

Basic information	
2023/0163(COD)	Procedure completed
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	
European Maritime Safety Agency	
Repealing Regulation 2002/1406 2000/0327(COD)	
<b>Subject</b>	
3.20.03.01 Maritime safety 8.40.08 Agencies and bodies of the EU	

Key players													
European Parliament	<table border="1"> <thead> <tr> <th>Committee responsible</th><th>Rapporteur</th><th>Appointed</th></tr> </thead> <tbody> <tr> <td>TRAN Transport and Tourism</td><td>HUMBERTO Sérgio (EPP)</td><td>03/09/2024</td></tr> <tr> <td></td><td>Shadow rapporteur GONÇALVES Sérgio (S&amp;D) KRIŠTOPANS Vilis (PfE) ZĪLE Roberts (ECR) BALJEU Jeannette (Renew) PAULUS Jutta (Greens/EFA) KYLLÖNEN Merja (The Left)</td><td></td></tr> </tbody> </table>	Committee responsible	Rapporteur	Appointed	TRAN Transport and Tourism	HUMBERTO Sérgio (EPP)	03/09/2024		Shadow rapporteur GONÇALVES Sérgio (S&D) KRIŠTOPANS Vilis (PfE) ZĪLE Roberts (ECR) BALJEU Jeannette (Renew) PAULUS Jutta (Greens/EFA) KYLLÖNEN Merja (The Left)				
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	ITRE Industry, Research and Energy	The committee decided not to give an opinion.	
	PECH Fisheries	AGUILERA Clara (S&D)	05/09/2023
Council of the European Union			
European Commission	Commission DG	Commissioner	
	Maritime Affairs and Fisheries	SINKEVIČIUS Virginijus	
European Economic and Social Committee			
European Committee of the Regions			

Key events			
Date	Event	Reference	Summary
01/06/2023	Legislative proposal published	COM(2023)0269 	Summary
10/07/2023	Committee referral announced in Parliament, 1st reading		
07/12/2023	Vote in committee, 1st reading		
07/12/2023	Committee decision to open interinstitutional negotiations with report adopted in committee		
08/12/2023	Committee report tabled for plenary, 1st reading	A9-0423/2023	Summary
11/12/2023	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
13/12/2023	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
11/03/2024	Debate in Parliament		
12/03/2024	Decision by Parliament, 1st reading	T9-0134/2024	Summary
12/03/2024	Results of vote in Parliament		
07/10/2024	Committee decision to open interinstitutional negotiations after 1st reading in Parliament		
21/10/2024	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 72)		
13/11/2024	Committee referral announced in Parliament, 1st reading		
24/06/2025	Approval in committee of the text agreed at early 2nd reading interinstitutional negotiations		
16/10/2025	Council position published	10056/1/2025	
23/10/2025	Committee referral announced in Parliament, 2nd reading		
05/11/2025	Vote in committee, 2nd reading		
07/11/2025	Committee recommendation tabled for plenary, 2nd reading	A10-0217/2025	

12/11/2025	Debate in Parliament		
13/11/2025	Decision by Parliament, 2nd reading	T10-0260/2025	Summary
13/11/2025	Results of vote in Parliament		
26/11/2025	Final act signed		
29/12/2025	Final act published in Official Journal		

Technical information	
Procedure reference	2023/0163(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealing Regulation 2002/1406 2000/0327(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 100-p2
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/10/00857

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE753.514	19/09/2023	
Amendments tabled in committee		PE754.711	12/10/2023	
Committee opinion	BUDG	PE753.727	08/11/2023	
Committee opinion	PECH	PE753.474	29/11/2023	
Amendments tabled in committee		PE757.136	04/12/2023	
Committee report tabled for plenary, 1st reading/single reading		A9-0423/2023	08/12/2023	Summary
Text adopted by Parliament, 1st reading/single reading		T9-0134/2024	12/03/2024	Summary
Committee draft report		PE778.264	21/10/2025	
Committee recommendation tabled for plenary, 2nd reading		A10-0217/2025	07/11/2025	
Text adopted by Parliament, 2nd reading		T10-0260/2025	13/11/2025	Summary
Council of the EU				
Document type	Reference	Date	Summary	

Council position	10056/1/2025	16/10/2025	
Draft final act	00051/2025/LEX	27/10/2025	

#### European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2023)0269 	01/06/2023	<a href="#">Summary</a>
Document attached to the procedure	SWD(2023)0147 	01/06/2023	
Commission response to text adopted in plenary	SP(2024)350	22/07/2024	
Commission communication on Council's position	COM(2025)0640 	15/10/2025	

#### Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	<a href="#">CES2847/2023</a>	20/09/2023	

#### Additional information

Source	Document	Date
EP Research Service	Briefing	12/01/2024
European Commission	EUR-Lex	

### Meetings with interest representatives published in line with the Rules of Procedure

#### Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				
Name	Role	Committee	Date	Interest representatives
KABILOV Taner	Shadow rapporteur	TRAN	04/11/2024	European Sea Ports Organisation - ESPO
AGUILERA Clara	Rapporteur for opinion	PECH	19/09/2023	Confederación Sindical de Comisiones Obreras
CERDAS Sara	Shadow rapporteur	TRAN	07/09/2023	IACS (International Association of Classification Societies Ltd. International Association of Classification Societies Ltd)

#### Final act

Regulation 2025/2434  
OJ OJ L 29.12.2025

# European Maritime Safety Agency

2023/0163(COD) - 13/11/2025 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a legislative resolution **approving the Council position at first reading** with a view to the adoption of a regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002.

The proposed regulation establishes the European Maritime Safety Agency, which will assist Member States and the Commission in the effective application and implementation of Union law relating to maritime transport throughout the Union.

## **Objectives**

The EMSA's objective is the promotion and establishment of a **high, uniform and effective level of maritime safety** aiming towards zero accidents, maritime security, the reduction of greenhouse gas emissions from ships and the sustainability of the maritime sector as well as the prevention of and response to pollution caused by ships and the response to marine pollution caused by oil and gas installation.

The Agency's other objectives include supporting the digitalisation and reduction of the administrative burden in the maritime sector by facilitating the electronic transmission of data and supporting the simplification and provision of integrated maritime surveillance and maritime situational awareness systems and services to the Commission and Member States.

## **Agency's tasks**

The Agency will:

- monitor progress on the **safety of maritime transport** in the Union, conduct risk analyses on the basis of the available data and develop safety risk assessment models to identify safety challenges and risks;
- in a cost-efficient way, support the Member States with additional pollution response operational means, including those to be developed for sustainable alternative fuels, for pollution caused by ships and for marine pollution caused by oil and gas installations;
- provide technical assistance to the Commission and Member States with regard to operational and technical measures as well as regulatory efforts aimed at **reducing greenhouse gas emissions from ships**;
- assist the Commission and Member States by providing technical guidance and facilitating the exchange of best practices and information on **cyber resilience** and cybersecurity incidents between Member States;
- provide the Commission and Member States with state-of-the-art **maritime surveillance and maritime crisis** services.

The regulation also assigns the Agency other tasks in the area of international relations and European cooperation concerning coast guard functions.

To properly carry out the tasks entrusted to the Agency, officials will carry out **visits** to the Member States in order to monitor the overall functioning of the Union maritime safety and pollution prevention system. The Agency will also carry out **inspections** in order to assist the Commission in the assessment of the effective implementation of Union law.

## **Agency organisation**

The Agency's administrative and management structure consists of a management board and an executive director.

The management board is composed of **one representative from each Member State and four representatives from the Commission**, all with voting rights. It also includes four professionals from the sectors most relevant to the Agency's objectives.

The management board will adopt each year, by a two-thirds majority of its members with voting rights, after having received the opinion of the Commission, the Agency's single programming document.

No later than 30 November of each year, the Management Board adopts a single programming document containing the annual and multiannual programming, based on a draft submitted by the Executive Director, taking into account the opinion of the Commission. The Management Board will submit it to the European Parliament, the Council and the Commission.

# European Maritime Safety Agency

2023/0163(COD) - 08/12/2023 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Cláudia MONTEIRO DE AGUIAR (EPP, PT) on the proposal for a regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

## **Tasks relating to maritime safety**

Members proposed that the Agency should gather and analyse data on seafarers. It may also gather and analyse data on the implementation of the Maritime Labour Convention, 2006 with the aim of assisting in the improvement of the onboard working and living conditions of seafarers. The Commission should use that data, jointly with the data generated by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers information system (STCW IS) for developing appropriate strategic responses to recruit and retain seafarers in activity.

#### ***Tasks relating to sustainability***

On the containers lost at the Sea, the Agency should provide guidance to the industry stakeholders and to the Flag State on the requirements agreed at IMO for mandatory reporting of lost containers. The possibility of collective and coordinated response mechanisms at EU and international level should also be examined.

#### ***Tasks relating to decarbonisation***

According to Members, the Agency should monitor progress on the operational and technical measures undertaken to increase the energy efficiency of ships and ports and the deployment of sustainable alternative fuels, energy and power systems for ships, including onshore power supply and wind-assisted propulsion and onboard carbon capture, to reduce greenhouse gas emissions from ships. The Agency should assess the need to implement additional training modules for maritime professionals handling new and often complex hybrid and zero emission systems.

Moreover, the Agency should in particular research, analyse and propose relevant guidance or recommendations in relation to the uptake and deployment of sustainable alternative fuels, energy and power systems for ships, including, onshore power supply, wind-assisted, solar and kinetic wave propulsion and on-board carbon capture, ensuring respect for technology neutrality, as well as in relation to energy efficiency measures, with practices such as slow steaming and speed optimisation.

#### ***Tasks relating to digitalisation and simplification***

The Agency should provide technical and operational assistance, as well as **regular training and certification programmes** to the Member States, upon their request and without prejudice to their rights and obligations as flag States, in the digitalisation of their registries and their procedures facilitating the uptake of electronic certificates and in the digitalisation of any other procedures, which may have a positive effect in reducing the administrative burden on flag, port or coastal State Authorities.

#### ***European cooperation on coast guard functions***

The amended text increases the functions of the Agency to include:

- enhancing the exchange of information and cooperation on coast guard functions including by analysing operational challenges and emerging risks in the maritime domain including by using digital simulation tools to study the effect of accidents;
- sharing the relevant research, developments and technologies, including artificial intelligence, in a collaborative and flexible way, to find solutions to the challenges faced in the different areas;
- increasing the cooperation in order to collect data for marine scientific research purpose on marine ecosystems, physical oceanography, marine chemistry, marine biology, fisheries, scientific ocean drilling and coring, geological and geophysical research, and other activities;
- implementing cooperation projects with third countries to improve maritime safety, pollution prevention by ships, maritime security and preservation of the marine environment.

#### ***Financial allocations***

The Agency should provide horizontal, technical support, upon request by the Commission or the Member States, for the implementation of any task that falls under the remit of its competences and objectives, stemming from future needs and developments at the Union level under the remits of maritime legislation. Such additional tasks should be subjected to a consideration of the available human and financial resources, which the Management Board of the Agency should take into account before deciding to include them in the Single Programming Document of the Agency as part of its annual or multiannual work programme.

#### ***Governance structure***

Members considered crucial strengthening relations between the Agency and the European Parliament. Therefore, they proposed to **involve the European Parliament** in the appointment of the Executive director, appointing a European Parliament representative for the management board and be consulted on the multi-annual programme.

## **European Maritime Safety Agency**

2023/0163(COD) - 12/03/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 570 votes to 20, with 14 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

#### ***Horizontal technical assistance***

It is stated that the Agency should assist the Commission as well as the Member States.

#### **Tasks relating to maritime safety**

The Agency should, *inter alia*:

- disseminate the results of its research and innovation activities, following approval by the Commission, as part of its contribution to creating synergies between the research and innovation activities of other Union bodies and the Member States;
- analyse and propose relevant guidance or recommendations in relation to potential safety risks stemming from the uptake and deployment of sustainable alternative sources of power for ships, including onshore power supply to ships at berth, battery technologies used for propulsion, "zero emission technologies", as defined in [FuelEU Maritime] or other future technologies on board of ships or in port areas;
- gather and analyse data on the implementation of the Maritime Labour Convention, 2006 (MLC, 2006) with the aim of assisting in the improvement of the onboard working and living conditions of seafarers. The Commission should use that data, jointly with the data generated by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers information system (STCW IS) for developing appropriate strategic responses to recruit and retain seafarers in activity.

#### **Tasks relating to sustainability**

The Agency should share and receive relevant information from other EU Agencies, such as the European Fisheries Control Agency (EFCA), especially in relation to **lost fishing gear**.

On the containers lost at the Sea, the Agency should provide guidance to the industry stakeholders and to the Flag State on the requirements agreed at IMO for mandatory reporting of lost containers. The possibility of collective and coordinated response mechanisms at EU and international level should also be examined.

#### **Tasks relating to decarbonisation**

The Agency should:

- assess the need to implement additional training modules for maritime professionals handling new and often complex hybrid and zero emission systems;
- analyse and propose relevant guidance or recommendations in relation to the uptake and deployment of sustainable alternative fuels, energy and power systems for ships, including, onshore power supply, wind-assisted, solar and kinetic wave propulsion and on-board carbon capture, ensuring respect for technology neutrality, as well as in relation to energy efficiency measures, with practices such as slow steaming and speed optimisation.

Such assistance should also include monitoring and reporting on impacts on port traffic, port evasion and traffic shift to the neighbouring container transhipment ports, to the detriment of EU ports.

#### **Tasks relating to maritime surveillance and maritime crises**

In support of a strong and united answer of the Union and its Member States to Russia's war of aggression against Ukraine, the Agency should, *inter alia*, monitor suspicious behaviour around pipelines and detect sanctions evasion at sea.

#### **Tasks relating to digitalisation and simplification**

The Agency should provide technical and operational assistance, as well as regular training and certification programmes to the Member States, upon their request and without prejudice to their rights and obligations as flag States, in the digitalisation of their registries and their procedures facilitating the uptake of electronic certificates and in the digitalisation of any other procedures, which may have a positive effect in reducing the administrative burden on flag, port or coastal State Authorities.

#### **European cooperation on coast guard functions**

In cooperation with the European Border and Coast Guard Agency and the European Fisheries Control Agency, the Agency should provide support to national authorities performing coastguard functions at national and Union level and, where appropriate, at international level:

- by sharing the relevant research, developments and technologies, including artificial intelligence, in a collaborative and flexible way, to find solutions to the challenges faced in the different areas;
- by increasing the cooperation in order to collect data for marine scientific research purpose on marine ecosystems, physical oceanography, marine chemistry, marine biology, fisheries, scientific ocean drilling and coring, geological and geophysical research, and other activities;
- by implementing cooperation projects with third countries to improve maritime safety, pollution prevention by ships, maritime security and preservation of the marine environment.

#### **Management Board**

Member States and the Commission should be represented on a Management Board vested with the necessary powers, including the power to establish the budget and approve the programming document. The European Parliament should be represented as an observer.

# European Maritime Safety Agency

2023/0163(COD) - 01/06/2023 - Legislative proposal

**PURPOSE:** to update the European Maritime Safety Agency to better reflect the growing role the Agency plays in many maritime transport areas and make it more effective and responsive.

**PROPOSED ACT:** Regulation of the European Parliament and of the Council.

**ROLE OF THE EUROPEAN PARLIAMENT:** the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

**BACKGROUND:** [Regulation \(EC\) No 1406/2002](#) of the European Parliament and of the Council established the European Maritime Safety Agency. The Agency's founding Regulation has been amended five times, with the amendment in 2013 making a distinction between core and ancillary tasks which has become obsolete. Moreover, rules on the administrative and financial governance of EU Agencies have also been amended. This obsolete structure of the mandate combined with the need to incorporate and reflect EMSA's new tasks in the areas of maritime safety, **sustainability, decarbonisation, security and cybersecurity, surveillance and assistance in crises management** call for a new EMSA Regulation to replace its founding Regulation.

This initiative is part of a package to modernise EU rules on maritime safety and prevent water pollution from ships.

**CONTENT:** this proposal to revise the European Maritime Safety Agency maintains the tasks that are already reflected in the previous mandate of the Agency while reflecting the **new tasks and updating the administrative and financial provisions**, aligning them with the new framework.

Moreover, it is stipulated that the Agency should assist the Member States and the Commission in the effective application and implementation of Union law related to maritime transport across the Union. To that end, the Agency should cooperate with the Member States and the Commission and provide them with technical, operational and scientific assistance within the scope of the Agency's objectives and tasks.

## **Objectives**

The EMSA's objective is the promotion and establishment of a high, uniform and effective level of maritime safety aiming towards zero accidents, maritime security, the reduction of greenhouse gas emissions from ships and the sustainability of the maritime sector as well as the prevention of and response to pollution caused by ships and the response to marine pollution caused by oil and gas installation.

Further objectives of the Agency should be the promotion of **digitalisation of the maritime sector** by facilitating the electronic transmission of data supporting simplification and the provision of integrated maritime surveillance and awareness systems and services to the Commission and the Member States.

The proposed revision of EMSA's mandate aims to:

- better anchor and reflect the current tasks and objectives of EMSA in its founding Regulation so that EMSA is legally mandated to fulfil these and support the Member States and the Commission with the necessary technical, operational and scientific assistance in ensuring maritime safety and security together with the **green and digital transition** of the sector;
- render the EMSA's founding Regulation **future proof** by allowing enough flexibility to incorporate new tasks in addressing the evolving needs of the maritime sector and ensuring that EMSA will have adequate human and financial resources to fulfil its role.

**Transitional provisions** are also laid down to enable a proper transition from the previous mandate to the new one without interruption of service for EMSA.

## **Budgetary implications**

This proposal would have an impact on the budget and staff needs of the Agency as currently provided for in the Multiannual Financial Framework (MFF) and which are insufficient for the tasks the Agency should carry out. It is estimated that an additional budget of EUR 50.997 million and 33 additional posts would be needed for the remainder of the period of the Multiannual Financial Framework (MFF) to ensure that the Agency has the necessary resources to enforce its revised mandate.