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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(2.10.2026)

The European Maritime Safety Agency (EMSA) may provide Remote Piloted Aviation Systems services to Member States for the purposes they define. Flights are multipurpose as laid out by the European coast guard cooperation¹: once deployed, the unmanned aerial vehicle can be used for emissions monitoring, general surveillance, search and rescue and fisheries control. Member States have operational and planning control of the unmanned aerial vehicle, as responsible coastal or port State.

The EMSA Work Programme sets out the number of deployment days (days that the drone is available on site) as performance indicator. The table below shows statistics for 2020-25 for sulphur oxides emission measurements, while those for 2026 are not yet available. Costs cover EMSA's specific contracts. EMSA does not hold data on costs incurred by French authorities.

The Schiebel Camptocopter S-100 has been used throughout.

Emissions monitoring data is provided to Member States and streamed into the EU port State control reporting tool (THETIS) for dissemination to Port State Control authorities. Access rights are defined in THETIS for authorised users.

¹ Regulation (EU) 2025/2434 of the European Parliament and of the Council of 26 November 2025 on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002 (Text with EEA relevance), article 12.