

## EMSA Consolidated Annual Activity Report 2022

### 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 2022 which reflects that of the EMSA Single Programming Document 2022-2024.

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 2022

The EMSA 5-year Strategy 2020-2024 on which the Single Programming Document 2022-2024 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 EMSA Single Programming Document 2022-2024 and the concrete actions planned under each of the "5 S" for 2022 were aligned with the strategic priorities of the 5-year Strategy. The Administrative Board welcomes the fact that the CAAR provides clear examples of EMSA's achievements that contribute to the realisation of the multi-annual strategic priorities or 5/S and the underlying 36 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 while still dealing with the COVID-19 pandemic, especially in the first quarter of 2022.

The Administrative Board noted furthermore that EMSA played a strategic role in providing monitoring of the implementation of the EU sanctions against the Russian Federation and underpinned the functioning of the Joint Cooperation Center under the UN Grain Corridor initiative. In this regard, the Administrative Board would like to once again strongly condemn the unjustified and brutal aggression of the Russian Federation against Ukraine and would urge the Agency to continue playing its current role supporting the Commission and the Member States with the monitoring of the relevant sanctions or any other initiatives supporting Ukraine.

In our view, the present report addresses the key deliverables of the Agency in 2022 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 2022 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 2022:**

As knowledge hub and as the developer and provider of tools and services to support Member State environmental enforcement efforts and the expert support to the Commission at the IMO, EMSA continues to be a reference point for the Commission and the Member States with its tools and technical expertise.

EMSA has been actively involved in several initiatives related to the European Green Deal and provided support and data to the Commission and Member States. This support was mainly focused on different proposals as part of the “Fit for 55 package”, such as the FuelEU Maritime proposal and the proposal aiming at the extension of the ETS to maritime transport.

At international level, EMSA continued to assist the Commission and Member States in relation to work on energy efficiency, carbon intensity and fuel lifecycle GHG intensity guidelines, including relevant correspondence groups.

Technical work in support of the Commission and different stakeholders continued also on alternative fuels and sources of renewable energy, marine litter, underwater noise, the implementation of the revised Port Reception Facilities Directive, the evaluation of the Directive on ship-source pollution and its subsequent revision, the Sulphur Directive and its enforcement, the Zero Pollution initiative, and Greenhouse Gases at international and European level thus confirming the commitment of the Agency towards sustainability goals and greener shipping.

The contribution of EMSA to the Member States and the Commission was also provided in the work leading to the approval and adoption of a Sulphur Emission Control Area (SECA) in the Mediterranean Sea.

In the field of pollution response, the Agency continued to develop a further diversified toolbox available to Member States with a new Equipment Assistance Service (EAS) for the Black Sea, equipping two additional vessels with RPAS capacity reaching a total of twelve with light RPAS onboard.

Regarding support to Member States in case of a chemical incident, the MAR-ICE service providing expert information and advice was renewed for another 5 year period.

As regards the cooperation with other EU Bodies and Agencies EMSA is providing assistance to EFCA, to prevent, deter and eliminate illegal, unreported and unregulated (IUU) fishing.

## Surveillance

Strategic priority:

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

### **Strategic achievements in 2022:**

The monitoring and reporting on vessels of interest became highly relevant after the Russian invasion of Ukraine on 24 February 2022. The MSS reported on Russian-flagged vessels to Member States and the Commission, on ship calls to EU ports to specific Member States and Commission, and on ship calls related to sanctions (e.g. coal imports). MSS kept the relevant lists of sanctioned ships and applicable derogations updated. MSS reported daily on the vessels engaged in the UN Grain Agreement by providing details of the ships, cargo, destinations, etc. to the Commission and Ukraine. Following a specific agreement, MSS reported on ship movements on the Western part of the Black Sea (the so-called “Grain Corridor”) to the Joint Coordination centre set by the United Nations (UN).

EMSA Earth Observation services continued to develop and deliver surveillance capabilities in support of a wide range of use cases and services, with emphasis on CleanSeaNet, Copernicus Maritime Surveillance, support to Frontex under the existing SLA and the support to maritime emergencies at sea in the context of EMSA’s contingency plan. The support to maritime emergencies at sea was in great demand in 2022, with a significant increase in the number of incidents supported by the Agency with satellite surveillance. A significant investment in the contractual framework for EMSA’s Earth Observation services, was done with several procurements concluded successfully. EMSA offered RPAS services to support maritime surveillance, Search and Rescue and emissions monitoring, and is already a reference at EU and global level for the use of RPAS for maritime surveillance in the civil domain. In 2022 EMSA enhanced its regional strategy for multipurpose maritime surveillance by serving multiple entities of more than one country and therefore promoting the efficient use of resources in support of coast guard functions.

In 2022, EMSA offered eleven RPAS operations to Member States and relevant EU Agencies, with eight running in parallel. In addition two EFCA vessels were equipped with RPAS capabilities.

With respect to SAT-AIS data services, EMSA continued to provide global satellite AIS data services to end-users. EMSA continued also to promote the CISE initiative and more Member States have signed the Cooperation Agreement. The first set of operational services were defined in 2022 to begin roll out towards the end of the transitional phase.

## 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 2022:**

The Agency confirmed and deepened its relevance as a key partner to the Commission and Member States at EU and IMO level in the development of the necessary adequate safety and standardisation framework both for traditional ship safety aspects, like life-saving appliances or fire safety, and innovative disrupting technologies, such as new alternative energy systems for ships and autonomous systems, multi-dimensional safety aspects of electrical systems related to shore side electricity or the carriage of electric vehicles on board ships, having actively supported the Commission and Member States in the development of an adequate analysis framework to address existing safety and standardization gaps, including the drafting of best practices.

During 2022, EMSA continued to run the notified bodies group technical secretariat and enhanced the EU MED Portal with new features. As regards EQUASIS the Agency has provided a number of proposals to modernise, improve and enhance the Equasis website and its the statistics.

Safety analyses of data from EMCIP provided added value as a tool to identify safety issues and possible improvements towards an enhanced safety culture. In this regard, in 2022 the Agency published the Safety Analysis of Navigation Accidents. EMSA is cognizant of its role in providing further operational support to AIBs in the area of underwater surveys. To this effect, the Agency has taken action to establish a new service by providing underwater surveys based on Remotely Operated Vehicles (ROVs). EMSA provided technical support to the Commission in the process of the revision of three safety Directives (AI, PSC and FS) in view of the finalisation of the Impact Assessments.

Regarding maritime security, EMSA provided technical support to the Commission and EFTA Surveillance Authority by participating in the inspections they organised to assess and verify the implementation and enforcement of EU maritime security legislation in the Member States. EMSA supported the Commission and the Member States in the implementation and the improvement of the of EU and International maritime security legislation by participating in the MARSEC (Maritime Security) Committee's and the Stakeholders Advisory Group on Maritime Security (SAGMAS) work on specific technical issues.

Given the steady increase in cyber-threats and cyber-attacks aimed at disrupting the maritime domain, the main stakeholders, i.e. industry, academies, and governments have acknowledged that more attention should be paid to this challenge. EMSA has underlined its willingness to work in this area by including cybersecurity in its 5-year Strategy and has established a Task Force to progress relevant work.

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

## Digitalisation & Simplification

Strategic priority

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

### ***Strategic achievements in 2022:***

In 2022 EMSA finalized the Cloud Roadmap to facilitate the implementation of its Cloud Strategy of 2021. The Roadmap defines the new EMSA technological landscape, standards and practices, as well as sequencing of projects aimed at keeping and improving high performance across the digital service portfolio.

The Agency as the main provider of the maritime picture in Europe, continued the development of its Integrated Maritime Services (IMS) producing comprehensive near real time maritime traffic visualization with the integration of new data, information and functionalities. During 2022, new Automated Behaviour Monitoring and capabilities were deployed for seven additional algorithms enabling users to gain global information on historical port calls. EMSA continued on the further expansion of the IMS toolboxes, amongst them the SAR toolbox.

Efforts to support the digitalisation/simplification of maritime transport for the new SafeSeaNet (SSN v.5) continued according to the agreed schedule by the HLSG and the Central SSN became operational on 12 January 2022. This new version supports the legal requirements for registration of persons on board passenger ships, the revised Port Reception Facilities Directive and the Exchange of Information with the new PRF inspection system (THETIS-EU), improved incident reports and additional security measures.

EMSA elaborated in cooperation with experts of the Member States and shipping industry's associations the technical specifications related to the EMSWe dataset, the EMSWe ships, locations and HAZMAT databases, harmonised spreadsheet templates, message implementation guide and functionalities of the graphical user interfaces.

The Interoperability project was completed in 2022. It delivered several outcomes such as the development of the traffic density mapping service with additional categories of maps, the development and testing of solutions to facilitate the reporting procedures from ship to shore and improve the coastal stations' situation awareness and the development of an automatic port call detection service which uses SSN's ship position tracking.

In 2022, EMSA and EUROSTAT agreed launching a study using EMSA aggregated data with the objective to explore how to use SafeSeaNet and other EMSA data for EUROSTAT statistical purposes. EMSA provided Europol with access to maritime and surveillance information services to support Europol staff activities in the areas of law enforcement and organised crime activities at sea.

The global data coverage available via EMSA IMS-MAOC (N) assists in monitoring vessels of interest in the Atlantic Ocean and Mediterranean Sea to combat illicit drug trafficking at sea.

In the context of the EU's Common Security and Defence Policy, EMSA continued to support two distinct EU Naval Force operations, namely (i) EUNAVFOR-Somalia : Operation Atalanta, and (ii) EUNAVFOR-Med: Operation Irini. EMSA provided EUNAVFOR with access to the maritime monitoring solution EMSA-IMS-EUNAVFOR Somalia integrated with EUNAVFOR data, such as piracy risk assessments, creating a specifically tailored maritime awareness picture.

Work continued in relation to ship related eCertificates, using THETIS as the platform to store relevant information and to make them available to Member States in their capacity both as Flag and Port States. EMSA successfully concluded a project with a Flag State (Denmark). The project entailed information exchange on eCertificates issued by Denmark to THETIS. The information is now readily available to Port State Control Officers within THETIS.

In cooperation with DG SANTE a new module of THETIS inspection database, being THETIS-Animal Welfare, was developed and deployed supporting the volunteer reporting of the control of livestock vessel and the training to competent authorities was provided. This module benefits competent authorities responsible for the enforcement of Regulation (EC) 1/2005, aimed at protecting the welfare of animals during transportation.

## 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 2022:**

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. The horizontal analyses, which incorporate a cost-efficiency assessment, confirmed their added value both for Member States and the Commission. 2022 saw the conclusion of two cycles of Member State visits concerning Port State

Control and the sulphur content of marine fuels and the start of the third cycle of visits to Member States in respect of seafarer training.

In 2022 one of the Agency's flagship projects, under the label of EMSA Academy, was successfully certified in accordance with the relevant ISO standard for the design, development and delivery of learning services outside formal education in the maritime domain. These learning services constituted the backbone of the different activities planned in support of the competent authorities of the Member States. Identified following a bottom-up approach, they aim at enhancing competencies and skills, thus fostering capacity at national level towards homogeneous implementation and enforcement of safety, security and sustainability rules and regulations in the EU and beyond.

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 IPA II project continued to be implemented. As maritime safety, maritime security and protection of the marine environment are common concerns of the EU 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 IV) and the Black and Caspian Sea (BCSEA). Both projects were completed in 2022 - SAFEMED IV by March and BCSEA by September 2022. New projects were entrusted to the Agency: SAFEMED V started in April 2022, and BCSEA II started in October 2022.

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

EMSA further enhanced its role as reliable partner by enhancing the European cooperation on coast guard functions. The cooperation refers to the joint work of three EU agencies (EMSA, EFCA and Frontex) and national authorities from across the EU on functions comprising tasks related to safety and security at sea, search and rescue, border control, fisheries control, customs activities and environmental protection.

EMSA brought added value to the national coast guard authorities and promoted cooperation among them at EU level taking over the chairmanship of the Tripartite Working Arrangement in June and steering the interagency works towards the successful implementation of all the projects included in the Annual Strategic Plan 2022.

## **B) EMSA's operational achievements in 2022**

The Administrative Board took note of the different operational achievements that contributed to the Strategic Objectives, as highlighted at the beginning of the CAAR 2022, and of the information on the operational outputs against previously set objectives as per the Single Programming Document 2022-2024, 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 COVID-19 pandemic continued to affect the activities of the Agency, more in particular in the first quarter of the year. The Administrative Board welcomed that the adaptations and measures EMSA implemented earlier to adjust to the pandemic allowed the Agency to continue providing its stakeholders with the range and quality of services they expect.

The Administrative Board also commends the work carried out by the Agency in the aftermath of the invasion of Ukraine by the Russian Federation. 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 and the Agency executed 86,351,897 EUR in Commitment Appropriations (CA)<sup>1</sup>, representing 99.80% of the total budget of the year, and 85,154,502 EUR in Payment Appropriations (PA)<sup>2</sup>, amounting to 98.42% of the total budget when only counting C1 Funds<sup>3</sup> (appropriations voted in the current budget).

Based on information outlined in Parts II, III and IV of the CAAR2022 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 2022, all audit recommendations issued and due by 31/12/2022 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 2022 and the overall multi-annual strategic framework.

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<sup>1</sup> Commitment appropriations cover the total cost of the legal commitments entered into during the current financial year - even if such a legal obligation extends over more than one year.

<sup>2</sup> Payment appropriations cover expenditure arising from commitments of the current year and/or earlier years, which are due for payment in the current year.

<sup>3</sup> These figures contain revenues from fees and charges amounting to 173,481 EUR.

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.

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, 15 March 2023

Signed

A handwritten signature in blue ink, appearing to read 'A. Nordseth', is written over a faint, light blue rectangular stamp.

Andreas Nordseth

Chairman of the Administrative Board