-	
EFCA-EMSA SLA	Jun-15	Dec-22	n/a	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency for the provision and cooperation on maritime surveillance services	Amount	69,090.87	69,090.87	-	-
						Number of CA	-		-	
						Number of SNE	-		-	
EFCA-EMSA SLA	Dec-22	Indefinite	n/a	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency	Amount	638,536.68	398,626.46	633,182.11	758,682.66
						Number of CA	2		2	
						Number of SNA	-		-	
Thetis MRV and ETS	Oct-22	Oct-26	5,364,082	DG CLIMA	Service Level Agreement whereby EMSA will support the European Commission in the implementation of the legislative framework for the MRV and EU ETS system for maritime transport (Regulation (EU) 2015/757 and Directive 2003/87/EC as amended).	Amount	1,251,885.00	760,818.08	1,026,692.75	964,217.26
						Number of CA	5		5	
						Number of SNE	-		-	
THETIS-EU AWF	Apr-21	Oct-25	100,000	DG SANTE	SLA for the support of the implementation of Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations (hereinafter referred to Council Regulation (EC) No 1/2005)	Amount	25,910.00	25,910.00	35,515.00	14,515.00
						Number of CA	-		-	
						Number of SNE	-		-	
DATA TO EUROSTAT	Jul-24	1 year automatic renewal	30,000	EUROS TAT	Cooperation Agreement establishing the conditions for the provision and use of EMSA data (in aggregated format and anonymized) to EUROSTAT for the dissemination of early estimates on maritime transport	Amount	-	-	-	-
						Number of CA	-		-	
						Number of SNE	-		-	

	General information					Financial and HR impact				
	Date of signature	Duration	Total amount	Counterpart	Short Description		2023		2024	
Other external assigned revenue						CA	PA	CA	PA	
THETIS-EU	Mar-18	Sept-24	250,000	DG ENV	Cooperation Agreement for the support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels, and technical assistance actions relevant to the Energy Community	Amount	51,460.00	-	-	51,460.00
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
EMSA-MAOC(N) Cooperation Agreement	Dec-20	Indefinite	30,800	MAOC(N)	Cooperation Agreement between the European Maritime Safety Agency and the Maritime Analysis and Operations Centre-Narcotics	Amount	28,137.08	-	2,662.92	30,800
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
Technical assistance to EUREKA Consortium	Jan-23	Aug-23	60,000	MSTI of Croatia (on behalf of the EUREKA Consortium)	Based on the Cooperation Agreement signed between MSTI and EMSA, the EMSA's Integrated Reports Distribution (IRD) system was upgraded to prepare it for the data exchange in modernised ADRIREP MRS and made available to the maritime administrations of the countries participating to the EUREKA project Consortium.	Amount	59,905.70	59,905.70	-	-
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
EQUASIS	May-00	Indefinite	n/a	EQUASIS members	MOU on the establishment of the Equasis information system	Amount	709,267.76	378,667.67	354,385.37	429,424.41
						Number of CA	-	-	-	
						Number of SNE	-	-	-	
Total						Amount	26,839,171.72	22,378,669.87	28,557,533.90	23,960,528.64
						Number of CA	39	46		
						Number of SNE	0	0		

Annex VII. Draft annual accounts

Economic outturn account

	2024	2023
Revenues from administrative operations	0	0
Other operating revenue	115,742,163	111,597,510
TOTAL OPERATING REVENUE	115,742,163	111,597,510
Administrative expenses	-47,801,578	-44,588,331
All Staff expenses	-32,570,500	-31,481,964
Fixed asset related expenses	-7,775,739	-7,038,234
Other administrative expenses	-7,455,340	-6,068,132
Operational expenses	-68,708,943	-66,913,846
TOTAL OPERATING EXPENSES	-116,510,521	-111,502,177
SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES	-768,358	95,333
Financial revenues	0	0
Financial expenses	-4,164	-2,621
SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES	-4,164	-2,621
ECONOMIC RESULT OF THE YEAR	-772,522	92,712

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

Balance sheet

(in EURO)

	2024	2023
NON CURRENT ASSETS		
Intangible fixed assets	18,405,121	16,563,005
Tangible fixed assets	15,196,146	17,670,875
Long-term pre-financing	290,136	290,136
Long-term receivables	0	0
CURRENT ASSETS		
Inventories	4,446,571	4,459,111
Short-term pre-financing	405,124	1,548,842
Short-term receivables	3,012,807	2,396,123
Cash and cash equivalents	31,457,915	25,510,750
TOTAL ASSETS	73,213,820	68,438,841
NET ASSET	40,1363,396	40,908,918
NON-CURRENT LIABILITIES		
Provisions for risks and charges	0	0
Other long-term liabilities	82,618	82,618
CURRENT LIABILITIES		
Provisions for risks and charges	0	0
Accounts payable	32,994,806	27,447,305
TOTAL LIABILITIES	72,213,820	68,438,841