

NINE OPERATIONS IN PARALLEL FOR EMSA'S RPAS SERVICE

This summer, our Remotely Piloted Aircraft Systems (RPAS) services have been deployed on nine different operations across 11 EU and EEA Member States. The operations, which are taking place in parallel, directly support more than 20 national authorities, as well as the European Fisheries Control Agency, in activities like maritime safety (including search and rescue), maritime security, pollution monitoring and fisheries control. As part of [the EMSA-led Multipurpose Maritime Operation](#), our RPAS service is supporting Belgian and French authorities in La Manche and the Southern North Sea for multipurpose maritime surveillance and emissions monitoring. RPAS regional deployments are also supporting Danish and Norwegian authorities in the North Sea; Finnish, Latvian, and Estonian authorities across the Northern Baltic Sea; Spanish and Portuguese authorities in the Atlantic region; and Italian authorities in the Gulf of Genoa for a deployment that also includes monitoring the migration patterns of whales in the protected Pelagos Sanctuary. In the Western Baltic, EMSA's RPAS are also supporting German and Danish authorities in emissions monitoring within a designated Sulphur Emissions Control Area (SECA). At the same time, the three fisheries control patrol vessels chartered by the European Fisheries Control Agency (EFCA) have all been equipped with an RPAS service to assist the on-board inspection teams. The EFCA patrol vessels are navigating in different sea basins - from the Mediterranean Sea to the North Atlantic - serving as platforms for fisheries inspections. Additionally, RPAS systems are also on standby on board 11 of EMSA's chartered oil spill response vessels. The RPAS service is offered free of charge by EMSA to Member State authorities executing coast guard functions and EU Agencies for use in a wide range of maritime scenarios. [Find out more about RPAS at EMSA.](#)

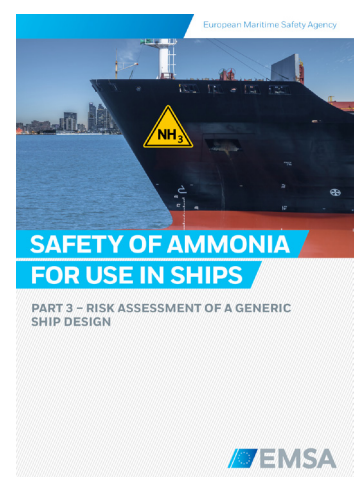


EMSA's RPAS service is operating across 11 EU and EEA Member States this summer, supporting a whole range of activities, from multipurpose maritime surveillance to emissions monitoring.

SAFETY OF AMMONIA AS A FUEL IN SHIPPING: NEW REPORTS PUBLISHED

EMSA has published the third, fourth, and fifth parts of its study series on the safety of ammonia as a fuel in shipping. The overall aim of the study – which started in 2023 – is to assess the safety of the use of ammonia in the maritime industry, with the first part of the study series focusing on an analysis of ammonia's unique hazards, including toxicity, corrosiveness, and solubility in water. The second part of the study included the identification of critical equipment and failure modes and a qualitative evaluation of the reliability of ammonia systems, as well as the construction of several reliability models based on information from the application of LPG modified to consider ammonia fuel applications. The newly published third part of the study describes the hazard and operability analysis of a generic ammonia fuel supply system, from the fuel tank to the internal combustion engine, complemented by consequence modelling of potential ammonia leaks through CFD simulation. The fourth and fifth parts describe the results of similar HAZID exercises on the use of ammonia as fuel in specific ship designs – a Newcastlemax dry bulk carrier and a mega ro-ro respectively – including the risk assessment of scenarios involving simultaneous operations in ports. The series has been developed concurrently with the now-approved IMO Guidelines on the Safe Use of Ammonia as Marine Fuel (MSC.1/Circ.1687). The reports underscore the necessity of a more profound mutual understanding about the system's boundaries and requirements for the safe integration of systems across diverse technology providers. This groundbreaking work offers a valuable reference for stakeholders engaged in addressing this crucial challenge.

[Access the whole report series.](#)



The report series aims to assess the safety of the use of ammonia in the maritime industry, and forms part of EMSA's work on the safety of alternative fuels in shipping.

EMSA HOSTS MEETING ON THE REVISION OF THE STCW CONVENTION AND CODE

EMSA hosted representatives of the EU Member States and the European Commission for a meeting on the Revision of the STCW Convention and Code on the 24 and 25 June. This meeting was part of the preparation of EU submissions to the IMO Human Element, Training and Watchkeeping (HTW) Sub-Committee meeting that takes place in February 2026. The STCW Convention is one of the main maritime safety instruments adopted by IMO State Parties. It deals with education, training, assessment and certification of seafarers. The process of its comprehensive review and subsequent revision was initiated in 2023. The review part, phase which was completed last February, has led to the identification of more than 600 gaps in the text of the Convention, ranging from inconsistencies to outdated training and certification requirements. Until the end of the process, currently envisaged in 2030, the experts will work on the revision process that will address the gaps identified in the comprehensive review. Regular technical meetings among Member States, the Commission and EMSA are expected to continue being held in the coming years, in between IMO sessions, to facilitate EU coordination and the preparation of submissions. EMSA remains committed to the overall objective of this exercise, namely, to have an instrument that retains relevance in the coming decades, taking into account current and foreseeable changes in the shipping industry and the need to address forefront issues like marine environment protection, digitalisation, security and attractiveness of the seafaring careers including mobility, living conditions, and other aspects of seafarer welfare.



Representatives of the Member States and the Commission gather at EMSA for a meeting on the Revision of the STCW Convention and Code.

EMSA JOINS BREEZE 2025 IN THE BLACK SEA

Once again, this year, EMSA has supported the Bulgarian national authorities in Breeze 2025, the Black Sea-based maritime exercise. The chartered stand-by oil spill response vessel Amalthia joined the exercise, supported by EMSA's Equipment Assistance Service stockpile based in Varna.



The Amalthia during Operation Breeze 2025 in Bulgaria

EUROPEAN ECONOMIC AND SOCIAL COMMITTEE DELEGATION VISITS EMSA

In July, EMSA welcomed a delegation from the European Economic and Social Committee to its Lisbon headquarters. The delegation presented the EESC Opinion: Towards an EU Maritime Strategy and were briefed on EMSA's work and activities. The EESC delegation also visited our Maritime Support Services centre to see our operational work in action.



Delegates from the EESC during their visit to EMSA

emsa.europa.eu

VACANCIES: Senior Specialist – Horizontal Digital Services (08/09/2025); Reserve List for a Support Specialist – Finance and Procurement (08/09/2025); Call for applications for an Officer – Capacity Building (Seconded National Expert) (22/09/2025); Call for applications for an Officer – Visits and Inspections (Seconded National Expert) (22/09/2025) National Experts in Professional Training (NEPT) Notice (ongoing); See website for more.

PROCUREMENT: Consultancy services for EMSA ICT Service Desk (28/08/2025), Provision of shore-based Automatic Identification Systems (AIS) equipment to ENP and Enlargement countries (29/08/2025), Development, Maintenance, Enhancement and Support to Operations of the Identity Management System (05/09/2025), Provision of catering services and operation of EMSA's cafeteria (22/09/2025), Interpretation services (23/09/2025), Study on the application of Risk Based Assessment Tool (RBAT) to alternative fuels technologies (13/10/2025). See website for more.