1. The European Maritime Safety Agency (EMSA) assists maritime surveillance carried out by Member States in their role as port, coastal or flag states, by hosting the Union Maritime Information and Exchange System (SafeSeaNet), as established by Directive 2002/59/EC\(^1\). That EU Directive, in line with international rules, stipulates both the Automatic Identification Systems (AIS) requirements for ships (install AIS transponders) and for EU Member States as coastal States to have receivers. A formal group comprising the Commission and all EU Member States ensures the governance of the system as well as access to it. The same legal basis stipulates that the AIS data from terrestrial stations (T-AIS) provided by the EU Member States are integrated together with the AIS received via satellites from commercial providers or Member States in the Integrated Maritime Services (IMS) providing the ‘Maritime picture’. Around 75% of AIS positions are received by satellites.

2. The automated recognition of vessels’ behaviour can be detected via Automated Behaviour Monitoring (ABM) algorithms available as a service under Integrated Maritime Services’ (IMS). This service was installed by the companies: CLS, LINK, Codit, Microsoft, European Dynamics.

3. The EU Naval Force (EUNAVFOR) have been granted access to the ‘maritime picture’ provided by the Integrated Maritime System which essentially includes the T-AIS and Sat-AIS allowing ship track and tracing. For the future it may be explored if/how also the maritime security services under Copernicus can be used to assist EUNAVFOR MED's mission and further enhance the maritime picture.

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