



European Maritime Safety Agency

Work Programme 2010

European Maritime Safety Agency Work Programme 2010

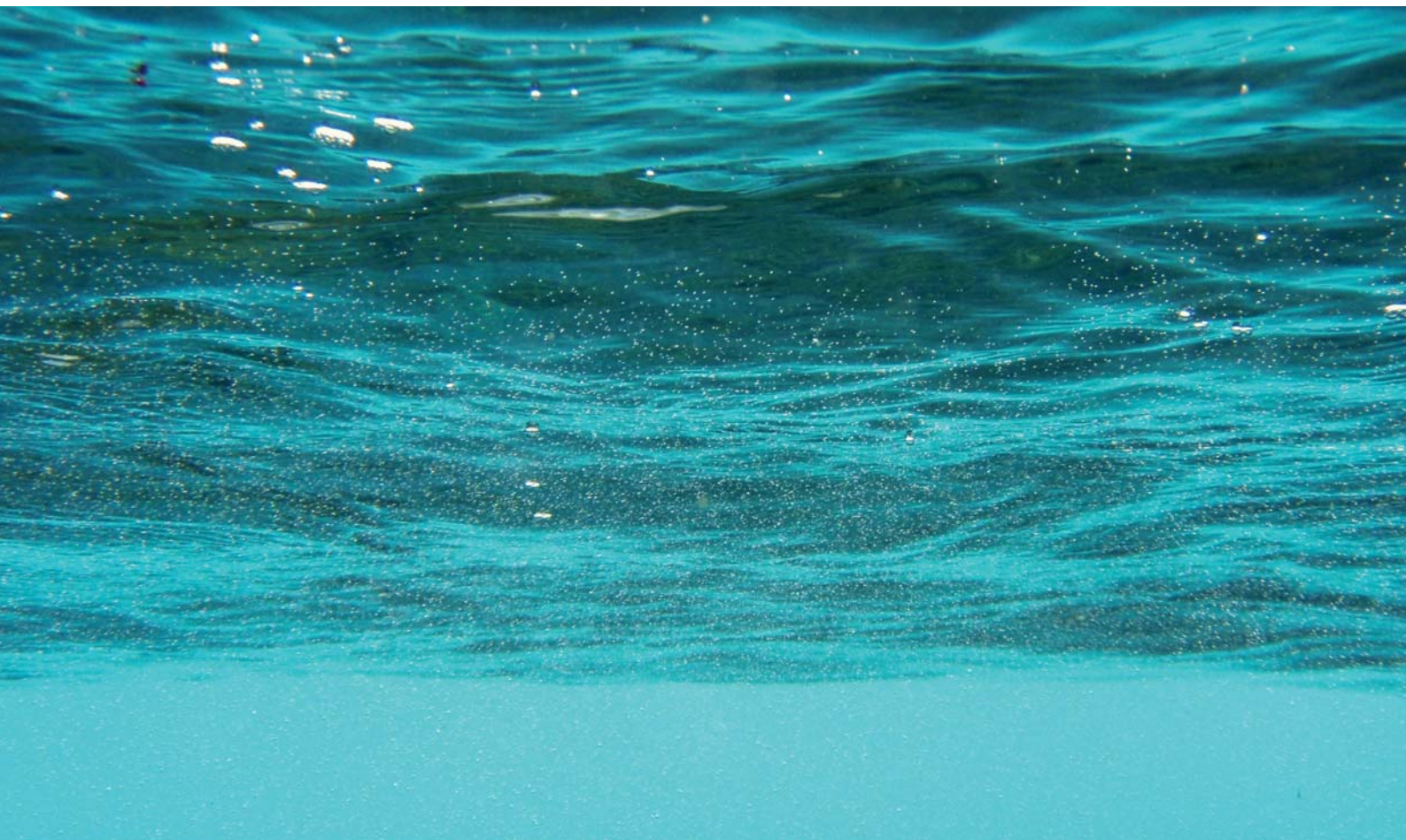


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FOREWORD

JØRGEN HAMMER HANSEN, CHAIRMAN OF THE ADMINISTRATIVE BOARD

TAKING EMSA FORWARD

From its brand new headquarters in Lisbon's city centre, on the banks of the river Tagus, EMSA is ready to continue the good work of the last 7 years and meet the new challenges of the coming years, delivering important contributions to enhance safe, secure and environmentally friendly shipping.

We present the EMSA Work Programme 2010, confident that EMSA's stakeholders will appreciate the great number of important undertakings planned for the coming year, adding value to the work of the European Commission and Member States and to the European public at large.

The Work Programme is not just business as usual. New tasks are added and well known tasks are improved, making them more user-oriented, more efficient and more effective. To take stock of input, output and effect the Work Programme includes transparent information for each activity supplemented with key performance indicators for external services for the first time.

Maritime surveillance is becoming a most effective tool not only in the service of security but also to combat pollution at sea, deliberate as well as accidental, and I am impressed by the tools EMSA has developed within a few years for the benefit of responsible authorities and common knowledge of what is going on out there. I have often used the phrase: Shipping has come closer to shore in recent years. Shipping is not something going on out of our sight, but a commercial activity like others which must meet the demands and standards including environmental standards applicable to commercial activities in today's society. Quality operators know very well how to live up to these expectations but for those operators who are tempted to make short-cuts surveillance is an important tool to make them comply with existing standards. The Work Programme includes plans to develop a better platform for integrated information to get an even more complete picture of the traffic moving along the EU coasts or directed to EU ports.

In addition to EMSA's hosting of the EU LRIT Data Centre, which became fully operational in 2009, a possible new task has emerged. In 2010 a permanent arrangement has to be found for hosting the International Data Exchange, the IDE, which is the heart of the international network, allowing Data Centres around the world to exchange reports on long range identification and tracking of ships. The EMSA Administrative Board is in favour of the idea of EMSA hosting the permanent IDE at EMSA's premises and the proposal presented by the Presidency of the European Union to the IMO to this end is a promising new initiative.

Many parties are involved in enhancing safe, secure and environmentally friendly shipping. At the core of this are still well-educated and trained seafarers on board well-maintained ships fit for purpose. Economic pressure on the shipping industry should not lead to sub-standard ships or crews. It is crucial that Member States properly enforce existing legislation concerning seafarers and ships. The same goes for the important work of Classification Societies when they act on behalf of Member States ensuring compliance with statutory regulations and class standards. EMSA's activities to assist the Commission in ensuring that Member States and classification societies perform according to EU legislation are therefore still very important activities on the EMSA agenda for the coming year. The standards of third country systems for maritime education, training and certification of seafarers are also vital, taking into account the increasing number of third country seafarers manning European ships - and ships registered in other parts of the world calling at European ports.

In 2010 two important documents will be developed to help decide in what direction EMSA should move in the coming years. The Administrative Board will adopt a strategic vision for the Agency covering a 5 year perspective. The Third Maritime Safety Package adopted by Council will have an impact on EMSA's work and so might the

implementation of the Commission's Maritime Transport Strategy. Furthermore, the discussions so far at the EMSA Administrative Board fully demonstrate that new tasks for EMSA may add value to what is already in place in Member States and the European Commission. The Administrative Board is ready to take EMSA forward, engaging in new tasks and at the same time consolidating the Agency's work on existing tasks. In 2010 a number of themes will be further explored to find out what is needed and what will benefit EMSA's stakeholders in a cost-effective way.

The other document is the Commission's Mid-Term Report regarding the multi annual financing of the antipollution measures of the Agency. The Commission will submit a report covering the period 2007 to 2009 to the European Parliament and Council. The report will be based on information provided by EMSA. Significant measures are allocated to assist and top-up national response capabilities including the network of stand by oil spill response vessels and specialized equipment around Europe. As a basis for future decisions on pollution preparedness and response EMSA will look closely into experience gained, feedback from stakeholders and evaluating the risks of pollution in different parts of European waters. In this field of activity also, fact based planning is vital for achieving the best results.

EMSA's 2010 Work Programme is ambitious and a great challenge for the executive director Willem de Ruyter and his staff. I am confident that they, in cooperation with Member States, the Commission and other interested parties, will succeed as they have done in the past, and the EMSA Administrative Board will continue to offer them its support to take EMSA forward.

Jørgen Hammer Hansen

Chairman of the Administrative Board

ACKNOWLEDGEMENTS

WILLEM DE RUITER,
EXECUTIVE DIRECTOR

A new decade, a new European treaty, a new President of the EU, a new European Commission cabinet, a new Transport Commissioner, many new faces on the European Parliament's Transport Committee, and a new headquarters on the Tagus in Lisbon: 2010 certainly looks set to be an interesting year for the European Maritime Safety Agency.

EMSA's Work Programme 2010 represents the blueprint for all activities and projects over the coming twelve months. Key developments last year included EMSA's move to our new riverside headquarters in Lisbon, and the development of round-the-clock maritime support services, which now provide our stakeholders with a vital service at any time of the day or night. 2009 also saw the smooth transition to a new Chairman of the Administrative Board, Jørgen Hammer Hansen, increased cooperation with other EU Agencies, and the growth of the Agency's workforce to surpass 200. In this Work Programme 2010, you will find both novelty and continuity. The Agency is keen to build on the solid groundwork that it has put in place over the years. There is an emphasis on bringing a number of existing core services, such as SafeSeaNet, into their second generation, and to cross-pollinate information supplied across the Agency's maritime applications.

2010 has been declared by the IMO as the international year of the seafarer. I would take this opportunity to highlight that a significant number of EMSA employees are former merchant seamen, and that our meetings, workshops and training sessions are the stage for constant contact with those working both at sea and directly with seafarers. Throughout the Work Programme 2010, you will see evidence of the Agency's placing of the safety, security and protection of seafarers at the forefront of its day-to-day activities. As you read the finer details of projects, plans, and budgets in this document, I invite you to think about the wider vision of safety at sea. Each of these tasks, in its own small way, aims to contribute to increased safety in shipping. This is a noble cause, and one that serves to unite the talents of all those working at — and together with — EMSA.

Willem de Ruiter

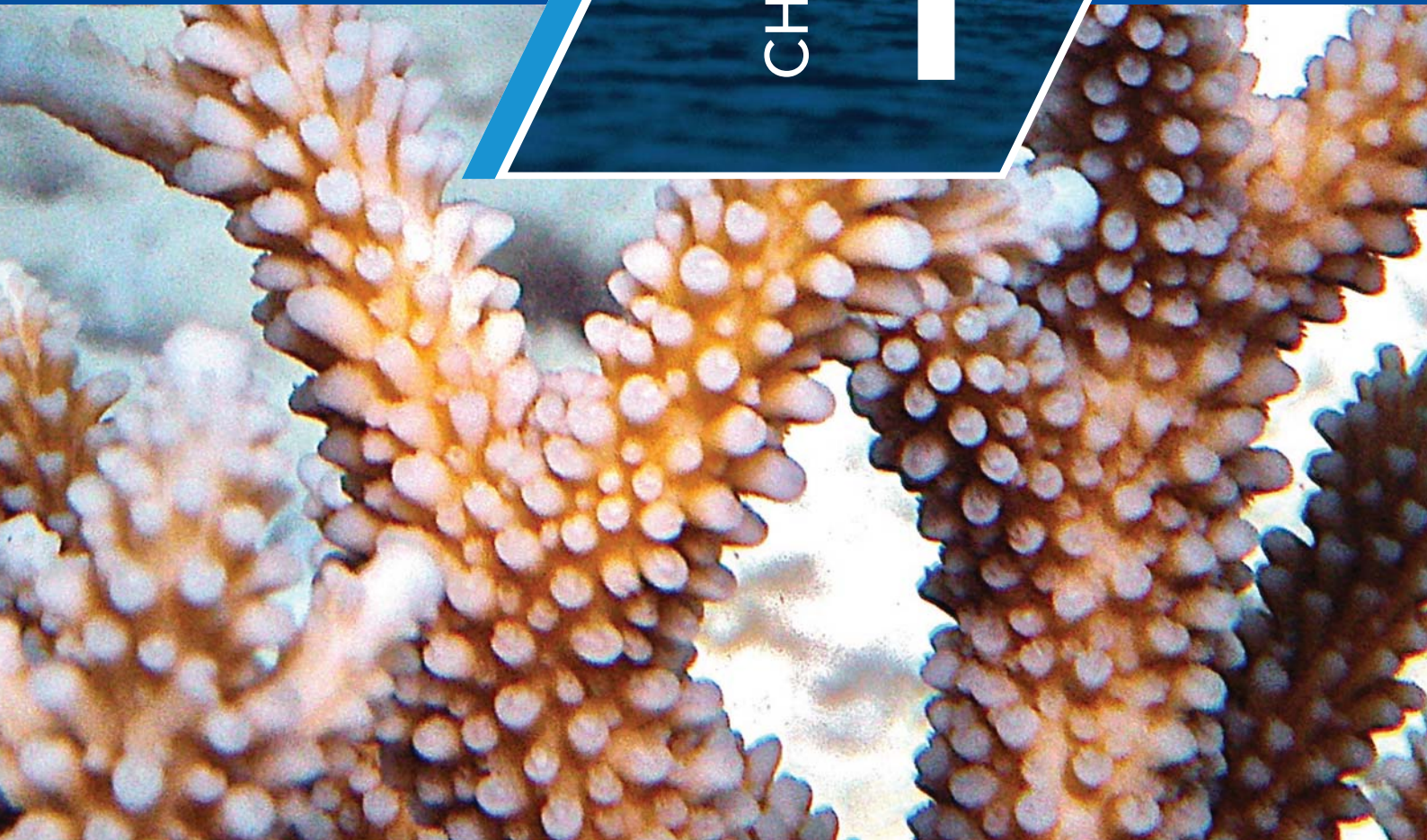
Executive Director

Chapter 1

The European Maritime Safety Agency

CHAPTER

1



1.1 ORIGIN AND TASKS

The concept of a European Maritime Safety Agency (EMSA) as a regulatory agency originated in the late 1990s along with a number of other major European maritime safety initiatives: EMSA has been established by Regulation (EC) 1406/2002¹ as a major source of support to the Commission and the Member States in the field of maritime safety and prevention of pollution from ships, and subsequent amendments have refined and enlarged its mandate.

The objectives of the Agency are addressed through a matrix of mainly preventive, but also reactive, tasks in a number of key areas. Firstly, the Agency has been tasked with assisting the Commission in monitoring the implementation of EU legislation relating, among others, to ship construction and planned maintenance, ship inspection and the reception of ship waste in EU ports, certification of marine equipment, ship security, the training of seafarers in non-EU countries and Port State Control. Secondly, the Agency operates, maintains and develops maritime information capabilities at EU level. Significant examples are the SafeSeaNet vessel tracking system, to enable the EU-wide tracking of vessels and their cargoes; and the EU LRIT Data Centre, to ensure the identification and tracking of EU flagged ships worldwide.

In parallel, a marine pollution preparedness, detection and response capability has been established, including a European network of stand-by oil spill response vessels as well as a European satellite oil spill monitoring service (CleanSeaNet), both with the aim of contributing to an effective system for protecting EU coasts and waters from pollution by ships.

Finally, the Agency provides technical and scientific advice to the Commission in the field of maritime safety and prevention of pollution by ships in the continuous process of evaluating the effectiveness of the measures in place, and in the updating and development of new legislation. It also provides support to, and facilitates co-operation between, the Member States and disseminates best practices. As a body of the European Union, the Agency sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the Commission and the Member States.

¹ Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 (OJ L 208, 5.8.2002, p.1), as amended by Regulation (EC) No 1644/2003 of the European Parliament and of the Council of 22 July 2003 (OJ L 245, 29.9.2003, p. 10), Regulation (EC) No 724/2004 of the European Parliament and of the Council of 31 March 2004 (OJ L 129, 29.4.2004, p. 1) and Regulation (EC) No 2038/2006 of the European Parliament and of the Council of 18 December 2006 (OJ L 394, 31.12.2006, p.1).

MISSION STATEMENT*

The European Maritime Safety Agency has been established for the purpose of ensuring a high, uniform and effective level of maritime safety, maritime security as well as prevention of and response to pollution by ships within the Community.

OBJECTIVES

→ The Agency provides the Member States and the Commission with the technical and scientific assistance needed and with a high level of expertise, in order to help them:

- apply Community legislation properly in the field of maritime safety, maritime security and prevention of pollution by ships;
- monitor its implementation;
- evaluate the effectiveness of the measures in place.

→ The Agency provides additional operational means, upon request, to assist Member States and the Commission to respond to marine pollution by ships within the Community.

* Mission statement and objectives established by the EMSA founding Regulation 1406/2002/EC

1.2 MONITORING EXECUTION OF THE WORK PROGRAMME

The Agency is managed by its Executive Director, who shall be completely independent in the performance of his duties, without prejudice to the respective competencies of the Commission and the Administrative Board. The Administrative Board supervises the work undertaken by the Executive Director. Within the Administrative Board there are representatives of all EU Member States, Iceland and Norway (EFTA countries) and four representatives from the Commission, plus four non-voting representatives from different sectors of the maritime industry.

The Administrative Board will focus in 2010 on:

- adopting a strategic vision for the Agency, covering a 5-year perspective;
- performance monitoring to help the Agency carry out the tasks outlined in the legislation and achieve the aspirations outlined in its work programme and longer term strategic vision;
- providing its high level maritime expertise and experience for the benefit of the different maritime safety and pollution prevention, preparedness and response activities.



Staff and stakeholders mingle at the official inauguration of EMSA's new premises on 16 June 2009

To achieve the objectives, the Administrative Board will:

- adopt the Agency's work programme, budget and establishment plan, within its competence in the framework of the budgetary procedure;
- adopt a Multi Annual Staff Policy Plan, covering a 3-year period, as requested by the Budgetary Authority, and a 5-year Strategy Document, in line with the recommendations stemming from the evaluation foreseen by Article 22 of the Founding Regulation;
- adopt the Annual Report with details on achievement of objectives and performance output relating to the principles of cost-effectiveness, efficiency and sound financial management.

Three meetings of the Administrative Board are planned for 2010 (March, June and November).

1.3 MAIN ACHIEVEMENTS IN 2009 AND WORK IN PROGRESS

2009 has been the third full year in Lisbon, and the Agency has moved into its final headquarters in Cais do Sodré. The move involved not only staff, but also the data centre and the maritime applications run by the Agency, and represented a challenge successfully fulfilled, with no interruption of services offered to Member States.

The EU LRIT Data Centre entered into production in 2009. Development and implementation of the EU LRIT DC was performed during the first 5 months of the year and, following successful IMO testing, the EU LRIT DC was commissioned in the international LRIT production environment on 1st of June 2009, one month before the IMO deadline.

Since then, the EU LRIT DC has been providing long range ship tracking services to all EU MS and more than 6000 EU-flag ships have been reporting on a daily basis.

The second half of the year was dedicated to operating, maintaining and fine tuning the system, as well as starting a technical pilot project. This project aims to provide LRIT ship position reports of vessels flying the flag of Member States participating in the project to EUNAVFOR, the coordinating body of the European Union for the deployment of naval assets around the Horn of Africa in the fight against piracy. The tool provides the capability for close monitoring of a ship's position on an hourly basis, thus allowing for better coordination of EU naval assets assisting the safe transit of ships.

SafeSeaNet started its full operational phase on 1 January 2009. Its real time tracking module (STIRES) became operational in September 2009, allowing for a chart-based view of the traffic monitoring information. The coverage and data quality of the system was permanently improved through a process of regular checks.

The setting-up of the EMSA Maritime Support Services operating on a 24/7 basis helped improve monitoring of the availability and performance of the EMSA operational maritime applications (SafeSeaNet, EU LRIT DC, CleanSeaNet). It also provides a helpdesk for Member States and is the single point of contact in EMSA for night and day requests for operational support for response to pollution accidents at sea.



Double-hulled bunker tanker *Sara* was contracted at the end of 2009. She will be prefitted in 2010 to provide at-sea oil recovery services (capacity for recovered oil of 6,658 m³) for the Atlantic front.

The Agency is recognised as a European platform for exchange of knowledge and best practices between maritime and pollution response experts from the Commission, EU Member States, EFTA states and candidate as well as potential candidate countries: 26 different workshops were organised with about 900 participants from all over Europe.

2009 was also a year where the scope and number of training activities of the Agency increased significantly: 34 different training sessions were organised. Amongst those, 11 were dedicated sessions for candidate and potential candidate countries and maritime safety and maritime security related trainings for experts from EU Member States. The training programme for Port State Control Officers which started in 2006 further evolved and was followed in 2009 by four dedicated training seminars. These training sessions are intended to be for all European and Paris MoU Port State Control Officers, but aimed at two different groups, with separate seminars for new entrants and experienced officers. The objective is to enhance the harmonisation and effectiveness of PSC inspections throughout the region, in particular in the context of the new inspection regime (recast PSC Directive). Further dedicated training activities addressing the New Inspection Regime and the supporting information system were started. Two sessions with 20 participants each were organised in 2009.

MEETINGS ORGANISED BY THE AGENCY IN 2009

Number	Activity	Participants/experts
34 (incl. 6 for PSC officers)	Training	694 (incl. 230 PSC officers)
26	Workshops	879
17	Working groups	198
8	Hosting	328
3	Meetings of the Administrative Board	165

In the field of pollution preparedness, detection and response new developments were the launch and successful conclusion of a tender for the development of a Clean-SeaNet Data Centre to be hosted and operated by EMSA. In addition, two new vessels were contracted following procurement procedures to strengthen the network of stand-by oil spill response vessels for the Northern Baltic Sea and the Atlantic front.

A core activity of the Agency continues to be its inspection and visits task. In 2009 the Agency again intensified and developed these tasks, in line with the work programme, and 112 visits and inspections took place in six different fields of activity:

VISITS AND INSPECTIONS CARRIED OUT IN 2009	
Classification Societies	23
Training of Seafarers (STCW)	10
Maritime Security	60
Port State Control	7
Port Reception Facilities	7
Vessel Traffic Monitoring and Information Systems	6

The Agency has started to improve its information tools for the public at large. Dedicated leaflets have been drafted to explain individual tasks of the Agency, as well as other media tools explaining its operational services.

MAIN COMMUNICATION TOOLS PRODUCED IN 2009	
EMSA Work Programme 2009	
EMSA Annual Report 2008	
12 monthly newsletters and 1 special issue inauguration newsletter	
EU Maritime Accident Review 2008 – Report	
General Brochure about EMSA in 21 languages	
MAR-ICE leaflet and photocopyable on-board reporting form/instruction leaflet	
EU LRIT Data Centre leaflet	
Oil pollution response communication materials: 1 leaflet, 13 product sheets and 1 information folder, oil spill response services DVD/video	
12 internal "Gateway" newsletters	
2 quarterly training and cooperation newsletters	

Relevant information is made available to the general public through the Agency's website (www.emsa.europa.eu).

Icebreaker *Kontio* was contracted at the end of 2009 and will provide at-sea oil recovery services (capacity for recovered oil of 2,033 m³) in the Northern Baltic Sea.



Further details concerning the above mentioned activities and other tasks carried out by the Agency in 2009 will be presented in more detail in the 2009 annual activity report.

1.4 OBJECTIVES FOR 2010

2010 will be the year to develop THETIS, the database system in support of the new Port State Control regime. Furthermore, the Agency will improve its current maritime information systems. The systems operated by the Agency should be ready to play a substantial role in the EU maritime surveillance network, currently under development. The Agency will complete the process of developing a combined user interface for SafeSeaNet and the EU LRIT Data Centre. In 2010 the Agency should prepare itself for the hosting of the EU LRIT Data Centre at its premises. The transfer will take place end 2010/early 2011. Preparations will continue to put in place the second generation CleanSeaNet offering a better platform for integrated information based on earth observation satellite resources. In the medium term, through the combined use of the information made available by the Agency, the Member States and the Commission will get a more complete picture of the maritime traffic moving along the EU coasts or directed to EU ports. The Agency will explore the inclusion of other sources of vessel information such as satellite-AIS, VMS and local radar. The competent authorities will benefit from the comprehensive information the Agency gathers and disseminates, thereby enhancing safety of navigation, the prevention of marine pollution, pollution prepared-

ness and response, the effectiveness of search and rescue operations and other maritime surveillance applications.

More in particular:

→ For the EU LRIT (Long Range Identification and Tracking of Ships) Data Centre, EMSA will concentrate its efforts on the quality of service provided to the Member States and will improve or upgrade the system in the light of the experience acquired in the first period of operation of the Centre and prepare the hosting of the Data Centre at EMSA. A combined user interface for SafeSeaNet and the EU LRIT Data Centre will be developed. The second main objective will be the integration of LRIT data with AIS data for providing users with a complete traffic picture.

→ For integrating and combining maritime information the Agency will develop a single window for users, will explore the possibility of integrating other sources like Satellite-AIS, VMS and local radar. Without prejudice of the development of the appropriate political and legal framework, technical feasibility projects will be launched in view of providing information to different users and for different applications in the field of maritime surveillance, using SafeSeaNet as a platform.

→ An advanced CleanSeaNet (CSN 2nd generation) service will be developed by setting up a CSN Data Centre at EMSA premises which will be the information and communication platform to Coastal States users visualising CleanSeaNet information aggregated with maritime information, model outputs and traffic information from the LRIT-AIS database. This integrated information will thus enhance the capability of identifying potential polluters. In addition it will support directly the planning, ordering of satellite images and the processing of satellite information.

→ Thetis, the information system to support the New Inspection Regime as set up by Directive 2009/16/EC on Port State Control, will be developed and tested. This includes further changes to SafeSeaNet, making available in particular a new messaging interface for Port State Control purposes.

→ In the field of pollution preparedness and response, as foreseen by Regulation (EC) 2038/2006 on multi-annual funding for the action of the Agency in the field of response to pollution caused by ships, in 2010 the Agency will provide the Commission with all the necessary information for a mid-term report, focussing on the results of the utilisation of the Community contribution for the period 1 January 2007 - 31 December 2009. The network of stand-

by oil spill response vessels will be reinforced for the East Mediterranean Sea and expiring contracts for the Mediterranean Sea and Atlantic approaches to the Channel will be either prolonged or retendered.

→ The implementation of the HNS Action Plan will be continued including maintaining and evaluating the MAR-ICE service, the development of HNS response guides and analyses of maritime HNS transport.

→ As regards the prevention of pollution from ships, the Agency will continue to support the Commission and the Member States in various fields, including in the on-going debates on the regulation of greenhouse gas emissions, ships recycling and ships' waste reception facilities and will probably have an increasing number of tasks in relation to ballast water management.

→ Visits and inspections will be carried out as requested by the Commission to monitor the implementation of EU legislation in the field of maritime safety, maritime security and prevention of pollution by ships and improve efficiency and effectiveness of the measures in place.

→ From the adoption of the third maritime package, new tasks for the Agency are emerging in relation to the new EU legislation in place for Class Societies, Flag State, Accident Investigation, Port State Control, and liability and compulsory insurance regimes. The Agency will continue to provide assistance to Member States with regard to the implementation of this new EU legislation, through training and exchange of best practices.

This Work Programme not only focuses on the operational systems, but provides a general overview of the activities the Agency is planning for 2010, in line with its Founding Regulation and in response to requests from the Commission and Member States. In the many fields of activity entrusted to the Agency on the basis of its Founding Regulation there is a continuous challenge to refine, intensify and innovate the contribution of the Agency, as outlined in this document.

The Agency is committed to finding resources internally and to rationalising its work practices. Therefore the envisaged increase in the number of staff in order to cope with the wide range of tasks as described in more detail in the following chapters will be very limited: 8 additional statutory posts - of which 6 are devoted to LRIT (Long Range Identification and Tracking) as agreed at an earlier stage² -

² See Commission's opinion of 6.2.2008 on EMSA's Multi Annual Staff Policy Plan 2009-2011 and Commission's note D (2008) 405421 of 4.3.2008 on Provisional Draft Budget and Establishment plan for 2009.

are foreseen in the 2010 Establishment Plan, giving a total of 200 statutory posts.

Finally, it should also be noted that currently unforeseen additional priorities may still arise in 2010, for example in response to developments in the shipping sector, or Commission initiatives and of course subject to decision making at appropriate levels in the EU.

1.5 WORK PROGRAMME: STRUCTURE AND PURPOSE

The following chapters provide a detailed explanation of the various tasks that the Agency will perform in 2010. As in previous years, the narrative presentation is followed by a summary table with a breakdown, for each area of activity, of planned input in terms of financial and human resources, and of expected output and outcomes. In addition, and for the first time, key performance indicators are also provided for the external services of the Agency, as part of on-going efforts to further refine in-house monitoring and reporting tools.

Already at present the overall performance of EMSA is measurable in concrete terms. For example, the major objectives for 2009 - as set out in the 2009 Work Programme - are clearly measurable, notably (a) whether or not the EU LRIT Data Centre is operational, (b) whether or not Safe-SeaNet is operational, and (c) whether or not the planned number of inspections were conducted. Hence, the bodies overseeing the work of the Agency already have a clear picture of EMSA's performance.

At the project development level, EMSA's management closely monitors progress and milestones, and measures these against project planning. Corrective action is taken where necessary to ensure delivery as planned. This process will continue unchanged. Reporting to the Administrative Board and to relevant stakeholders will take place as usual through the Annual Activity Report.

However, for external services it can be particularly useful to define and use performance indicators and targets, in order to enable more detailed monitoring of the work done and the final impact on the users of the service, as a management tool to improve EMSA's effectiveness and efficiency. This Work Programme therefore defines performance indicators that are able to measure the continuity and quality of external services. In cases where the Agency can be considered a "service provider", "customer satisfaction" is of particular relevance. The intention is thus to seek customer feedback on a regular basis and to use the results as an additional performance indicator.

In addition, the establishment plan execution rate (recruitment) and the budgetary execution have been included as general performance indicators.

It should be noted that, for some of the outputs indicated in this Work Programme, the Agency is not the only actor involved. The Commission often plays an essential role in the preparation or in the follow-up of these outputs, or both (for instance in the case of STCW inspections in third countries). As a consequence, there may be instances in which the planned target does not coincide with the final output, for reasons that are external to the Agency.

Finally, the present exercise represents a first attempt to define performance indicators. Adjustments or amendments will be introduced in the light of the experience gained, as appropriate.

Chapter 2

Traffic monitoring and information on ships
and cargoes

CHAPTER

2



INTRODUCTION

Overall, it is reasonable to assume and anticipate that EMSA should be ready to extend its role as maritime information provider, with consequent internal readiness to further adapt and expand upon its system architecture.

At the same time, two challenges need to be addressed. In the first place, users in the maritime safety and pollution response domain (in some Member States part of the same administration, in other Member States part of very different administrations) generally speaking prefer a single access point. Users would like to select their own sets of information using a single interface to applications.

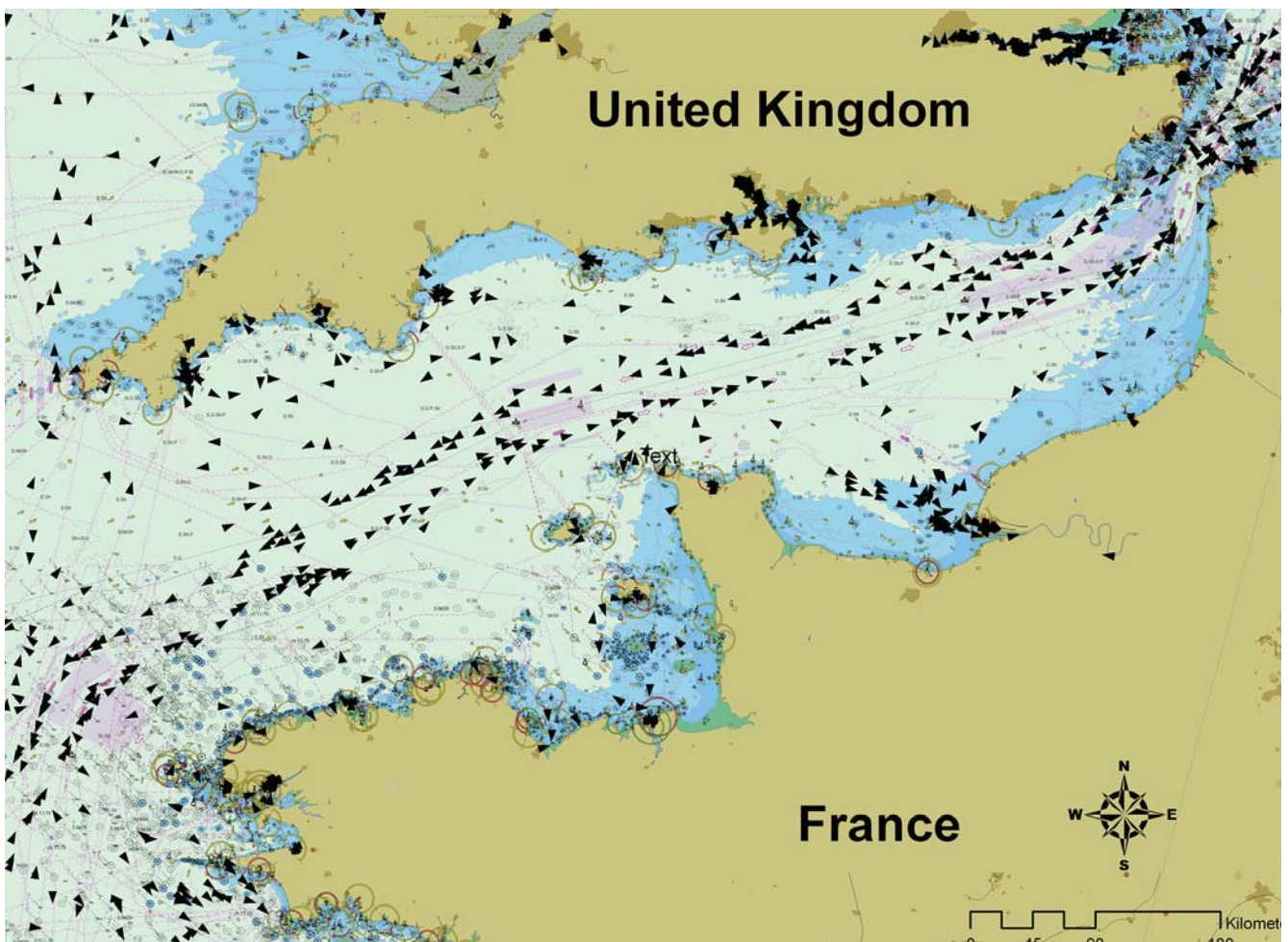
The ongoing integration of applications at user level should (SafeSeaNet, Thetis, CleanSeaNet, LRIT) continue and further steps should be taken by 2010 and the process finalised by 2011.

Secondly, duplication of efforts between organisations needs to be avoided. Information provided by the Agency should be available to different user communities requiring similar maritime data (with economies of scale and concentration of expertise). It would be beneficial if the Agency could deliver complete and comprehensive profiles of maritime information on ships, ship traffic and relevant sea status information.

Hosting different maritime applications in-house represents a major effort for the IT team, though at the same time, this will ensure full control of the quality of service provided to the Member States and the Commission.

The ultimate objective is to provide an effective network for traffic monitoring and exchange of operational information on ships and cargoes moving along European coasts and/or heading to EU ports, including incidents affecting maritime safety, security and the marine environment.

SafeSeaNet images showing vessel traffic in the Channel (below) and the East Mediterranean (opposite) at a particular moment in time.



2.1 EU VESSEL TRAFFIC MONITORING

2.1.1 SAFESEANET

As foreseen in Directive 2009/17/EC, amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system, SafeSeaNet, as implemented by the Agency in cooperation with the Commission and the Member States, constitutes the Community maritime information and exchange system for the "receipt, storage, retrieval and exchange of information for the purpose of maritime safety, port and maritime security, marine environment protection and the efficiency of maritime traffic and maritime transport".

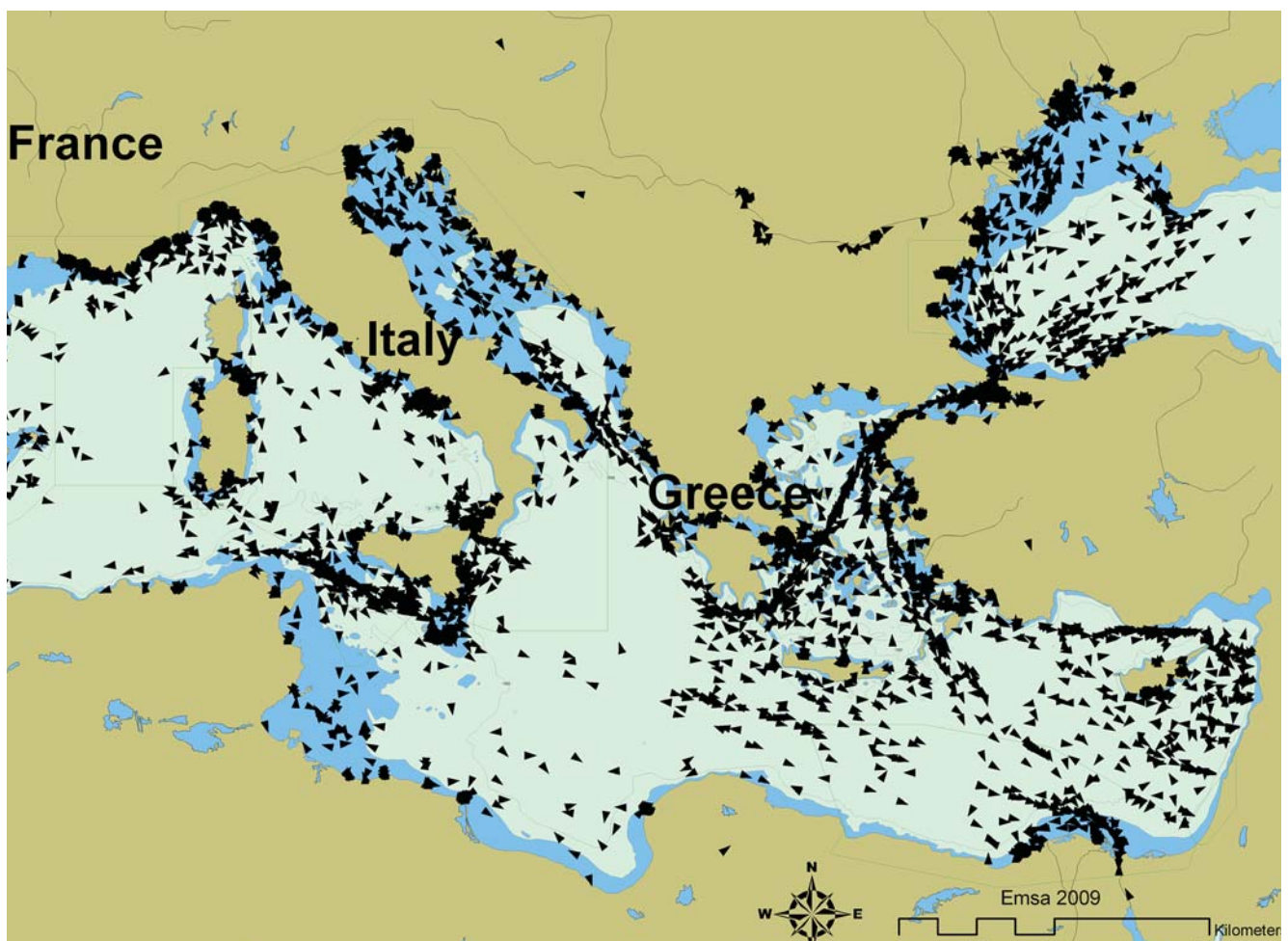
In 2010, upgrading of SafeSeaNet and its tracking module STIRES will bring new functionalities that reflect enhanced operational and legal requirements. Some are linked to implementation of the Traffic Monitoring Directive 2002/59/EC as amended. Others will implement the new Port State Control related notifications through

SafeSeaNet, supplying THETIS with the information it requires to support the new Port State Control inspection regime (Directive 2009/16/EC). Member States will be expected to verify and complete testing the new functionalities with EMSA before THETIS becomes fully operational early in 2011.

The introduction of a new pilot project is anticipated for the exchange of AIS, Port and HAZMAT notifications with the Russian Federation in the Baltic; as initiated in 2009 as part of the cooperation between the Russian Federation and the EU Baltic Member States.

The European AIS Master Plan will be maintained and updated, in cooperation with the Commission and the Member States, with the objective of achieving strategic mapping and optimised coverage for detection and tracking of traffic movements over the whole EU coast line according to recognised standards.

Each triangle represents a vessel and provides a link to further ship information, such as type of cargo and expected time of arrival.



2.1.2 MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) will represent a valuable tool for continuously overseeing the availability of maritime information and working towards improving its quality.

This team will provide an operational and technical helpdesk on a 24/7 basis and guarantee round-the-clock system performance and administration of SafeSeaNet, the EU LRIT Data Centre and related data, including ship watch lists (banned ships, single hull tankers, etc.).

Joint development will continue with Member States towards creating detailed operational procedures for SafeSeaNet system administrators and users, aimed at streamlining the flow of information. These procedures should be applicable by 2010 and included in the SafeSeaNet Handbook.

Maritime Support Services will also continue to provide Member States and EU Bodies, including the Commission, with a permanent single point of contact, ready for requests for the Agency's operational assistance (antipollution vessels, satellite images, expertise) and for information regarding specific ships and incidents. In 2010 the feasibility of extending the Maritime Support Services to cover other operational systems offered by the Agency such as THETIS will be explored.



The dish installed on EMSA's roof in 2009 helps ensure secure and fast communication of satellite images.

2.1.3 MARITIME DATA INTEGRATION ACTIVITIES AND MARITIME SURVEILLANCE

SafeSeaNet will be the main platform for sharing information on ships' movements and cargoes around the European Union, as the core of the common information sharing environment.

As mentioned above, in 2010 SafeSeaNet will be linked to THETIS to support Port State Control activities. LRIT messages should also be distributed via this system. The Council Resolution of 2 October 2007 foresees that , "subject to the completion of necessary technical work, the EU LRIT Data Centre should make use of the existing SafeSeaNet system communication platform in order to facilitate the sharing of LRIT information between Member States; if necessary, the SafeSeaNet system should be modified, at central and at national level, in order to ensure the appropriate level of security of LRIT data transmission and management".¹ The recently adopted Directive 2009/17/EC in its Annex III states that "Where internationally-adopted rules allow routing of LRIT information concerning third country vessels, SafeSeaNet networks shall be used to distribute amongst Member States, with an appropriate level of security, the LRIT information received in accordance with Article 6b".

After the implementation of STIRES and the EU LRIT Data Centre has been completed and consolidated, a project team will be set up. Subject to receiving further necessary clarifications by Member States and the Commission related to the integration of SafeSeaNet and the EU LRIT Data Centre and to receiving the policy of access rights, to be developed by the Commission in cooperation with Member States, the project team will start working as much as possible on the availability of integrated LRIT and AIS data through SafeSeaNet, and on the use of SafeSeaNet for sharing information, as identified as "Step 2" in the EU LRIT Data Centre Implementation Plan.

Following the Commission's Blue Book "An integrated maritime policy for the European Union" and the subsequent initiatives in the field of maritime surveillance and the Commission's recent Communication "Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain" [COM 2009(538) final], the Agency will further develop its working relationship with other EU Agencies and European initiatives towards sharing ship-related information. As

¹ Point 10 of Council Resolution of 2 October 2007 "Establishment of an European Long Range Identification and Tracking (LRIT) Data Centre"

Commission policy aims to create a common information sharing environment for the EU maritime domain, support will be provided by offering the technical expertise gained in developing SafeSeaNet and other relevant maritime applications. The maritime information systems may have to be reviewed to enable the dissemination of information to other EU bodies and Agencies for the purposes of maritime surveillance. Several actions will be taken internally to strengthen the capabilities to combine maritime information coming from different sources.

In 2010, technical pilot projects will be developed based on SafeSeaNet and LRIT, to explore new functionalities that would contribute to a more complete maritime picture than that currently available in EU maritime surveillance and avoid the duplication of effort, overlapping infrastructures and expenditures. In particular dialogue and cooperation will actively be fostered with other Agencies such as Frontex and CFCA, and work with interested Member States on pilot projects e.g. integration of fishing vessel VMS through SafeSeaNet. In addition the close cooperation with ESA regarding satellite AIS will be continued.

The pilot project providing alerts and LRIT Information of ships flying a flag of an EU Member State and sailing through piracy sensitive zones will continue and will be evaluated. EMSA has started to provide such information to EUNAVFOR for Member States participating in this technical feasibility project.

The Commission and the ESA have launched a technical feasibility study on European satellite-based AIS. The Agency participates in the Steering Committee of this project. If a decision is taken to go ahead with a demonstration project for European S-AIS, the Agency will have to take preparatory actions for setting-up a capability to receive, collect and distribute S-AIS information to governmental and institutional end-users in the European Union.

* The Agency is part of a pilot project with the Budget Department of the Commission, and from 2009 introduced Activity Based Accounting that will be used in the Annual Report. Following the methodology already used last year for these elements of Activity Based Budgeting, allocated costs under Title I attributed to activities are based on average costs per type of post (Temporary Agent (AD and AST), National Seconded Expert (END) and Contract Agent (CA)) and for Title II are allocated per person. Reference is made to commitment appropriations (ca), covering the total cost of the legal commitments to be entered in 2010, and payment appropriations (pa), the latter being of particular relevance for the Anti Pollution Measures with payments deriving from previous years.

** Staff levels are expected staff levels at the end of 2010. Staff is taken up under an activity based upon their main activity. Work of an individual staff member is not split up. General overhead costs have been divided proportionately over the operational activities.

2.1 EU VESSEL TRAFFIC MONITORING*

Input

Financial resources:	Human resources: **
5,373,522 Euros (ca)	14 AD, 5 AST, 3 END and 3 CA
5,006,736 Euros (pa)	posts

Output

- Assistance to the Commission for the implementation of Directive 2009/17/EC.
- SafeSeaNet fully operational, including STIRES (SafeSeaNet Tracking Information, Relay and Exchange System), further improvements of the quality of data.
- Availability of the Maritime Support Services 24/7.
- Support to all Member States participating in SafeSeaNet: connecting their national information systems to SafeSeaNet and actively exchanging through the system, information on vessel traffic movements and cargoes.
- Integration of LRIT and AIS Data through SafeSeaNet.
- Development of general requirements for a future upgrade of the application agreed with Member States and the Commission.
- Support to Member States to develop and maintain an AIS Master Plan, including regional cooperation.
- Technical pilot projects in the field of maritime surveillance.
- Pilot project for the exchange of data between SafeSeaNet and Russian Federation in the Baltic.

Performance indicators

Targets 2010

SafeSeaNet (including STIRES) operational:	
a) availability of the system	a) 99% per year, maximum continuous downtime 12 hours
b) number of messages exchanged	b) 35 million AIS messages; 1 million HAZMAT, Port and Alert notifications
Availability of Maritime Support Services	Services available 24/7: Average acknowledgement time to external requests remains under 2 hours for urgent requests and under 8 hours for non-urgent requests.
Client satisfaction	Requests for information made to SafeSeaNet system reach 2 million

Outcome

SafeSeaNet should be fully operational, covering the whole EU coastline and providing information as defined in the 2002/59 Directive, as amended: mainly ship identity, position, cargo (if dangerous or polluting goods), destination and any incident or situation posing a potential hazard for other MS. The Agency should be ready to provide maritime traffic information to a variety of maritime surveillance applications.

This information system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo (dangerous or polluting goods), facilitates port logistics and provides overall information on vessel traffic to public authorities, representing a fundamental tool to assist tracking the position of ships as well as hazardous or polluting goods along EU coasts.

2.2 EU LRIT DATA CENTRE

On 19 May 2006 the International Maritime Organization (IMO) adopted amendments to the International Convention of Safety of Life At Sea (SOLAS-Chapter V) introducing requirements for Long Range Identification and Tracking of Ships (LRIT) which should become operational by 31 December 2008 worldwide.

The objective of the LRIT system is to bring about a global system for the identification and tracking of ships that allows monitoring also when ships have left the areas covered by the AIS² coastal networks. In accordance with these amendments, contracting Governments shall be able to receive long-range identification and tracking information about ships for security, search and rescue (SAR), as well as for maritime safety purposes in general and protection of the marine environment.

- Flag states should ensure, as a minimum, that four position messages per ship per day are stored and are available for those actors entitled to access LRIT information;
- Flag states demanding information on the location of their vessels irrespective of their location;
- Coastal states may request information on ships up to 1000 Nm from their coasts irrespective of their flag;
- Port States may request information on those ships that have declared to have one of their ports as destination, irrespective of their location or flag;
- Search and rescue authorities.

Following Council Resolution of 1-2 October 2007, the Agency is in charge of the technical development, operation and maintenance of the EU LRIT Data Centre, which became fully operational in 2009. The system of the European Union is an integral part of the wider LRIT system at international level.

In 2010, the Agency will concentrate its efforts on the quality and availability of the service provided to the Member States, and will improve or upgrade the system in the light of the experience acquired in the first months of operation of the Centre. LRIT data distribution as real time streaming data will also be addressed.

All the necessary preparatory steps will also be finalised to ensure that the system as from the end of 2010/beginning 2011 will be hosted in-house together with the other maritime applications.

At the core of the international LRIT system is the International Data Exchange (IDE). The IDE is the heart of the network, allowing Data Centres to exchange LRIT reports. This functionality is being developed and hosted on a temporary basis by the United States of America. In 2010 a final arrangement will have to be found for hosting the IDE. For this purpose the International Mobile Satellite Organisation (IMSO) has sent out a request for proposals for the operation and maintenance of the Permanent International LRIT Data Exchange. If requested by the Commission and Member States, the Agency will allocate resources in order to respond positively and to ultimately host the permanent IDE at Lisbon.

2.2 EU LRIT DATA CENTRE	
Input	
Financial resources: 7,508,679 Euros (ca) 7,508,679 Euros (pa)	Human resources: 18 AD, 8 AST, 1 END and 1 CA posts
Output	
<ul style="list-style-type: none"> - EU LRIT Data Centre operational, including an appropriate hosting environment; - Improvement and upgrading of the system; - Support to Member States; - Quality of the service; - Preparation of further integration of the EU LRIT Data Centre and SafeSeaNet. 	
Performance indicators	Targets 2010
System operational:	
a) availability of the system	a) 99% per year, maximum continuous downtime 12 hours
b) number of mandatory messages exchanged	b) 95% of the vessels registered in the EU LRIT Ship Database provide 4 mandatory messages per day
EU DC time reporting performance	99% of requests handled within the time frames as stated by the IMO performance requirements
Invoice and billing system:	Invoicing per month with a maximum of one month of delay compared to the reference period
Client satisfaction	All clients have access to their account on the web user interface
Outcome	
The Agency will deliver as part of its operational service LRIT information to EU Member States and requesting third parties, in accordance with the amended SOLAS Convention, Chapter V. The system will allow the tracking of ships directed to EU ports, ships flying the EU flag as well as ships moving along the EU coasts.	

² Automatic Identification Systems according to Directive 2002/59/EC.

2.3 NEW INFORMATION SYSTEM (THETIS) FOR PORT STATE CONTROL

EMSA has been charged – within its tasks in the field of Port State Control, as described in section 3.3 and 4.1 – with the project management and financing of the information system in support of the PSC directive 2009/16/EC (THETIS) in cooperation with the Paris MoU.

The system will support the new Port State Control inspection system planned for the EU and Paris MoU region. In 2010 the system will be tested, bearing in mind the deadlines for the new inspection regime as set out in the Directive 2009/16/EC on Port State Control. The system will also replace the existing database supporting the ro-ro ferry Directive 99/35/EC. The interfacing of the system with other Community databases already administered by the Agency, such as SafeSeaNet, will be developed.

One of the objectives of the new system is to provide an automatic record of ships' calls. This feature will help Member States to better target the ships for inspections and meet their commitments under the recast Directive on Port State Control. In this respect, the role of SafeSeaNet for the proper functioning of the new inspection regime is significant.

Following the awarding of the contract for building THETIS, the Agency will work closely with experts in the Paris MoU to supervise, verify and validate the develop-

ment of the system. This will complement a campaign intended to raise awareness and provide support about the developments that all Member States' parties involved need to undertake to be in a position to fulfil Member State reporting obligations to ensure the effectiveness of THETIS. Intensified training on the provisions and the system to representatives of all Member States will also be provided to ensure a smooth introduction and transition of the PSC methodology in general.

2.3 NEW INFORMATION SYSTEM FOR PSC (THETIS)

Input

Financial resources:	Human resources:
1,706,369 Euros (ca)	3 AD, 1 AST posts
1,546,369 Euros (pa)	

Output

- Development of the new database 'New Information System (THETIS): testing.
- Cooperation with Paris MoU and Member States to supervise, verify and validate the development of the system.
- Training to Member States of the Paris MoU.

Outcome

The Agency is contributing to setting-up the new Port State Control system in line with the proposed recast Directive, introducing a new inspection regime based upon a new information system.

The Maritime Support Services team will provide an operational and technical helpdesk on a 24/7 basis and guarantee round-the-clock system performance and administration of SafeSeaNet, the EU LRIT Data Centre and related data, including ship watch lists (banned ships, single hull tankers, etc.). THETIS, the new information system for Port State control, could be next on the team's list.



Chapter 3

Visits and inspections to monitor the implementation of EU legislation

CHAPTER

3



INTRODUCTION

Verification of the implementation of the EU maritime safety and security legislation remains an essential task and the Agency will continue this process in 2010. There are several reasons for verifying how this legislation is implemented in practice, including: detecting gaps in the overall safety system; promoting a harmonised approach across the European Union; and improving the efficiency and effectiveness of the measures in place.

The visit and inspection task contains three different elements, representing a consolidated field of activity:

- ➔ The Commission has been entrusted with an assessment task by EU legislation and has delegated the inspection work to the Agency: this is for example the case for the inspection of the work of Classification Societies and for the inspection of the educational and training systems for seafarers in third countries (STCW).
- ➔ The Commission has requested the Agency to verify the effective implementation by Member States of EU maritime legislative acts. Thus visits to Member States are carried out in accordance with Article 3 of its Founding Regulation and the visits policy that has been established by its Administrative Board.

➔ In the field of maritime security the Agency has been given the task of assisting the Commission with its inspection of Member States under Regulation 725/2004 on enhancing ship and port facility security. The Agency supports the Commission with the inspection of national administrations responsible for ship security, ships, shipping companies and Recognised Security Organisations.

3.1 CLASSIFICATION SOCIETIES

Classification societies are organisations that establish and apply technical standards (rules) in relation to the design, construction and survey of ships. They supervise and certify that ships are built according to these standards and continue to comply with them throughout their operational lives. Classification societies also perform statutory surveys and certification tasks on behalf of the Flag States that have authorised them. They are therefore crucial for upholding safety standards in shipping. The recently adopted Regulation (EC) No. 391/2009 - on common rules and standards for ship inspection and survey organisations, which together with Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (see section 3.5) constitute the recast of Directive

Inspections of Classification Societies also involve visits to ships.



94/57/EC- provides that only those organisations meeting certain criteria can be granted the recognition that allows them to carry out statutory tasks – as Recognised Organisations - on behalf of the EU Member States. In order to verify that they continue to meet the criteria laid down by the relevant EU legislation, the Agency has, since 2004, carried out inspections to Recognised Organisations on behalf of the Commission following a two-year rolling inspection cycle.

3.1.1 INSPECTION OF CLASSIFICATION SOCIETIES OR RECOGNISED ORGANISATIONS ON THE BASIS OF REGULATION NO. 391/2009, ON COMMON RULES AND STANDARDS FOR SHIP INSPECTION AND SURVEY ORGANISATIONS

Inspections to monitor the activities of EU Recognised Organisations and, when requested by the Commission, visits to classification societies for which EU recognition has been requested by a Member State, will be carried out. For Recognised Organisations the emphasis will be on visits to regional and branch offices, site offices at ship yards and visits to ships. There will also be a continued focus on shipbuilding. Geographical areas where inspections have not been carried out recently will also be included. The total number of inspections is expected to be around 16 to 18 in 2010, depending on follow-up visits to review corrective actions.

In early 2005, the Agency started visits to ships as part of the monitoring activities of Recognised Organisations. Provisions to carry out random inspections of ships for the purpose of monitoring the performance of Recognised Organisations are maintained in the new Regulation 391/2009. Therefore, and based on the success of the visits in previous years, the Agency will continue to visit ships as part of its continuous monitoring of Recognised Organisations.

3.1.2 TECHNICAL ASSISTANCE TO THE COMMISSION AND TO THE MEMBER STATES

The Agency will continue to provide technical assistance to the Commission in both the European and international context. Following the adoption of Regulation (EC) 391/2009 and Directive 2009/15/EC, assistance will be provided and the inspection task will be further streamlined, adjusted and adapted to improve its effectiveness. In particular attention will be paid to the implementation of the provisions related to the Quality Assessment and Certification Entity to be set up by the Recognised Organisations, as well as of those provisions concerning mutual

recognition of class certificates on equipment materials and components.

In the international arena the Agency expects to assist the Commission and the Member States on some technical issues in the context of work in the International Maritime Organization (IMO), to further improve practices and thereby maritime safety, as a result of findings identified for most EU Recognised Organisations.

The Agency will also be organising a workshop to discuss the integration of Member States in the supervision of Recognised Organisations and the methodology for their inspections of Recognised Organisations, including an exchange of best practice.

3.1 CLASSIFICATION SOCIETIES

Input

Financial resources:	Human resources:
1,922,925 Euros (ca)	9 AD, 1 AST, 2 END and 1 CA
1,922,925 Euros (pa)	posts

Output

- On behalf of the Commission, the Agency will carry out 16-18 inspections of offices of Recognised Organisations. When requested by the Commission, the Agency will carry out initial inspections of classification societies following any new request for EU recognition.
- The methodology for inspection visits will be further refined.
- The Agency will support the Commission in the implementation of Regulation (EC) 391/2009 and Directive 2009/15/EC.

Performance indicators	Targets 2010
Number of inspection visits carried out; percentage of completion against the initial planning	16-18 inspection visits; 100% completed
Number of reports	16 reports
Number of findings*	

Outcome

Based on the reports submitted by the Agency, the Commission should be able to make the relevant assessment and as a result take policy decisions and/or request corrective measures of Recognised Organisations or Member States controlling them, in order to improve the overall quality of the certification work undertaken by those companies.

* Although this is not an indicator of the Agency's performance, it is suggested to monitor its evolution over the years, as a historical indicator of the performance of the inspected entities and of the need for that particular type of inspection.



Observing the features of a navigation simulator during a visit to a training institute in Bangladesh.

3.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

A large number of foreign seafarers (holding certificates issued outside the European Union) work on board EU flagged vessels. Their numbers are increasing and they are also taking over more and more senior officer functions. For safety reasons in particular, it is important to know whether their qualifications meet the minimum international required standards, as laid down by the STCW Convention.

In the past, individual EU Member States and the Commission visited labour supplying third countries to assess the maritime education and certification systems based upon the international STCW standards. On the basis of Directive 2008/106/EC on the minimum level of training of seafarers this task has been re-assigned to the Commission assisted by the Agency. On the basis of the EU legislation, the same approach is followed as regards the Member States. Hence the Agency conducts visits to collect information on the implementation of the relevant provisions.

There are currently around 50 countries, not including the 27 EU Member States, to be covered under this regime and they have to be inspected over a five year rolling inspection cycle. Initially, inspections focussed on third countries, but as in 2008 and 2009, visits to EU Member States will also feature in 2010. Each visit to a third country or a Member State includes visits to different parts of the

Maritime administration involved in the implementation of the STCW Convention as well as Maritime Education and Training (MET) institutions (maritime universities, nautical schools and training centres). Such visits are in depth and comprehensive.

In support of these activities and to prioritise the inspections, the development of the STCW Information System will be continued. The System will include descriptive information on maritime education and training systems in Member States and third countries that provide labour for the EU flagged fleet, results of the Agency's inspection visits as regards third countries, information on fraudulent certificates and numerical and statistical information on the number of seafarers having certificates of competency and endorsements, issued by EU Member States. The System is being developed in two phases and the first phase (covering mostly educational matters) is expected to be operational in 2010. The development of the second phase (covering mostly certification matters) will start during 2010 and is expected to be fully operational during the first quarter of 2011.

Finally, the Agency will also continue to support the Commission in the on-going review of the STCW Convention in the IMO, which is expected to be concluded in a Diplomatic Conference in June 2010. Subsequently, EMSA will support the Commission, upon its request, in the preparation of a new Directive that will replace Directive 2008/106/EC.

3.2.1 INSPECTION OF MARITIME EDUCATION, TRAINING AND CERTIFICATION SYSTEMS IN THIRD COUNTRIES

There will be around six to eight inspections of third countries in 2010. The inspections will be decided in consultation with the Commission. However, it is envisaged that, as a priority, they will take place in countries for which Member States have notified the Commission that they intend to recognise the certificates of competency issued by those countries. In addition to the planned inspections, the Commission may request EMSA to conduct some revisits based on the outcome of its assessments.

3.2.2 VISITS TO MEMBER STATES TO MONITOR THE IMPLEMENTATION OF DIRECTIVE 2008/106/EC ON THE MINIMUM LEVEL OF TRAINING FOR SEAFARERS.

The implementation by Member States of Directive 2008/106/EC on minimum level of training for seafarers will continue to be monitored. Four to six visits to Member States are expected to be undertaken in 2010.

3.2 STCW	
Input	
Financial resources:	Human resources:
1,745,617 Euros (ca)	7 AD, 2 AST, 1 END and 1 CA posts
1,705,617 Euros (pa)	
Output	
6-8 inspections to third countries.	
4-6 visits to EU Member States.	
Developing, testing and bringing into operation the first phase of the STCW Information System (covering educational matters). Start developing the second phase (covering certification matters).	
Performance indicators	Targets 2010
Number of inspection visits carried out; percentage of completion against the initial planning	10-14 inspection visits; 100% completed
Number of reports	10-14 reports
Number of findings*	
STCW Information System	Phase 1 operational by July 2010
Outcome	
Based on the reports submitted by the Agency, the Commission should be able to take policy decisions and/or request corrective measures of third countries or Member States, in order to improve the overall quality of seafarers and the correctness of their certification in line with the STCW Convention or Directive 2008/106/EC respectively.	
Member States and the Commission taking advantage of the information stored in the STCW Information System (Phase 1).	
* See note under table 3.1.	

3.3 MONITORING THE IMPLEMENTATION OF THE PSC DIRECTIVE IN MEMBER STATES AND EEA/EFTA STATES

Port State Control has become one of the most effective tools to verify if ships comply with international safety, pollution prevention and crewing regulations. Port State Control inspections should be carried out in a harmonised way to ensure equivalent safety standards and to avoid distortion of competition. At the request of the Commission, the Agency is visiting Member States' administrations and their ports to verify the implementation of PSC rules and procedures within the European Union.

After having completed in 2007 the first full cycle of visits to monitor the functioning of the PSC regime and after having compiled an overall report on the implementation of the PSC system in the EU, the Commission requested the Agency to monitor the follow-up actions related to non-compliances recorded during the first cycle of visits. This monitoring, carried out in 2008 and 2009, will continue in 2010: upon request from the Commission the Agency will revisit Member States to verify their corrective actions taken, following the first visits.

The Agency will also assist the EFTA Surveillance Authority in monitoring the implementation of the Port State Control Directive by Norway and Iceland, following the first visits in 2009.

3.3 IMPLEMENTATION OF PSC DIRECTIVES IN MEMBER STATES	
Input	
Financial resources:	Human resources:*
641,331 Euros (ca)	2 AD, 1 END and 1 CA posts
641,331 Euros (pa)	
Output	
Upon request by the Commission, follow-up visits in Member States.	
Upon request of the EFTA Surveillance Authority, follow-up visits to Norway and Iceland.	
Performance indicators	Targets 2010
Number of follow-up visits carried out; percentage of completion against the initial planning	5 visits; 100% completed
Number of reports	5 reports
Number of findings**	
Outcome	
Provide information to the Commission on the implementation of the PSC Directive 95/21/EC by Member States, enabling the Commission to assess Member States' compliance with the legislation and undertake follow-up actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Norway and Iceland.	
* Staff are also involved in the implementation tasks as described in Chapter 4.1 (Port State Control).	
** See note under table 3.1.	

3.4 MARITIME SECURITY

The international measures taken by the IMO to improve security standards in shipping (SOLAS chapter XI-2 and the ISPS Code) have been transposed into Community law under Regulation (EC) No. 725/2004 on enhancing ship and port facility security. At the same time, Regulation (EC) No. 1406/2002 was amended by Regulation (EC) No. 724/2004 to task the Agency to provide the Commission with technical assistance in the performance of its inspections under Regulation (EC) No. 725/2004. These inspections consist of verifying the implementation by Member States of the security requirements mandated by the Regulation, for which the Agency provides expertise in relation to ships, relevant companies and Recognised Security Organisations. In 2010, re-inspections of Member States' maritime security administrations are expected to continue, accompanied primarily, as far as the Agency's participation is concerned, by further inspections of ships in port.

Member States have obligations to monitor the Recognised Security Organisations they have authorised to carry certain security-related tasks on their behalf under Regulation (EC) No.725/2004 and inspections of maritime administrations in respect of this task are expected to start. However, decisions by the Commission to conduct inspections of Recognised Security Organisations and shipping companies with the assistance from the Agency's experts will, among other factors, be based on the outcome of the ship security inspections.

An inspection programme for 2010 is expected to be adopted by the Commission before the end of 2009. However, for the time being it is anticipated that around thirty inspections will be required, consistent with the programme of inspections carried out in the past two years.

In addition, the Agency will continue to provide assistance to the EFTA Surveillance Authority when requested for carrying out maritime security inspections in Norway and Iceland based on a standard methodology prepared by the Agency.

Technical support to the Commission in respect of the planned recast of Regulation (EC) No.725/2004 will be provided.

3.4 MARITIME SECURITY	
Input	
Financial resources: 714,617 Euros (ca) 714,617 Euros (pa)	Human resources: 3 AD and 1 AST posts
Output	
- Upon request of the Commission, assistance for 30 inspections of EU Member States.	
- Development of a methodology for inspections with EFTA Surveillance Authority.	
- Upon request of the EFTA Surveillance Authority, assistance for inspections of Norway and Iceland.	
- Support to the Commission for the recast of Regulation (EC) 725/2004.	
Performance indicators	Targets 2010
Number of inspection visits carried out; percentage of completion against the initial planning	30 inspections; 100% completed
Number of reports	30 reports
Number of findings*	
Outcome	
Provide advice to the Commission and the EFTA Surveillance Authority based on the outcome of the security inspections enabling them to assess the effectiveness of Member States' implementation of the relevant maritime security legislation.	

* See note under table 3.1.

Ship inspections are an important part of verifying Member States' implementation of security requirements.



3.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

At the request of the Commission, the programme for monitoring visits to Member States has been extended to verify the effective implementation of other legislative acts in the field of maritime safety and marine pollution. During 2010, the Agency expects to carry out monitoring visits to Member States in respect of three EU Directives, namely Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residue, Directive 2002/59/EC on vessel traffic monitoring and information systems and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, the latter based on the provisions of Directive 94/57/EC until the Member States to be visited have transposed Directive 2009/15/EC.

In addition, as has been the case in previous years, the Agency is expected to be requested to participate as an observer on behalf of the Commission in the voluntary flag State audit scheme carried out by the International Maritime Organization when auditing EU Member States.

Finally, the Commission may request the Agency to visit Member States to verify the implementation of other EU legislative acts in the field of maritime safety or ship-sourced pollution.

3.5.1 VISITS TO MEMBER STATES IN RESPECT OF PORT RECEPTION FACILITIES FOR SHIP-GENERATED WASTE AND CARGO RESIDUE

In 2010, the Agency will undertake two visits to Member States in respect of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residue, thereby completing the first cycle of visits that started in 2007. This will enable the Commission to complete its assessment of the implementation of the Directive by Member States and the effectiveness of the measures in place. In parallel with the Commission's follow up actions, a detailed report summarising the findings will be produced. Each visit includes interviews with representatives of all relevant competent authorities and inspections of port reception facilities in three or four different ports in the Member State visited. Such visits are therefore very detailed and time consuming. The experience gained from these visits and related activities will also be used to assist the Commission with the revision of the Directive, which will be on-going in 2010.

In 2010 the Agency will assist also the EFTA Surveillance



Ship's delivery of oily residues at the Port of Volos

Authority in carrying out visits to monitor the implementation of the Port Reception Facilities legislation in Norway and Iceland.

3.5.2 VISITS TO MEMBER STATES IN RESPECT OF VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEMS

Starting in 2009, the Commission asked the Agency to carry out monitoring visits to the Member States in relation to Directive 2002/59/EC on vessel traffic monitoring and information systems, following an analysis of replies to questionnaires and discussions of best practices. Seven visits are foreseen in 2010, consistent with the programme of visits carried out in 2009 with the aim of completing the first cycle of visits in 2012. In order to provide the Commission with information on the level of implementation of this Directive by the Member States, the visits include interviews with the relevant competent authorities and inspections of selected coastal stations, Vessel Traffic Services and other vessel traffic monitoring infrastructure of the Member State visited.

3.5.3 RELEVANT ACTIVITIES OF MARITIME ADMINISTRATIONS IN RELATION TO SHIP INSPECTION AND SURVEY ORGANISATIONS

In addition to its inspection visits to classification societies and Recognised Organisations (see section 3.1), in 2010 the Agency expects to start visits to Member States to verify how they fulfil their obligations under the relevant EU legislative framework with reference to the Recognised Organisations they have authorised to carry out statutory tasks on their behalf (Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, which forms part of a recast of Directive 94/57/EC). Some preparatory work may already have been

carried out or started in 2009, including the drafting of a methodology for the visits. Subject to confirmation by the Commission, it is expected that up to six to eight visits will be undertaken in 2010.

3.5.4 RELEVANT ACTIVITIES OF MARITIME ADMINISTRATIONS IN RELATION TO DIRECTIVE 96/98/EC ON MARINE EQUIPMENT

At the request of the Commission, the Agency will establish a programme for monitoring visits to Member States to assess the implementation of the MED mechanisms by the national administrations. These visits should inter alia lead to identifying best practices. Subject to confirmation by the Commission, it is expected that between two and four visits will be undertaken in 2010.

3.5 MONITORING IMPLEMENTATION OF EU MARITIME LEGISLATION

Input

Financial resources: 1,029,514 Euros (ca) 1,029,514 Euros (pa)	Human resources: 5 AD, 1 AST posts and additional resources from relevant sections when and where required
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Output

2 visits to EU Member States for Directive 2000/59/EC on Port Reception Facilities.

7 visits to EU Member States for Directive 2002/59/EC on Vessel Traffic Monitoring.

6-8 visits to EU Member States to monitor how they fulfil their duties in accordance with Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and relevant activities of maritime administrations.

Participation as an observer in the voluntary flag audit scheme carried out by IMO in EU Member States.

Upon request of the Commission, 2-4 visits to EU Member States to monitor the implementation of the MED mechanisms

Upon request of the EFTA Surveillance Authority, assistance for inspections in the field of Port Reception Facilities to Norway and Iceland.

Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.

Performance indicators	Targets 2010
Number of inspection visits carried out; percentage of completion against the initial planning	17-21 visits; 100% completed
Number of reports	17-21 reports
Number of findings*	

Outcome

Provide advice to enable the Commission and the EFTA surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the Community.

* See note under table 3.1.

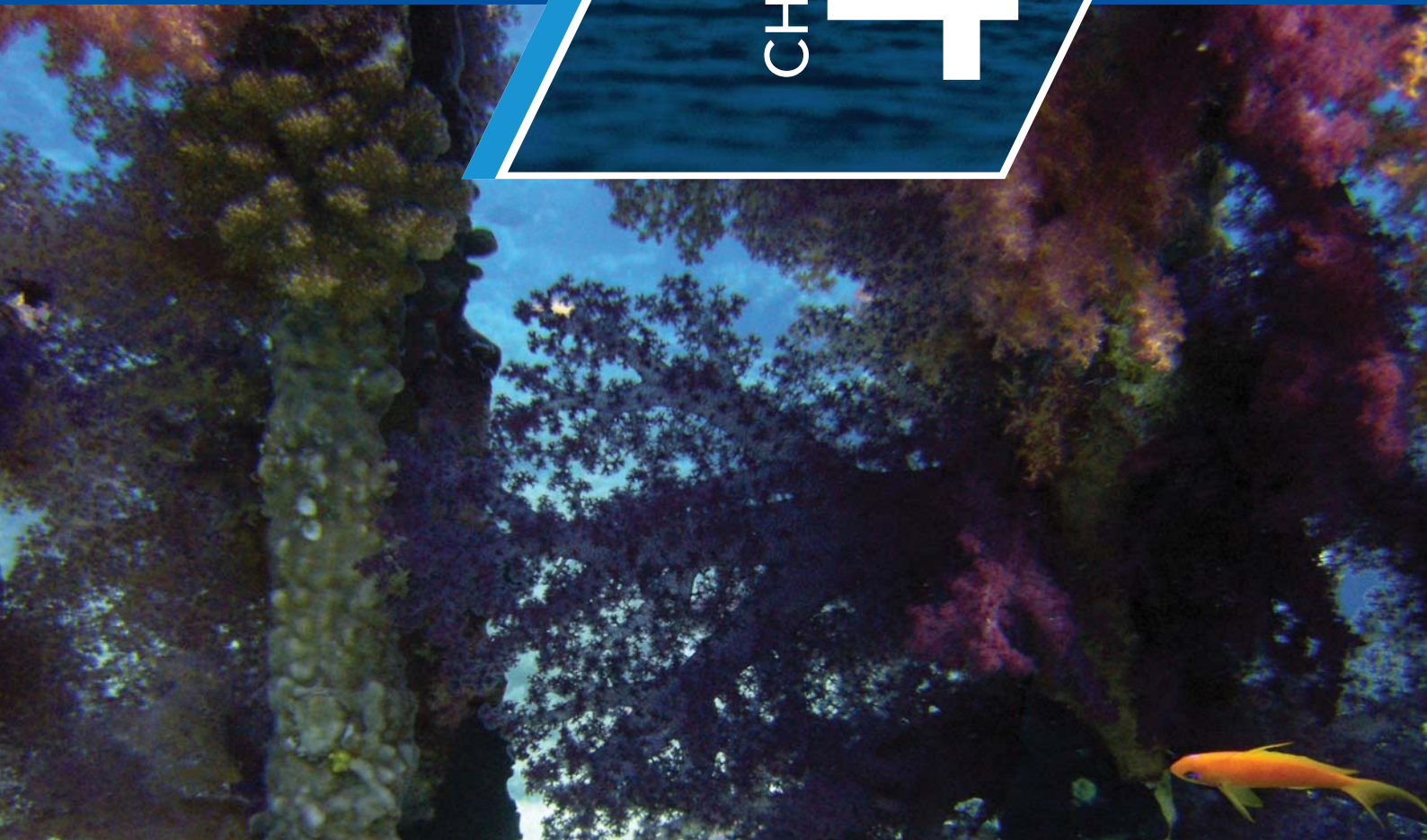
Chapter 4

Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' maritime authorities and with the Commission



CHAPTER

4



4.1 PORT STATE CONTROL

4.1.1 COMMON TRAINING

The development of harmonized training tools for PSC officers, in cooperation with the Paris MoU, is an important task for the Agency, which is also referred to in the recast Directive on PSC 2009/16/EC. A harmonized training scheme is offered for the training and qualification of Port State Control Officers of all Member States participating in the Paris MoU, and in the light of the revised Directive this task will be further developed. At the same time, a Distance Learning Package is being prepared and facilities for training will be provided to a large number of officers as has been the case in the past. Finally, the Agency will continue to maintain the RuleCheck database.¹ An upgrade and enhancement will also be managed by the Agency and will enable the system to cater for the needs following the implementation of the Directive 2009/16 on PSC.

In particular, for 2010 the Agency is envisaged to:

- Develop training for future users of the system
- Deliver training seminars on Port State Control procedures
- Update the Distance Learning package in view of Directive 2009/16 on PSC
- Facilitate dedicated training to ensure a smooth adaptation of the provisions in the recast Directive as well as the introduction of THETIS.
- Maintain and improve RuleCheck.

4.1.2 MONITORING VISITS AND IMPLEMENTATION ISSUES

The aforementioned monitoring visits to Member States offer the opportunity to get a clearer picture of weaknesses and strong points of the various national PSC systems. The lessons learned will inter alia be used for the improvement of the training program as well as for the design of the new information system.

Enforcement monitoring of the banning provision for multiple detentions, including the publication of an up-to-date list of banned vessels in the European Union on its website, is an ongoing task which will be continued in 2010. If the Commission so requests, the necessary preparatory steps to ensure the publication of information as foreseen by the recast Directive (i.e. the list of companies with a low

and a very low performance or on detentions and refusal of access) will be developed.

As regards ro-ro ferries, the Agency will continue to administer the database, which will be replaced by THETIS, with the inspection reports completed pursuant to the survey

4.1 PORT STATE CONTROL	
Input	
Financial resources: 1,520,931 Euros (ca) 1,520,931 Euros (pa)	Human resources: 4 AD, 1 AST and 2 END posts
Output	
Development of harmonized training tools for Port State Control Officers.	
Deliver training: New Entrants Seminars and Refresher Seminars.	
Provide training on Directive 2009/16/EC.	
Project management for the development and delivery of the Distance Learning Project.	
Focal point of 'RuleCheck'.	
Keeping up-to-date official list of banned vessels.	
Providing statistics upon request.	
Supporting the Commission in the implementation of Directive 2009/16/EC on Port State Control.	
Participation in certain meetings of the Paris MoU on behalf of the Commission.	
Performance indicators	Targets 2010
Training sessions	
Number of sessions provided	3 training sessions provided
Number of experts attending	150 experts attending
Awareness campaign:	
number of initiatives launched	6 initiatives launched
feedback from Member States	Positive feedback from Member States
Client satisfaction/customer survey	Results from the previous year used as reference
Rulecheck user response	<10 system errors reported
Outcome	
The Agency is contributing to the setting-up of the new Port State Control system in line with Directive 2009/16/EC, introducing a new inspection regime based upon a new information system.	
The Agency is working towards harmonising Port State Control in and by Member States, by developing and organising common training and common PSC tools. This will contribute to a more harmonized level of PSC in the European Union, establishing a more unified level of maritime safety.	

¹ See photo and caption on following page.

regime, established by Directive 99/35/EC, on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services and will

continue to monitor the application of the regime. This includes the provision of technical assistance to Member States to ensure harmonized inspection procedures.



Port State Control Officers using RuleCheck during a training.

RuleCheck is a system for Port State Control officers in the Paris MoU region that provides a complete database containing all the international legislation and Paris MoU rules and procedures, which apply to the ship to be inspected, accessible either as plain text or through intelligent query options.

4.2 ACCIDENT INVESTIGATION

The adoption of Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector implies new obligations for Member States by 2011, namely: to ensure proper safety-focused investigation systems, to investigate very serious marine casualties and decide on the investigation of others, as well as to send commonly structured investigation reports and to populate the "EMCIP" casualty information database.

A draft common investigation methodology, to be adopted by comitology, with the Agency playing the role of facilitator, was developed. Further assistance to the Commission may be provided in ensuring the formal adoption of the methodology and the development of non-mandatory guidelines, to further support Member States.

The Agency is actively working in cooperation with the Commission and the Member States on the operability and further development of the European database to store casualty data and investigation reports of the Member States. This database is part of a tool called "European Marine Casualty Information Platform (EMCIP)", including also a portal, an administration mechanism and a geographic information support that is envisaged to be substantially enhanced in 2010. Complementary to the

development of a taxonomy to collect the necessary marine accident and incident data, 2008 saw the start of voluntary, initial data transfer by Member States, as a basis for operational tests and user evaluation. In 2010 the EMCIP database will be running in its second year of routine usage – still on a voluntary basis, waiting for the transposition date of the new directive, when the notification by Member States of information on casualties and incidents, investigation decision, early safety warning, investigation reports, will become mandatory. This will allow the Agency to assist the Commission and Member States with initial analysis of such data, the development of trend monitoring mechanisms, proposals of safety recommendations, the improvement of existing European legislation and promotion of new technical requirements. The comparison of EMCIP data with data collected on casualties in other transport modes and a simplified data provision mechanism to IMO through EMCIP will facilitate inter-modal analysis and data contribution at a global level.

Following the adoption of Directive 2009/18/EC and within the context of its facilitating role already played in the Consultative Technical Group for Cooperation in Marine Accident Investigation, the Agency will continue assisting the Commission and the Member States in the setting up of a permanent cooperation framework, as prescribed by

Learning lessons from accidents: ro-ro cargo vessel *Riverdance* aground on Cleveleys Beach in Lancashire.



Article 10 of the said directive. The cooperation framework will work on cooperative-operational agreements foreseen in the Directive; it may further ensure the general dialogue of all involved parties, and identify areas with particular need of further support. The new set-up will be fully operational by 2010.

To further facilitate the implementation of the Directive, ongoing assistance to investigative bodies is offered by developing and promulgating best practices, through the provision of training, which, following a 2009 study to analyse the situation of accident investigation practice in Europe, should be further developed in co-operation with Member States.

Dialogue and awareness initiatives started by EMSA in 2009 and aimed at facilitating co-operation between Member States' marine safety and judicial authorities will be continued in 2010.

4.2 ACCIDENT INVESTIGATION

Input

Financial resources:	Human resources:
704,080 Euros (ca)	2 AD and 1 END posts
704,080 Euros (pa)	

Output

Running and enhancing the Marine Casualty Information Platform (EMCIP).

Analysis of marine casualty data.

Supporting the setting up and functioning of a permanent cooperation framework as foreseen by Directive 2009/18/EC.

Supporting the Commission in the implementation of Directive 2009/18/EC.

Supporting Member States with processing VDR information.

Supporting Member States through development and promotion of training activities.

Performance indicators	Targets 2010
Accident Database:	
Number of Member States connected	18 Member States connected
Number of reports in the system	500 reports in the system*
Percentage of requests for accident report reviews accommodated	100 %

Outcome

Activities are aimed at further developing the accident investigation capabilities of Member States and the ability to collect and compare investigation data at EU level.

* This target is based on the experience of previous years. Strictly speaking it is not a measure of the performance of the Agency

4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)

Training activities are organised by EMSA for Member States on a regular basis. The Consultative Network for Technical Assistance and cooperation (CNTA), active since 2006, with representatives from the maritime administrations of the 27 EU and 2 EEA Member States, establishes priorities regarding the Agency's training activities. In 2010 the training sessions and exchange of best practices will be organized on the basis of national requests and taking into account recommendations expressed by this network. Activities will cover all fields of EMSA's mandate: port state control, ship security, traffic monitoring, port reception facilities, marine equipment, pollution response, implementation of EU law, etc. Since the scope, mandate and audience is different from those mentioned in the recast Directive 2009/16/EC on Port State Control, these sessions do not duplicate or replace the training seminars mentioned above in section 4.1.

Up to 10 training workshops will be organised in the areas mentioned above, focusing on the existing EU maritime legislation. The portfolio of training material will be permanently improved and revised so to be rapidly available to different beneficiaries. This program of around 10 workshops, developed in cooperation with the CNTA, is of roughly the same size as the program in 2009.

The Agency is also involved in ad hoc funded EU projects for non-EU countries focussing on technical assistance for approximation of their maritime legislation to EU maritime legislation. Actions include ad hoc trainings, information days in participating countries, exchange of expertise and other technical assistance activities. During 2010, the Agency will implement a single project in cooperation with the Commission to support candidate and potential candidate countries (Croatia, Turkey and the Western Balkans).

Further ad hoc assistance is provided to the Commission in the implementation and monitoring of specific EU funded projects for neighbouring countries: during 2010 the SAFEMED II project will reach its implementation phase with a large set of activities for the Mediterranean basin. EMSA may be requested to participate in certain training events and seminars within the framework of this project.



Neighbourhood policy: info-day for maritime stakeholders in Montenegro.

4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)*

Input

Financial resources:**	Human resources:
987,851 Euros (ca)	2 AD, 1 AST and 1 END posts
987,851 Euros (pa)	

Output

Up to 10 training sessions and workshops for Member States. Training/Technical assistance for officials from Croatia, Turkey and the Western Balkans related to EU-legislation and EMSA activities. Support the Commission in implementing the SAFEMED II Project.

Performance indicators	Targets 2010
Training sessions - Member States	
Number of sessions provided	6 training sessions provided
Number of experts attending	120 experts attending
Training sessions - Accession countries	
Number of sessions provided	7 training sessions provided
Number of experts attending	80 experts attending
Client satisfaction/customer survey	Results from the previous year used as reference

Outcome

To promote best practices between EU Member States and increase knowledge and awareness of solutions found, benefiting maritime safety, security and prevention of and response to marine pollution by ships.

To support the process of approximation to EU maritime safety acquis for candidate and potential candidates.

* Although all training activities of EMSA are part of the same budget line, training on PSC is not included here because it constitutes a different activity. It is referred to in section 3.1 - Port State Control.
 ** 140,000 Euros are included in commitment appropriations (ca) and in payment appropriations (pa) as expected contribution from DG Enlargement of the Commission for potential candidate, candidate and European neighbourhood policy countries.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Monitoring the work of IMO in the field of ship safety standards, including reporting on developments in the relevant international legislation will be carried on. This task will entail technical evaluation of IMO submissions and technical assistance in the preparation of submissions to IMO as appropriate. Contribution will be provided to the follow-up of developments concerning the directives for domestic passenger ship safety (Directive 98/18/EC), safety of ro-ro passenger ferries and high speed passenger craft in regular service (Directive 099/35/EC), specific stability requirements for ro-ro passenger ships (Directive 2003/25/EC), safe loading and unloading of a bulk carrier (Directive 2001/96/EC) and technical support will be offered where revision is needed to amend the EU legislation in the light of new international regulations.

In 2010 activities will focus on damage stability of ro-ro passenger vessels, for which the majority of the world fleet flies EU Member State flags and sails in EU waters. Following a study completed in 2009, identifying shortcomings in the applicability of current international legislation to this area, 2010 will see the undertaking of the main part of a new study commissioned to consolidate the view of the problem and to test possible theories for remedial action that can be proposed to the international community. Upon the Commission's request, it is anticipated that support might be provided in researching the applicability of this regime to other ship types.

Consideration will be given to a review of the subdivision and damage stability of ro-ro passenger ships constructed with long lower holds.

Another point of interest is the "Human Element". Technical assistance related to Regulation 336/2006/EC on the International Safety Management Code (ISM) will continue to be provided, and when appropriate technical assistance will be provided for the implementation of Directive 2009/13/EC on Maritime Labour Convention (Flag State and Port State aspects). Furthermore, technical advice will be available concerning to the Goal Based Standards (GBS) latest developments.

Directive 96/98/EC on Marine Equipment establishes the safety standards and rules for the free movement of marine equipment within the Internal Market. These rules determine the applicable technical and testing requirements, and lay down the necessary procedures for product certification, a task where the Member States are assisted by the so-called "notified bodies". Marine equipment certified by a Notified Body of a Member State is presumed to be safe and can therefore be placed on the market.

As regards marine equipment, the Agency provides two main types of services: technical and operational support. Different tasks will be performed, the most important of which will be the continued assistance to the Commission during the legislative process concerning the revision of the Marine Equipment Directive.

EMSA will monitor all essential requirements and testing standards for marine equipment in order to provide the Commission with the necessary information to update the Directive's technical annexes at least once a year.

Further to this, following the development of a common auditing methodology on notified bodies for the EU Member States, the Agency may, upon request, participate, as an observer, in assessments carried out by the Member States with the aim of collecting experience and maintain-

Monitoring essential requirements and testing standards for marine equipment.



ing the consistency and coherence of auditing and reporting procedures. These participations will also provide elements for the forthcoming application of the principles set by the new regulation on notified bodies (Regulation 765/2008).

In 2010 EMSA will also apply a yearly updating process system to the annex of the MRA (Mutual Recognition Agreement) signed between the EU and USA. As regards the MRA, EMSA will manage a testing exercise of the MRA alert system in 2010 to maintain its operational capacity.

Concerning the notified bodies, EMSA will keep on monitoring the work done within the notified bodies' technical group (MARED) and the management of the respective database of approved equipment.

Finally, the technical examination of submissions under Article 13 procedures (dispute resolution) of the Marine Equipment Directive will be carried out in support of the Commission.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Input

Financial resources:	Human resources:
1,214,743 Euros (ca)	5 AD posts
1,214,743 Euros (pa)	

Output

- Monitoring of the work at IMO in the field of Ship Safety Standards and technical support to the Commission.
- Technical support regarding passenger ship stability.
- Assistance to the update of directive 98/18/CE on safety rules and standards for passenger ships.
- Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis) and to the revision of the Directive.
- Examination of submissions under article 13 of the Marine Equipment Directive.
- Upgrade of the MARED database.
- Management of the alert system foreseen by the MRA signed between EU and USA.

Performance indicators

Performance indicators	Targets 2010
MARED Database: Availability of the system	95%

Outcome

The Agency contributes to the safety of marine equipment and the functioning of the internal market by assessing safety problems and/or market distortions. Member States are supported with monitoring the work of the Notified Bodies certifying marine equipment.

4.5 EQUASIS, STATISTICS AND MARITIME INFORMATION

The Equasis information service is an essential tool to help promote quality and safety in maritime transport. The system presents safety and quality-related information on the world's merchant fleet with a particular focus on information on port State control inspections, class and P&I cover. The information is supplied by several port State control regions and various industry-based organizations. The data is accessible freely on the Internet. In June 2008, the Equasis Supervisory Committee mandated EMSA to take responsibility for the hosting of the management unit

Equasis is an international effort to gather safety-related information on ships the world over from public and private sources.



of Equasis. This task is of a permanent nature and will be continued throughout 2010.

In 2009 Canada and South Korea decided to become contributing Parties to the Equasis Memorandum of Understanding. As a consequence, the current membership includes: the founding Members (France and the Commission, now represented by EMSA), 3 members from the Paris MOU on Port State Control (Spain, United Kingdom, Norway), 3 members from the Tokyo MOU on Port State Control (Japan, South Korea, Canada) and one permanent observer (United States of America) as represented by their maritime administrations.

The internal MARINFO information system containing data collected from commercial providers on ships and their movements in European waters and beyond, will be further developed in 2010. The Agency will continue to enhance and use this database to support its activities in valuing raw data into reliable and comparable information and maritime intelligence.

In 2010 the Agency will work towards a further integration and the dissemination of the different maritime information available, in order to display the most up-to-date data and build up a knowledge basis for existing EMSA information systems.

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS	
Input	
Financial resources:*	Human resources:
1,306,102 Euros (ca)	2 AD, 1 AST, 1 END and 1 CA
1,096,102 Euros (pa)	posts
Output	
Management of Equasis.	
Publishing the fourth annual statistical report on the world merchant fleet in Equasis.	
Production of statistical products, services and publications.	
Enhancement of the MARINFO database.	
Performance indicators	Targets 2010
Availability of the system	99.5%
Number of users per month	27 000 users
Number of contributing members, Contracting Parties to the MOU	8 contributing members
Outcome	
Reliable and compatible data contribute to a better monitoring of the EU maritime legislation and support the Agency's tasks in using up-to-date and validated information.	
* 400,000 Euros are included in commitment appropriations (ca) and in payment appropriations (pa) as expected contribution from the States that are Parties of the Equasis Memorandum.	



The international scrapping controversy surrounding the toxin-laden *Clemenceau* delayed dismantling for several years.

4.6 PREVENTION OF POLLUTION BY SHIPS

4.6.1 PORT RECEPTION FACILITIES

In the context of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues, the Agency is assisting the Commission in monitoring the implementation of the Directive in Member States.

The work in 2010 will concentrate on the following issues:

- Continuing the visits to Member States for monitoring the practical implementation of the Directive in Member States (authorities, ports) as already described in chapter 3 and conclude the first cycle of inspection visits, including the preparation of a summary report;
- Assist the Commission in the exercise for the review of the Directive;
- Analysing international instruments on the delivery and reception of ships' wastes and cargo residues and the related discussions at international level.

4.6.2 ANTI-FOULING SYSTEMS

The IMO Convention prohibiting the use of paint with organotin or TBT components which are environmentally harmful (AFS Convention of 2001) has been transposed into Community legislation by Regulation 782/2003/EC on the prohibition of organotin compounds (TBT) on ships and the related Commission Regulation 536/2008/EC.

Following the report delivered in 2009 on how Member States apply or monitor the functioning of Regulation 782/2003/EC, and suggestions for possible corrective actions, assistance will be provided to the Commission as requested.

4.6.3 AIR EMISSIONS

Further actions are foreseen in order to assist the Commission in ensuring that bunker fuel delivered in Member States meets the requirements of Directive 1999/32/EC, as amended by Directive 2005/33/EC, and that ships sailing in EU waters meet the requirements of the Directive. In addition, the Agency will assist the Commission in amending the Directive, following the adoption of a revised MARPOL Annex VI by IMO in 2008, which significantly strengthened the SO_x and NO_x emission requirements from ships.

The emission of greenhouse gases (CO₂) from ships is becoming a major concern in the EU as well as internationally. Technical assistance to the Commission and the Member States will be provided on relevant issues, such as background information on quantities of CO₂ emissions from ships and on available solutions to reduce greenhouse gases from shipping. The Agency will assist the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures available to meet the applicable reduction targets in the future.

4.6.4 SHIP RECYCLING

The Agency will contribute to the work of the Commission on developing the EU wide strategy for ship dismantling. Following the adoption in 2009 of the IMO Ship Recycling Convention and in line with the Council Conclusions on an EU Strategy for better ship dismantling (21 October, 2009), attention is shifted to the question of how to implement and enforce the convention at EU-level. Therefore work in 2010 will concentrate on issues related to further development of the EU strategy. EMSA will assist the Commission:

- with identifying key elements of the Ship Recycling Convention for early implementation and assessing the need for additional regulation;
- by giving technical advice, including advice in relation to certification and award schemes, building, inter alia, on the study on the certification of ship recycling facilities which was undertaken for the Agency;
- by analysing and following related discussions at international level.

4.6.5 BALLAST WATER

Ships that take up ballast water in one area or sea, and then discharge it in another, can seriously disturb or alter the ecosystem by introducing "invasive" micro-organisms which establish themselves in the local environment. This problem has been recognised internationally as one of the largest threat to the marine environment. Such invasions can also affect coastal industries, human health and food supplies from the sea. This issue is being addressed by the IMO through the Convention on the Management of Ships' Ballast Water and Sediments (2004).

The Agency will monitor and examine international, regional and sub-regional developments in this field in order to enable the Member States and the Commission to identify any need for further action at EU-level to promote the effective management of ballast water on board ships in European waters and to ensure a coherent approach within different European regions. EMSA will provide information where available and coordinate activities on risk assessment methodology and its use, sampling methodologies, additional measures (as defined under the Convention) and interim measures, to help Member States ratify the Convention and develop interim Strategies through the four Regional Seas Conventions around Europe.

4.6.6 ENFORCEMENT BY PORT STATES OF EU LEGISLATION

An increasing number of EU instruments impose environmental and other obligations on ships entering EU ports. Most of these instruments provide for some kind of verification or control of ships to be undertaken in ports. However, such controls do not come within the scope of port State control under the Paris MoU, which is limited to the control and enforcement of international rules and standards.

The Agency, in close cooperation with the Commission, will continue to analyse the extent of this problem and assess the need for further consistency in the way EU obligations which do not have a counterpart in the international conventions are enforced in EU ports.

The emission of greenhouse gases (CO₂) from ships is becoming a major concern in the EU as well as internationally.



4.6 PREVENTION OF POLLUTION BY SHIPS

Input

Financial resources:	Human resources:
1,681,074 Euros (ca)	7 AD, 1 END and 1 CA posts
1,681,074 Euros (pa)	

Output

1. Port reception facilities

Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC.

Drafting reports with specific suggestions in the context of the wider review of the Directive.

Analysing international instruments aiming to clarify legal and technical aspects for the delivery and reception of ship-generated waste and cargo residues, including a close monitoring of on-going IMO discussions and other international for a (e.g.: ISO standards on port reception facilities and on the segregation of waste on board ships)

2. Anti-fouling systems

Providing technical assistance to Member States for the enforcement of the Regulation upon request

3. Air emissions

Providing technical assistance to the Commission in the field of air emissions, following the recent adoption of the revised MARPOL Annex VI and on the review of Directive 2005/33/EC.

Providing reports on the implementation of Directive 2005/33/EC.

In the field of Greenhouse Gases, providing assistance to the Commission in following the international developments, notably on the Energy Efficiency Design Index and other technical measures.

Providing technical assistance to the Commission for a possible EU regime to reduce greenhouse gases emissions from ships.

4. Ship recycling:

Assisting the Commission in developing an EU wide strategy for ship dismantling.

Assisting the Commission with negotiations at the IMO regarding the development of relevant guidelines

If requested, assisting in developing a scheme for the certification of ship recycling facilities.

5. Ballast water:

Contributing to the implementation of the IMO Convention by following the development on issues, such as risk assessment and sampling, to ensure consistency between regional approaches in Europe and help Member States ratify the Convention.

6. Horizontal:

Assessing the need for further consistency in the way EU obligations which do not have a counterpart in the international conventions are enforced in EU ports.

Monitoring the international developments related to other environmental issues, such as underwater noise and ship strikes.

Outcome

Contributions are made to better tackle the problem of ship-sourced pollution by providing information on the implementation of EU legislation at national level and with technical advice concerning possible improvements. The Agency assists the Commission in the work of the International Maritime Organisation on these issues.

4.7 LIABILITY AND COMPENSATION

The Agency will continue to assist Member States with the ratification of the Bunkers Convention (International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001) and the HNS Convention (International Convention on Liability and Compensation for Damage in Connection with Carriage of Hazardous and Noxious Substances by Sea, 1996) bearing in mind especially the future adoption of the new Protocol to the HNS Convention.

As an ongoing activity, the Agency will also continue to assist or represent the Commission on its request in relation to the sessions of the IMO's Legal Committee and the International Oil Pollution Compensation Funds (IOPC Funds).

Moreover, assistance will be provided in the process of implementing Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements.

Following the adoption of Directive 2009/20/EC on the insurance of shipowners for maritime claims and Regulation (EC) No. 392/2009 on the liability of carriers of passengers by sea in the event of accident, technical assistance may be provided to the Commission and the Member States in the implementation process.

4.7 LIABILITY AND COMPENSATION

Input

Financial resources:	Human resources:
194,949 Euros (ca)	1 AD post
194,949 Euros (pa)	

Output

Support the Commission in preparing for and at discussions at IMO regarding liability and compensation issues.

Support Member States upon request with the ratification and implementation of international conventions and relevant EU legal instruments in this field, including the Directive on ship-source pollution.

Outcome

The Agency contributes to a better regulatory system regarding liability and compensation related to pollution caused by ships.

Chapter 5

Pollution preparedness, detection and response

CHAPTER

5



This part of the work programme is the update of the Action Plan for Oil Pollution Preparedness and Response of 2005 and subsequent years, as required under Article 10(2)(k) of Regulation 1406/2002/EC as amended, as well as of the HNS Action Plan of 2007. The Work Programme and the Action Plan must follow the same procedure for adoption by the Administrative Board. Accordingly both documents have been integrated thus providing a full overview of the activities of the Agency. It is noted that through its actions in pollution preparedness, detection and response EMSA also contributes to the progress towards the achievement of the EU objective that marine waters achieve good environmental status, as required in the Marine Strategy Framework Directive (EC) 2008/56.

INTRODUCTION

The Agency has been tasked to provide additional support to Member States and the Commission with regard to ship-sourced (oil and HNS) marine pollution covering the fields of preparedness, detection and response. Activities are implemented through the themes of Operational support, Co-operation and co-ordination, and Information.¹

2010 will see a mid-term report being undertaken with regard to implementation of Regulation (EC) 2038/2006 on the multi-annual funding of the activities of the Agency in this field. Specifically, the Commission will submit to the European Parliament and the Council, on the basis of information provided by the Agency, a report on the implementation of the Regulation, covering the period 2007 to 2009, by the end of the year. Given the contribution expected from EMSA in relation to the Commission report, it is intended to undertake a series of actions including gathering of feedback regarding the implementation of actions from the main stakeholders in the field of marine pollution preparedness, detection and response. This will include a "scenario study".

In parallel the Agency intends, under the heading of "Operational support", to continue to offer three main services, available upon request, to Member States and the Commission, namely:

➔ With respect to accidental oil spills, the Agency has established a network of stand-by oil spill response vessels

¹ The major policy milestone with respect to such activities is: Regulation (EC) No. 724/2004, amending Regulation (EC) No 1406/2002, assigned the Agency new tasks in the fields of responding to pollution caused by ships. Additional references include:

- Action Plan for Oil Pollution Preparedness and Response, October 2004.
- Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties for infringements.
- Regulation (EC) No. 2038/2006 of the European Parliament and of the Council on the multi-annual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and amending Regulation (EC) No 1406/2002.
- Action Plan for HNS (Hazardous and Noxious Substances) Pollution Preparedness and Response, June 2007.

and specialised equipment stockpiles around Europe providing a European tier of operational resources to support on request the pollution response mechanisms of any of the Member States. Details are described in Section 5.1.

➔ For locating illegal oil discharges and monitoring of accidental spills, the Agency provides a European wide oil spill monitoring and detection service (CleanSeaNet) which includes satellite images and alert messages. Further details are described in Section 5.2.

➔ Pollution response expertise to provide onsite and/or remote operational and technical assistance. Depending on the type of assistance requested, this can be provided by Agency staff and/or through the Marine Intervention in Chemical Emergencies Network (MAR-ICE Network) in relation to HNS incidents. The MAR-ICE Network provides, upon request, remote product specific information and advice on chemicals involved in marine pollution incidents.

Under the headings of themes of "Co-operation and Co-ordination" and "Information", the main activities of the Agency can be identified as:

➔ Supporting the Commission/European Community's participation in the relevant mechanisms for co-operation with the Regional Agreements (for example Helsinki Convention) and the IMO OPRC-HNS Technical Group.

➔ Providing a Community level forum to address preparedness for and response to accidental and deliberate pollution from ships through the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). The CTG is composed of pollution response experts from all 27 Member States, coastal Candidate Countries (Turkey and Croatia), coastal EFTA Contracting Parties (Iceland and Norway), the Regional Agreements and the Commission.

➔ Continuing to develop and maintain inventories of marine pollution response resources available in Europe (as required by Regulation 2038/2006/EC). Work on the Agency's inventories will be undertaken keeping in mind links to the Common Emergency Communication and Information System (CECIS) as managed by the Commission. Additionally a number of technical projects will be implemented in the framework of developing guidelines for marine spill response planners and responders. Often undertaken in consultation with national experts, the results of these actions are intended for distribution to the Member States directly and, in principle, to the general public through the Agency website.



Booms simulating the collection of oil during an EMSA recovery exercise

5.1 NETWORK OF STAND-BY OIL SPILL RECOVERY VESSELS

A key task for the Agency is to make available additional at-sea oil recovery resources to assist Member States responding to large scale incidents such as the Erika (1999, France) and Prestige (2002, Spain). The network of stand-by oil spill response vessels has been built up, and sustainable response capacity maintained, through annual procurement procedures since 2005 and the ongoing management of the associated contracts by EMSA.

It is worth reviewing the key considerations behind this particular service to coastal States. Mindful of the principle of “subsidiarity” and the roles and responsibilities of Member States, this operational service should be a “logical part” of the marine pollution response mechanisms of coastal states requesting support i.e. it should “top-up” the national response capacity of the affected Member State. It is clear that Member States have the prime responsibility regarding response to incidents. Consequently, the state requesting assistance will have the EMSA resources at its disposal under its operational con-

trol. Importantly, the network of pollution response vessels should be provided in a cost-efficient manner and should be channelled to requesting states through the existing Community Civil Protection Mechanism.

In the field of marine pollution response, the “tiered response” approach founded on co-operation / mutual support reflects the spirit of the International Convention on Oil Pollution Preparedness, Response and Co-Operation, 1990 (OPRC 1990), as ratified by the majority of (19) coastal Member States.

Accordingly, EMSA pollution response vessels can be seen as a “European tier” to provide assistance to coastal states on the basis that these Agency resources are:

- A “reserve for disasters” to assist Member States responding to an incident beyond national capabilities.
- Under the operational command of the affected Member State.
- Provided in a cost efficient manner.
- Utilise “state of the art” at-sea oil recovery technology.

Using the experience acquired from previous major oil spills, and keeping in mind the policies of individual Member States regarding the appropriateness of pollution response techniques, the most suitable approach at the European level is to remove the spilt pollutant from the marine environment using mechanical at-sea oil recovery techniques. The main concept of the service, provided through the Agency, is to ensure the availability of commercial vessels (for example bunker and product tankers) to carry out at-sea oil recovery services following a request for assistance from a coastal State. Such vessels are "pre-fitted", equipped and certified for oil recovery operations by an appropriate Classification Society (Recognised Organisation in accordance with Directive 94/57/EC² as amended).

Following a request for assistance, via the Community Civil Protection Mechanism³, from a State affected by an ac-

² Council Directive 94/57/EC of 22 November 1994 on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations, OJ L 319, 12.12.1994, p. 20.

³ Council Decision 2007/779/EC Euratom of 8 November 2007 establishing a Community Civil Protection Mechanism (recast) (OJ L 314, 01.12.2007, p.9).

cident, the Agency can provide at-sea oil recovery services through its network of stand-by oil spill recovery vessels and equipment stockpiles. The map below shows the distribution of the arrangements.

It is important to be mindful of certain operational aspects of the network in relation to its capacity to mitigate the effects of an oil spill. Firstly the location of a spill is one of the most significant factors in determining its effect. By their inherent nature, it is not possible to predict accurately where an accident leading to a (large) scale oil spill might occur in European waters. In parallel, the existence of the network across Europe does not affect the risk of an accident in the first place only that the damage caused might be reduced. The residual risk of an accident remains.

When responding to a spill, a range of factors shape the efficiency and effectiveness of such operations. One key variable is the "window of opportunity" during which spilt oil can be recovered at sea so reducing the coastline effects, e.g. impact on fisheries or amenity beaches. The



“window of opportunity” is determined by a number of issues including the type of oil involved and its “persistence” in the marine environment (e.g. heavy oil or crude), distance offshore of the incident, the efficient deployment of response resources (e.g. an oil recovery vessel), the weather conditions onsite, the vessel’s oil recovery capacity and the onshore recovered oil discharge capacity. Arguably, the most significant factor is the organisation of the actual response operation. This last issue is particularly relevant with regard to the timely mobilisation, upon request, by an affected coastal State of Agency spill response services. EMSA will assist the affected Member State under the authority of which the cleaning up operations are being conducted.

In order to provide a similar level of at-sea oil recovery service to all coastal Member States, the network EMSA stand-by oil spill response vessels has expanded over the last five years to broadly cover the whole of the continental European coastline. The current network at the disposal of Member States allows for the simultaneous mobilisation of up to fourteen vessels with an average age of 15 years and equating to a recovery oil storage capacity of over 45,000 m³. Since 2007, the service has been mobilised by Member States for response operations at three occasions.

5.1.1 LAST EXTENSION OF THE VESSEL SERVICE NETWORK IN VIEW OF NEW EMERGING RISKS

For 2010 and in order to provide a broadly similar level of service to all coastal States, the main procurement activities will relate to securing an appropriate arrangement for the Eastern Mediterranean area. This additional contract is necessary to provide network coverage in an area that continues to see a significant increase in traffic as tankers are loaded at the terminals being serviced by the (new) pipelines that have entered in operation. The recommencement of Iraqi crude export via Ceyhan, Turkey and via Syrian ports is reversing the recent trend of the declining crude exports within these ports. In addition, linked to the new pipelines intended to bypass the Bosphorus, increased traffic levels are being experienced by the eastern Mediterranean ports.

The Bosphorus is the East-West crude oil transport corridor in conjunction with the number of oil pipe lines feeding from and to strategic areas within the Black Sea basin. In 2006 it was estimated that 106 million tonnes of crude oil were loaded onto ships at Black Sea ports. During the same year it was estimated that 11,000 tankers transited the Bosphorus, a 40% increase in transiting tankers when

compared to 2002. Exports of oil from the Black Sea are expected to continue increasing over the coming years. Accordingly, additional planning is required in order to determine the necessity and feasibility of reinforcing pollution response capabilities on a European level. In 2010, the Agency intends to further explore the appropriateness of reinforcing the stand-by oil spill response network within this region.

5.1.2 EVALUATION OF PERFORMANCE WITH REGARD TO CONTRACT RENEWAL FOR A FURTHER PERIOD OF 3 YEARS OR OTHERWISE RETENDERING OF THE CONTRACTS IN THE EAST MEDITERRANEAN SEA AND THE ATLANTIC APPROACHES TO THE CHANNEL.

The Agency’s intentions regarding renewal are determined through an in-depth performance review which invariably also identifies issues for consolidation or improvement. In this context due attention will be paid to technical innovation and research regarding oil response techniques. If the evaluation is unsatisfactory, the contract will not be renewed, this can lead to new public procurement procedure to establish replacement response capacity within the overall framework of the network.

5.1.3 BRINGING INTO THE OPERATIONAL PHASE (STAND-BY PHASE) NEWLY CONTRACTED VESSELS.

2010 will see the vessel preparation for those contracts signed at the end of 2009 for the North Baltic and Atlantic areas. This preparatory period entails the modification of the vessels for the contracted at-sea oil recovery service using specialised equipment. The extent of vessel adaptation necessary reflects the Agency workload in the day-to-day monitoring and support to Contractor during this phase. The vessels are expected to enter into the operational phase, ready to provide operational assistance to Member States, in mid-2010.

For the Northern Baltic, a contract was awarded to use, for the first time in the EMSA Network, an ice-breaker to provide at-sea oil recovery services. The Kontio is flagged with Finland, has a speed of 18.5 knots and has 2,033 m³ of onboard storage for oil recovered at sea.

Regarding the Atlantic/Channel area, Aegean Bunkers at Sea has been contracted to provide a double-hulled tanker with a flashpoint below 60 C. The Sara, flagged with Malta, has 6,658 m³ of capacity for oil recovery at-sea and, accordingly, is one of the largest in the EMSA Network of Stand-by Oil Spill Response Vessels. This contract substantially strengthens the capacity at the Atlantic front.

5.1.4 MAINTAINING THE SERVICE LEVEL OF EXISTING CONTRACTS THROUGH A SERIES OF MONITORING ACTIVITIES SUCH AS QUARTERLY DRILLS AND AT-SEA EXERCISES.

In addition to procurement procedures aimed at adding or replacing response capacity (vessels) in the existing network, a major activity for the Agency is the work carried out in order to maintain an appropriate level of network capability and service to coastal States.

In 2010 and as part of the day-to-day activities, the Agency will continue refining the established drill and exercise programme. The programme is seen as dynamic and thus these activities are reviewed and improved through the sharing of experiences, ideas and feedback. Based on past experiences, it is projected that EMSA vessels will participate in 42 of drills and 8 of exercises in 2010. As such, it is a major activity of the Agency.

5.1.5 COMPLETION OF TECHNICAL IMPROVEMENT PROJECT.

A number of technical reviews have emanated from the drill and exercise programme covering the technical capabilities of the vessels, their (individual) response equipment and their mobilisation strategies. 2010 will see the implementation of a second phase of an internal technical improvement project which started in 2009. Specific elements to be completed in 2010 include a strengthening of the Agency's pollution response equipment management system and a upgrading of skimmer capacity for 3 arrangements selected on the basis technical feasibility and added increase in capacity.

5.1.6 EMSA STAND-BY OIL SPILL RESPONSE VESSEL SERVICE NETWORK

The status of the network is described below on a regional sea basis. It is prudent to point out that based on the principle of cost effectiveness and considering the ever changing geopolitics, particularly in the Middle East which in turn impacts seaborne trade including tanker routes, on a long term basis, the vulnerability level within certain areas may change. Accordingly, the EMSA network must also evolve in order to remain efficient and effective.

Mediterranean Sea

It is intended that during 2010 the geographical coverage in the Mediterranean area would be extended further to the east as described earlier. Following the established preparatory steps, the Agency will launch a procurement process in order to fill in the existing gap in the Eastern Mediterranean region.



EMSA contracted vessel deploying a skimmer during a drill.

Presently, the vessel network within the Mediterranean Sea extends from Algeciras, Spain to Piraeus, Greece. An oil tanker backed up with a bunkering vessel is based out of Algeciras, Spain. The storage capacity of the stand-by vessel is 7,413 cubic metres. The MT 'Salina Bay' a bunkering vessel with a capacity of 2,800 cubic meters is based in La Spezia, Italy whilst the MT 'Aktea OSRV' is based in Piraeus, Greece. These vessels have entered into operation as oil recovery vessels in 2008 complementing two other bunkering vessels based in Malta. The current network established along the coast of the Mediterranean basin amounts to 19,229 cubic metres (excluding 3,800 cubic meters back-up storage capacity).

The contract established in 2006 for the bunker vessel MT 'Mistra Bay', which is based in Malta, was renewed in 2009 for a further three years. The contracts of the vessels based in Piraeus and in Algeciras will expire in 2010. Following the outcome of a performance review, these contracts would either be renewed or replaced.

The Atlantic Coast and Western Approaches to the Channel

Following the conclusion of a procurement procedure for this area at the end of 2009, it is anticipated that during 2010 the contracted vessel, the tanker 'Sara', will undergo all necessary pre-fitting works in order to be able to provide at-sea oil recovery services.

Based out of Sines, Portugal, there is a tanker, storage capacity of 3,032 cubic metres, operates as a bunkering vessel within this area. The MV 'Ria De Vigo', stationed in Vigo, Spain is classed as a supply vessel and has been fully operational as an occasional oil response vessel since 2009.

In addition to the above, the network comprises also of a pool of three tankers, each having a storage capacity ranging between 4754 and 5028 cubic metres. These tankers are engaged on trading routes between UK and Ireland. In event of incident, the current arrangement allows for two of these tankers to be mobilised simultaneously. Considering their operational trading routes, the vessels' oil pollution response equipment is stored in Cobh, Ireland. During 2010 the Agency will be considering the renewal of the contract for these three vessels.

The North Sea

Following preparatory works, carried out during the first quarter of 2009, two vessels covering the North Sea area have entered into operation as stand-by oil recovery vessels. Both vessels are based in Ostend, Belgium and have a combined storage capacity of 4630 cubic metres. The MV 'Interballast III' operates along the Belgian coast whilst the MV 'DC Vlaanderen' operates along the Dutch coast and are both engaged in dredging activities.

The Baltic Sea

Following the conclusion of a procurement procedure for the Northern area of the Baltic Sea at the end of 2009, it is anticipated that during 2010 the contracted vessel, the icebreaker 'Kontio', will undergo all necessary pre-fitting works in order to be able to provide at-sea oil recovery services.

The established (existing) network within this area comprises of two sister vessels. These vessels are governed by contracts renewed in for the period 2009-2011. Taking into consideration the vessels trading activities and in order to ensure effective response services, the oil pollution response equipment stockpiles are located in both Skagen and Copenhagen, Denmark. The current combined storage capacity within the Baltic Sea is 8,720 cubic metres.

The Black Sea

Considering over the coming years exports of oil from the Black Sea are expected to increase, during 2010 the Agency will consider the possibility to further strengthen oil pollution response capacity within this region.

Presently, the MV 'GSP Orion' has been available for at-sea oil recovery services response vessel since 2009. The vessel is based out of Constanta, Romania. The vessel operates as an offshore supply vessel within the Constanta oilfield area, which is located 30-50 nautical miles offshore.

5.1 NETWORK OF STAND-BY OIL SPILL RECOVERY VESSELS

Input

Financial resources :	Human resources:
17,667,895 Euros (ca)	11 AD, 2 AST and 1 CA post
13,898,895 Euros (pa)	

Output

Renewing or replacing the existing stand-by oil recovery contracts of 2007 for at least an additional period of 3 years.

Reinforcing the Vessel Network in the Eastern Mediterranean Sea.

Organising the participation of EMSA contracted oil recovery vessels in regional and/or national at-sea response exercises.

Supervising vessel and equipment maintenance as well as crew capacity to undertake the contract service, including setting up of an equipment management system.

Contribute to the mid-term review of the multi annual financing of the "anti pollution measures" of the Agency.

Providing expertise to a Member State or the Commission in case of an incident.

Performance indicators	Targets 2010
Number of anti-pollution vessels contracts and geographical coverage	13 contracts covering the Black Sea, the West, Mid and East Mediterranean Sea, the Atlantic front, the North Sea and the Baltic Sea
Number of new vessels pre-fitted	2 vessels in accordance with the 2 new contracts
Number of drills and exercises	50 drills 10 operational exercises 15 notification (desktop) exercises
Response to requests for mobilisation	Vessel mobilised (ready to sail) within 24 hours of signing of Incident Response Contract

Outcome

The network of stand-by oil recovery vessels offers a European tier of pollution response resources to top-up the response capacities of EU Member States when protecting their coastlines from marine pollution.

5.2 CLEANSEANET: EU SATELLITE OIL SPILL MONITORING SERVICE AND ILLEGAL DISCHARGES

The Agency provides on the basis of Directive EC 2005/35 on ship sourced pollution the CleanSeaNet oil spill monitoring service to the national maritime administrations in 24 European Coastal States (hereafter Member States). This operational assistance is threefold: identifying and tracing potential discharges by satellite monitoring, monitoring accidental pollution in support of response activities and the support for enforcement in terms of improving the evidence chain.

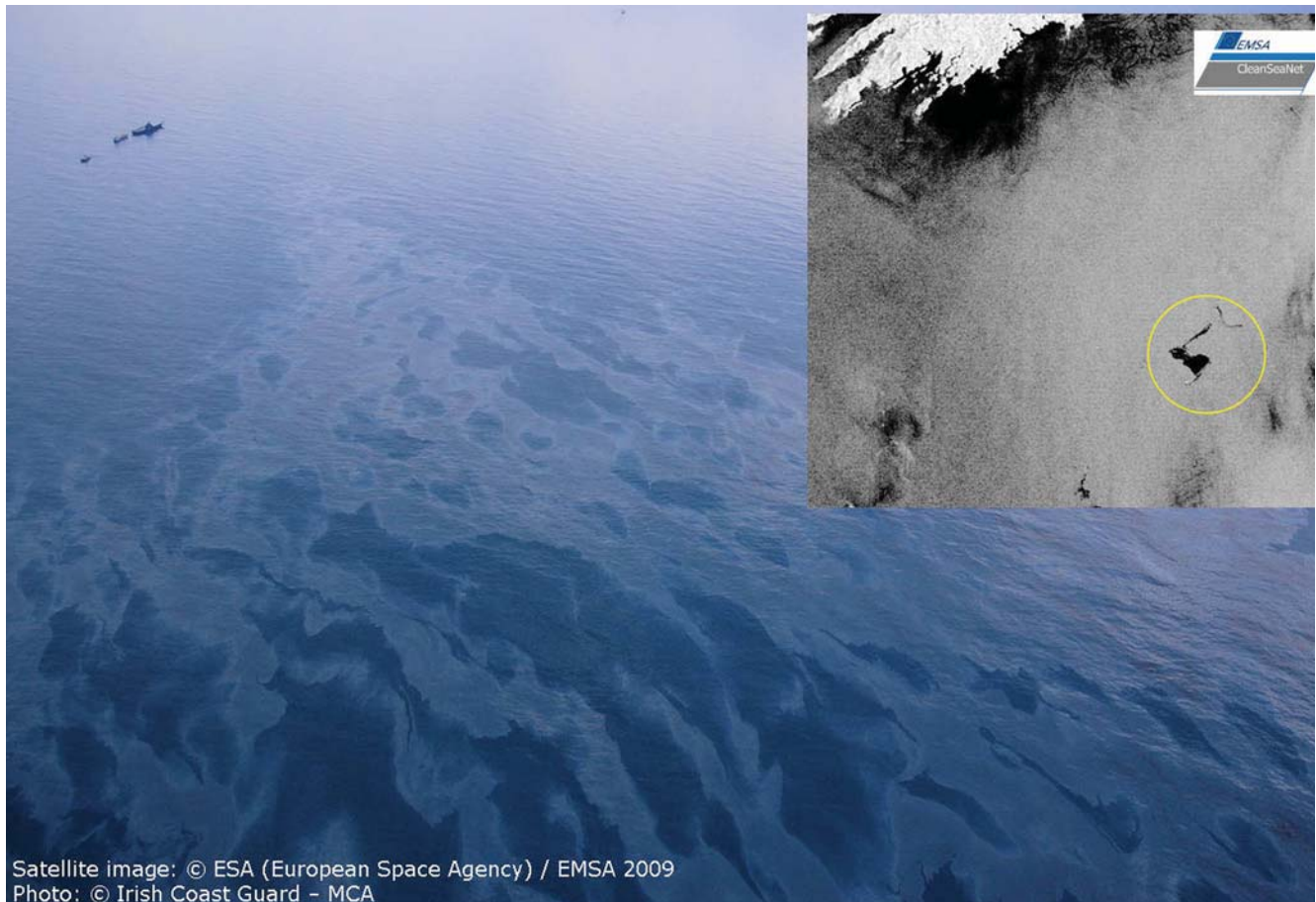
The CleanSeaNet service provides a variety of products, ranging from dedicated oil spill alerts (via email, phone and SMS) to analysed satellite imagery, to the relevant Member State operational contact points within 30 minutes after satellite overpass. In 2010, the Agency will probably distribute 2000 images (each image covers a sea area up to about 400 x 400 km) to 24 coastal States connected to the service. CleanSeaNet will provide these images with

associated alert and pollution information to the Member States, supporting the decision making processes and improving the efficiency of their response activities.

The CleanSeaNet User Group, composed of user representatives from Member States, will meet twice to discuss operational experiences with the service and to recommend improvements. Feedback from the User Group ensures that the service will continue in line with the operational needs of Member States. Specific training for duty officers and experts from Member States will be provided as well.

The first set of contracts for CleanSeaNet will phase out in 2010. A new phase will start in 2010. The development of the second generation CleanSeaNet which started in 2009 will be finalised. The service offered to Member States will be more flexible to include other data sources (including optical and radar satellite data and oceanographic information) and new applications. One of the improvements

A joint Irish Coast Guard - UK Maritime Coastguard Agency aerial mission confirms the oil pollution initially detected and reported by CleanSeaNet to the Irish authorities.



is that vessel position data from SafeSeaNet (AIS and LRIT data) will be available on a structural basis in CleanSeaNet for all participating states to help identify suspected polluters.

In particular the Agency will work on the development and implementation of the CleanSeaNet Data Centre, to manage “near-real-time” monitoring of oil spills in European waters and to associate this information with relevant external data. Combined information allows Member States to receive the required information for response, polluter identification and decision making from one single information platform, and thus helps to improve the efficiency of operational activities. Where possible and on a voluntary basis, existing regional and local backtracking models will be connected to CleanSeaNet in close co-operation with the model operators in Member States. Pollution backtracking together with vessel traffic information will provide the capability to link illicit discharges with potential polluters. Additional ways to enhance the efficiency of response actions, bearing in mind the importance of the quality of data, will be explored, such as passing spill information to Port State Control authorities of the next port of call of the identified possible polluter.

Statistical analysis will be provided to illustrate the occurrence of illegal discharges at a European, regional and national level. This will help Member States with their reporting obligations and the European Environmental Agency in developing an oil spill indicator. Actions to monitor service quality and service performance validation will also continue in 2010.

Existing co-operation with external organisations such as the European Space Agency (ESA) and the Joint Research Centre (JRC) of the Commission will continue in 2010 in support of the satellite image availability and of new CleanSeaNet developments. EMSA will further strengthen its relationship with ESA and its involvement in the GMES (Global Monitoring for Environment and Security) programme and will connect CleanSeaNet with other marine GMES services to make use of their operational data to complement the data sets provided to Member States. In this framework access to radar satellite imagery will be coordinated to ensure CleanSeaNet’s operational availability.

Further extension of CSN services to non-EU members and associated sea areas, such as all countries within the Black Sea area, will be also explored with the assistance of the Commission.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Input

Financial resources: 5,757,301 Euros (ca)	Human resources: 9 AD, 1 AST and 1 END posts 6,456,301 Euros (pa)
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Output

Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges.

Provide assistance to EU Member States and the Commission in case of accidental spills.

Enhance the CleanSeaNet service with vessel traffic information, models and oceanographic information.

Provide training to EU Member States on CleanSeaNet.

Develop and implement a new CleanSeaNet Data Centre for service continuation from 2010 onwards.

Organise regular meetings of the EMSA CleanSeaNet User Group, twice a year back-to-back with EGEMP meetings.

Performance indicators	Targets 2010
Number of satellite images ordered and analysed	2000 images
Number of assistance provided in case of accidental spills compared with the number of requests received	100% assistance provided compared to the number of requests received

Outcome

The Agency is providing technical support to Member States, the Commission and selected non-EU countries in the field of identifying, tracing and tracking illegal discharges and polluters by its CleanSeaNet service. This service provides a sustainable and extensive basis upon which users can extend their activities targeting illegal discharges in European waters.

5.3 SUPPORTING HNS MARINE POLLUTION PREPAREDNESS AND RESPONSE

In June 2007, the Administrative Board adopted the Action Plan for Hazardous and Noxious Substances (HNS) Pollution Preparedness and Response in relation to so called “chemical” spills. It provides the framework for the Agency’s role and activities in this field at the European level on preparedness and response to HNS marine pollution.

The “MAR-ICE Network”, an information service for the intervention in marine chemical emergencies became operational in 2009, will continue to be available for Member States in 2010. MAR-ICE stands for “Marine Intervention in Chemical Emergencies” Network. It was created by EMSA in collaboration with the European Chemical Industry



Handling of recovered chemicals.

Council (CEFIC), and the Centre de Documentation de Recherche et d'expérimentation sur les pollutions accidentelles des Eaux (Cedre). It builds directly on the existing ICE network for road and rail transport in which a majority of Member States are participating. This emergency response service provides information to all EU Member States and coastal EFTA States in cases of marine incidents involving chemicals. A requesting country can receive information and advice about the characteristics and intrinsic properties of a chemical substance involved in a marine incident, via a single focal point that will consult the most knowledgeable expert, typically the chemical company that produces the substance.

2010 will be the second full year of operations for this service. With this in mind it is intended to implement appropriate service improvements based on experience gathered and feedback received from users. For this pur-

pose, the first MAR-ICE annual meeting with the entities involved and the end users will take place at the beginning of the year.

It is also anticipated that the Agency will complete several other technical projects including the development of chemical marine pollution response guides for specific substances, as well as organise a technical meeting for the Member States addressing the implementation of the OPRC/HNS Protocol.

The Agency will continue to assist and collaborate with Member States in their efforts to obtain and analyse relevant and up-to-date information concerning marine HNS transport patterns. Such statistical data will provide authorities with valuable information on which to base risk assessments and set contingency planning priorities. Results of such activities focusing on HNS maritime transport are expected to be available in 2010.

5.3 HNS OPERATIONAL SUPPORT	
Input	
Financial resources :	Human resources:
413,526 Euros (ca)	2 AD and 1 AST posts
493,526 Euros (pa)	
Output	
Maintain and evaluate the network of specialised chemical experts (MAR-ICE Network).	
Develop chemical marine pollution response guides and other information support systems.	
Analyse relevant and up-to-date information concerning marine HNS transport patterns in Europe.	
Performance indicators	Targets 2010
Timeliness of response to requests for assistance to MAR-ICE	>75% of responses within 2 hours; <25% of responses within 4 hours
Number of supporting tools developed	3 supporting tools developed
Outcome	
The Agency aims at disclosing as much as possible relevant information regarding chemicals and its treatment in the environment in order to assist Member States dealing with spills involving hazardous and noxious substances.	

5.4 CO-OPERATION AND COORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Within the framework of its mandate, the Agency will continue to develop its activities in close co-operation and coordination with the Commission, Member States, the existing regional and international structures.

At the regional level, the role of and contribution by the Regional Agreements and their associated fora in this field is complementing activities of the Agency in supporting Member States. The Agency, as part of the Community delegation, will continue to provide technical support to the Commission, during relevant meetings (e.g. HELCOM Response). Expected parallel actions include supporting and participating in any operational activities held under the umbrella of a Regional Agreement. Examples include CleanSeaNet imagery support to Co-ordinated Extended Pollution Control Operation (Super-CEPCO) as well as operational support and participation of EMSA's contracted oil recovery vessels at Delta exercises arranged by Regional Agreements.

With respect to international fora, active support will be provided to the Commission regarding to the work of the IMO. This will include the participation in and active contribution to the IMO OPRC-HNS Technical Group as has been the approach to date.

2010 will be the fourth year of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) set-up by the Agency to provide a European platform for Member State experts following the expiry of the Community framework for cooperation in the field of accidental or deliberate marine pollution. Established in 2007, one of the main considerations of the group is to build upon the results of activities carried out in the preparedness and response field in the past. The Agency will continue to support the work of the CTG across a range of technical and operational issues, as defined in its rolling work programme. This includes the support of Member States to develop common guidelines for claims management and cost recovery for oil pollution response through the international pollution compensation regime. The Agency will continue to hold joint workshops with the Commission and the Member States on "Co-ordinated at-sea and shoreline pollution response", which started in 2009. New projects will be identified by the group and could include various workshops, reports, studies and trainings. The Agency will continue to support and manage the existing national expert exchange mechanism

(EMPOLLEX) in order to facilitate the promotion of best practise in this field.

Work will continue in providing technical and scientific assistance to the Member States, for example in the field of oil spill dispersant usage, on the basis of the updated Operational Manual on the Applicability of Oil Spill Dispersants. The Technical Correspondence Group on Dispersants, created in 2009 to address issues of harmonisation of national dispersant testing and approval procedures will continue its task in 2010. The inventory of EU Member States policies and operational response capacities for HNS marine pollution will also be updated in 2010.

5.4 CO-OPERATION AND CO-ORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Input

Financial resources :	Human resources:
1,107,396 Euros (ca)	2 AD, 1 AST and 1 CA posts
1,097,396 Euros (pa)	

Output

Supporting exercises and activities of Regional Agreements where possible.

Coordinating activities with Regional Agreements.

Contributing and participating at the IMO OPRC/HNS Technical Group as part of the EC delegation

Developing and implementing a rolling programme with Member States experts in the context of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR).

Developing and updating information, inventories and decision making support tools.

Outcome

Activities of the Agency in this field are aimed at supporting the preparedness structures and response capabilities of Member States to marine pollution incidents, as well as to disseminate best practice and exchange information between Member States, their Regional Agreements and other relevant international bodies.

Chapter 6

The Agency's administrative structure and horizontal tasks

CHAPTER

6



INTRODUCTION

The Agency is now settled in its permanent offices in Lisbon.

The new headquarters represent an important step forward for the Agency. They provide enough office space for the increased number of staff, more adequate Conference facilities to host different types of meetings, conferences and workshops, with a capacity of over 80 people. The new premises also host the maritime applications and the operational centre for the Maritime Support Services, as well as support possible future developments in the field of satellite based services.

The use of certain spaces in the new premises (e.g. canteen, conference room) is shared with the other EU Agency located in Lisbon, the European Monitoring Centre for Drugs and Drug Addiction.

6.1 MANAGEMENT TEAM

The Agency is managed by its Executive Director. His duties and powers are defined in Article 15 of Regulation 1406/2002/EC, which include:

- Preparation of the work programme, the detailed plan (Action Plan) for the Agency's pollution preparedness and response activities and related implementation;
- Preparation of the annual report;
- Deciding on the visits to Member States;
- Preparation of the budget requirements and the accounts;
- Implementation the Agency's budget;
- Appointing authority for staff;
- Setting-up internal administrative instructions.

The Executive Director is as well responsible for the implementation of the recommendations stemming from the five-year evaluation, including the preparation of a strategy covering a 5-year period.

The Executive Director is directly supported by a policy advisor, an advisor for maritime affairs and an assistant. The Bureau of the Executive Director has a special responsibility in drafting and coordinating the documents and to prepare the meetings of the Administrative Board.

The Heads of Department support the Executive Director in managing and coordinating the day-to-day activities of the respective Departments.

Currently the Agency has nine units, organised in three departments:

- Department A: Corporate Services (Human Resources, Legal and Financial Affairs, IT and Operations Support)
- Department B: Implementation of the maritime safety and protection of marine environment acquis (Safety Assessments and Inspections, Ship Safety, Marine Environment, Training and Statistics)
- Department C: Operations (Pollution preparedness and response, Vessel traffic and reporting services, Satellite based monitoring services)

The Agency's Internal Auditor provides assurance and consulting services to help improve the operations of the Agency. He is further responsible for giving independent and objective opinions on the adequacy and reliability of internal control systems in place, and for making recommendations with the aim to improve the economy, efficiency and effectiveness of the Agency's activities.



Each floor of EMSA's new building opens onto a wide central staircase. The 'atrium' structure favours contact among staff and between units.



EMSA staff attend a specialised document management training course.

In 2010 it is planned to recruit a Data Protection Officer, to better fulfil the obligations stemming from Regulation 45/2001 on Personal Data protection.

The Executive Director, the Heads of Department and the Heads of Unit meet on a regular basis to monitor progress of the ongoing projects and to discuss any outstanding issue of an administrative or technical nature.

The Heads of the EU-Agencies (which are now more than 20) meet regularly to discuss issues of common interest. Under this network, more specific networks have developed inter alia for: legal questions, accounting, communication, IT, etc. The EMSA administrative services actively participate in most of these activities.

6.2 HUMAN RESOURCES

Following the implementation of a central Human resources database in 2009, the Human Resources sector will — besides the regular tasks — pay special attention to the further development of the new systems and reporting tools. Thanks to the further development of IT systems a considerable number of tasks will be handled in an automated, hence more efficient way, freeing up resources to be focussed on planning and monitoring of execution.

It is envisaged for 2010 to implement a performance appraisal and a leave management module, in accordance with Articles 43 and Articles 57-59 of the Staff Regulations. The targeted performance appraisal module provides a controlled, automated process for employee performance. It comprises all steps of the process, such as self-assessment by the jobholder, appraisal by the Reporting Officer, validation and signing by the Countersigning Officer, review and signing by the Reporting Officer and approval/rejection by the jobholder. The chosen leave module provides an end-to-end leave management for all types of leave, including the automatic calculation of entitlements, carry-over management, request, approval and cancellation management. Approval roles can be

delegated and each employee can see the current leave balance in the module.

Recruitment will be an ongoing activity for the Agency during 2010 (although at a reduced pace), with particular reference to the new tasks assigned. The Agency will continue in its program to offer traineeships to students and post-graduates, giving them the possibility to get acquainted with the tasks of the Agency, as is the case in other EU bodies.

The new policy of the Agency for Staff Development will be implemented during 2010. Subsequently, staff development activities, such as training, will gain importance as the Agency will be in a position to offer more training courses to its staff. Besides the general training courses offered by the Commission, EMSA will be in a position to offer to its staff members specialised training adapted to the needs of the Agency as a result of the signature of different framework contracts with different service providers. In addition, the Agency will formalise its induction programme for newcomers and will set up a mentoring programme.

Ongoing work will include the implementation of recently adopted implementing rules and decisions needed to give effect to the Staff Regulations of Officials of the European Communities and Conditions of Employment of Other Servants of the European Communities.

6.3 LEGAL AND FINANCIAL AFFAIRS

The Agency administers its budget under the provisions of its Financial Regulation which is based on a Framework Financial Regulation developed for all EU Agencies. The principles and standards of public finance management are implemented by the Agency. It is annually audited by the European Court of Auditors.

The year 2010 will be marked by increased activities requiring additional capacity in legal and finance support and verification, as the operational tasks of the Agency grow.

Following the entry into force of a new Financial Regulation by beginning 2009 the Agency will focus on further improving its finance management systems. Support to the operational Units in budget management and monitoring will be improved by better and more flexible reporting systems. Training for all financial actors will continue in order to ensure utmost quality in finance management.

6.4 OPERATIONS SUPPORT (ICT, FACILITIES & LOGISTICS)

The key challenge in 2010 will be to run the data centre that will host the maritime applications (SafeSeaNet, CleanSeaNet, LRIT, THETIS) and actively support their integration.

In this context, the focus will be on ensuring the end-to-end service availability, performance and reliability through implementing best practice hosting, monitoring, business continuity and disaster recovery processes based on an advanced virtualised ICT architecture/infrastructure to support development, testing and rollout of operational projects such as SafeSeaNet (and STIRES), CleanSeaNet, THETIS and LRIT Data Centre.

Furthermore, following the move of the Agency into its final HQ and the establishment of an EMSA ICT Strategy, the focus in 2010 will be the implementation of this ICT Strategy to increase business efficiency and actively support quickly evolving business needs.

In addition, with 2020 rapidly approaching, the Agency will undertake a "Green" Audit for the new Headquarters building and start a number of "green" initiatives related to both IT and Building Management.

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Input

Human resources:

Management Team/Bureau of the Executive Director:*
13 AD, 7 AST and 3 CA

Human Resources:

1 AD, 10 AST and 1 CA posts

Legal and Financial Affairs:

4 AD, 4 AST and 2 CA posts

Operations Support (ICT, facilities and logistics):

5 AD, 15 AST and 8 CA

* This number includes the Executive Director and his staff, Heads of Department and their staff, Heads of Horizontal Units as well as the data protection, audit and accountancy functions.

Output

Management team/Bureau of the Executive Director

Work programme

Action Plan for Pollution Preparedness and Response

5 year Strategy document.

Annual report and accounts.

Multi Annual Staff Policy Plan.

Preparation of meetings of the Administrative Board, decisions, minutes.

Regular monitoring of ongoing projects.

Human resources

Management of the establishment plan (new recruits, turnover, etc.).

Administration and Management of the payroll.

Development and Implementation of a traineeship policy.

Implementation of rights and obligations arising from the Staff Regulations.

Further development of training policy (in particular regarding the implementation of individual Training Plans).

Introduction of electronic HR tools.

Implementation and improvement of existing HR policies related to career development.

Legal and financial affairs

Verification of commitment and payments files.

Organising and executing transfers.

Budget preparation and follow-up.

Providing budget overviews.

Advising on and verifying contracts and procurement procedures.

Providing legal advice to the Executive Director and the units.

Operations support (ICT, facilities and logistics)

Maintaining a state-of-the-art Data Centre to host maritime applications.

Providing advanced business continuity and ICT security services.

Providing 24/7 hosting of maritime applications.

Providing advanced ICT services to staff.

Managing facilities and support services of the Agency.

Performance indicators

Targets 2010

Establishment plan execution rate As close as possible to 100%, with a minimum target of 94% (188 posts filled out of 200)

Budget Execution rate As close as possible to 100% for Commitment Appropriations
As close as possible to 100% for Payment Appropriations

Outcome

The functions mentioned should further structure and facilitate the working practices and projects of the Agency to enable staff with the allocated resources to work towards meeting the objectives in an efficient and cost-effective manner in line with the Financial and Staff Regulations.



EMSA's new premises.

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

In 2010, EMSA will continue its efforts to further advance communication with external stakeholders. One of the main ways of achieving this will be by offering improved website and information services following the implementation of a new content management system, which will enable greater flexibility in the presentation of, and access to, the information in the Agency's knowledge base, also benefiting the internal communication and dissemination of information. The Agency's participation in targeted maritime related public events and exhibitions, either in cooperation with other EU bodies or alone, will continue.

Ongoing core activities in the field of information and communication include the publication of annual/periodical documents such as the 5-year strategy, the work programme, the annual report, the monthly newsletter and operational reports, as well as the provision of information to the media. Besides the traditional printed material, the number of audiovisual presentations will be further developed. The Agency will as well improve its internal communication tools and the quality of its website.

Maritime safety experts and other interested parties will continue to attend training sessions, workshops and other meetings at EMSA headquarters, and it is expected that these activities will build on the contribution already made to maritime safety by exchanging best practices. In addition, having begun in late 2007, the external exhibitions programme will be maintained to ensure that EMSA is best presented at different key maritime safety related events.

Since the relocation to Lisbon, the support to the opera-

tional units and staff in the field of privileges and immunities has been put in place. The Protocol between the Government of the Portuguese Republic and the European Maritime Safety Agency covering the relations between the Agency and Portugal (Seat Agreement) was signed on 28 July 2004. It lays down the rights, privileges and immunities of the Agency and its staff necessary to provide for the proper functioning of the Agency.

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

Input

Financial resources: 1,132,662 Euros (ca) 1,132,662 Euros (pa)	Human resources: 3 AD, 3 AST and 2 CA posts
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Output

- Preparing regular publications and completing/updating brochures and leaflets.
- Improving internal communication tools
- Creating/updating electronic information tools (e.g. website and videos).
- Presenting at meetings, exhibitions and conferences.
- Dealing with protocol related issues.
- Supporting the organisation of events/meetings in the Agency.

Performance indicators	Targets 2010
Number of publications/leaflets/brochures produced	14 publications/leaflets/brochures produced
Number of events/meetings in the Agency; number of participants	40 events/meetings; 1300 participants

Outcome

Activities should aim at giving public and interested parties objective, reliable and easily understandable information with regard to the Agency's work (Reg. 1406/2002/EC, Art. 4.2).

6.6 COOPERATION WITH OTHER AGENCIES AND BODIES

The cooperation with other Agencies and bodies is one of the tools for the Agency to avoid duplication of work and foster synergies in its relevant fields of activities. The cooperation developed by the Agency with different bodies at technical level confirms that EMSA is considered a reliable partner.

In most of the cases the final objective of these cooperation arrangements is to improve the quality of services offered by the Agency to the Member States and the Commission, within the limits of its mandate.

Different agreements signed by the Agency relate also to exchange of information and data, relevant in the field of maritime safety, prevention of pollution from ships, pollution preparedness, detection and response.

In 2010 the Agency will continue to focus on maritime surveillance. In fact, as announced by the Commission in the "Blue Book" (An integrated maritime policy for the European Union) presented on 10 October 2007 and in its recent Communication "Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain" [COM 2009(538) final], there is a need for developing an horizontal approach and strengthening the cooperation among the different actors involved, including the EU Agencies.

The documents stress the importance of developing horizontal planning tools that cut across sea-related sectoral policies and support joined up policy making. In this context particular relevance is given to a "common information sharing environment for the EU maritime domain", to ensure the safe use of the sea and to secure Europe's maritime borders. The Commission sets out the objective of improving and optimising the maritime surveillance activities, and of ensuring interoperability at EU level.

It advocates the need for a higher degree of coordination, through deeper cooperation within and among the Member States' coastguards and other appropriate agencies. It outlines the importance of a more interoperable surveillance system to bring together existing monitoring and tracking systems used for maritime safety and security, protection of the marine environment, fisheries control, control of external borders and other law enforcement activities.

In this specific framework, the Agency will foster cooperation with the Agencies relevant in the field of maritime



EMSA and CFCA Executive Directors on the official walkabout for Europe Day at the 2009 World Fishing Exhibition in Vigo.

surveillance, in particular Frontex and CFCA.

Cooperation with other Agencies may aim as well at rationalising the use of resources: this is the logic followed for the Memorandum of Understanding between EMSA and the CFCA (Community Fisheries Control Agency) in Vigo: the Agency will continue to provide services of Internal Auditor to the CFCA.

EMSA joined also IALA - the International Association of Marine Aids to Navigation and Lighthouse Authorities - as an associate member as from June 2008. In 2010 the Agency will continue to actively contribute to the on-going discussions on e-navigation and vessel traffic services in this international forum.

As agreed by the Equasis Supervisory Committee (see Section 3.7) on 19 June 2008, the Agency will continue to be in charge of managing the Equasis information service.

Since 2009, EMSA started joining IMSO meetings as part of the EC delegation to follow up developments of maritime satellite services provided by IMSO, as LRIT Coordinator. As the EC has decided to apply for Observer status at IMSO, EMSA will continue to participate as a member of the EC delegation.

Discussions began and are ongoing for enhancing cooperation between EMSA and the Black Sea Commission under the framework of MONINFO project funded by the EU. The main foreseen areas of cooperation are on the development of a regional Black Sea AIS network connected to SSN and on potential delivery of CSN services to all Black Sea countries.

MAIN AGREEMENTS AND DECISIONS			
Parties involved	Type of agreement	Date of signature	Contents
EMSA – Paris MoU (Paris Memorandum of Understanding on Port State Control)	Agreement	30/01/2006	Agreement on updating SafeSeaNet with Information on Banned Vessels.
EMSA – ESA (European Space Agency)	Memorandum of Understanding	02/03/2007	Exchange of information and expertise, for improving access to earth observation data, regarding the development and operational use of space-based earth observation systems, data and techniques.
EMSA – JRC (Joint Research Centre) of the Commission	Memorandum of Understanding followed by different Service Level Agreements (CleanSeaNet, EMCIP)	13/03/2007	Support to set up operational capabilities by means of systems, software, training and participation in projects; exchange of data.
EMSA – CFCA (Community Fisheries Control Agency)	Service Level Agreement	17/06/2008	EMSA will provide services of the Internal Auditor to the CFCA. Per calendar year a total of +60 days of service is foreseen.
EMSA – Equasis Supervisory Committee	Decision	19/06/2008	As from 1 January 2009 EMSA manages the Equasis system.
EMSA – CEDRE (Centre de documentation, de recherche et d'expérimentations sur les pollutions accidentelles des eaux) – CEFIC (European Chemical Industry Council)	Memorandum of Understanding	17/10/2008	Establishment of EMSA "M-ICE service" for HNS marine pollution emergencies.
EMSA – Frontex – CFCA (European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union)	EMSA – Frontex Co-operation arrangement	15/12/2008	Cooperation in the field of maritime surveillance.
	Expanded to a three partner agreement including CFCA	12/2009	
EMSA – Interspill (UK Spill, NOSCA, SYCOPOL, SRGH, IPIECA)	Agreement	16/11/2007	Agreement between the European Oil Spill industry trade associations, IPIECA and EMSA to hold the Interspill series of Conferences and Exhibitions.
	EMSA signature last signature	19/02/2008	
EMSA – IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities)	Decision by the IALA Council	01/06/2008	Associate Membership.
EMSA – Black Sea Commission	Cooperation agreement under discussion		Assistance on regional AIS and CSN services.

PERSPECTIVES BEYOND 2010

In the coming years EMSA will be faced with providing assistance in and the monitoring of the implementation of new EU legislation.

The third maritime safety package, published in the Official Journal on 28 May 2009, will have an impact on the work of the Agency beyond 2010, in terms of assistance to be provided to the Commission and the Member States.

The action plan for the implementation of the maritime transport strategy until 2018 could also have an influence on the activities and priorities for the Agency in the future years.¹

In its Communication on partnership between the European Union and Africa dated 24 June 2009, the Commission announces for the Agency a new role in supporting African coastal countries to improve their maritime traffic monitoring systems.² The Agency therefore could be called upon by the Commission to provide assistance in relevant fields to non-EU countries.

Finally, the ongoing discussions on the maritime policy for the European Union and in particular on maritime surveillance may have long-term consequences for the Agency.³ In this field, as stated before, the Agency will develop cooperation with other Agencies, in particular with Frontex (European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union), CFCA (Community Fisheries Control Agency), EDA (European Defence Agency), to avoid duplication of work and foster synergies in the field of maritime surveillance.

¹ See Communication from the Commission 'Strategic goals and recommendations for the EU's maritime transport policy until 2018'. Brussels, 21 January 2009, COM (2009) 8 and related Council's Conclusions of 30 March 2009.

² See Communication from the Commission 'Partnership between the European Union and Africa. Connecting Africa and Europe: working towards strengthening transport cooperation'. Brussels, 24 June 2009, COM (2009) 301

³ See Communication from the Commission 'An Integrated Maritime Policy for the European Union', Brussels, 10 October 2007; COM(2007) 575.

More in particular the collection, analysis, combination and dissemination of maritime information is becoming a vital component of the support tasks of the Agency. With work progressing to bring new and ever greater quantities of maritime data into the Agency, there is a growing need to ensure the maximum availability of quality information to Member States and the Commission, which increasingly recognise EMSA as a central facilitator and provider of maritime information.

Given these clear increasing needs for data processing and the development of maritime statistical information, EMSA will also continue to work in cooperation with international organisations and relevant bodies to produce and disseminate reliable statistical information.

In this field the Agency has multiple tasks to perform. Individual database systems need further development and refinement and, as a second step, information of different databases needs to be linked to better facilitate maritime applications.

The integration of the different information systems and the combined use of maritime data will be the main challenge that the Agency will face in the near future.

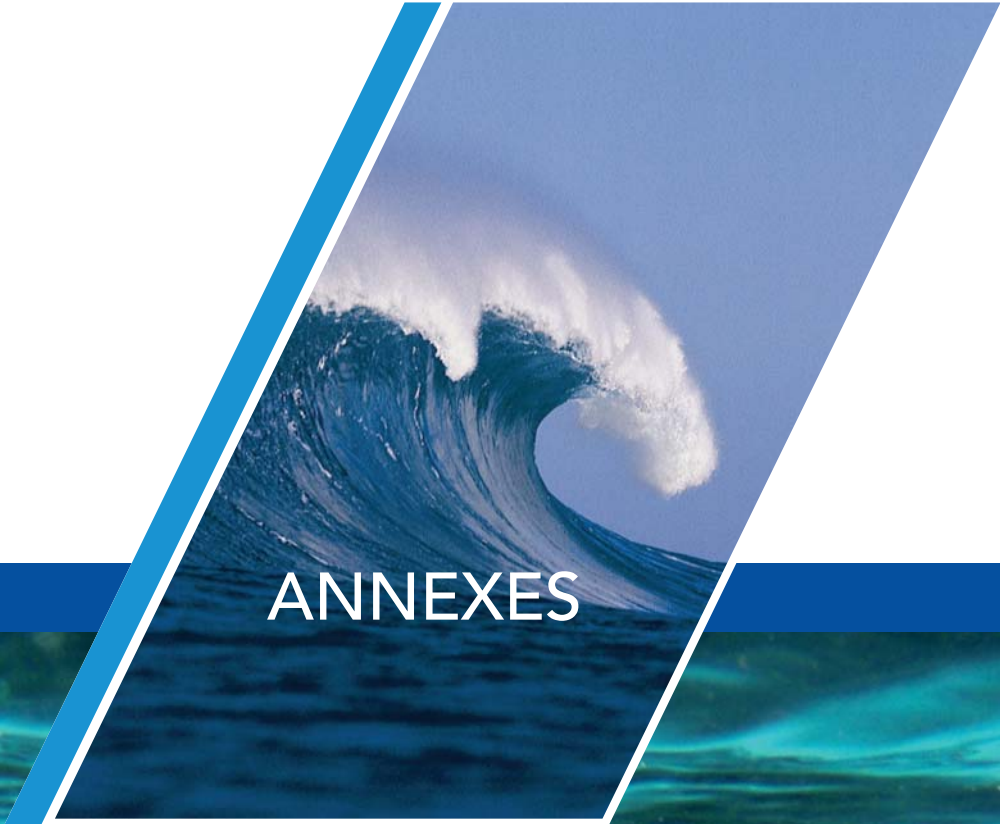
As concerns pollution response, new initiatives may follow as a consequence of the mid-term report.

In its strategic document the Agency will provide a better indication of the challenges expected and the trends and evolution foreseen for the next 5 years.

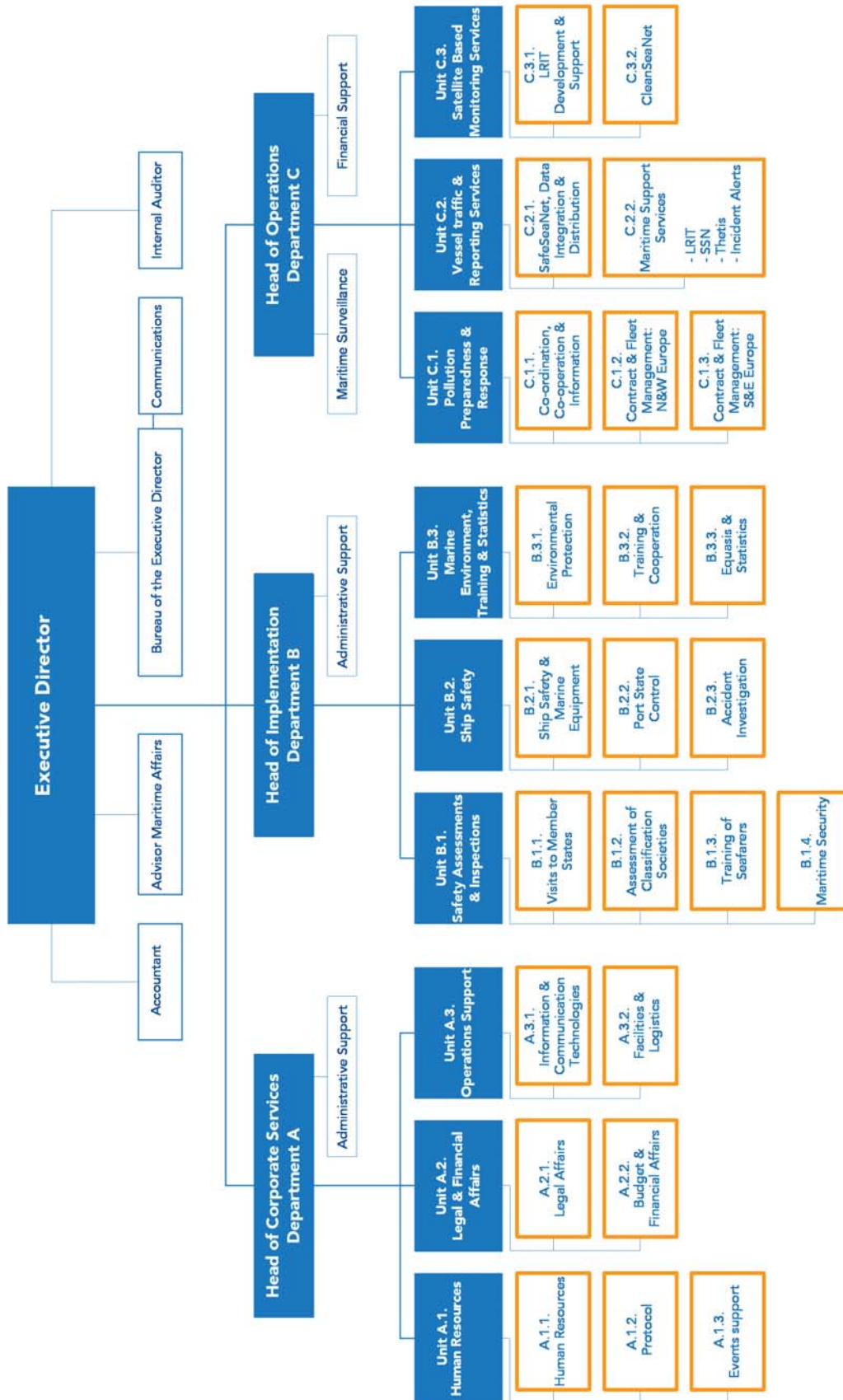


Strange things happen in the world of shipping — and EMSA may encounter some of them as it engages beyond the EU.

Annexes



ORGANISATION CHART



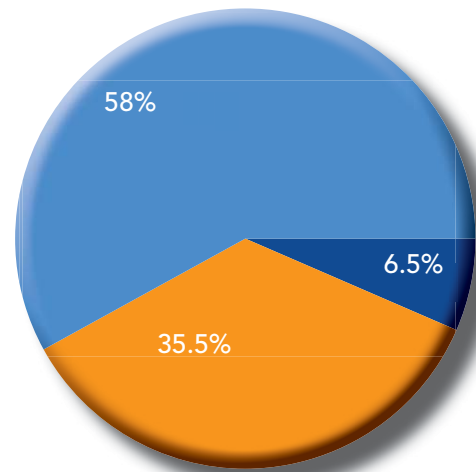
ACTIVITY BASED BUDGETING OVERVIEWS 2010

BUDGET 2010

54,331 million euros

(commitment appropriations titles i, ii & iii)

- Operational Activities
- Staff and Administration
- Facilities

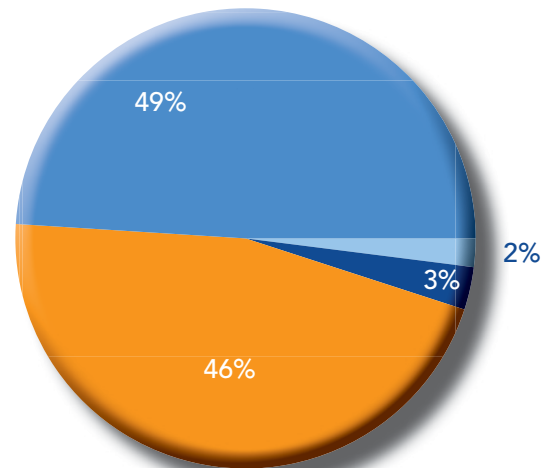


USE OF RESOURCES BY GROUP OF ACTIVITIES

54,331 million euros

(commitment appropriations 2010)

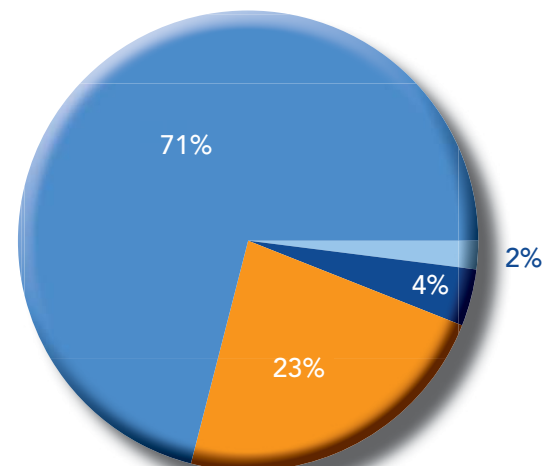
- Maritime Safety
- Pollution Response
- Pollution Prevention
- Information, Communication, Protocol and Events



ANTI-POLLUTION MEASURES

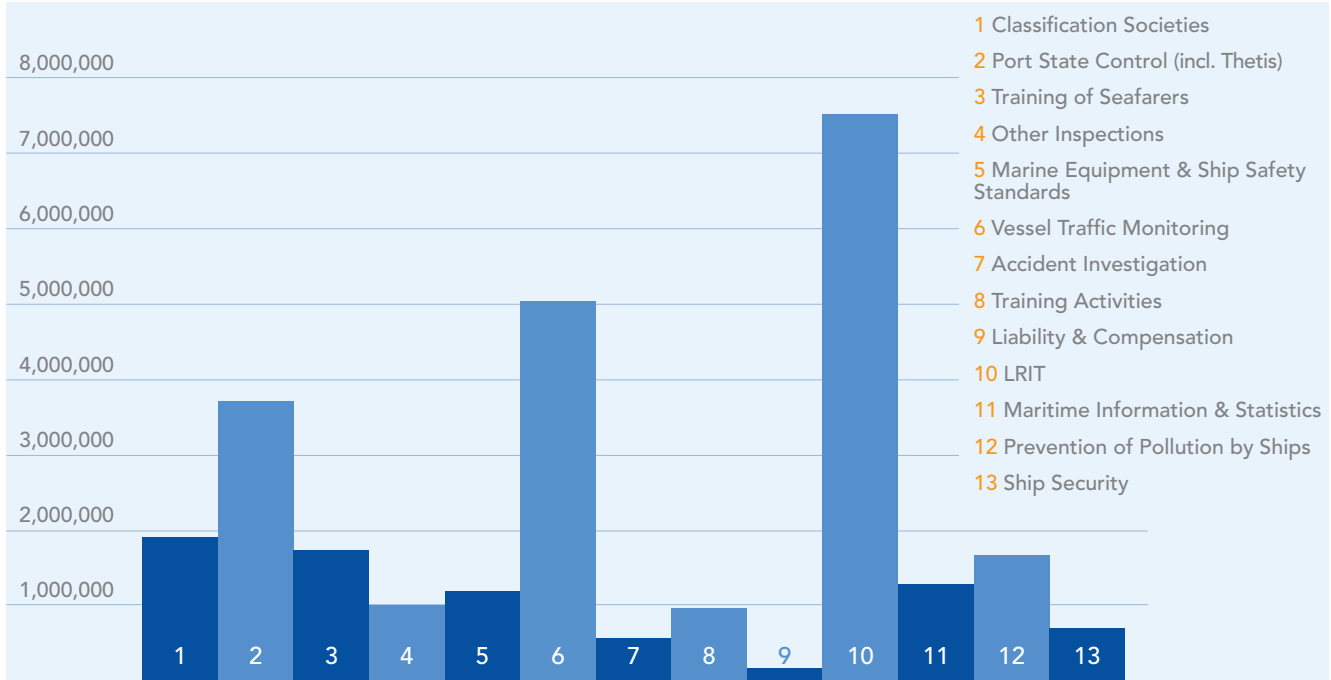
(commitment appropriations 2010)

- Network of Stand-by Oil Spill Recovery Vessels
- CleanSeaNet: EU satellite oil spill and illegal discharges monitoring service
- Co-operation and Co-ordination for pollution preparedness and response
- Supporting HNS marine pollution preparedness and Response



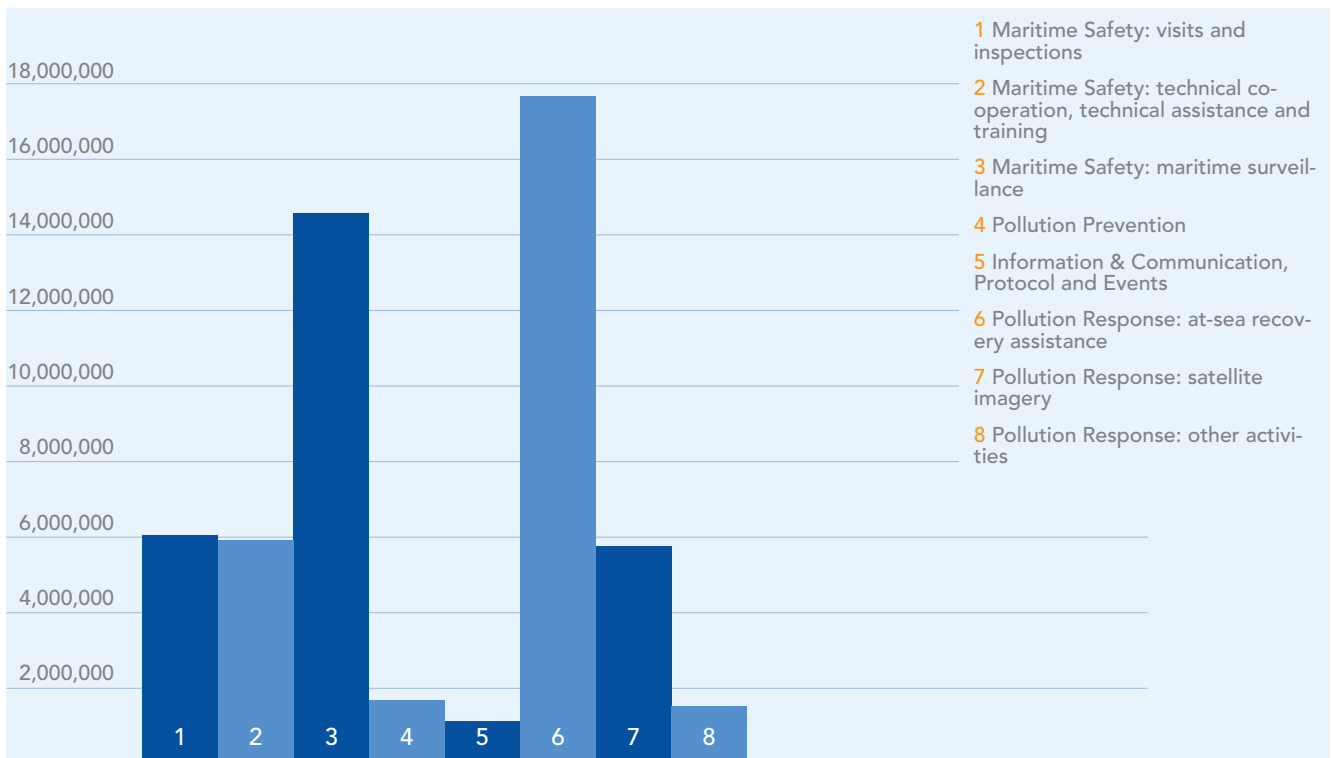
OPERATIONAL ACTIVITIES IN THE FIELD OF MARITIME SAFETY AND PREVENTION OF POLLUTION BY SHIPS

(commitment appropriations)



TOTAL COSTS BY GROUP OF ACTIVITIES

(commitment appropriations)



BUDGET 2010

REVENUE

TITLE	HEADING	2009 AMENDED		2010		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2.0	Subsidy from EU incl. EFTA contribution	48,335,000	53,300,000	53,771,084	49,994,298	Regulation (EC) No 1406/2002.
	EC Funds for candidate, potential and ENP countries (DG ENLARG)	p.m.	p.m.	p.m. ²	p.m. ²	EC Funds for candidate, potential and ENP countries (DG ENLARG).
	Subtotal ¹	48,335,000	53,300,000	53,771,084	49,994,298	
	L.R.I.T.	p.m.	p.m.	20,000	20,000	Possible income from L.R.I.T. services.
	EQUASIS	p.m.	p.m.	p.m. ³	p.m. ³	Income from EQUASIS Member States' fees.
	TOTAL REVENUE	48,335,000	53,300,000	53,791,084	50,014,298	

EXPENDITURE

TITLE	HEADING	2009 AMENDED		2010		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
1	STAFF					
1.1	Staff in active employment	17,017,000	17,017,000	17,567,000	17,567,000	Remuneration of permanent, temporary and contract agents; Allowances of seconded national experts; Net salaries.
1.2	Expenditure related to recruitment	987,000	987,000	613,000	613,000	Expenditure related to recruitment procedures, incl. candidate travel costs, installation, daily subsistence & resettlement allowances, removal costs.
1.3	Administrative missions and duty travel	200,000	200,000	150,000	150,000	Costs for non-operational missions.
1.4	Socio-medical infrastructure, training	622,500	622,500	400,000	400,000	Staff training, annual medical checks, canteen.
1.6	Social measures	400,000	400,000	450,000	450,000	Social measures: school expenses and associated costs.
1.7	Entertainment and representation	40,000	40,000	40,000	40,000	Representation expenses and miscellaneous receptions.
	TOTAL TITLE 1	19,266,500	19,266,500	19,220,000	19,220,000	

TITLE	HEADING	2009 AMENDED		2010		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2	ADMINISTRATIVE EXPENDITURE					
2.0	Rental of building and associated costs	790,000	790,000	2,175,000	2,175,000	Building rental & associated costs incl. utilities, security & cleaning services.
2.1	Data processing expenditure and associated costs	1,872,500	1,872,500	537,248	537,248	ICT hardware and software, licences, consultancies and maintenance.
2.2	Movable property and associated costs	110,000	110,000	130,000	130,000	Technical facilities and electronic office equipment, furniture, documentation and library expenditure.
2.3	Current administrative expenditure	171,000	171,000	191,000	191,000	Office stationary and supplies, financial and legal charges and other operating expenditure
2.4	Postal charges and telecommunications	190,000	190,000	305,000	305,000	Postal charges and telecommunication costs.
2.5	Meeting expenses	150,000	150,000	120,000	120,000	Administrative Board meetings.
	TOTAL TITLE 2	3,283,500	3,283,500	3,458,248	3,458,248	
	TOTAL TITLES 1 & 2 (06 02 02 01)	22,550,000	22,550,000	22,678,248	22,678,248	

1. EC contribution 2. EUR 140,000 expected 3. EUR 400,000 expected

EXPENDITURE (CONTINUED)

TITLE	HEADING	2009 AMENDED		2010		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
3	OPERATING EXPENDITURE					
3.1	Development of databases	2,535,607	2,343,100	3,506,836	2,750,050	Set up of databases in the field of maritime safety, traffic monitoring systems (excluding LRIT), creation of computer infrastructure and development and maintenance of applications
3.2	Information and publications	170,000	170,000	150,000	150,000	Website development, publication of general reports, information and technical dossiers in paper form and internet
3.3	Meetings	875,000	1,000,000	955,000	935,000	Expert meetings, conferences and workshops
	EC Funds for candidate, potential and ENP countries	p.m.	p.m.	p.m.	p.m.	
3.4	Translation expenses	300,000	300,000	300,000	300,000	Translation expenses related to operational activities
3.5	Studies	400,000	500,000	523,000	523,000	Monitoring and evaluation of measures for maritime safety and prevention of pollution by ships
3.6	Mission expenses	770,000	770,000	782,000	782,000	Operational missions: visits to Member States, inspections related to classification societies, STCW, Port Reception Facilities, Traffic monitoring Directive, maritime security, etc.
3.7	Training activities	660,000	660,000	846,000	846,000	Training activities for EU Member States (including Port State Control)
3.9	L.R.I.T.	1,174,393	2,906,900	3,550,000	3,550,000	EU LRIT (Long Range Identification and Tracking System) Data Centre
	TOTAL TITLE 3 (06 02 02 02) (without Anti-Pollution and including DG ENLARG funds)	6,885,000	8,650,000	10,612,836	9,836,050	
3.8	Anti-pollution measures (06 02 02 03)	18,900,000	22,100,000	20,500,000	17,500,000	Costs of chartering vessels (with equipment) to combat large oil spills, provision of satellite imagery (Clean-SeaNet), technical assistance, studies and research projects to improve pollution preparedness and response (implementation of action plan)
	TOTAL TITLE 3 (06 02 02 02 & 06 02 02 03) (including DG ENLARG funds)	25,785,000	30,750,000	31,112,836	27,336,050	
	TOTAL BUDGET (including DG ENLARG funds)	48,335,000	53,300,000	53,791,084	50,014,298	

ESTABLISHMENT PLAN 2010

FUNCTION GROUP AND GRADE	2009 AUTHORISED		2010 PDB	
	PERMANENT	TEMPORARY	PERMANENT	TEMPORARY
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	2	8	2	8
AD11	1	10	1	10
AD10	1	17	1	17
AD9		20		20
AD8		18		18
AD7		21		23
AD6		15		18
AD5		9		10
TOTAL AD	5	123	5	129
AST11				
AST10				
AST9		1		1
AST8	1	1	1	1
AST7		1		1
AST6		3		3
AST5		8		8
AST4		13		15
AST3		17		17
AST2		13		13
AST1		6		6
TOTAL AST	1	63	1	65
TOTAL AD + AST	6	186	6	194
GRAND TOTAL		192		200

N.B. Out of the 8 positions for 2010, 6 positions (1 AD7, 3 AD6, 2 AST4) will be devoted to the operational management of the EU LRIT Data Centre. 1 position (AD7) is needed for increased tasks in relation to Port State Control, 1 position (AD5) is for recruiting a Data Protection Officer.

The grades foreseen are needed to ensure adequate experience and technical background.

About EMSA

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency provides technical assistance and support to the European Commission and Member States in the development and implementation of EU legislation on maritime safety, pollution by ships and maritime security. It has also been given operational tasks in the field of oil pollution response, vessel monitoring and in long-range identification and tracking of vessels.



EMSA's Work Programmes

The Agency publishes each year a plan of activities for the forthcoming year, including financial annexes and detailed activity tables with planned input, output and outcomes. From 2010, Key Performance Indicators for external services and products are also provided. The content of the Work Programmes is approved each year by EMSA's Administrative Board.