

EMSA'S ANNUAL REVIEW ON SEAFARER STATISTICS OFFERS INSIGHTS INTO THE EUROPEAN MARITIME LABOUR MARKET

EMSA has published its eighth annual review on [Seafarer Statistics in the EU](#), offering valuable insight into the European labour market in terms of the number of seafarers holding valid certificates and endorsements in 2021, based on data from EMSA's STCW Information System as in turn provided by Member States by end-2022. The review indicates that at the start of 2022, there were slightly fewer than a third of a million seafarers holding master and officer certificates. The European countries that had the most certified masters and officers were Greece, Poland, Norway, Croatia and Italy. In addition, the five non-EU countries that had at that time the most masters and officers holding Certificates of Competency recognised by EU Member States were the Philippines, Ukraine, Russia, India and Turkey. The review also includes a brief comparison between the supply of master and officer certificate holders and the estimated demand for masters and officers to crew vessels registered under EU Member State flags. Generally, the review suggests that a certain stability in the European maritime labour market prevails and might continue to indicate the ability of such labour market to attract new entrants who have replaced those leaving the seafaring career. The main beneficiaries of the review – for policy-making purposes – are the EU Member States, the European Commission and the European Parliament. Additionally, shipowners and operators may benefit too as they can gain awareness of the full magnitude of manpower available in the EU to crew their vessels. The information may also be useful for maritime education and training institutions in the EU, as it makes it easier to assess market needs for these services. Finally, researchers, seafarers and the organisations that represent them may find valuable data and analysis in the review.

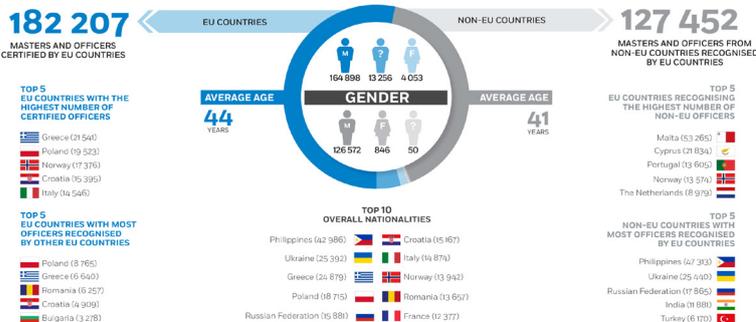
EMSA'S BREZZAMARE AND STANDALONE EQUIPMENT CONTRIBUTE TO SUCCESSFUL RAMOGEPOL23 OIL SPILL EXERCISE

On 8 May, EMSA participated in the joint RAMOGEPOL23 oil spill response exercise, organised by the French Maritime Prefecture of the Mediterranean in Toulon, France, under the RAMOGE Agreement. EMSA's contracted vessel, Brezzamare and one standalone equipment system from EMSA's [Equipment Assistance Service](#) stockpile in Ravenna, Italy, played a crucial role in the exercise, underlining the value of international cooperation in addressing environmental challenges in maritime incidents. Collaborating with France and Italy within this framework has proven highly beneficial. It allowed for efficient pollution response operations during the unfortunate oil spill resulting from the collision between the containership CSL Virginia and the ro-ro vessel Ulysses off the coast of Corsica on 7 October 2018.



SEAFARER STATISTICS IN THE EU

A SNAPSHOT OF THE NUMBER OF SEAFARERS HOLDING CERTIFICATES OF COMPETENCY & ENDORSEMENTS ATTESTING RECOGNITION BY EU COUNTRIES VALID IN 2021, AS REPORTED IN EMSA'S STCW INFORMATION SYSTEM



Source: EMSA

The European countries that had the most certified masters and officers were Greece, Poland, Norway, Croatia and Italy. The five non-EU countries with the most masters and officers holding Certificates of Competency recognised by EU Member States were the Philippines, Ukraine, Russia, India and Turkey.

ACTIVE INVOLVEMENT OF EMSA IN ATLANTIC POLEX.PT 2023 EXERCISE

EMSA actively participated in the operational exercise, **Atlantic Poley.PT 2023**, held on 12 May on Madeira Island, Portugal. The support provided by the Agency to Portugal's Maritime Authority involved deploying the standby oil spill response vessel, Mencey, which is stationed in the Canary Islands, Spain. Despite facing challenging windy conditions, the vessel effectively demonstrated its ability to recover oil spills by deploying its sweeping arm and collecting simulated spill material, symbolised by popcorn. This exercise offered a valuable platform for EMSA to showcase its commitment to protecting the marine environment in the Atlantic region. Through active involvement in such exercises, EMSA strives to enhance preparedness and response capabilities, ensuring optimal effectiveness in addressing potential oil spill incidents. By showcasing the capabilities of Mencey, EMSA continues to strengthen its reputation as a reliable partner in maritime safety and environmental protection.



Demonstrating the ability to recover oil spills by collecting simulated spill material, in this case popcorn

EMSA'S HIGHLY VALUED CLEANSEANET TRAINING ATTAINS ISO CERTIFICATION FOR QUALITY STANDARDS

EMSA's **CleanSeaNet** (CSN) training in May was considered a great success by participants. The CSN training program covers a wide range of topics, including a theoretical overview of the service, analysis of use cases and completion of practical exercises. The return to in-person sessions allowed participants to share ideas and experiences, enhancing their learning experience. This is fully aligned with an important objective of the service, which is to build-up capacity at national level, foster cooperation, and increase the efficiency of CSN users by providing new skills and expertise to enhance their decision-making processes. Moreover, this year CSN training program has achieved ISO certification, with EMSA implementing ISO 29993:2017 standards for the delivery of learning services outside formal education. This certification ensures that CSN training program meets the highest quality standards and provides assurance on the implementation of certified processes.



RAISING NATIONAL AWARENESS ON THE MAR-ICE SERVICE FOR CHEMICAL EMERGENCIES AT SEA

EMSA has continued to raise awareness on the scope and activation procedures of the **MAR-ICE service** for chemical emergencies at sea, with the provision of another "MAR-ICE national familiarisation session" in early May, this time to Cypriot experts. EU/EFTA Member States can request such short informative sessions on the service, aimed at a wider national participation, provided online jointly by EMSA and the MAR-ICE Contact Point (Cedre). The session demonstrated through case studies how to activate the service, what the service offers and how it can support national authorities' decision-making in the response to chemical spills, while enabling discussion and exchanges at national level towards a better understanding of the service's scope.

RPAS EMISSIONS MONITORING AND MULTIPURPOSE SERVICES ACTIVE OVER THE CHANNEL AND THE NORTH SEA

RPAS are engaged in measuring the emissions of ships transiting busy shipping lanes in the Channel and the North Sea. The main goal is to bolster the enforcement of MARPOL Annex VI and the Sulphur Directive (Directive (EU) 2016/802). These regulations stipulate the maximum allowed sulphur content in heavy fuel oil, gas oil, marine gas oil, and marine diesel oil used within the European Union (EU). In Sulphur Emission Control Areas (SECA), the sulphur content of marine fuel should not exceed 0.1%. Should a vessel's measurement surpass this limit, an automatic alert from the Remotely Piloted Aircraft Systems (RPAS) would flag it for potential inspection at the next EU port of call by the port authorities, as reflected in the THETIS EU interface system. Furthermore, the advanced surveillance cameras installed in the RPAS enhance not only Sulphur Directive enforcement but also support Search and Rescue (SAR), law enforcement, and fishery control operations at sea. In France, the French General Directorate of Maritime Affairs, Fisheries, and Aquaculture benefits from this service. Additional areas benefiting from RPAS operations are CROSS Gris Nez and CROSS Jobourg, which will be building on the experience gained during a similar service in previous years.



EMSA RPAS at CROSS Gris-Nez, France. The air vehicle is operated by the Austrian company Schiebel, which is also the manufacturer of the system. On the back, the Schiebel crew on-site with representatives of EMSA and CROSS Gris-Nez. (Photo Credit: CROSS Gris-Nez)



EMSA RPAS located on the helideck of the patrol vessel of the German Federal Police. The air vehicle is equipped with special gas sensors (grey box and pipe on the flank) and optical cameras (turret on the belly). (Photo credits: Schiebel)

In Germany, the service is being provided to the German Federal Police and German Federal Maritime and Hydrographic Agency (BSH). The operations are conducted from a Potsdam-class police vessel, which is currently patrolling the German Exclusive Economic Zone. This vessel is equipped with a standardized helideck where the remotely piloted air vehicle can take-off and landing. The data acquired by the RPAS, such as live video and gas measurements, are streamed via satellite communication to the RPAS Data Centre enabling the tracking of the flights and visualisation of the data collected in real-time.

EMSA'S MULTIPURPOSE RPAS SURVEILLANCE SERVICE ENHANCES COAST GUARD FUNCTIONS IN DENMARK

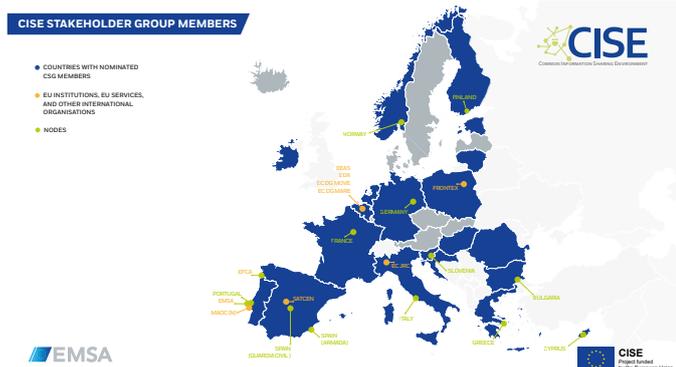
EMSA is for the second year supporting authorities in Denmark in a variety of coast guard functions. The Royal Danish Navy in cooperation with the Danish Customs and the Danish Fisheries Agency are benefiting from a multipurpose RPAS surveillance service offered by EMSA. Operational flights started in mid-April are delivered by EMSA through the contractor Nordic Unmanned AS operating an Aerosonde RPAS over a four-month period. The RPAS uses a catapult for take-off and is recovered with a net, has an endurance of ten hours and a radio range of 140 km which can be extended based on ground relay stations. It is equipped with both an optical and infrared camera, as well as an AIS receiver. EMSA's service increases situational awareness directly in the Danish Operational centres where the data gathered from the flights is shared live through the EMSA RPAS Data Centre. This service allows the Danish users to monitor any unusual activity at sea with a potentially harmful impact on the safety and security of persons and vessels in the area or affecting the environment itself. Namely, the service makes it possible to monitor and alert authorities in case of drifting objects spotted at sea which may pose a danger to vessels in the vicinity and/or the environment as well as helping to identify, verify and provide information on potential oil spills and discharges at sea. In doing so, the service complements the EU's satellite-based service for oil spill detection, CleanSeaNet.



The Aerosonde RPAS uses a catapult for take-off and is recovered with a net. It has an endurance of ten hours and a radio range of 140 km. (Photo credits: EMSA)

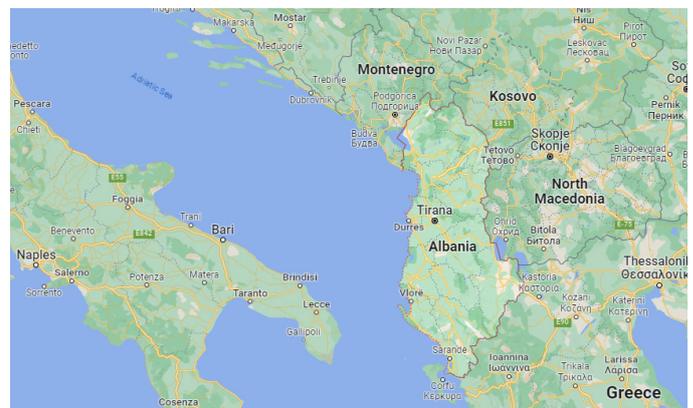
CISE IMPLEMENTATION IN THE ADRIATIC SEA REGION DISCUSSED ON 11 MAY IN PROTOROZ, SLOVENIA

Thirty-one representatives of Croatian, Italian and Slovenian maritime authorities and EU bodies gathered to discuss the services and data to be shared via CISE in the Adriatic Sea region. The workshop was the first of its kind, during which the participants identified different maritime security threats which they consider as a priority for their operational activities at sea in the Adriatic. This exercise further aimed at defining the information that needs to be shared to address different threats, and what still needs to be done from the technical and operational angles to implement this information sharing plan. The workshop was organised by the Slovenian Ministry for Infrastructure, Slovenian Maritime Administration in cooperation with EMSA to support Member States in strengthening the development of CISE in the Adriatic Sea region.



ALBANIA MAKES STRIDES TOWARDS ENHANCED IMPLEMENTATION OF MARITIME STANDARDS AT BOTH INTERNATIONAL AND EUROPEAN LEVEL

Two significant milestones have been reached by Albania, bolstering the country's implementation of international maritime conventions and European maritime legislation. These achievements signify a crucial step towards maritime safety and prevention, as well as fostering collaboration between EU Member States and non-EU countries in sharing vital maritime traffic information. Firstly, on 6 April 2023, the Albanian maritime administration, with technical support from the Agency, successfully obtained certification from an authorised company for their Quality Management System (QMS). Developed meticulously, the QMS adheres to the EN ISO standards 9001:2015 and encompasses Flag, Coastal, and Port State functions. This certification highlights Albania's commitment to upholding robust standards and reinforces their dedication to maritime excellence. Furthermore, Albania's AIS national network has now been seamlessly integrated with MARES, the SafeSeaNet regional server for the Mediterranean. This integration marks a significant milestone as it expands the number of beneficiaries of EU-financed projects who share AIS information among themselves and selected EU Member States. To facilitate this connection, Albania installed five AIS base stations and a central node, donated within the framework of the EMSA implemented project "Preparatory measure for the future participation of relevant IPA II beneficiaries in the European Maritime Safety Agency." These accomplishments solidify Albania's alignment with EU standards and fortify their capabilities in maritime safety, pollution response, and preparedness. Moreover, they signify a notable advancement in the Mediterranean regional cooperation between EU Member States and non-EU countries, emphasizing the importance of sharing maritime traffic information for a secure and efficient maritime domain.



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VACANCIES: Traineeship 2023-2024 (26/5/23); See website for more.

PROCUREMENT: Study investigating the safety of ammonia as fuel on ships (26/5/2023); Provision of ICT services for the SSN Ecosystem (11/7/2023); See website for more.