EMSA

European Maritime Safety Agency

Annual Report 2010

EUROPEAN MARITIME SAFETY AGENCY

European Maritime Safety Agency

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FOREWORD
JØRGEN HAMMER HANSEN, CHAIRMAN OF THE ADMINISTRATIVE BOARD

EMSA AT WORK INTRODUCING NEW SERVICES THAT WORK

Following in others' footsteps does not bring you to the front. In Europe we want to be in front also when it comes to safety, security and prevention of pollution at sea. Being in front is not just about having strict legislation, but about having legislation that serves its purpose and administration and enforcement that are efficient for authorities as well as the maritime industry.

When I look back at EMSA's work and development of new tools and services in 2010, I am impressed to see how EMSA made things work and work on time. EMSA is not just a beautiful building on the banks of the Tagus River in Lisbon. It is a successful European institution - playing a significant role in bringing European maritime administration to the front.

Over the years we have all, in our own countries, witnessed development programs and the introduction of new administrative tools and services that were delayed, did not function properly or were simply dropped because they turned out to be too difficult to implement.

Decisions and implementation of decisions in EMSA must meet the interests and match the administrative methods of the Member States and the Commission. Making things move as planned and offering solutions that work properly on time is a challenge for EMSA. It is therefore a great achievement that, also for 2010, we can report on work well done and on important new initiatives that were implemented successfully and on time.

In addition it is worth noting that in 2010, as in previous years, the EMSA Administrative Board took all its decisions by consensus, often after comprehensive discussions reflecting the interests and know-how represented by the members of the Board.

I am pleased to present this annual report to EMSA's stakeholders and the European public at large. The report gives a transparent insight into what was achieved by EMSA in 2010.

At the time of the adoption of this annual report, decisions by the Council and the Parliament on the proposal to amend the EMSA founding regulation are still pending. The proposal is to a large extent based on EMSA's 5 Year Strategy, which the Administrative Board adopted in 2010. It is my sincere hope that the discussions on this proposal will soon come to a successful conclusion and establish solid ground for EMSA's work in coming years.

I wish to thank EMSA's Executive Director Willem de Ruiter and his dedicated staff for their good work and excellent achievements. Also great thanks to the members of the EMSA Administrative Board for their support and valuable contributions to reaching clever and workable decisions to take EMSA forward in the service of safety, security and prevention of pollution in European waters.

Jørgen Hammer Hansen
Chairman of the Administrative Board

European Maritime Safety Agency

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INTRODUCTION
WILLEM DE RUITER, EXECUTIVE DIRECTOR

2010: ANOTHER INTERESTING YEAR BEHIND US AND MUCH MORE YET TO DO!

This was the first full year for EMSA at its new riverfront premises in the centre of Lisbon. In keeping with this aspect of 'settling in', the year was characterised by consolidation in terms of most of the Agency's actions in the field of maritime safety, security and environmental protection. The word 'consolidation' can sometimes suggest pausing for breath, or resting on one's laurels, after considerable effort. However, this was far from the case for EMSA: there were major demands to be met throughout the year.

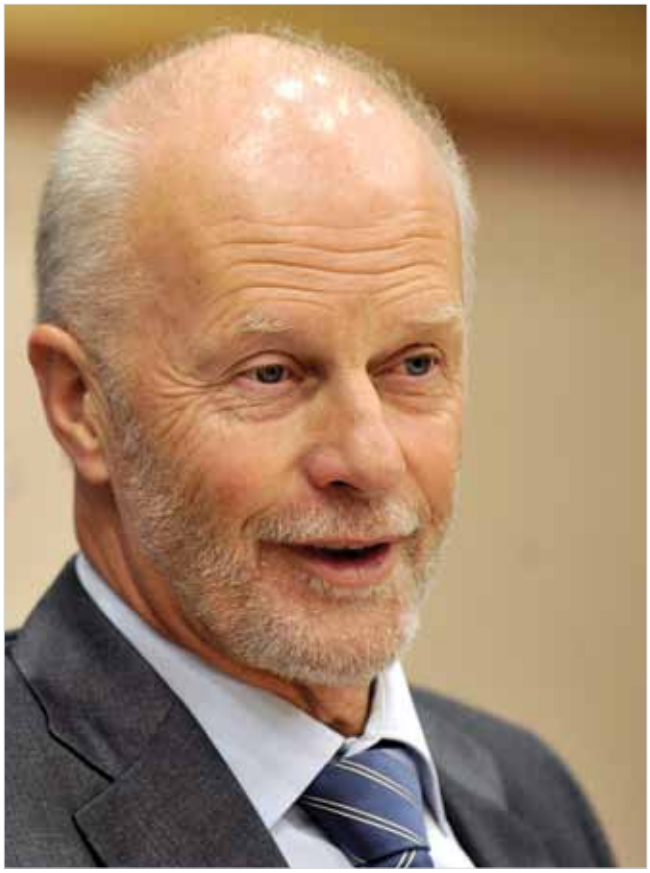
A key challenge was to continue the Agency's history of on-time delivery, as a reputable system developer and provider for maritime software. For instance, there was no margin for error left to EMSA when developing THETIS, the information system to support the New Inspection Regime for Port State Control. The new regime came into force on the 1st of January 2011, and the new system was working from day one. Meanwhile, the other systems operated in-house, like SafeSeaNet and CleanSeaNet, were upgraded in terms of functionality, accuracy and interoperability. Every new piece of software delivered helps us to build better data, and a richer picture of what is happening with commercial shipping around EU waters. Steps have been taken towards developing a common platform to integrate maritime data from various sources, and to deliver this information to an ever widening group of users that need it quickly, reliably, and accurately – in short, in an actionable format.

There has also been consolidation – in the sense of 'continued development' – for EMSA in its role of assistance to the European Commission. More EU legislation came under scrutiny last year. This is an ongoing process, and the cumulative experience gathered in this area is producing tangible results. As an example, the first 'horizontal analysis' for the implementation of one Directive across all EU Member States was delivered, offering a unique opportunity to discuss improvements based on real-life data.

There was also consolidation to be seen in how EMSA interacts with maritime experts 'on the front line'. Lisbon's new premises welcomed many hundreds of experts to workshops, meetings and training courses. The Agency's training activities also looked further afield, with continued support to Acceding Countries. In this global industry, it is important to ensure that it is not just your house that is in order, but also that standards on your doorstep, and at your neighbour's, are always improving.

Finally, consolidation, or rather continued development, was also seen among EMSA staff. Teams are increasingly realising that their efforts are complementary, leading to new ideas about how to improve processes and benefit from staff experiences across different spheres: the marine environment, climate change, interaction with classification societies, inspections, pollution response, etc. These 'meetings of minds' are vital in helping to keep the Agency's ideas fresh, and to ensure that the Agency can offer valued assistance to the Member States and the European Commission.

Willem de Ruiter
Executive Director



Structure of the report

This annual report is an account of the work undertaken by EMSA in 2010 to enhance the quality of shipping, strengthen maritime safety and achieve cleaner oceans. It measures the added value of EMSA's products and services for the EU in general and its principal stakeholders in particular - EU Member States, Iceland, Norway and the Commission.

The report is presented in two parts: a detailed management report followed by a summary activity report. In addition to stating, for comparison, planned and actual inputs (both staff and financial) and outcomes per activity, the second part of the report now also includes performance indicators.

The financial annexes reflect the incorporation of additional financial reporting obligations and the successful implementation of improved financial systems.

The broad range of activities undertaken by the Agency in the fields of safety, security and prevention of pollution and response to pollution by ships can be subdivided in the following categories, each covered in a separate chapter in Section 1:

- ➔ Maritime systems for acquiring, monitoring and distributing information on vessel traffic, ships and cargoes (chapter 2);
- ➔ Visits and inspections to monitor the implementation of EU legislation on request of the Commission (chapter 3);
- ➔ Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' maritime authorities and the Commission in specific fields (chapter 4);
- ➔ Pollution preparedness, response & detection (chapter 5).

Horizontal tasks are covered in chapters 1 and 6 of Section 1.

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Chapter 1

The European Maritime Safety Agency

MISSION STATEMENT*

The European Maritime Safety Agency was 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 EU.

** Mission statement and objectives established by Regulation (EC) 1406/2002*

ORIGIN AND TASKS

The idea of a European Maritime Safety Agency (EMSA) originated in the late 1990s, along with a number of other important European maritime safety initiatives. EMSA was set up as the regulatory agency that would provide a major source of support to the Commission and the Member States in the field of maritime safety and prevention of pollution from ships. The Agency was established by Regulation (EC) 1406/2002, and subsequent amendments have refined and enlarged its mandate.[1]

The Agency's tasks are broadly divided into four key areas in line with its founding regulation and relevant EU legislation. Firstly, the Agency **assists the Commission in monitoring the implementation of EU legislation** relating, among others, to ship survey and certification, certification of marine equipment, ship security, the training of seafarers, and Port State Control.

Secondly, the Agency develops and operates **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 incidents onboard; the EU LRIT Data Centre, to ensure the identification and tracking of EU flagged ships worldwide; and THETIS, the information system to support the new port State control regime.

In parallel, a **marine pollution preparedness, detection and response capability**, which includes a European Network of Stand-by Oil Spill Response Vessels as well as a European satellite oil spill monitoring and vessel detection service (CleanSeaNet), contributes 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 measures in place, and in the updating and development of new legislation. EMSA also provides support to, and facilitates co-operation between, the Member States, and disseminates best practices.

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 L394, 31.12.2006, p.1).

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

The Agency also provides operational means, upon request, as well as technical and scientific assistance, to help Member States and the Commission respond to marine pollution by ships within the EU.

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.

1.1 ADMINISTRATIVE BOARD - GENERAL INFORMATION

EMSA's Administrative Board met three times in 2010. Nine new Board Members and 8 new Alternate Members were welcomed in 2010 replacing previous representatives.

2010 was the present Administrative Board's second year in office, with Mr Jørgen Hammer Hansen as Chairman and Mr Serghios Serghiou as Deputy Chairman.

The adoption of EMSA's 5 year strategy marked the start of the year. The Administrative Board had taken a particular interest and active role in shaping this paper during the drafting process in 2009. The Administrative Board also followed closely the development and launch of several operational projects and welcomed the introduction of performance indicators to track Agency deliverables. The Board continued to play a fundamental role in steering the work of the Agency through the adoption of the Work Programme for 2011 and associated Draft Budget and Multi-Annual Staff Policy Plan.

Summary of Board Decisions:

26th Administrative Board Meeting, 9-10 March 2010 held in Lisbon, Portugal. The Administrative Board:

> Adopted the Preliminary Work Programme 2011;
> Adopted the Preliminary Draft Budget and Establishment Plan for 2010;
> Took note of the information provided by the Commission on the financial perspectives for EMSA until 2013;
> Approved a 5-year Strategy for EMSA;
> Approved the Multi Annual Staff Policy Plan for the period 2011-2013;

- Took note of the final report of the Internal Audit Service Audit on Pollution Preparedness and Response, and on the action plan developed by the Agency;
- Endorsed the Commission's Internal Audit Service Strategic Audit Plan 2010-2012 for EMSA;
- Took note of the information provided on the Agreement between EMSA and the European Space Agency concerning cooperation for the use of space based systems and data in support of maritime activities;
- Appointed Mr Zoltan Kazatsay, Deputy Director General of DG MOVE and Mr Klaus Grensemann, Board member from Germany, as reporting officers for the 2009 appraisal of the Executive Director, as foreseen by Decision 2009/11/20;
- Took note of the information provided on the EMSA Financial Statement 2009 (including budget execution, balance sheet, profit and loss accounts);
- Took note of the Annual Report for 2009 on the School Arrangement in Lisbon.

27th Administrative Board Meeting, 14 June 2010 held in Lisbon, Portugal. The Administrative Board:

- Adopted the EMSA 2009 Annual Report, taking note of the information provided on the revised 2009 Accounts, and subject to certification without reserve by the European Court of Auditors;
- Took note of the update provided by the Commission on the follow-up to EMSA's visits;
- Took note of the update provided on the STCW Information System;
- Took note of the information provided on the Mid-term report on the implementation of Regulation (EC) 2038/2006 for the period 2007-2009 (Anti-Pollution Measures);
- Took note of the information provided on the outcome of MSC 87 at the International Maritime Organisation, where a positive decision was taken, following the offer put forward by the European Union, concerning the hosting of the LRIT International Data Exchange by EMSA;
- Took note of the information provided on the different initiatives currently ongoing at EU level in the field of Maritime Surveillance;
- Took note of the report on Internal Audit Activities for 2009;
- Took note of the formalisation of the appointment of the accounting officer and confirmed the appointment of the Agency's accounting officer, Mr Michel Metzger;
- Adopted a minor technical amendment to article 78 – Payment times and default in interest - of the Implementing Rules for EMSA's Financial Regulation;
- Took note of the information provided by the Commission regarding the revision of the EMSA Founding Regulation, set for adoption in the second half of 2010.

28th Administrative Board Meeting, 18 November 2010 held in Lisbon, Portugal. The Administrative Board:

- Adopted the EMSA Work Programme 2011, subject to the Commission's formal opinion, and the Budget and Establishment Plan 2011, subject to the final decision of the budgetary authority;
- Took note of the information by the Commission on the revision of the EMSA Founding Regulation;
- Took note of the update on the tenders for oil recovery vessels in 2010;
- Took note of the information on the Midterm report provided to the Commission on the implementation of Regulation (EC) 2038/2006 for the period 2007 to 2009 and agreed to an in-depth discussion at the next Board meeting;
- Took note of the information provided on the outcome of the Informal Council of Transport Ministers and the "Blue Belt" pilot project;
- Welcomed the formal opinion of the Court of Auditors and approved on that basis the final accounts for 2009;
- Adopted a decision amending Budget 2010;
- Adopted a decision establishing an Implementing Rule concerning the evaluation of Contract Agents;
- Took note of the 2010 budget transfers;
- Took note of the information provided on the developments to date and way forward for the EMCIP (European Marine Casualty Information Platform) Database.

EMSA's Administrative Board meets three times a year to discuss the work of the Agency.

1.2 PRIORITIES FOR 2010

The Agency's priorities for 2010 were set out in Work Programme 2010. In summary, the main priorities were:

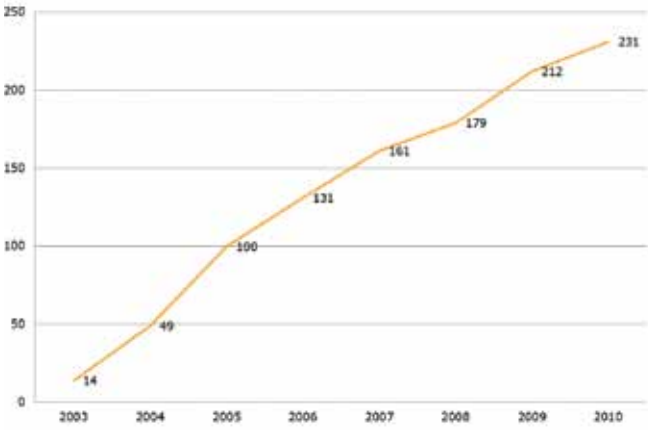
- **EU LRIT (Long Range Identification and Tracking of Ships) Data Centre:** to concentrate efforts on the quality of service provided to the Member States, improving or upgrading the system in the light of experience; to prepare the hosting of the Data Centre at EMSA.
- **Integrating and combining maritime information:** to initiate the development of a single window for users and explore the possibility of integrating other sources like Satellite-AIS and VMS; to explore the feasibility of potentially providing information to different users in the maritime field, using SafeSeaNet as a platform.
- **CleanSeaNet (CSN 2nd generation):** to develop the CSN 2nd generation service 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.
- **THETIS:** to develop, test and launch the information system to support the New Inspection Regime as set up by Directive 2009/16/EC on port State control, including further changes to SafeSeaNet, making available in particular a new messaging interface for port State control purposes.
- **Pollution preparedness and response:** as foreseen by Regulation (EC) 2038/2006 on multiannual funding for the action of the Agency in the field of response to pollution caused by ships, to provide the Commission with all the necessary information for a mid-term report, focussing on the results of the utilisation of the EU contribution for the period 1 January 2007 - 31 December 2009; to reinforce the network of stand-by oil spill response vessels in the East Mediterranean Sea and renew or retender expiring contracts for the Mediterranean Sea and Atlantic approaches to the Channel.
- **HNS Action Plan:** to continue implementation, including maintaining and evaluating the MAR-ICE service, and developing HNS response guides and analyses of maritime HNS transport.
- **Prevention of pollution from ships:** continue to support the Commission and the Member States in various fields, including in the ongoing debates on the regulation of greenhouse gas emissions, ship recycling and ship waste reception facilities, and ballast water management.
- **Visits and inspections:** to monitor, as requested by the Commission, the implementation of EU legislation in the field of maritime safety, maritime security and the prevention of pollution by ships with a view to improving the efficiency and effectiveness of the measures in place.
- **Third maritime package:** to incorporate new tasks that are emerging for the Agency in relation to the new EU legislation for Classification Societies, Flag States, Accident Investigation, port State control, and liability and compulsory insurance regimes; continue to provide assistance to Member States with regard to the implementation of this new EU legislation, through training and exchange of best practices.

The chapters that follow provide a detailed narrative report of work in 2010 to meet the objectives highlighted above and carry out the full range of tasks assigned to the Agency.

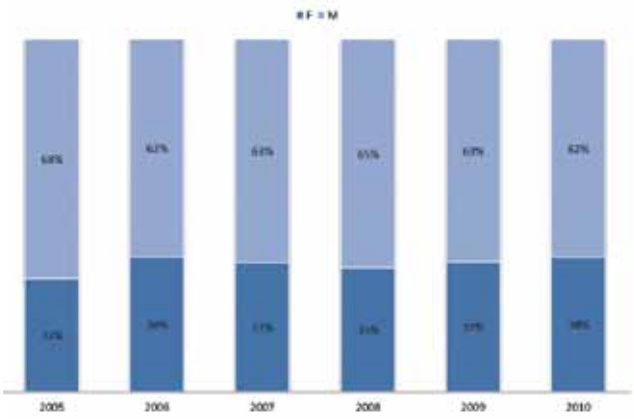
1.3 EMSA'S GROWTH IN 2010

Recruitment remained one of the key activities for Human Resources in 2010. The target was to implement an establishment plan totalling 200 statutory posts, an additional 8 posts compared to 2009. At the end of the year an occupancy rate of 98% was achieved. The contract agents also working at the Agency brought the total number of staff in 2010 to 219.

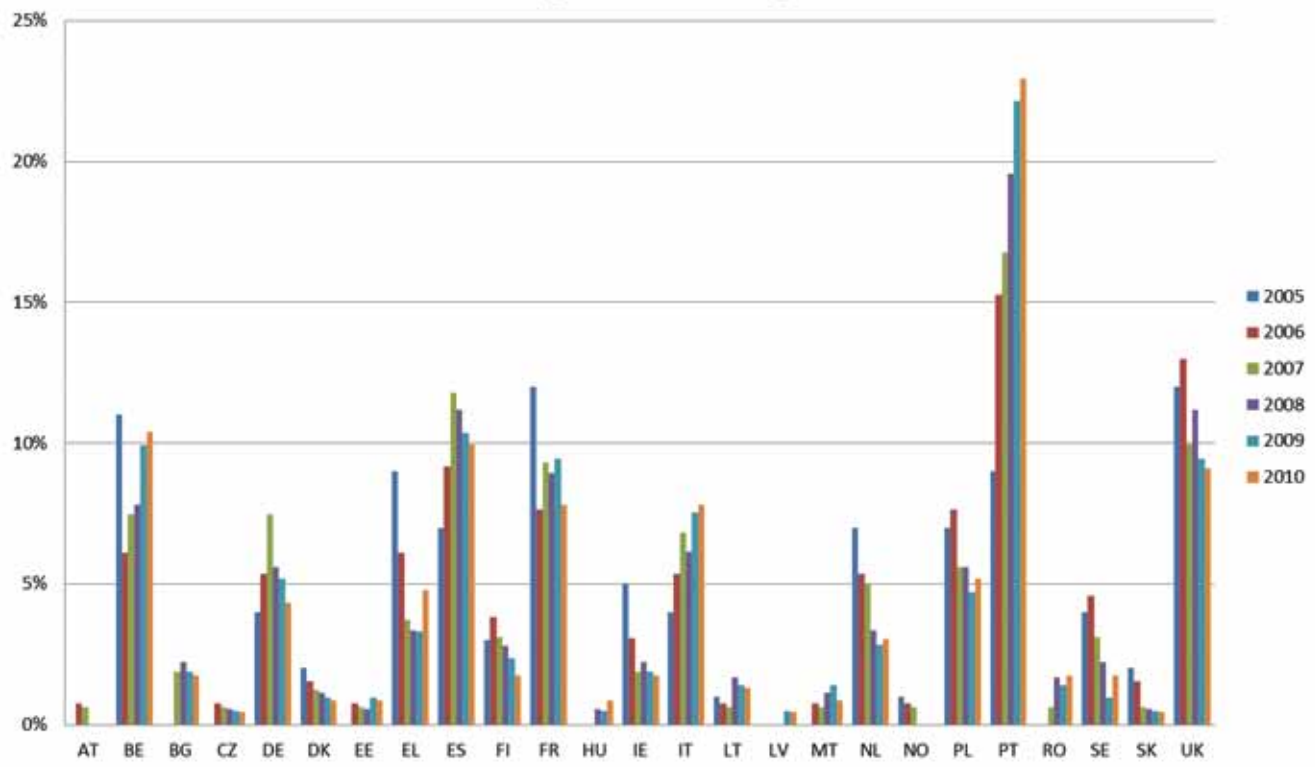
Recruitment at EMSA is undertaken in line with the applicable legal and regulatory framework (EU Staff Regulations and relevant Implementing Rules) and EU best working practises. Besides selecting the best candidates, EMSA pays special attention to gender and geographical balance.



EMSA staff evolution 2003-2010.



EMSA gender balance 2005-2010.



EMSA staff by nationality 2005-2010.

Chapter 2

Traffic monitoring and information on ships and hazardous cargoes

ENVISAT's Medium Resolution Imaging Spectrometer (MERIS) image entitled "Mosaic of Europe".

Targeted images acquired by this and other satellites are used to spot possible oil spills via EMSA's CleanSeaNet service or to identify potential targets via a pilot anti-piracy tool.

By adding traffic reporting to the picture, users can track the spills or other situations in near real time, to support response mechanisms and follow-up measures.

Satellite monitoring and traffic reporting are being combined to achieve a more complete awareness of the maritime situation.

INTRODUCTION

The joint efforts of EU Member States to ensure maritime safety, security and pollution prevention in EU waters rely heavily on the exchange of maritime traffic information. Each EU Member State collects data concerning ships flying its flag, entering and leaving its ports, and transiting in front of its coastline. Ensuring that this information is shared is essential.

EMSA facilitates and supports this exchange by developing and operating efficient systems to:

1. gather and provide information about ships and hazardous cargo movements around EU waters (SafeSeaNet);
2. monitor the position of EU ships worldwide (EU LRIT Data Centre);
3. provide reliable information to port State control officers about ships to be inspected in port (THETIS);
4. detect possible oil spills in EU waters through satellite monitoring (CleanSeaNet).

During 2010, the Agency carried out the necessary developments of these systems and provided a hosting environment for most of the related applications, implementing relevant operational and monitoring procedures, including a 24/7 Help Desk. Work was also done on the interface and links between the different systems, in order to offer maximum added value to the Agency's stakeholders. The overall objective is to provide an increasingly effective network for monitoring and acquiring information on ships moving along the European coast in order to enhance maritime safety, security and pollution prevention.

2.1 EU VESSEL TRAFFIC MONITORING

The first in the suite of EMSA maritime systems is SafeSeaNet, which monitors vessels in EU waters. Directive 2002/59/EC (later amended by Directive 2009/17/EC) established a Community vessel traffic monitoring and information system 'with a view to enhancing the safety of efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships'. When EMSA became operational in 2003, it was decided that the Agency should be responsible

for setting-up and operating the new vessel traffic and monitoring system, which would be called SafeSeaNet. The process began in October 2004 and the system became fully operational in 2009.

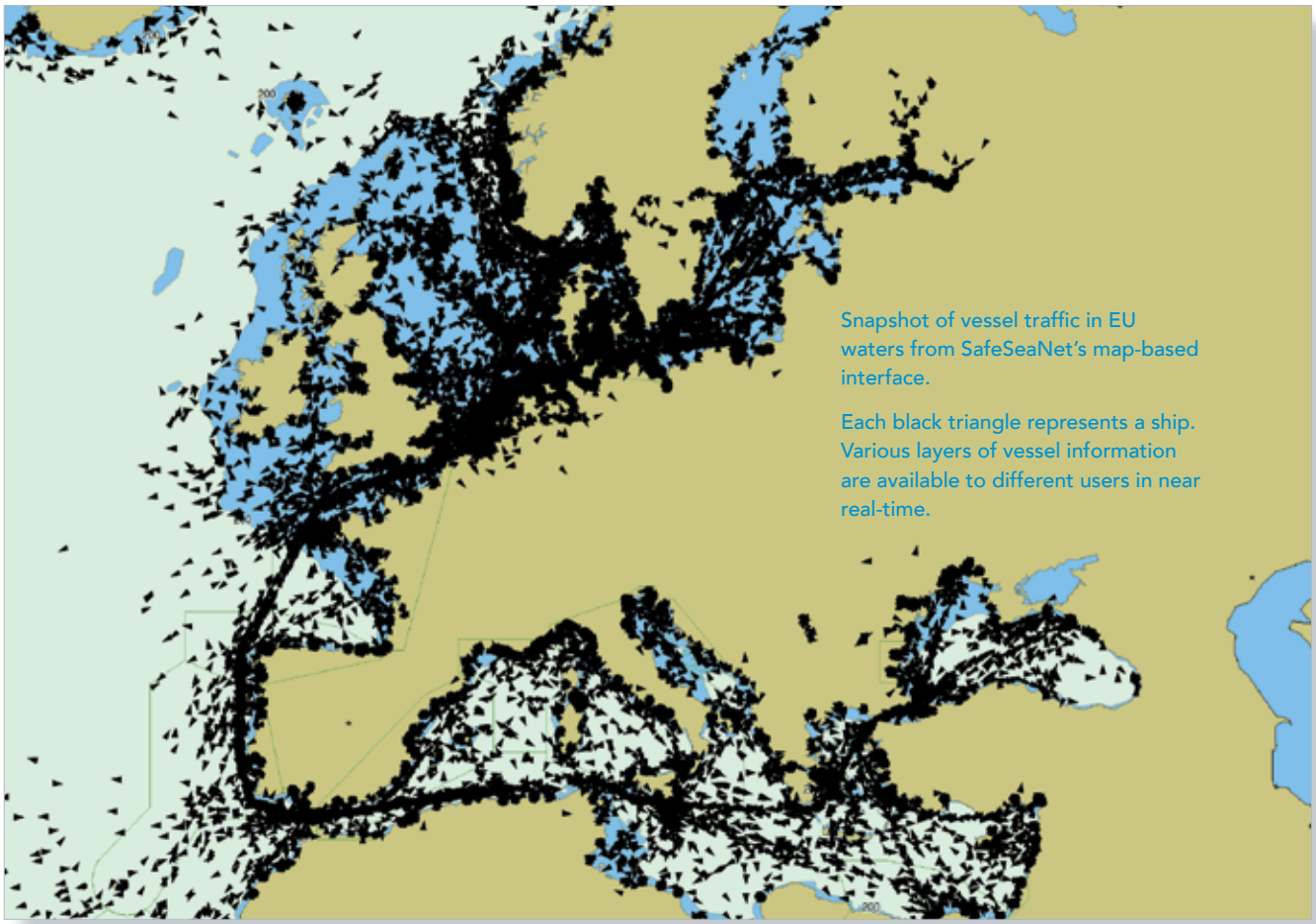
During 2010, the central SafeSeaNet system was available 99.38% of the time. A number of new releases and upgrades were tested and installed, thereby improving the performance and the usability of the central system. SafeSeaNet was used by over 2,000 users to send reports and to make requests, and queried in total more than 4 million times.

SafeSeaNet allowed the real-time tracking of the approximately 17,000 ships which transit in EU waters on a daily basis, through the generation of more than 4 million ship position reports per day. A major advance in 2010 was the development of a Graphical Interface, which allows information to be displayed on nautical charts, making it easier for users to quickly get an overview of activities in their areas of interest; 60 Member State representatives were trained to use these new functionalities.

Once developed, the system must be maintained and upgraded in consultation with stakeholders; for this reason the Commission, the EU Member States and EMSA met regularly during the year. Technical and implementation issues were addressed during an Incident Reports[2] working group, and a meeting on Mandatory Reporting Systems[3]. The Working Group on the SafeSeaNet Interface and Functionalities Control Document (IFCD) also met in order to produce an initial draft of the document. The IFCD will be an important document and used as a main reference for future system developments. The IFCD describes the performance requirements and procedures applicable to the various elements of SafeSeaNet. It addresses access rights, guidance for data quality management, security specifications for data transmission and exchange, and the archiving of information at national and central level.

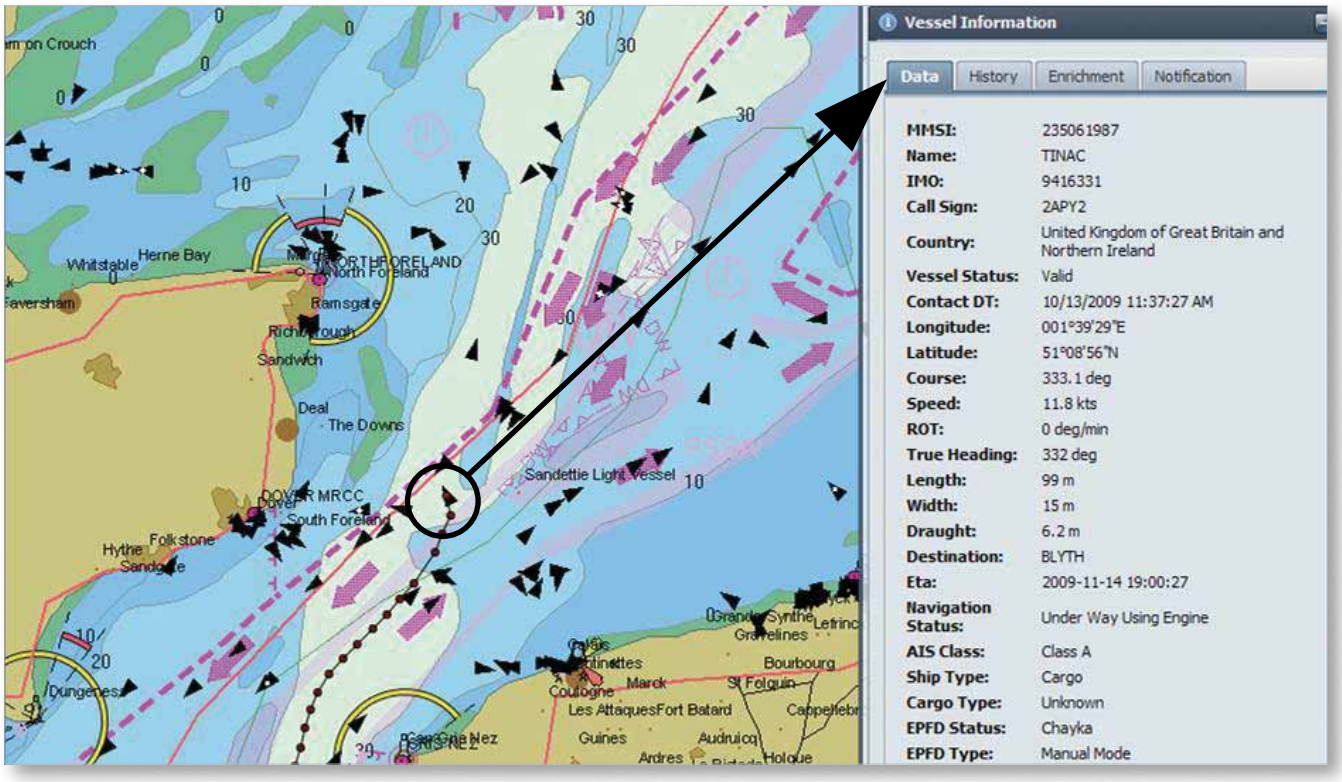
2 Incident Reports comprise Member State information submitted about accidents and incidents which occur at sea. This can include, for example, reports on pollution (POLREP) or reports on safety related incidents (SITREP).

3 Mandatory ship reporting systems (MRS) can be established by governments, with approval from the International Maritime Organization, for certain types of vessel transiting through defined areas. MRS messages are sent by ship masters to coastal stations. Information includes ship identification, course, speed, and cargo.



Snapshot of vessel traffic in EU waters from SafeSeaNet's map-based interface.

Each black triangle represents a ship. Various layers of vessel information are available to different users in near real-time.



SafeSeaNet allows users to zoom into their areas of interest and identify single vessels. Each vessel icon (black triangle) is a link to multiple layers of individual vessel information, from expected arrival and departure times to hazardous cargo notifications. SafeSeaNet responds to evolving reporting requirements and user needs.

Another major task in 2010 was preparing for the implementation of SafeSeaNet Version 2, which took place in November 2010. Tests were performed and completed with 12 Member States, and started with a further 9 Member States. Implementing SafeSeaNet Version 2 was an essential prerequisite for its effective interfacing with THETIS, to enable the provision of information - including 24 hour pre-arrival notification and time of arrival and departure of vessels entering and leaving EU ports – for the new Port State Control inspection regime.

Several other advances were made during the course of the year:

For users with the necessary access rights to both systems, it was possible to view LRIT flag vessel traffic information through the SafeSeaNet Graphical Interface. A pilot project established for the purpose of exploring the possibilities of integrating Vessel Monitoring System (VMS) data collected by Fisheries Monitoring Centres was launched in cooperation with interested Member States. Specifications and preparations were put in place to enable SafeSeaNet to process VMS data. Specifications were also agreed for a similar pilot project to integrate coastal radar data. Satellite AIS data received from the Norwegian satellite AISSat-1 was successfully processed and displayed through SafeSeaNet.

SafeSeaNet's potential added value is clearly illustrated by the Blue Belt pilot project, which was launched at the end of 2010 under the auspices of the Council and the Commission. This pilot project aims to support EU customs authorities in monitoring ships and cargoes by simplifying port procedures for intra-EU waterborne transport and trading.

Cooperation continued with interested parties to promote regional AIS tracking of vessels. Two service level agreements were signed with the maritime administrations of Italy and Denmark for the maintenance of three AIS regional servers, one in the Mediterranean (maintained by Italy), one in the North Sea, and one in the Baltic (both maintained by Denmark).

Within the framework of the Russian Federation-EU Transport Dialogue, a pilot project is being set up to explore the possibility of exchanging information between SafeSeaNet and the Russian Federation vessel traffic monitoring system, MoPe, covering the Baltic Sea, coast

of Norway and the Barents Sea. In 2010 the preparatory technical work for enabling exchange of information was concluded successfully, and training was also given to representatives of the Russian Federation in the use of SafeSeaNet.

The SafeSeaNet Data Warehouse has been under development since mid-2010 and will be completed in 2011. The Data Warehouse provides a second SafeSeaNet environment, for the purpose of storing historical data, maintaining an overview of the data quality within the system and producing statistics. The information in the Data Warehouse will be used for auditing, monitoring and reporting purposes.

2.2 LONG RANGE IDENTIFICATION AND TRACKING (LRIT)

The second system in the EMSA monitoring suite extends the maritime picture well beyond EU waters, tracking EU vessels worldwide and thus creating a global monitoring capability for these ships.

2.2.1 European Union Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC)

On 1-2 October 2007 the Council of Transport Ministers adopted a Council Resolution and agreed to the setting-up of a cooperative EU Long Range Identification and Tracking of Ships (LRIT) Data Centre. The Agency was put in charge of the technical development, operation and maintenance of the EU LRIT Cooperative Data Centre (CDC).

After extensive testing, the CDC entered the production environment on 1 June 2009. By the end of 2010, the total number of CDC users had reached over 600, and the total number of vessels in the CDC reached over 8,500 (approximately 25% of the world fleet). Around 3 million messages are handled by the CDC on a monthly basis. During the year, the British Virgin Islands, Falkland Islands, Gibraltar and Croatia joined the CDC, bringing the total number of participating countries to 38.

The availability and performance of the CDC met all IMO performance standards throughout the year. Based on

Each yellow triangle on the LRIT interface represents a ship flying the flag of a participating country (EU LRIT CDC).

requests from the IMO, feedback from end users, and internal system quality improvements, frequent changes were made to the system throughout the year (e.g. a new functionality giving Search and Rescue users access to more information, improved menus for participating countries to be able to better monitor their ships' reporting rate). The 2010 International Mobile Satellite Organisation (IMSO) Audit of the CDC was also successful with no major non-conformities identified.

Other developments in this area occurred during the last year: a contract was signed in 2010 for the EU LRIT Ship Database to be updated by enabling more information on shipborne equipment to be entered in the system. LRIT data distribution as real time streaming data was provided to participating countries through an XML interface. The Invoicing and Billing system was also improved, based on Member States' needs with regard to monitoring the financial consumption of all users. The billing processes were simplified for recovering fees from participating countries based on the requests made, from other Data Centres, and from users from the overseas territories.

Two meetings were organised with the participating countries to further enhance understanding of the system, as well as to report on the outcome of IMO decisions, and to discuss potential future developments. Support to participating countries continued through the provision of a 24/7 Helpdesk service for users of the CDC through the EMSA Maritime Support Services.

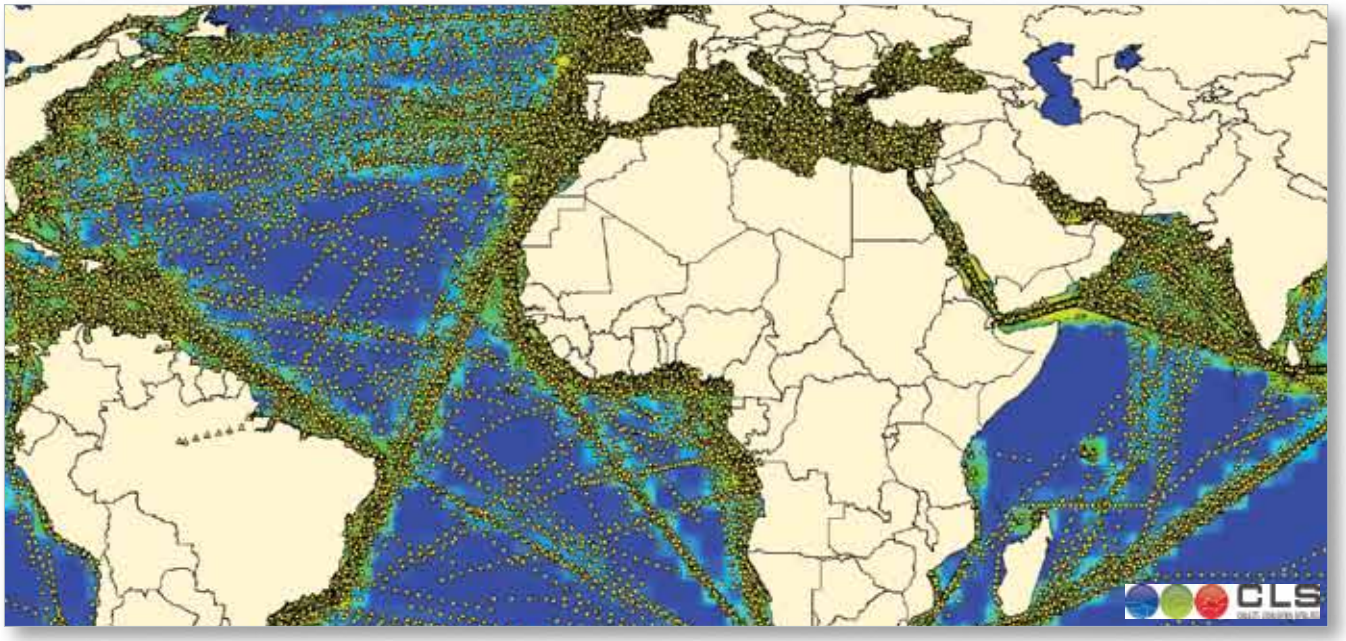
Furthermore, preparations were made for the transfer of the CDC to be hosted in-house including planning of resources, training and preparations for a Disaster Recovery Centre.

2.2.2 Long Range Identification and Tracking International Data Exchange

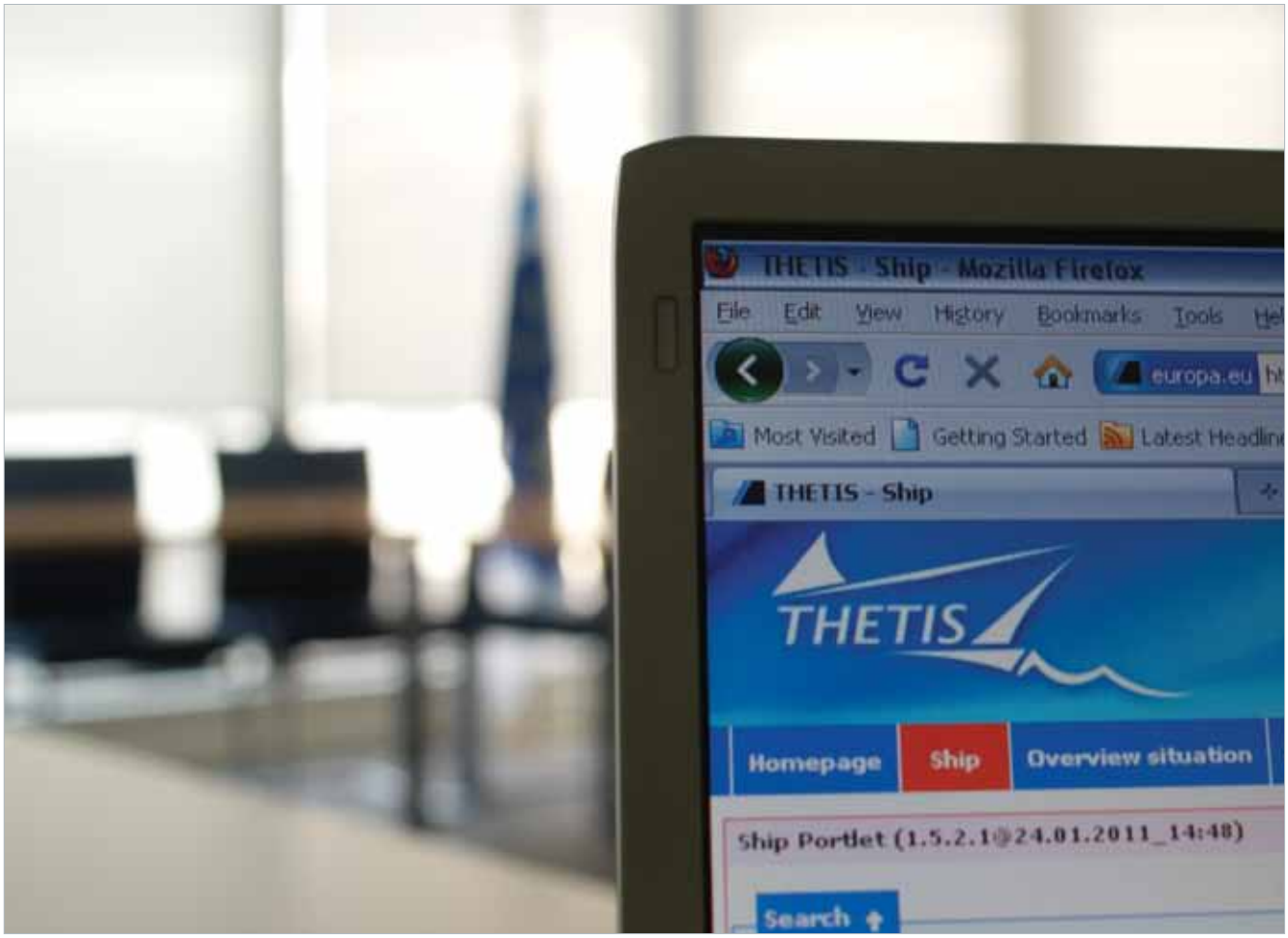
The International Data Exchange (IDE) system is a module of the worldwide LRIT system, and acts as a communications gateway to route data between all Data Centres. The IDE system was originally developed and deployed by the United States, which will operate the IDE on an interim basis until 31 December 2011.

IMSO, as LRIT Coordinator, issued a request for proposals for the permanent hosting of the IDE. At the request of the Commission, EMSA prepared an offer, which was then submitted by Member States to the IMO's Maritime Safety Committee. The proposal was formally accepted in May 2010.

A number of activities took place during the second half of 2010 to prepare for the transfer of the IDE from the United States to EMSA in Lisbon. A kick-off meeting took place in June to hand the IDE software and documentation package to EMSA. Between June and December, both testing and pre-production environments were successfully put in place. The preparations for the transfer are in line with the agreed timetable.



Ship positions worldwide over one week. The EU LRIT CDC system tracks more than 8,000 vessels of participating countries.



Intensive development, prototyping, testing and training in 2010 paid off: both the THETIS system and the target users were fully operational two weeks before the deadline.

2.3 NEW INFORMATION SYSTEM (THETIS) FOR PORT STATE CONTROL

The THETIS information system focuses on ship information to help port State control Officers target vessels for inspection. EMSA was tasked with the development and implementation of **THETIS** to support the port State control Directive 2009/16/EC which entered into force on 1 January 2011. THETIS would also be required to replace the database supporting the Ro-Ro Ferry Directive 99/35/EC as a consequence of the further integration of both Directives.

Following their development and delivery, prototypes of the THETIS system were tested by EMSA and by a group of "Paris MoU" users before being accepted. Pilot tests were carried out in November on the first set of data migrated from the current system in use (SIRENAC). The final version was deployed on 14 December 2010. The next day THETIS was fully operational in support of the Member States implementing the two above mentioned Directives 2009/16/EC and 1999/35/EC.

One of the objectives of the new system is to provide an automatic record of ships' calls; this implied a connection between THETIS and the SafeSeaNet system. This connection to SafeSeaNet was first tested successfully in October 2010.

Dedicated training on the operation of the new system was provided to representatives of all Paris MoU Member States in order to ensure a smooth introduction and transition to the new port State control methodology. A separate THETIS training environment was made available to all Paris MoU Member States to support their own training sessions.

2.4 CLEANSEANET

CleanSeaNet is a well-established element of the maritime monitoring cluster. Set up and operated by the Agency since April 2007, this European satellite oil pollution monitoring service provides EU coastal states with satellite scenes of EU waters including reports of possible spills (see Chapter 5 for further details).

Since July 2009, all CleanSeaNet users have access to AIS data via SafeSeaNet which substantially improved the system's capability for identification and tracking of polluters.

The second generation of the CleanSeaNet service is being phased in progressively to become fully operational in early 2011. The service incorporates a number of major improvements, including:

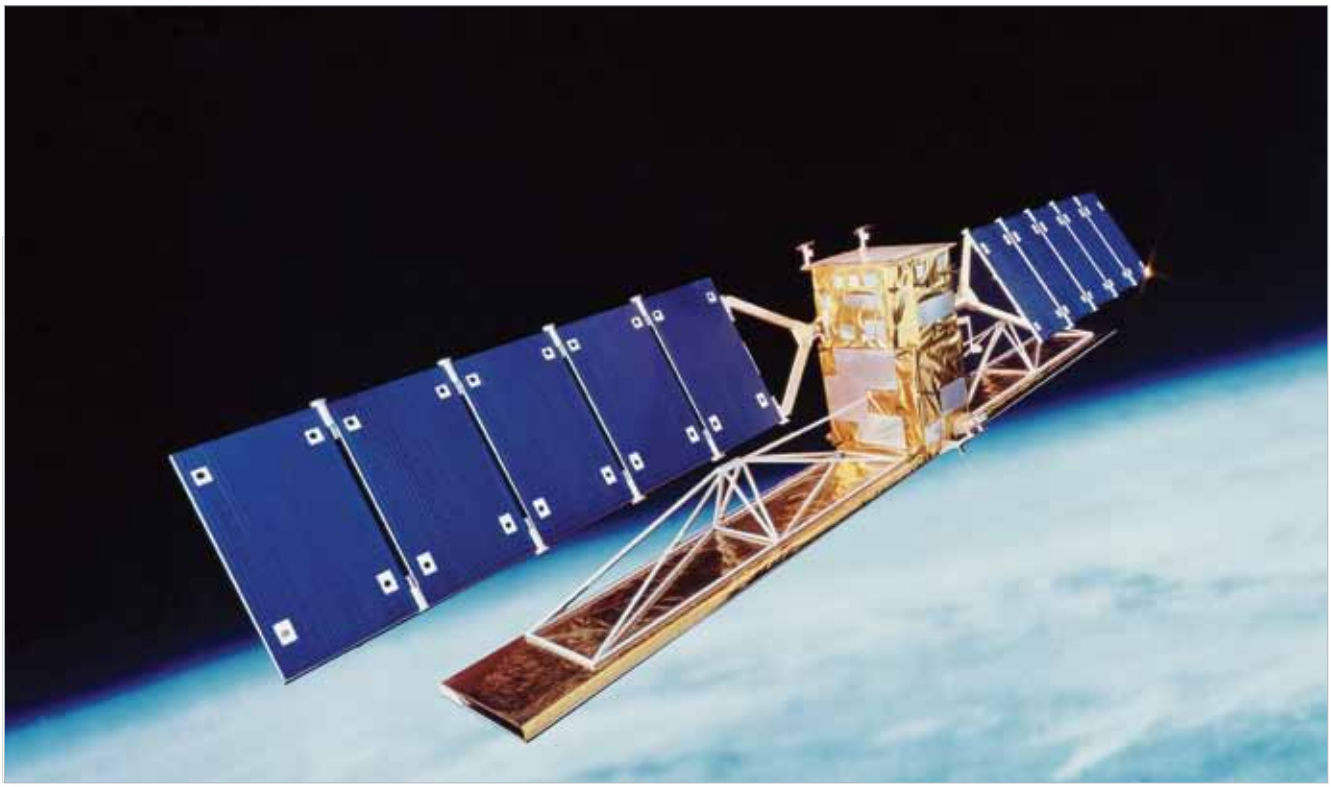
- permanent vessel detection;
- a configurable alert mechanism;
- and additional information to support response operations.

The integration of the different components of the new service was challenging, as the newly created CleanSeaNet Data Centre interacts not only with the end users in the participating States and with other information systems such as SafeSeaNet, but also with service providers, satellite operators, oil drift model operators, and ancillary data providers.

2.5 MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) is operated on a continuous basis (24 hours per day, 7 days a week) to oversee the availability and performance of the EMSA maritime systems. It is the first line of support for users of the EMSA systems such as maritime administrations, search and rescue centres, ports, and vessel traffic services. The MSS is also the single point of contact to obtain emergency support from EMSA.

In 2010, this operational and technical helpdesk was available to serve Member States' users and the Commission. This entailed round-the-clock monitoring and administration of SafeSeaNet, CleanSeaNet, the European Union Long Range Identification and Tracking Cooperative Data Centre.



Sharing satellite images at EU level presents considerable economic advantages: on average, a satellite image provided via CleanSeaNet covers the alerting areas of 2-3 Member States.

Related tasks included management of user rights and ship watch lists (banned ships, single hull tankers, etc.) as well as issuing digital certificates for these systems. During the course of the year, the MSS produced detailed Member State status reports to monitor the quality of data in the SafeSeaNet system, and one EU-wide status report.

2.6 INTEGRATED DATA AND MARITIME SURVEILLANCE ACTIVITIES

Some development activities were carried out in 2010 to explore the potential for integrating data and adding further value to the monitoring services available to Member States and the Commission.

The Integrated Maritime Data Environment (IMDatE) aims to combine and process data from EMSA's maritime applications (SafeSeaNet, CleanSeaNet, LRIT, THETIS) and other external sources (e.g. satellite AIS, coastal radar), enabling all information to be visualised together on one interface. A procurement process was prepared and launched in 2010 for setting-up this environment. The IMDatE will provide, by 2012, different services depending on the user access rights for each application. These may be delivered via a user friendly web interface or distributed automatically to authorised external systems.

The PIRASAT pilot project, for instance, based on core EMSA services - the EU LRIT Data Centre and CleanSeaNet - gives an indication of how different systems can be combined. The baseline service of the PIRASAT initiative is the provision of LRIT information on EU flagged ships. The system's anti-piracy tool activates alerts when vessels enter and leave piracy sensitive zones. This service continued to be provided to the European Naval force EUNAVFOR throughout 2010 to assist in monitoring EU merchant ships transiting off the coast of Somalia. On a demonstration basis, PIRASAT also combined LRIT information with other data made available through EMSA systems, including radar and optical satellite images, and with additional external sources of data (S-AIS).

EMSA and the European Space Agency (ESA) cooperated during 2010 to explore the possibility of establishing a European space-based AIS system with global coverage. A study to define the institutional and governmental needs for establishing a European space-based AIS system, explore the advantages of combining this with Earth Observation techniques, and provide a clearer overview of user requirements was completed in 2010. Within the scope of this cooperation EMSA will be establishing a satellite AIS Data Processing Centre (DPC) within the IMDatE in order to distribute satellite AIS data streams.

The MSS control screens in Lisbon show the user interfaces for SafeSeaNet, CleanSeaNet, EU LRIT DC and related data. Development activities carried out in 2010 explored the potential for integrating data and adding further value to the monitoring services available to Member States and the Commission. Willem de Ruiter, EMSA's Executive Director and Etienne Schouppe, Belgian Secretary of State for Mobilty, in the MSS Centre at the EMSA premises.

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Chapter 3

Visits and inspections to monitor the implementation of EU legislation

INTRODUCTION

EMSA provides consistent and comparable technical reports on the implementation of EU maritime legislation to the Commission and the Member States. Current inspection work covers three main areas of activity: EU Member States in respect of maritime safety related EU Directives and Regulations; third countries with seafarer training systems recognised or proposed for recognition at EU level; and organisations that are recognised or proposed for recognition by the EU to carry out inspection, survey and certification tasks on behalf of EU Member States when acting as Flag States.

Inspection reports are a fundamental contribution to the Commission's work to assess the implementation and effectiveness of EU legislation and ensure its correct application. Based on these reports the Commission is able to assess compliance with the relevant instruments of EU law and to decide whether action is needed, such as:

- open an infringement procedure against a Member State;
- impose fines and penalties against Recognised Organisations for serious or repeated shortcomings, or ultimately limit the scope of or withdraw recognition; or
- withdraw recognition of non-EU countries' maritime training, education and certification systems.

Inspection reports also include observations to add information regarding the effectiveness of measures in place.

Following assessment, the Commission invites the inspected party to take corrective action and to report back. The inspection programme can then be used to follow-up and review the corrective actions.

This ongoing activity builds up a solid knowledge base and extensive technical expertise that is channelled into the legislative process, either to develop new EU legislation or to amend existing legislation.

3.1 CLASSIFICATION SOCIETIES

EU Member States rely on classification societies to perform statutory work on their behalf for ships flying their flags. To receive that authorisation, these societies must comply with quality standards at all times and fulfil EU recognition criteria laid down in Regulation (EC) No. 391/2009, to receive and maintain Recognised Organisation (RO) status. EMSA assists the Commission in the important task of monitoring the fulfilment of those criteria.

3.1.1 Inspection of Classification Societies or Recognised Organisations on the basis of Council Directive 2009/15/EC and Regulation (EC) No. 391/2009

A total of 18 inspection visits were carried out to nine of the 13 ROs. Inspections targeted Recognised Organisations' Head Offices, regional, field and site offices.

Newbuilding activities continued to be the focus for 2010, together with ships-in–service activities, in particular to evaluate the effectiveness of the quality management system and proper implementation of the technical and statutory requirements. Verification of corrective actions in response to findings from previous inspection visits was included.

Ten visits to ships were undertaken in 2010, whereby EMSA attended the vessel with the relevant RO for the purpose of monitoring the work of the RO on board.

3.1.2 Technical assistance to the Commission

On behalf of the Commission, EMSA continued to invite ROs to provide voluntary corrective action plans following each inspection, indicating the remedial measures for the identified findings in order to bridge the gap between the individual inspections and the final assessment of the RO by the Commission, following which further corrective action may be required. EMSA continued to provide comments and opinions on the corrective action plans to the Commission that may be taken into account in the Commission's periodic assessments of the ROs. During 2010, EMSA provided comments and opinions on corrective action plans submitted by six ROs in respect of 11 individual inspections.

Regulation (EC) No. 391/2009 requires ROs to set up and maintain a Quality Certification and Assessment Entity. For this purpose, the ROs held a number of meetings in which EMSA participated as observer on behalf of the Commission. This Entity will be operational in 2011.

A total of 18 inspection visits were carried out to nine of the 13 ROs. Inspections targeted Recognised Organisations' Head Offices, regional, field and site offices.

Following a Commission Decision of March 2009 extending the recognition of Hellenic Register of Shipping (HRS) until August 2010, the Commission requested EMSA to conduct inspections to monitor the fulfilment of the conditions laid down in that decision. In August 2010, the recognition of HRS expired.

Further technical support was given to the Commission during various international and European meetings, where issues relating to ROs were on the agenda.

3.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

Quality shipping relies heavily on well-educated and trained seafarers. The STCW Convention (Standards of Training, Certification and Watch-keeping for Seafarers) is the benchmark against which countries (both EU and non-EU) providing seafarers to EU flagged vessels are measured. This international convention provides a minimum standard for maritime education and training (MET) and certification systems.

Under Directive 2008/106/EC, the Commission has been tasked to assess the systems in place in non-EU countries on behalf of the Member States. EMSA provides assistance to the Commission by inspecting the MET and certification systems in these countries to collect information regarding the implementation of the Convention. A similar approach is followed as regards the Member States.

In 2010 EMSA increased the number of inspections for the second year running, and also provided the Commission with evaluations of the responses to the Commission's initial or follow-up assessments from ten non-EU countries and five EU Member States, all within existing resources.

3.2.1 Inspection of maritime education systems in non-EU countries

EMSA provides assistance to the Commission by inspecting the seafarer training and certification systems in non-EU countries to collect information regarding the implementation of the STCW Convention. The inspections are carried out in non-EU countries either following a notification to the Commission by a Member State of its intention to recognise a non-EU country's certificates of competency, or as part of the regular re-assessment of compliance of these countries in accordance with Directive 2008/106/EC.

In 2010, six inspection visits, including one revisit, were completed to the following countries: The Philippines, Ukraine, Iran, Argentina, Canada and Thailand.

3.2.2 Visits to monitor the implementation of Directive 2008/106/EC

EMSA also continued its visits to EU Member States to verify their seafarer training and certification systems against Directive 2008/106/EC. Five such inspections were completed in 2010. Taking into account the visits in previous years, 20 Member States had been inspected by the end of 2010.

The reports of EMSA's inspections provided valuable input to the Commission to assist in its control of the implementation of the requirements of the Directive and with further considerations of policy on seafarer standards.

As a result of EMSA's inspections, countries have taken corrective actions in the implementation of quality standards systems, the requirements for certification, the assessment of competency and the provision of training equipment.

3.2.3 STCW Information System

The development of a STCW Information System started in September 2009. The first phase of the system was completed in June 2010 and brings together the results of the Agency's inspection visits and descriptive information on maritime education, training and certification systems in both Member States and third countries. Shortly thereafter, EMSA launched the development of the second phase of the system which will gather information on certificates and endorsements issued by the Member States to seafarers in order to monitor the EU maritime labour market.

3.3 MONITORING THE IMPLEMENTATION OF THE PORT STATE CONTROL DIRECTIVE IN MEMBER STATES

EMSA has been tasked to monitor the overall functioning of the EU port State control regime under the Directive on port State control, on behalf of the Commission. This task involves visits to Member States in order to review the implementation of the Directive on port State control in terms of adequacy, effectiveness and efficiency.

Port State control inspections are one of the most effective tools to verify whether ships comply with the relevant international regulations on safety, pollution prevention and on-board living and working conditions. Inspections must be carried out in a harmonised way to ensure that for the relevant regulations equivalent standards are applied and to avoid variations in expectations and treatment of seafarers and ship owners. At the request of the Commission, five Member States were revisited in 2010 to verify whether the findings reported after the initial visits had been addressed. A report covering each visit has been produced for further consideration by the Commission.

3.4 MARITIME SECURITY

In the field of maritime security, EMSA has been given the task of assisting the Commission in the monitoring of the application of Regulation (EC) No.725/2004, but restricted to the inspection of ships, related companies and Recognised Security Organisations (RSOs). EMSA provides similar assistance to the EFTA Surveillance Authority.

Inspections continued during 2010 with EMSA providing technical assistance to the Commission for 33 individual ship inspections and one Member State administration inspection.

In respect of its assistance to the EFTA Surveillance Authority, during 2010 EMSA participated in four ship inspections.

EMSA's reports not only highlighted the observations identified, but also provided information on the implementation of the security system and suggestions for possible follow-up where deficiencies were identified.

EMSA carried out an analysis of the findings of the ship security inspections carried out between 2006 and 2009 and submitted a report to the Commission, with a view to identifying trends concerning Member States' implementation of the ship security aspects of Regulation (EC) No. 725/2004 and areas for particular attention during future ship security inspections.

Finally, EMSA assisted the MARSEC (Maritime Security) Committee chaired by the Commission, where issues relating to maritime security at both EU and international (IMO) level were discussed.

3.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

The inspection tasks for EMSA performed under the "policy on visits to Member States" in order to assist the Commission in its assessment and verification of the implementation of EU maritime legislation concerned four EU Directives, namely Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues, Directive 2002/59/EC on vessel traffic monitoring and information

The implementation of security requirements by Member States and respective Recognised Security Organisations needs to be continuously monitored.

systems, Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, repealing Directive 94/57/EC, and Directive 96/98/EC on marine equipment.

The programmes of visits in respect of the last two Directives started in 2010.

3.5.1 Port reception facilities

The full cycle of visits to EU Member States and EFTA States in respect of the requirements of Directive 2000/59/EC was completed in 2010 and a short programme of additional visits was started, to collect further information from some Member States as requested by the Commission. A total of five visits were carried out, focussing on the national implementation of the Directive by the responsible authorities as well as on the operational procedures applied by ports and marinas.

The visits included establishing the availability of port reception facilities for ships' waste, studying the cost recovery and fee systems applied by the ports and the national system of penalties for non-compliance including its application.

Feedback indicated that these visits have increased the understanding of the Directive by certain Member States' responsible authorities, in particular with regard to enforcement procedures.

3.5.2 Vessel traffic monitoring and information systems (VTMIS)

In 2010, EMSA continued visits to Member States in respect of Directive 2002/59/EC, with seven such visits being undertaken.

The VTMIS inspection visits contribute to the development of a European Vessel Traffic Monitoring System and raise awareness of SafeSeaNet as a tool available to Member States for monitoring their territorial sea.

The first cycle of Port Reception Facilities (PRF) visits was completed in 2010. The resulting comprehensive report will feed into the revision of the PRF Directive.

3.5.3 Member States' obligations in respect of Recognised Organisations

In addition to its activities in respect of Recognised Organisations (see section 3.1 above), EMSA started in 2010 a programme of visits to examine how Member States fulfil their obligations to monitor Recognised Organisations they have authorised to carry out statutory tasks on their behalf. The visits focus primarily on flags on the Paris MoU black and grey lists. Two such visits were carried out.

3.5.4 Marine equipment

In October 2010, EMSA also started a programme of visits to Member States in respect of the implementation of Directive 96/98/EC on marine equipment, with a view to identifying the procedures established by the Member States to monitor the notified bodies authorised to approve and certify marine equipment as well as identifying the best practices involved. Again, two such visits were carried out in 2010.

On 10-11 November, EMSA hosted the 20th meeting of the MarED group. The group co-ordinates the Notified Bodies that carry out product conformity assessments on marine equipment for Member States under the Marine Equipment Directive (96/98/EC).

3.6 SUMMARY, FOLLOW-UP AND ADDED VALUE OF INSPECTIONS

Inspection reports, when analysed horizontally, can identify "best practices" or problems in implementation and lead to recommendations on how to improve legislation. Following the discussion that lead to the EMSA 5-year strategy, the Agency started to carry out horizontal analyses in 2010. Processes and procedures to perform the analyses were identified, tried and tested through a pilot project using the inspection cycle reports on Directive 2000/59/EC on Port Reception Facilities.

VISITS AND INSPECTIONS CARRIED OUT IN 2009	
TYPE OF INSPECTION	**NO. OF INSPECTIONS**
Classification Societies and related visits to ships	18 10*
Training of Seafarers (STCW) dfdf	11
Maritime Security - assistance to Commission and EFTA Surveillance Authority inspections	38
Port State Control	5
Port Reception Facilities	5
Vessel Traffic Monitoring and Information Systems	7
Monitoring of Member States' fulfilment of obligations in respect of Recognised Organisations	2
Marine Equipment	2

** "Visits to ships" are not programmed into the regular inspection cycle and are therefore not counted towards the inspection performance indicators reported in the relevant Activity Report (Section 2).*

The certification of marine equiment needs to be monitored to verify that standards and requirements are being applied.

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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

INTRODUCTION

EMSA provides maritime safety and pollution prevention expertise to the Commission and the Member States, channelling technical and scientific assistance into an increasingly broad range of activities.

The Agency offers experts the opportunity to discuss the preparation of new EU and IMO legislation; for the implementation phase, EMSA provides specialised training and disseminates best practices among Member States. The knowledge gained also benefits accession, pre-accession and neighbouring countries via enlargement and neighbourhood policy programmes.

The added value of entrusting these tasks to a specialised EU Agency is evident: it guarantees a coherent and uniform approach at EU level; it centralises and makes available to Member States technical information that could not feasibly be gathered by one single country.

4.1 PORT STATE CONTROL

4.1.1 Common training

The development of harmonized training tools for port State control officers , in cooperation with the Paris MoU Member States, was an important task for EMSA in 2010. The Distance Learning Programme (DLP3) and Rule-Check were developed, as follows:

1. All the 13 modules encompassing the Distance Learning Programme project were fully engineered. This project constitutes the biggest ever e-learning development in port State control. The modules as developed contain valuable elements for training of port State control officers such as navigation-like tools through all the certificates and documents to be verified on board as well as the key elements to be verified during the various types of inspections.
2. A new version of the Rule-Check database was developed, featuring an interface with the THETIS information system. This should facilitate and simplify the selection of the legislative instrument relevant to any specific deficiency identified during a ship inspection.
3. The training and education of port State control officers of all Member States participating in the Paris MoU continued in 2010. One "Refresher" and two "New Entrant" seminars were provided. In addition four "Train the Trainer" seminars were organised to prepare maritime administrations to properly implement the requirements of the New Inspection Regime. The number of participants in all the above seminars was 210.

4.1.2 Implementation issues

The deadline of 1 January 2011 for the introduction of the New Inspection Regime on port State control was the focal point of EMSA work in this area during 2010. Assisting the Commission and the Member States to ensure correct implementation of the new requirements implied work on two levels: the Agency provided both continued support to the Commission in various Paris MoU Member State meetings as well as valuable knowledge and expertise to Member States with regard to the complexities of the new legal framework.

Enforcement monitoring of the banning provision for multiple detentions, including the publication on the EMSA website of an up-to-date list of banned vessels in the European Union continued in 2010. An annual report on the application of the banning measure was prepared for the Commission.

The Agency continued to manage the Ro-Ro Ferry database in support of Directive 99/35/EC. At the end of 2010, this database was replaced by THETIS, the new information system supporting Directive 2009/16/EC. All data was therefore migrated into THETIS, together with the port State control data. EMSA continued to provide technical assistance to Member States to ensure harmonized inspection procedures.

4.2 Accident investigation

The European Maritime Casualty Information Platform (EMCIP) database was managed for its first full year. Developed by the Agency to allow EU Member States to report and share relevant information concerning marine accident investigations, EMCIP is used by 21 Member States on a voluntary basis, with more than 800 casualties reported. Dedicated training sessions were organised during the year with the aim of supporting the mandatory use of EMCIP by June 2011 (deadline for transposition of Directive 2009/18/EC).

The first EMCIP User Group meeting was organised at the end of 2010. This group aims to assist EMSA with the improvement and development of the database and has already started working on rules that will govern the use of EMCIP.

During 2010, the Consultative Technical Group for Cooperation in Marine Accident Investigation (CTG CMAI) met twice, with EMSA playing a facilitating role in the cooperation between the Member States and the Commission. The particular focus of the second meeting was to draft initial components for the rules of procedure for a Permanent Cooperation Framework, as prescribed by Article 10 of Directive 2009/18/EC. This successfully led to a formal proposal for submission to COSS in February 2011.

Following on from the Marine Accident Investigation Training Package Study commissioned by EMSA and completed in 2009, the Agency developed and delivered the first 5 day "Core Skills for Accident Investigators Course" in November 2010 to assist Member States with the training of accident investigators. Earlier in the year, two three-day Accident Investigation Awareness courses were delivered to Member State representatives, and the same course was also provided to participants from 5 candidate EU countries.

4.3 TECHNICAL ASSISTANCE - TRAINING AND COOPERATION

In 2010 EMSA continued to provide technical assistance through training and cooperation. The scope of training activities has normally covered individual Directives and Regulations, the way they are implemented, and how to best tackle common problems identified by the Member States. Following the adoption of the Third Maritime Package, new training has been developed in the fields of maritime accident investigation, flag state implementation and monitoring of recognised organisations. 2010 additions also included a training session on the Maritime Labour Convention.

The total number of trained officials has reached 543 (EU Member States, candidate and potential candidate countries) in addition to 100 officers from European Neighbourhood Policy (ENP) countries that have attended two SAFEMED (an EU funded project for ENP countries) events organised at EMSA Headquarters in Lisbon and three tutoring projects on PSC (Egypt, Morocco and Turkey). The regional distribution of participants reflected, as in the past, the size of the coastline and fleet of each beneficiary country. Regional activities organised or supported by EMSA particularly in the Mediterranean area have started to develop, bringing together EU and third countries with the common goal of protecting the marine environment and improving maritime safety.

A fire completely engulfed the Lisco Gloria in the southern Baltic Sea on 9th October 2010. Accident investigation is key to learning lessons from incidents.

Summary of technical assistance actions:

Member States (16):	**1 workshop** (Consultative Network on Technical Assistance); **15 training actions**: training for newcomers to the maritime administrations (3) – one of which was delivered in Cyprus and the other in Norway upon request of the respective maritime administrations; Training on the Maritime Labour Convention (2); Training on the Third Maritime Package (1); Training on Monitoring ROs by flag States (1); Training on Ballast Water Management (1); Training on Ship Security (2); Training on the ISM Code "Auditing techniques" (2); Accident Investigation Awareness courses (2); Training on Ro-ro pax stability (1)]. A total number of 307 officials from Member State maritime administrations were trained.
Candidate and potential candidate countries (11):	**11 events** were organized for candidate and potential candidate countries (IPA countries) within the framework of EMSA technical assistance: - 5 training actions: Maritime Labour Convention; EU maritime legislation for newcomers; Education and certification of seafarers; Accident Investigation Awareness ; Third Maritime Package; - 4 experts visits (3 Training sessions on flag State implementation, which were delivered in Croatia for both Croatian and Montenegrin authorities, in Albania and in Turkey; and Tutoring project on PSC in Montenegro); - 2 other events (Info-day in Turkey, and Participation in a TAIEX training session on STCW in Albania). A total number of 236 officials from IPA countries' maritime administrations were trained.
Specific technical assistance to the EU Commission:	- Continuous monitoring of SAFEMED project activities with daily contact with the implementing body (REMPEC); - Participation in three PSC tutoring projects in Morocco, Turkey and Egypt in the framework of the SAFEMED project. - Organisation of two SAFEMED meetings at the Agency's premises in Lisbon. 100 officers from European Neighbourhood Policy countries have attended the five SAFEMED events organised in co-operation with REMPEC.

Pre-accession countries share EU sea areas: technical assistance can contribute to levelling up standards.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

4.4.1 Ship Safety Standards

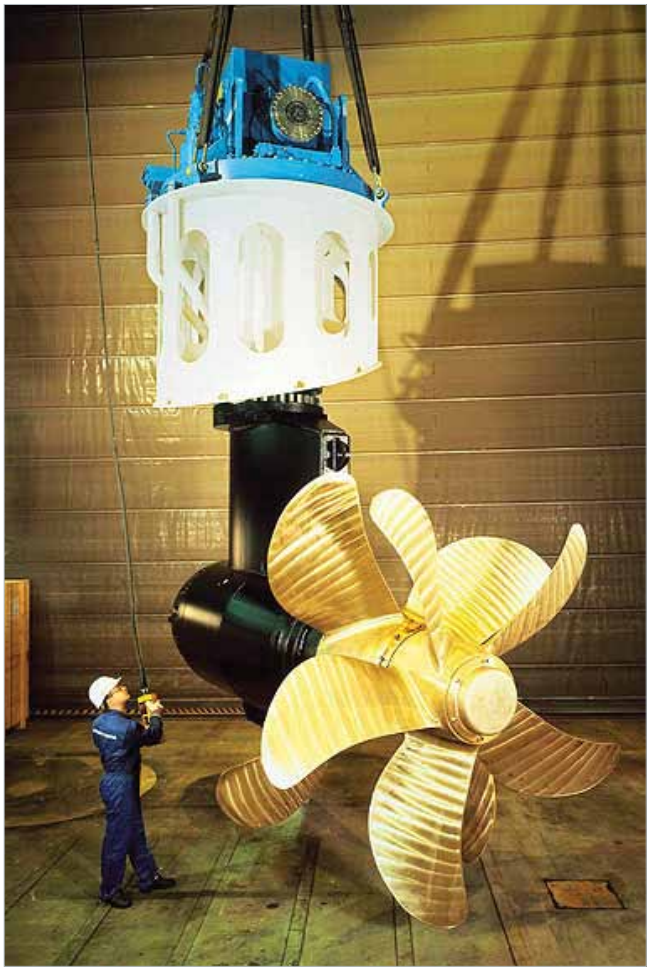
The Agency continued to monitor technical developments in IMO in the field of ship safety standards and marine equipment. EMSA's contribution took the form of technical evaluations of IMO submissions, technical assistance in the preparation of submissions to IMO, and participation in IMO fora on behalf or in support of the Commission.

The Agency contributed actively on issues concerning ro-ro passenger ship stability, passenger ships in domestic services, and Goal Based Standards.

EMSA notably provided significant support to the Commission for the preparation of the amendment of the International Safety Management Code (ISM) and its implementing rules.

In 2010, with a view to contributing suitable bases for possible solutions to the problem voiced both at international and European level about ro-ro vessel safety level implications of the new SOLAS 2009 Damage Stability Rules, EMSA launched a second study on the subject, alongside its participation in the Correspondence Group set-up by the relevant IMO Sub-Committee. This study will be concluded in July 2011.

As new areas develop, EMSA ensured the follow-up of ongoing work within the IMO working group on "Polar navigation" and the drafting of a "Polar code".



EMSA continued to contribute to the revision of the Marine Equipment Directive and the update of its technical annexes.

4.4.2 Marine Equipment

EMSA continued to provide technical assistance to the Commission in the preparation of the impact assessment for the revision of the Marine Equipment Directive (MED). The Agency provided more information on such topics as the use of innovative technology (i.e. electronic tagging) and the status of the Marine Equipment industry.

EMSA provided the Commission with technical support for drafting the 7th Amendment of the MED. The MARED Technical Secretariat for Notified Bodies convened one meeting in 2010 to promote the exchange of information on the interpretation of technical standards for the certification of equipment.

EMSA continued to ensure management of the MARED database of approved equipment, which featured more than 40,000 entries by the end of 2010. The database facilitates the provision of technical advice to the Commission and the EU Member States, the follow up of certificates and the application of conformity assessment procedures. The availability of the MARED database has been very high (99%) and its technology platform permits the rapid creation of debate fora for MED stakeholders.

The Agency continued to operate the alert system for safety issues concerning marine equipment in the EU-USA Marine Equipment Mutual Recognition Agreement (MRA+).

In addition, the Agency carried out preparatory work to provide EU Member States with a Common Audit Methodology for inspections of Notified Bodies.

Ensuring that ship generated waste is delivered in ports is a key factor in environmental protection policy.

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

EQUASIS is a database containing ship information such as vessel particulars, inspection history and information on the management company. The database is freely available to the public on internet and celebrated its 10th anniversary last November.

EMSA began hosting the EQUASIS Management Unit in early 2009. A number of synergies have accrued from this hosting arrangement, with benefits for both EQUASIS and EMSA. In this framework the Agency produced two annual publications and improved the efficiency of the process. Technical work started with a view to bringing in Viña del Mar MoU on port State control (South America) as a new data provider.

The Agency hosted the 2010 International Maritime Statistics Forum strengthening its ties with relevant international organisations, including Eurostat.

A pilot project was developed with the Finnish Meteorological Institute to use a Ship Traffic Emissions Assessment Model to calculate various types of air emissions from shipping in the North Sea, on the basis of real ship movement information (AIS messages from SafeSeaNet).

4.6 PREVENTION OF POLLUTION BY SHIPS

4.6.1 Port Reception Facilities (PRF)

EMSA completed the cycle of monitoring visits to EU and EFTA Member States to assess compliance with and systems in place to implement Directive 2000/59/EC on port reception facilities (as indicated in chapter 3.5).

The summary report presenting the main findings of the EMSA inspection visits to 22 Member States, evaluating the practical implementation of Directive 2000/59/EC, was used to inform the Commission and serve as a valuable input to the Horizontal Assessment of the PRF visits that followed (as indicated in chapter 3.6).

Ship air emissions are an increasing concern. Voluntary and mandatory technical and market-based methods will have to be reviewed and assessed in order to meet reduction targets, depending on EU and international regulatory choices.

The process of implementing the waste notification under Directive 2000/59/EC through SafeSeaNet (as provided by Directive 2010/65/EU on reporting formalities for ships) was initiated in 2010.

4.6.2 Air emissions

The Agency provided technical assistance to the Commission on various issues related to air emissions and greenhouse gases (GHG) from ships.

With regard to the forthcoming revision of Directive 1999/32/EC, as amended by Directive 2005/33/EC, on fuel quality, the Agency provided support to the internal deliberations within the Commission. EMSA also produced a technical report analysing the studies on the implications of the new 0.1 % sulphur content in marine fuels requirement, to be used in the Sulphur Emission Control Area (SECA) from 2015, and listing available alternative solutions to comply with the new rules. In addition, EMSA co-operated with a broad range of players, including the European Community Shipowners' Associations (ECSA), to identify best practises and bottlenecks in the development of LNG as a viable fuel for shipping in the future.

Concerning GHG emissions from ships, the Agency continued in 2010 to assist the Commission in the discussions related to the development and conclusion of the Energy Efficiency Design Index (EEDI). A workshop was organised to discuss the technical impact of the EEDI and to seek technical solutions to address the particular case of vessels engaged in the short sea shipping segment. A second study on the EEDI was commissioned in order to pursue the work started on this specific issue. The study mainly looks at the applicability of the proposed EEDI to Ro-Ro ships, but also covers different size and design profiles by developing a frame for addressing the energy efficiency of purpose-built vessels/specialized ships. Finally, the first version of a modelling tool to measure the impact of the EEDI was designed to assist the Commission in discussions related to reduction of greenhouse gas emissions from shipping.

4.6.3 Ship recycling

Following the adoption in 2009 of the IMO Ship Recycling Convention, the attention in 2010 shifted to the question of how to implement and enforce the convention at EU-level. The Agency assisted the Commission by providing technical advice during the finalization of the studies supporting the

Impact Assessment on the EU strategy. Support was also given in relation to the study assessing the feasibility of developing a list of ships likely to go for dismantling and a list of "green and safe" dismantling facilities. EMSA also provided the Commission with comments for the assessment of the equivalent level of control and enforcement (Basel Convention).

However, EMSA's main work in this field in 2010 was to assist the Commission in the negotiations at IMO during MEPC 60 and 61, and to coordinate the EU submissions to the IMO Correspondence Group drafting the guidelines provided for in the 2009 Convention.

4.6.4 Ballast Water management

EMSA's activities in this field centred in particular on the development of guidelines on sampling for enforcement, which is a key part of EMSA Ballast Water Action Programme. The Agency coordinated a group of global experts in the fields of ballast water sampling, water analysis, statistical analysis, port State control and plankton biology which developed the guidelines.

Sampling for enforcement of the Ballast Water Management Convention has been discussed extensively at IMO over the last few years, resulting in the Guidelines on Sampling (G2). However, there is a general consensus on the need for further guidance in this area. The Agency's work on an EU Ballast Sampling Strategy in 2010 resulted in an EU submission to the 15th BLG Subcommittee meeting at IMO in 2011.

Besides this, EMSA has contributed to the development of the Mediterranean Ballast Water Action Plan, in the context of the Barcelona Convention/REMPEC/Globallast Partnerships, as well as initiating work on Risk assessment methodologies to develop guidance for vessels operating within the OSPAR Region. The latter project was expanded to include vessel traffic between the OSPAR and HELCOM contracting parties.

4.7 LIABILITY AND COMPENSATION

EMSA represented and provided technical assistance to the Commission, where requested, in the field of liability and compensation, with a specific focus in the early part of 2010 on the proceedings in the Diplomatic Conference convened to adopt the Protocol to the HNS Convention (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea 1996) and, later in the year, on participation in the work of IMOs' Legal Committee.

A first draft of the report on the implementation of sanctions by Member States on the basis of Directive 2005/35/EC on ship source pollution and on the introduction of penalties for infringements was prepared. This report will be finalised in 2011.

In October EMSA hosted a first training event to help Member States prepare for ratification of the IMO's Ballast Water Management Convention.

Chapter 5

Pollution preparedness, detection and response

INTRODUCTION

EMSA provides marine pollution preparedness and response services to the Member States, coastal European Free Trade Association (EFTA) States, Candidate Countries and the Commission. Upon request of the affected country, the Agency provides:

- A Network of Stand-by Oil Spill Response Vessels distributed along the European coastline;
- CleanSeaNet: the satellite based oil spill monitoring and detection service covering European waters;
- The MAR-ICE Network (Marine Intervention in Chemical Emergencies) providing information in cases of marine chemical spills;
- Experts and expertise.

The Stand-by Oil Spill Response Vessel network continued to cover all the regional seas of Europe. A new contract awarded in 2010 strengthened the response capacity in the East Mediterranean Sea whilst a number of contracts expiring in 2010 were renewed. The regular drill and exercise programme served to test and maintain the operational readiness of the vessels, crews and equipment.

During 2010 extensive work was undertaken to prepare the second generation of the Agency's satellite oil pollution monitoring service (CleanSeaNet). The system is part of the national ship-sourced pollution response chain of 24 Coastal States.

The MAR-ICE Network, which provides information in case of marine chemical spills, continued to be operational in 2010.

The Agency also disseminated information tools and conducted cooperative activities to support all the relevant Coastal States, as well as the Regional Agreements in the field of pollution preparedness and response. This included the work of the Consultative Technical Group on Marine Pollution Preparedness and Response (CTG MPPR) and actions such as cooperation during at-sea exercises.

5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSEL NETWORK

A key task for the Agency is to make available additional at-sea oil recovery resources to assist Member States responding to large scale oil pollution incidents. The Network of Stand-by Oil Spill Response Vessels has been built up over the years since 2005. This operational service is available to 'top-up' the national response capacity of the affected Member State. Member States retain the primary responsibility for responding to pollution incidents in their waters; they can, however, request the support of the Stand-by Oil Spill Response Vessels through the Commission's Monitoring and Information Centre (MIC) in Brussels.

EMSA pollution response vessels are in effect 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.

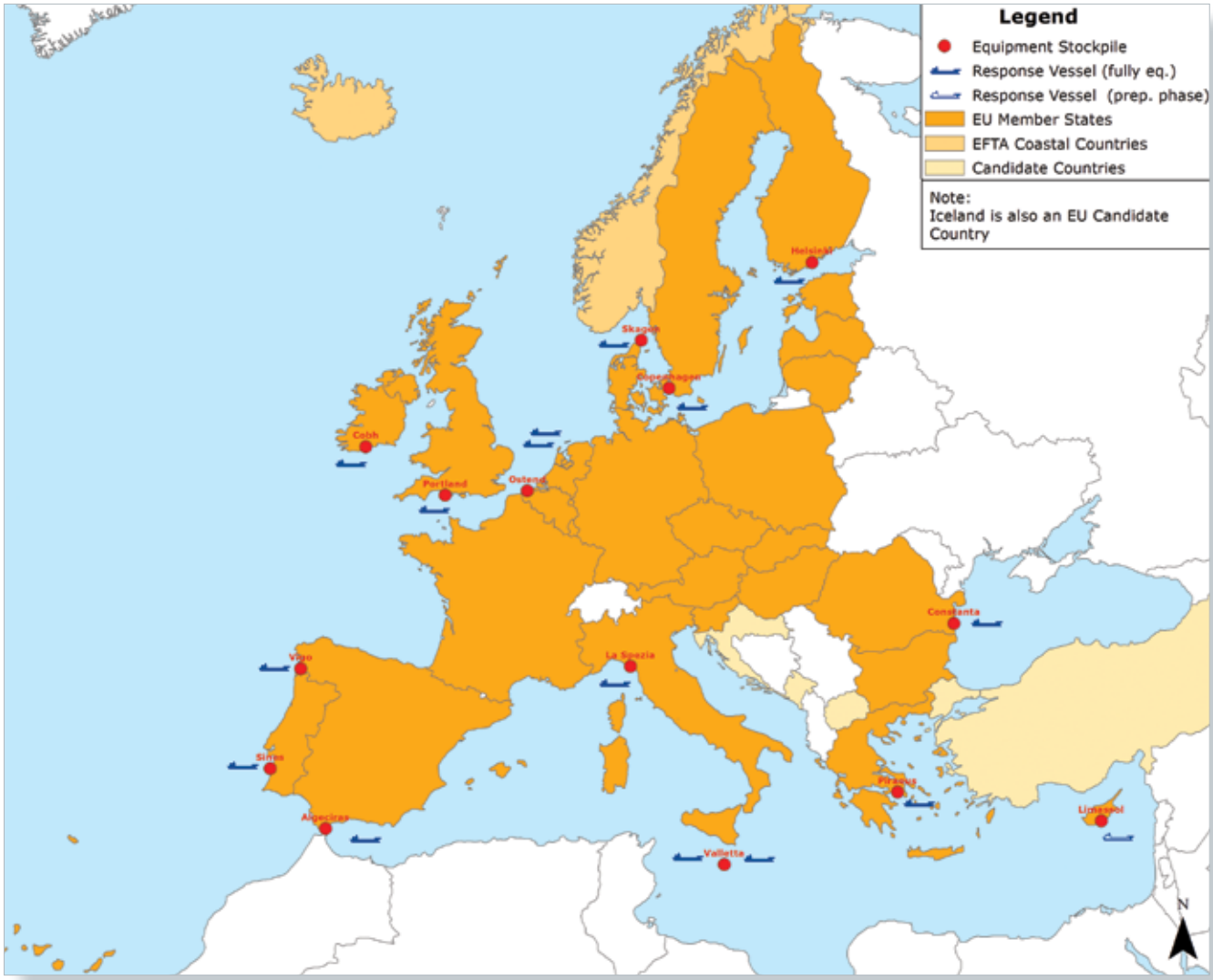
The main concept of the service, provided through the Agency, is to ensure the availability of commercial vessels (for example bunker and product tankers) to carry out at-sea oil recovery services.

Following a spill, and the associated request for assistance from an affected Member State, a vessel ceases its normal commercial activities and is rapidly transformed into a fully operational spill response vessel.

By the end of 2010, EMSA was maintaining contracts for 15 fully equipped Stand-by Oil Spill Response Vessels. The average storage capacity for recovered oil of the EMSA contracted vessels is 3,600 m^3.

The three main activities in relation to the Network in 2010 were:

- Determining if the contracts established in 2007 (Atlantic Coast and Mediterranean Sea) should be renewed for an additional (and final) 3-year period;
- Bringing into operation those vessels contracted at the end of 2009;
- Adding response capacity for the East Mediterranean. The same procedure was followed for adding capacity in the Bay of Biscay, but the tender was unsuccessful.



The Network of Stand-by Oil Spill Response Vessels at the end of 2010.

5.1.1 Overview of the vessel network

Three contracts established in 2007 for the vessels ***Bahia Uno*** (Western Mediterranean), ***Salina Bay*** (Central Mediterranean) and ***Aktea OSRV*** (Aegean Sea) were renewed for an additional three year period. A contract[4] with J. F. Everard covering a pool of three vessels was also renewed. In addition, two vessels (the ***Kontio*** and the ***Sara***) were certified for oil recovery operations by an appropriate Classification Society (Recognised Organisation in accordance with Directive 94/57/EC as amended), and accepted into the Stand-by Phase of the contract. They are now available to respond to a request for assistance from a coastal State.

THE BALTIC SEA

The ice-breaker ***Kontio*** entered into the operational phase of its contract in mid-2010. The vessel has a speed of 18.5 knots and a recovered oil capacity of 2,033 m^3. During the ice-breaking season, approximately 140 days a year, the vessel will operate in the Gulf of Bothnia with the equipment stockpile based in the port of Oulo, Finland. For

4 Contracts between EMSA and ship operators start with a six month 'preparation phase', during which vessels are modified to be able to undertake oil recovery operations. After successfully completing an 'acceptance test', vessels enter the 'standby phase' and are ready to undertake at-sea oil recovery operations.

The vessel/crew quarterly drill program helps ensure that the appropriate level of readiness is maintained. In 2010, a total of 51 quarterly drills were performed by the vessels under contract to the Agency.

the remaining part of the year the equipment and vessel will be located in Helsinki, Finland. The additional capacity of this vessel brings the total contracted on-board storage capacity for oil recovered during response operations in the Baltic Sea to more than 10,500 m^3.

THE NORTH SEA

The North Sea is one of the sea areas with the highest tanker traffic density. Two hopper dredgers, the ***Interballast III*** (storage capacity 1,886 m^3) and ***DC Vlaanderen 3000*** (storage capacity 2,744 m^3), entered into operational service in 2009 and provided a combined recovered oil storage capacity of more than 4,500 m^3. Capacity was maintained at this level throughout 2010.

ATLANTIC COAST

The bunker tanker Sara, contracted in 2009, entered into the operational phase in mid-2010. An additional equipment stockpile, based in Portland, UK, is well placed to boost existing spill response capacity in the Western Approach of the Channel, an area well known for its vessel traffic density.

The ***Sara*** complements those vessel arrangements already in place along the Atlantic coast. These include the supply

ship ***Ria de Vigo***, which has an on-board storage capacity of 1,522 m^3 and operates out of Vigo, Spain. The arrangement based out of Sines, Portugal was reconfigured in 2010, with the GALP Marine being replaced by the ***Bahia Tres***. This was a result of external commercial considerations related to the daily activities of the vessels. The ***Bahia Tres*** offers 7,413 m^3 of on-board recovered oil storage capacity. In addition, the arrangement based out of Cobh, Ireland was renewed for a further (and final) three year period. This brings the total recovered oil storage capacity under contract in excess of 20,000 m^3 for the Atlantic coast from the English Channel to the Gulf of Cadiz.

A public procurement procedure undertaken during 2010 to contract a service vessel in the Bay of Biscay area failed. Another public procurement for this area will be launched in 2011.

MEDITERRANEAN SEA

Three contracts established in 2007 for the vessels ***Bahia Uno*** (Western Mediterranean), ***Salina Bay*** (Central Mediterranean) and ***Aktea OSRV*** (Aegean Sea) were renewed for an additional three year period. Two other contracts are in place with regard to this regional sea basin for vessels based in Malta.

A four year contract was awarded in 2010 for the provision of at-sea oil recovery services in the Eastern Mediterranean Sea. The ***Alexandria*** is a double hulled tanker with a speed of 13 knots and capacity for recovered oil of 7,458 m^3 located in Limassol, Cyprus. She is expected to enter into the Stand-by Phase of the contract by mid-2011.

This vessel considerably strengthens EMSA's oil-spill response coverage of the Eastern Mediterranean Sea, a sensitive sea area given its proximity to major oil transport routes transiting the Suez Canal, and those originating in Black Sea and Middle-Eastern ports. From 2011, the combined net storage capacity under contract for the Mediterranean Sea will reach 22,000 m^3.

THE BLACK SEA

Oil transportation through the Black Sea and the East Mediterranean, where important pipelines feed out of Russia and the Caspian area, poses a serious risk. The EMSA contracted vessel ***GSP Orion***, operating out of Constanta, Romania, successfully completed its second year of a three year contract. It is an offshore supply vessel with a recovered oil capacity of 1,334 m^3.

5.1.2 Maintaining the Service: Drills and Exercises

DRILLS

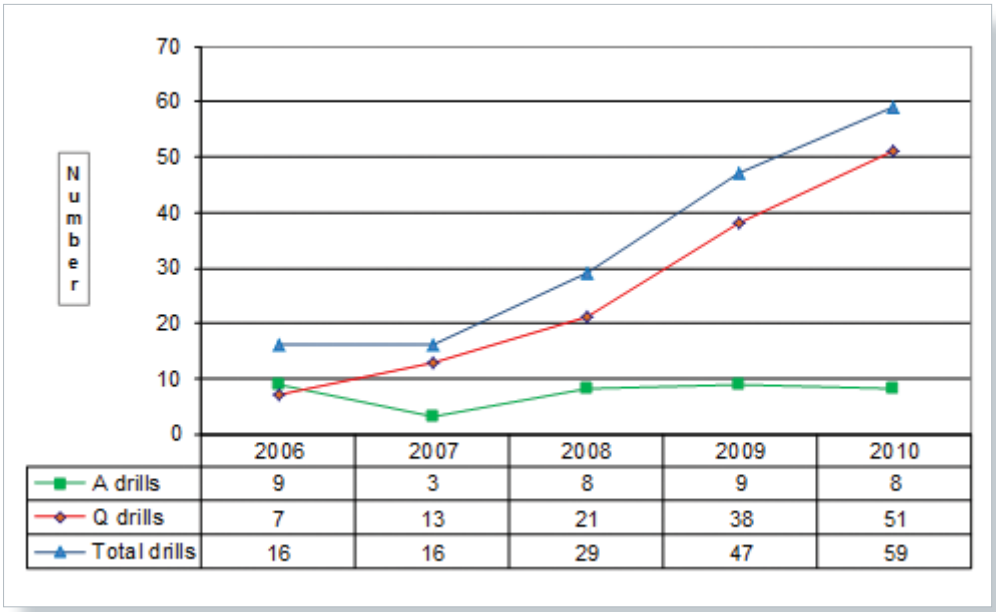
In order to maintain the appropriate level of service during the Stand-by Period of the contracts, the companies and vessels concerned carry out different types of operations. The main activity to ensure that the appropriate level of readiness is maintained is the vessel/crew quarterly drill program. In 2010, a total of 51 quarterly drills were performed by the vessels under contract to the Agency.

Additionally, 8 Acceptance Drills were conducted in 2010. The Acceptance Drills are the major milestone for new vessels to enter into the Stand-by Phase of a contract as well as for any technical improvements to the Network to be recognised as operational.

The table below shows the 8 Acceptance Drills conducted by the Agency in 2010:

ACCEPTANCE DRILL	REMARKS
New contracted vessel: ***Sara***	Entry into Stand-by Phase of the Contract
New contracted vessel: ***Kontio***	Entry into Stand-by Phase of the Contract
Back-up vessel: ***Aegis***	Back-up of Aktea within existing Contract
Replacement vessel: ***Bahia Tres***	Replacement for Galp Marine
Technical upgrade: ***Bahia Uno***	Within the framework of contract renewal
Technical upgrade: ***Ria de Vigo***	New "multi-skimmer" operational
Technical upgrade: ***GSP Orion***	New "multi-skimmer" operational
Technical upgrade: ***Aktea OSRV***	Upgrade of existing skimmer

The annual number of drills performed by EMSA contracted vessels has been steadily increasing since 2006, as shown in the chart on the next page.



	2006	2007	2008	2009	2010
A drills	9	3	8	9	8
Q drills	7	13	21	38	51
Total drills	16	16	29	47	59

Number of drills per year
A drills: Acceptance drills; Q drills: Quarterly drills.

EXERCISES

At-sea operational exercises greatly assist the integration of the Agency's resources into the response mechanisms of Member States, enabling EMSA vessels to work in cooperation with the coastal State response units. These exercises, as well as being a useful method for maintaining pollution response skills, are an important tool for identifying potential areas for improvement. In the course of 2010, 12 EMSA Stand-by Oil Spill Response Vessels participated in nine at-sea operational exercises, organised in cooperation with EU Member States and/or Regional Agreements, in EU waters.

At-sea operational exercises in 2010:

EXERCISE NAME	DATE, LOCATION	PARTICIPATING PARTIES	EMSA VESSELS
VARNA 2010	10/03/10 Varna, Bulgaria	Bulgaria, EMSA	***GSP Orion*** ***Santa Maria***
SANTANDER 2010	25-27/05/10 Santander, Spain	Spain, France, EMSA	***Ria de Vigo***
TRIENA 2010	08/06/10 Piraeus, Greece	Greece, EMSA	***Mistra Bay*** ***Aktea OSRV***
The Netherlands-EMSA	24/06/10 Zeebrugge, Belgium	The Netherlands, EMSA	***DC Vlaanderen*** ***Interballast III***
MATTEUS 2010	21-22/09/10 Gothenburg, Sweden	Sweden, Denmark, Norway, EMSA	***OW Aalborg***
BALEX DELTA 2010	23-24/08/10 Klaipeda, Lithuania	Lithuania, Latvia, Estonia, Poland, Russia, Denmark, Germany, Sweden, Finland, EMSA	***OW Copenhagen***
HILLA 2010	16/09/10 Helsinki, Finland	Finland, EMSA	***Kontio***
LISBON 2010	14/10/10 Lisbon, Portugal	Portugal, EMSA	***Ria de Vigo*** ***Bahia Tres***
MALTEX 2010	19/10/10 Malta	Malta, EMSA	***Salina Bay*** ***Santa Maria***
9 Operational Exercises	14 Exercise Days*	20 EMSA counterparts	12 different EMSA vessels

* *Two of the vessels participated in two exercises each.*

Operational exercises usually involve the release of (simulated) oil, the deployment of pollution response vessels from the contracting parties, and the establishment of a unified command structure and communication system. In addition, full-scale oil recovery operations at the site of the accident, including actual deployment of oil containment booms and skimming equipment, may be undertaken. Many of the exercises also included 'open ship' events to which the general public and media were invited, and which included tours of the vessels and presentations.

In connection with the operational exercises, 11 Notification Exercises were organised by the Agency in order to evaluate the agreed emergency and notification procedures between EMSA, Member States, EMSA contractors and the Commission's Monitoring and Information Centre (MIC). As an integral part of this process, 20 Incident Response Contracts were signed between different Member States and EMSA Contractors.

5.1.3 Improving and assessing the vessel network.

The vessel contracts also cover 17 stockpiles of oil pollution response equipment comprising some fourteen hundred individual items for pollution response of high economic value. These are distributed along the European coastline, from the Baltic to the Black Seas.

In order to improve the management and control of oil pollution response equipment, EMSA set up the Pollution Asset Management System in 2010. Following preparatory work, each and every equipment asset was identified with a unique 10 digit EMSA identification code.

With the aim of improving the vessels' operational oil recovery capabilities and thus increase their contribution to response activities, the Agency implemented improvements to the technical capacity of the ***Ria de Vigo*** (Atlantic Coast) and ***GSP Orion*** (Black Sea). State of the art multi-skimmers were purchased in 2009 for each of these two vessels and installed, increasing the oil recovery rate to 300 m^3/h (single skimmer), or even 400 m^3/h if both the old and new skimmers are used simultaneously.

Shortly after its acceptance and following the request for assistance by the US authorities, the ***Ria de Vigo*** multi-skimmer was sent to the Gulf of Mexico in order to support response actions to the ***Deepwater Horizon*** oil spill.

In 2010, a study was produced on the benefits and limitations of the EMSA Network of Stand-by Oil Spill Response Vessels. The analysis was undertaken within the framework of the Agency's report on anti-pollution measures described under 5.1.4. For the purpose of the study, six recent incidents in EU waters were included in the analysis. Hypothetical scenarios were developed based on identified vulnerable areas and/or potential incidents which could occur given the new pipelines that are expected to be operational in the next few years.

The assumed performance of the EMSA Network was measured using three main indicators:

- Amount of pollutant (oil/water mixture) which would be recovered at sea;
- Net economic value (financial benefit to the requesting Member State);
- Reduction in length of coastline polluted.

The analysis clearly demonstrated that the EMSA Network would have a positive overall financial benefit to the affected Member State. Furthermore, it showed that the current distribution of the vessels along the EU coastline presents some gaps in the Northern Baltic, the Bay of Biscay, the Eastern Mediterranean and the Black Sea. The new vessel ***Kontio*** that became operational in 2010 has already closed the gap in the Northern Baltic. The new vessel ***Alexandria*** based in Cyprus, which will enter into the Stand-by Phase of the contract in 2011, will eliminate the gap in the Eastern Mediterranean. Efforts in 2010 to address the Bay of Biscay gap were unsuccessful due to open procurement failure and will be renewed in 2011.

Incident report - Deepwater Horizon

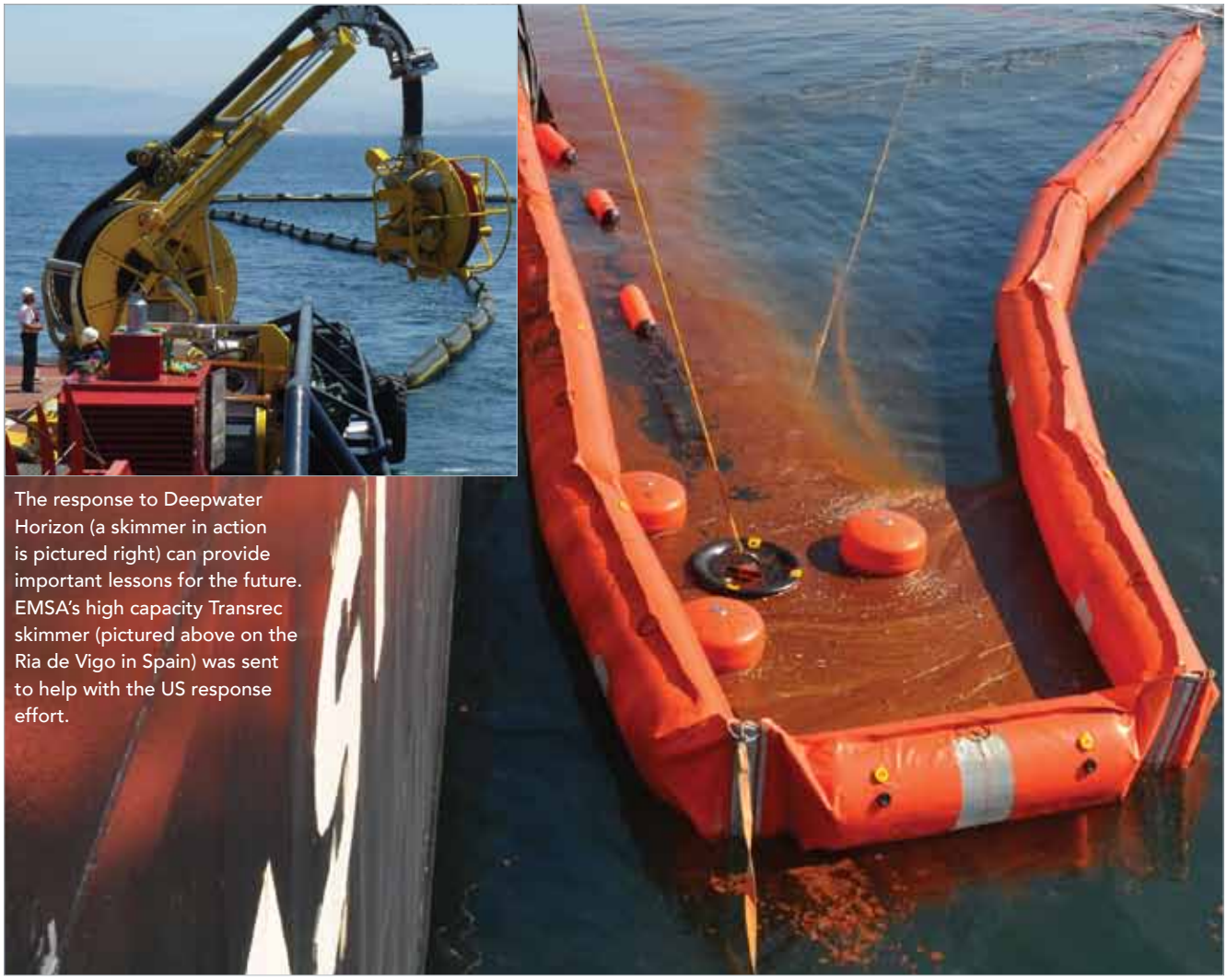
On April 22, after an explosion and fire, the Deepwater Horizon drilling platform capsized and sank approximately 50 miles southeast of Venice, Louisiana. Hundreds of thousands of tonnes of crude oil spilled continuously into the Gulf of Mexico for months, leading to the biggest oil spill in the history of the United States and one of the largest in the world ever.

The Agency prepared daily reports on the incident, which were sent to EU Member States via the MIC. The reports, containing data, statistics, photographs and maps, aimed to provide timely updates about the essential facts of the spill and related response activities. Some reports included the analysis of satellite images.

Following the request for response equipment by the US authorities to the EU Member States, EMSA prepared several assistance options, including a number of EMSA contracted oil spill response vessels and various types of autonomous specialised response equipment. They were offered as a part of the coordinated European Union's assistance offer to the US.

At the end of June, the Federal On-Site Coordinator in the US requested EMSA oil pollution equipment. The Agency provided a high-capacity multi-skimmer system, stockpiled in Vigo (Spain), the home port of the EMSA contracted oil spill response vessel ***Ria de Vigo***.

Furthermore, an EMSA official visited the US, under the International Observer Programme (IOP) of the Department of State, in order to exchange information about the incident and consider operational assistance scenarios with the responsible US authorities.



The response to Deepwater Horizon (a skimmer in action is pictured right) can provide important lessons for the future. EMSA's high capacity Transrec skimmer (pictured above on the Ria de Vigo in Spain) was sent to help with the US response effort.

Oil pollution has widespread consequences on the marine environment.

5.1.4 Report on anti-pollution measures: EMSA's contribution

EMSA prepared an extensive review of its marine pollution preparedness and response activities during the period 2007-2009. This document constitutes the Agency's contribution to the Commission's mid-term report on the multi-annual funding of the Agency's anti-pollution measures, to be submitted to the European Parliament and the Council[5].

The review also included an analysis of the cost-efficiency of the approaches implemented by EMSA to provide the two main operational services (CleanSeaNet and the Network of Stand-by Oil Spill Response Vessels) at European level, as well as the previously aforementioned study to assess the added value of the vessel network.

Furthermore, information on oil transport patterns around Europe - an important consideration for the distribution of EMSA response vessels - was updated. Stakeholder feedback from Member States and their marine pollution experts, as well as relevant industries, is also summarized in the review.

5 See COM(2011) 268 published on 23.05.2011.

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

CleanSeaNet is the European Union pollution monitoring and vessel detection service, which has been operational since 2007. It was established as a result of Directive 2005/35/EC, as amended by Directive 2009/123/EC, 'on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences'[6] which tasked EMSA to "work with the Member States in developing technical solutions and providing technical assistance … in actions such as tracing discharges by satellite monitoring and surveillance."

2010 was an important year for the CleanSeaNet service, with the entry into operations of the CleanSeaNet second generation. The contract for the implementation of the new CleanSeaNet Data Centre was awarded in November 2009, and the contracts for the service itself - acquisition and analysis in near real time[7] of satellite images for oil spill and vessel detection - were signed in June 2010.

6 Directive 2009/123/EC of 21 October 2009 amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements (OJ L280, 27/10/09).

7 A key feature of CleanSeaNet is that the analysed images and related information products are available shortly after the satellite passes overhead. This feature is described as near real time (NRT) service provision.

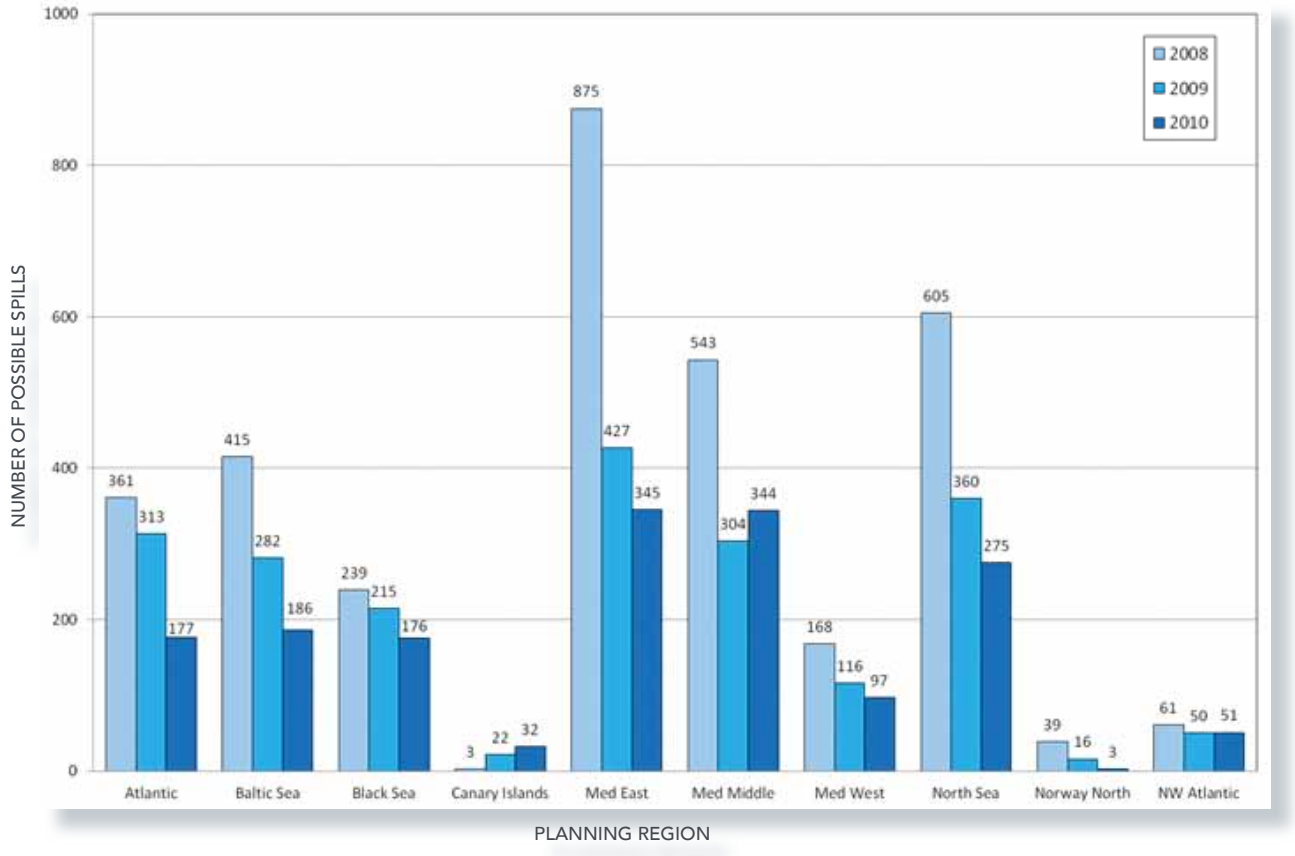
For satellite images covering 400 km by 400 km, the analysis is provided in maximum 30 minutes. For images of different dimensions the time varies slightly.

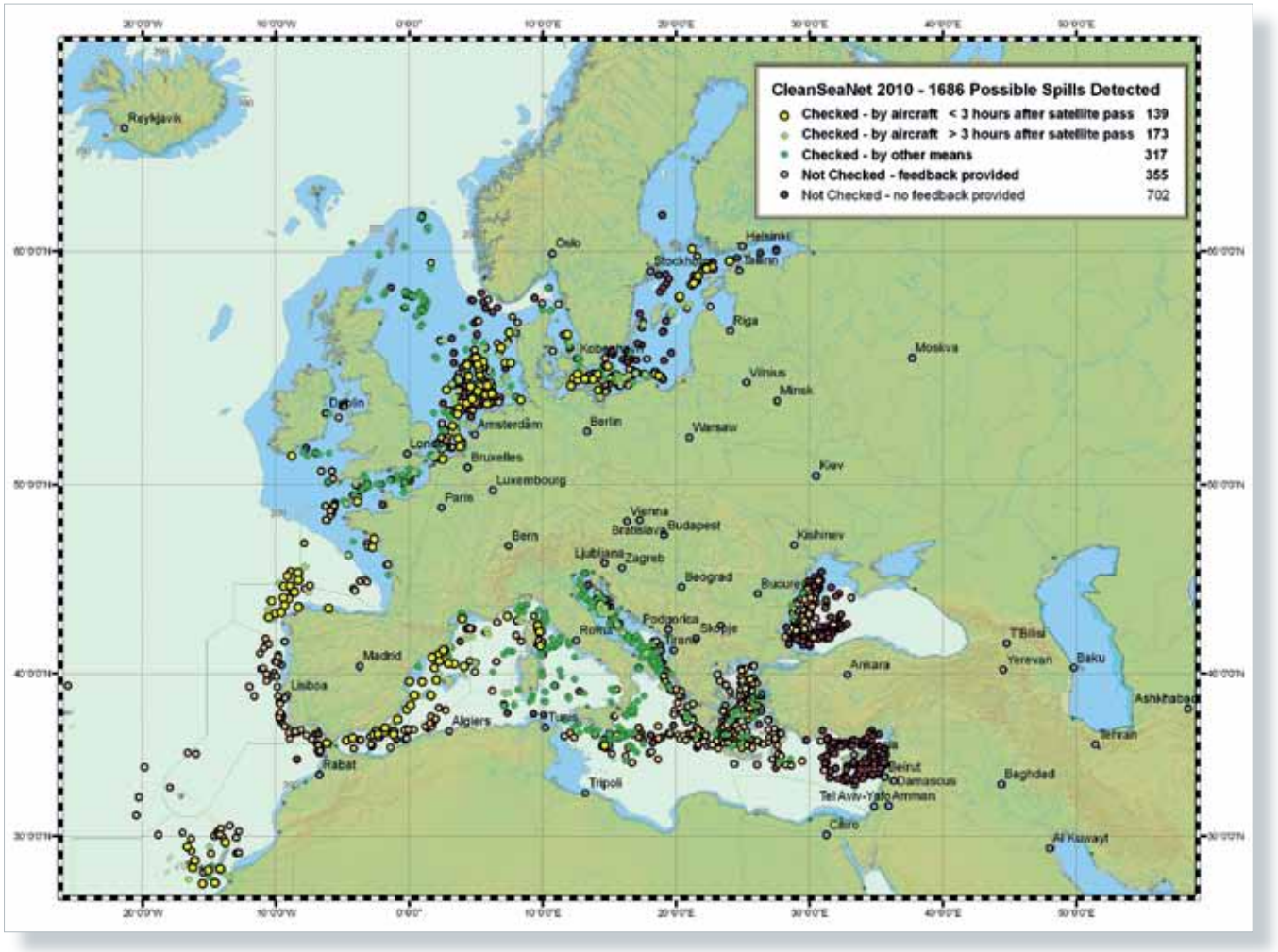
The CleanSeaNet 2nd generation service training in November 2010 was attended by 71 participants from 25 countries.

The CleanSeaNet Data Centre was made available to all participating States on 13 December 2010. The Data Centre collects and stores the data needed to support the oil spill and vessel detection analysis process, which is also made available for download through a user web portal.

Whilst preparations were being made for the second generation, the first generation service continued to function effectively. In 2010, 2,651 images were ordered (one image is often sufficient to cover waters of several requesting states), 2,366 of them were analysed and delivered to participating States, and a total of 1,686 possible oil spills were detected. 147 spills were verified and confirmed by participating States, of which 104 were mineral oil. This is a reduction compared to 2009, when 195 spills were confirmed, of which 161 were mineral oil. On average, the trend of detections indicates an overall reduction since the start of the CleanSeaNet service in 2007: **from 1.38 possible spills per image in 2008 to 1.0 in 2009 and to 0.71 in 2010**.

The number of possible spills detected per region in 2008, 2009 and 2010 are shown in the chart below.





CleanSeaNet verfications - year 2010.

The map of the verification activities conducted also reveals significant disparities between the different areas throughout Europe.

Coordinated Extended Pollution Control Operations (CEPCO) are organised periodically to monitor ship-source marine pollution in high density traffic areas. During 2010, the CleanSeaNet service supported three CEPCO through the provision of supplementary satellite images: Northern Baltic Sea mini-CEPCO (July); HELCOM Agreement CEPCO North (September); and the Bonn Agreement Super-CEPCO (October).

In 2010, the CleanSeaNet User Group met twice. Two special training sessions were provided to prepare users for using CleanSeaNet second generation, attended by 71 participants. Users were introduced to the new functions and features, and took part in practical exercises using the CleanSeaNet Data Centre.

In 2010 the CleanSeaNet service developed or increased links with a variety of external organisations. Cooperation with the European Space Agency (ESA) was extended by the signing of the second Cooperation Agreement in June 2010. The GMES framework provides the Agency with operational GMES data, and, through ESA, access to further radar and optical satellite imagery during emergency situations.

Cooperation with the Institute for Protection and Security of the Citizen (IPSC) of the Joint Research Centre (JRC) was extended for one year with the signing on 1 July 2010 of a new Service Level Agreement (SLA).

EMSA also participated in the "Environmental Monitoring of the Black Sea basin: Monitoring and Information Systems for Reducing Oil Pollution (MONINFO)" project, financed by the Commission. Through this project, Georgia and Turkey were granted limited access to the CleanSeaNet service during 2010.

5.3 SUPPORTING HAZARDOUS AND NOXIOUS SUBSTANCES (HNS) MARINE POLLUTION PREPAREDNESS AND RESPONSE

When dealing with an HNS pollution incident, one of the priority requirements is the identification of the hazard and an assessment of the risk posed by a stricken vessel and its cargo and crew, to the incident response team, to the public, to the environment and to any socio-economic assets that may be affected.

The establishment of a network of experts, who can support and advise Member States during the response to a chemical spill, has been a priority for the Agency. The MAR-ICE[8] service aims to strengthen the rapid transfer of information regarding chemical substances involved in marine pollution emergencies, and address a common gap in this field identified across the EU. The 24/7 service is provided free of charge to the EU Member States and coastal EFTA States. The service has been used successfully for spill exercises and real incidents. In 2010, the service was activated twice during real incidents[9]. EMSA completed the procurement procedure for a 4-year contract for the development of datasheets of chemical substances for marine pollution response. The work will start from early 2011. Once developed, these datasheets will be made available primarily through EMSA's MAR-ICE Network to the EU Member States' and EFTA marine pollution response authorities.

In addition EMSA launched a tender to contract a 'Safe Platform Study' for the development of vessel design requirements which would enable a ship to enter and operate in hazardous environments. The focus of the study will be on whether and how existing vessels can be adapted and re-fitted in order to enable their utilisation in response operations to HNS incidents. The contract was awarded in December 2010 and the study will be completed in 2011.

5.4 COOPERATION AND COORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

5.4.1 Supporting exercises and activities of Regional Agreements where possible

With respect to Regional Agreements, the Agency provided technical support to the European Commission during relevant meetings by submitting papers, participating in discussions and also being involved in the various operational exercises organised around Europe. In view of the accession of the EU to the Bucharest Convention, the Agency also participated in relevant Black Sea Commission meetings.

The initiative of holding meetings with the Secretariats of the various Regional Agreements and the European Commission was sustained with an INTERSEC meeting hosted by the Black Sea Commission in Istanbul, Turkey, in February 2010.

5.4.2 Contributing and participating at the IMO Oil Pollution Preparedness, Response, and Cooperation Hazardous and Noxious Substances (OPRC/HNS) Technical Group as part of the European Commission delegation

Cooperation with the IMO on issues of common interest continued. The Agency regularly participates in and contributes to, as part of the European Commission delegation, meetings of the OPRC/HNS Technical Group, which is the main technical IMO forum on marine pollution preparedness and response. The Group recently identified the update of the IMO guidance document on dispersants as a priority. In this context, EMSA presented the Manual on the Applicability of Oil Spill Dispersants at the September meeting, for consideration as a basis for the revised IMO guidelines.

8 MARine Intervention in Chemical Emergencies: MAR-ICE Network is an information service for use in marine chemical emergencies, established by EMSA with the support of CEFIC (European Chemical Industry Council) and Cedre (Centre of Documentation, Research and Experimentation on Accidental Water Pollution). The MAR-ICE Network provides EU Member States and coastal EFTA countries upon request, remote product-specific information and advice on chemicals involved in marine pollution incidents.

9 ***BG Dublin***, 14 January 2010, Ireland: loss of a container in heavy seas. 31 August 2010, Sweden: drum of sodium nitrite found submerged in shallow water.

5.4.3 Consultative Technical Group for Marine Pollution Preparedness and Response

The main objective of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) is to provide at EU level a platform for Member States to contribute to the improvement of preparedness for and response to accidental and deliberate pollution from ships. The forum enables participants to exchange information, views and opinions, share best practice, and define current and future priority actions.

At the 5th meeting in October 2010, the status of ongoing priority actions and planned activities agreed for 2009-2010 was reviewed and new projects were included in the CTG MPPR Rolling Work Programme for 2010-2011. A summary of the status of CTG MPPR activities in 2010 is provided below:

1. The coordination of at-sea and shoreline pollution response is an ongoing item under the CTG Rolling Work Programme. In particular, operational links between shoreline and at-sea response authorities were presented by looking into the role of industry and port authorities within national response systems and their coordination arrangements with governmental authorities. Furthermore, oiled waste management was addressed, as were new services, products and developments in the field of response to pollution challenges.
2. A workshop was held in Lisbon in June 2010, which discussed the specific requirements of the OPRC-HNS Protocol (Protocol on Preparedness, Reponses and Co-ordination to Pollutions Incidents by Hazardous and Noxious Substances).
3. The EMPOLLEX programme aims to promote exchange of best practice between the Member States and to enhance contacts, networking and cooperation between Member States in the field of marine pollution with a view to improving national preparedness and capabilities for response. National experts from participating States are given the opportunity to travel to other EMPOLLEX countries, in order to gain or share professional experience. Five such exchanges were successfully completed in 2010. Furthermore, the EMPOLLEX Guidelines and Annexes were revised in 2010, to reflect updates to the Programme following its first 2 years of operation.

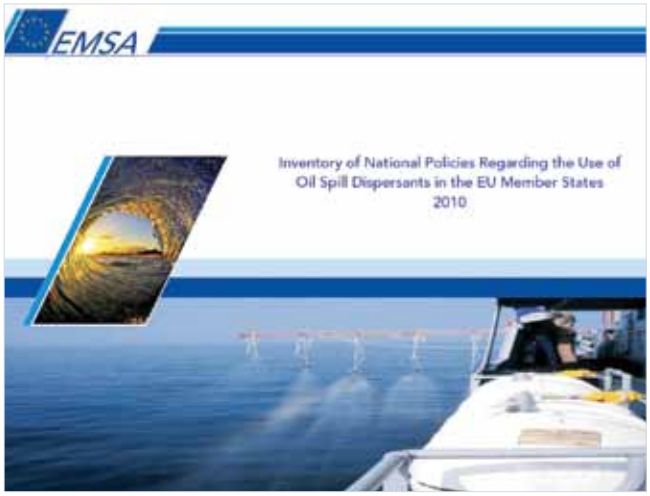
5.4.4 Developing and updating information, inventories and decision making support tools

The following tools were developed or updated in 2010:

- *EU Member States Guidelines on Claims Management*: EMSA and the Claims Management Working Group finalized these guidelines following input from workshop participants in December 2009. The Guidelines were approved in October 2010 and are now available on EMSA's general website.
- *EMSA Dispersant Usage Evaluation Tool (DUET)*: to support more informed decision-making, this tool was completed and distributed to Member States' and EFTA coastal States' Maritime Administrations in early 2010.

Two inventories were revised and now include substantially more information such as geo-referenced response equipment and supply stockpiles and EU-wide summary maps:

- *Inventory of National Policies regarding the use of oil spill dispersants in the EU Member States*: first compiled in 2005, updated in 2007 and 2010.
- *Inventory of EU Member States Policies and Operational Response Capacities for HNS Marine Pollution*: first published in 2008, revised in 2010.



The Inventory of National Policies regarding the use of oil spill dispersants in the EU Member States was revised in 2010.

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Chapter 6

Administrative structure and horizontal tasks

6.1 MANAGEMENT TEAM

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 issues of an administrative or technical nature of horizontal interest. The Executive Director is supported by the Policy Adviser and the Communication Advisor.

The topics for discussions typically include:

- monitoring the implementation of the work programme;
- setting priorities for EMSA activities;
- planning and monitoring of projects and budget allocations;
- human resources;
- preparation of the Work Programme and Annual Report;
- preparation and coordination of visits from the European Court of Auditors and Commission Internal Audit Service;
- discussing infrastructure issues;
- preparing the EMSA Administrative Board;
- preparing coordination meetings with the Commission;
- responding to external enquiries;
- announcing information of a horizontal nature that concern all staff.

In 2010 the management team focused on restructuring units within EMSA's three departments – Corporate Services, Implementation and Operations – and streamlining a number of horizontal functions in response to the growth of the Agency and in order to boost its efficiency and effectiveness. In particular, financial and procurement support and budget planning and follow-up were enhanced. In parallel, a quarterly scoreboard was set up to monitor performance throughout the year. Other services to support the day-to-day working of an organisation with more than 200 staff were set up, including centralised missions support and a document management policy.

Given the budgetary climate in which future EMSA activities are being considered and planned, the management's primary role has been to anticipate how existing resources and expertise could potentially be redeployed to face any new challenges while maintaining current services.

6.2 HUMAN RESOURCES

6.2.1 Implementation of staff development policy

Following an open call for tender for provision of training, 13 contracts were signed with various training providers. As a result, EMSA is able to offer training for its staff in the following areas: professional ICT training, languages, management and leadership skills, maritime institutional and legislative framework, audit and quality assurance, IT end user courses, personal development and oil spill and HNS preparedness and response.

In addition, a Service Level Agreement (SLA) for learning and development with the Commission services gives EMSA staff access to the training made available to Commission staff. A similar agreement is in place with the European Administrative School for management training.

As result of these provisions, the average training days per staff member in 2010 was 5.15, approaching to the target of 6 training days per staff member per year.

Specialised courses 2008-2010:

YEAR	COURSES OFFERED	PARTICIPANTS	TRAINING DAYS
2008	44	324	106
2009	74	528	123
2010	184	1047	1100

EMSA continued its language programme in 2010, offering courses in other EU languages (English, French and German). In addition, Portuguese courses continued to be offered to EMSA staff and their partners in order to facilitate integration in Portugal.

Specialised courses 2008-2010:

LANGUAGE	2008	2009	2010
Portuguese	60 (including partners)	85 (including partners)	62
English	33	42	43
French	22	29	38
German	10	8	10

Training is provided to EMSA staff on a regular basis.

6.2.2 Traineeship scheme

In 2010 the traineeship scheme, developed and implemented in 2008, went into its third year. 10 trainees from six different countries were successfully integrated into various sectors. A new call was launched for the 2011 sessions with a large number of candidates applying.

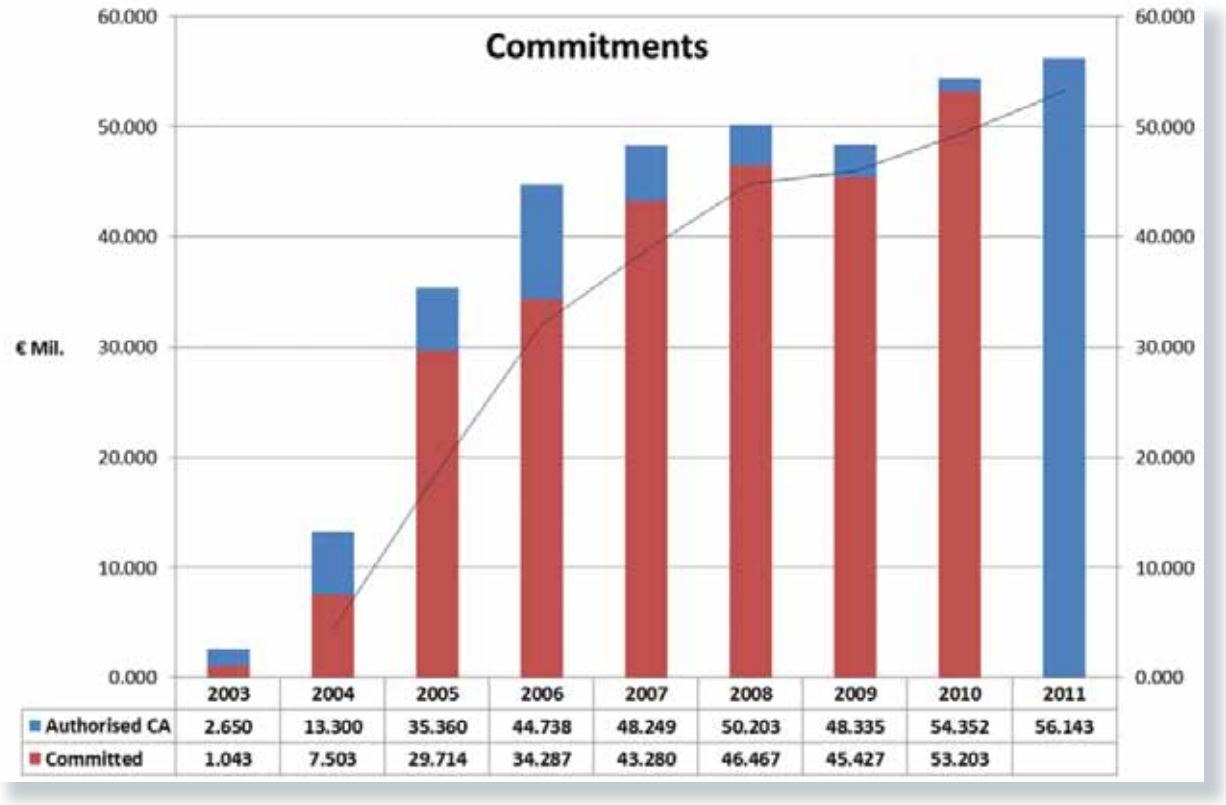
6.2.3 E-HR Management

The Agency started implementing a new E-HR tool initially developed by another EU Agency (EASA) in order to streamline HR procedures and processes. After successful data migration and introduction of a central repository of personal data in 2009, a performance appraisal module and leave management module were implemented in 2010. These two modules allow for on-line management of the whole life cycle of the processes and have therefore enhanced the efficiency of the HR services. In order to support a smooth transition from the previous processes, user guides and video tutorials were provided for managers and staff members.

6.3 LEGAL AND FINANCIAL AFFAIRS

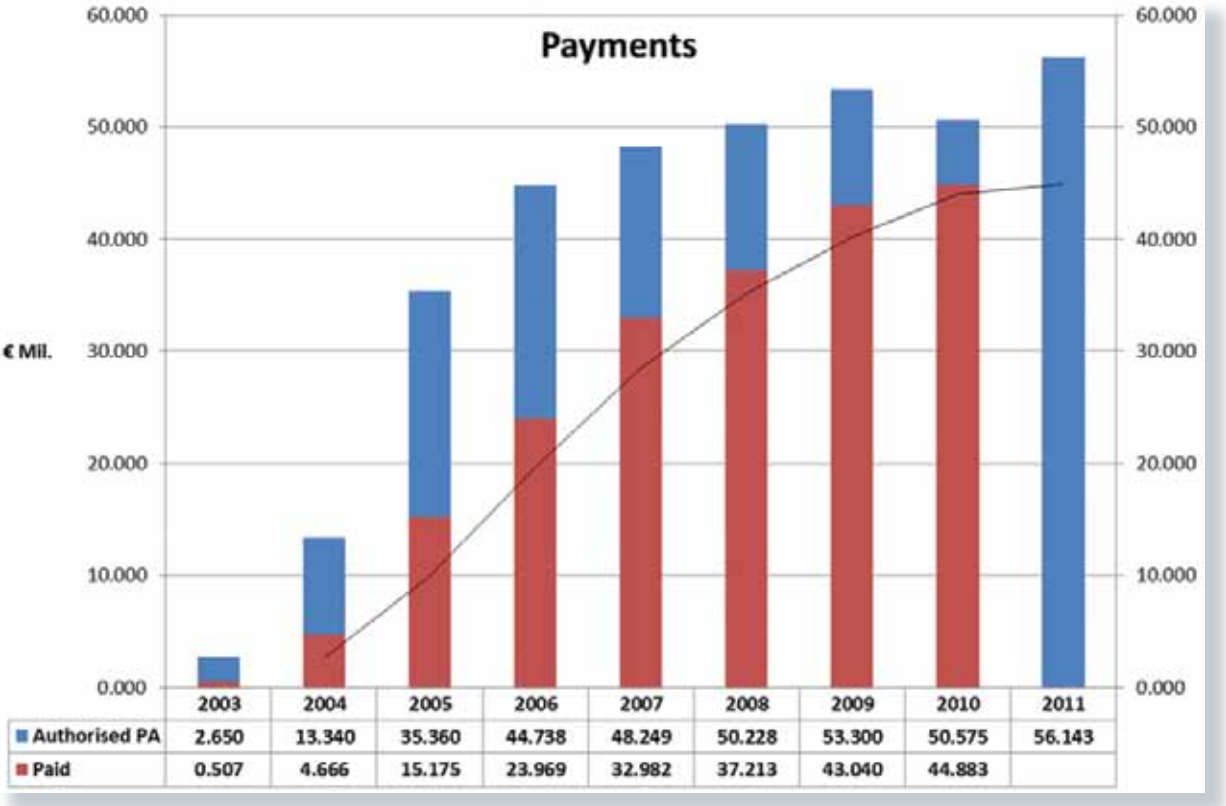
The execution of the budget is managed by the Agency on the basis of its Financial Regulation and related provisions. The European Court of Auditors verifies the compliance of the Agency annually. Its audit report serves as a basis for the annual discharge by the European Parliament.

The Legal and Financial Affairs unit carries out the mandatory ex-ante verification of all budgetary and legal commitments and payments. It further monitors and reports on budget execution and coordinates the preparation of the budget proposals of the Agency. The unit provides assistance and advice in legal and financial issues. It maintains and regularly updates the EMSA Finance Manual and the EMSA Procurement Manual and templates. In addition, the unit operates a Legal and Financial Affairs helpdesk and provides in-house training for staff. All newly appointed Authorising Officers by delegation receive initial training. A new application supporting the verification workflow was introduced in 2010 to further increase the efficiency of the Unit. In 2010, a total of over 12100 verification files and over



	2003	2004	2005	2006	2007	2008	2009	2010	2011
Authorised CA	2.650	13.300	35.360	44.738	48.249	50.203	48.335	54.352	56.143
Committed	1.043	7.503	29.714	34.287	43.280	46.467	45.427	53.203	

Budget Execution - Commitments - 2003-2010



	2003	2004	2005	2006	2007	2008	2009	2010	2011
Authorised PA	2.650	13.340	35.360	44.738	48.249	50.228	53.300	50.575	56.143
Paid	0.507	4.666	15.175	23.969	32.982	37.213	43.040	44.883	

Budget Execution - Payments - 2003-2010

1300 helpdesk calls were handled. A total of 54 procurement procedures were supported in 2010. Details concerning negotiated procedures and a posteriori commitments are provided separately in annexes 4 and 5.

Budget execution continued to improve in 2010, with the highest rate yet of 98% and 89% in commitment and payment appropriations respectively. The positive trend towards full use of the financial resources assigned to the Agency by the budgetary authority remains an important factor in discussions on the Draft Budgets for subsequent years, and is indicated in the graphs on the previous page.

6.4 INFORMATION AND COMMUNICATION TECHNOLOGY

Maritime applications are the cornerstone of some of the key services EMSA provides to its stakeholders and are extremely important for supporting the daily work of the Operational Units. In 2010, as in previous years, the range of applications offered by EMSA was developed and enhanced. Providing ICT technical expertise in the design and implementation of new projects and maintaining existing applications is a permanent task. Specific activities related to each application are summarized in the table at the end of this section.

The move to host the main maritime applications in-house also represented a major task in 2010, as well as a considerable advantage in terms of ensuring performance and availability for a growing number of users. The second generation of two applications, SafeSeaNet and CleanSeaNet, were brought in-house, the new application THETIS was launched in-house at the end of the year and work began for the future hosting of the EU LRIT CDC.

The growing portfolio of applications and related services requires an increasingly robust ICT infrastructure. A number of upgrades had to be completed in 2010 to support second generation and new applications. The infrastructure upgrades focused on ensuring high availability, scalability and resilience; enhancing server virtualisation; boosting broadband network connections for delivery of satellite images; and creating a single sign-on system.

Implementation of the long term ICT strategy underpinning these developments continued in 2010. The ICT governance structure was formalised, ICT standards were further refined, compliance with security standards was tested and critical ICT support functions were centralised. In addition, infrastructure upgrades to ensure 99.9% availability, where required, were completed and automated monitoring of critical applications and infrastructure was introduced.

While maritime applications were again the primary focus in 2010, important advances were made in the Corporate ICT Services area to support the growth of the Agency as a whole. This included the implementation of components of an e-HR application and of an Electronic Document Management System. All EMSA PCs and laptops were upgraded to Office 2010, obsolete printers and scanners were replaced, the video conference facility was upgraded and a remote secure encrypted access via the internet to the EMSA ICT infrastructure was set up.

Finally, in order to ensure the continuity of critical corporate and external services, a secondary data centre was built and tested. This state-of-the-art back-up capability will in 2011 operate from an off-site Business Continuity Facility.

6.5 COMMUNICATION

EMSA's communication activities involve a variety of tasks aimed at informing stakeholders about the Agency's tasks, role and services. The day-to-day communication activities include: continuous updates to the website and extranets; answering of external enquiries; support of EMSA workshops and events; media relations and, where relevant, issuance of press releases.

The two main institutional publications for providing transparent, detailed information about the practical aspects of EMSA's work – that is projects, resources, structure, budget, performance etc. – remain:

- the 'a priori' Work Programme, which explains the tasks of the upcoming year, and
- the 'a posteriori' Annual Report, which reports on the actual tasks carried out by the Agency during the previous year.

The contents of these publications are approved each year by the Administrative Board. Besides these institutional documents, numerous cyclical as well as one-off publications provide accessible information to a specialised or wider public. These included: a *Multi-Annual Funding Report for*

Oil Pollution Preparedness Activities published in February; the *Maritime Accident Review* released at the EU Maritime Day event in May; the *EMSA 5-Year Strategy* published in May; and new brochure on the Agency's Maritime Applications (SafeSeaNet, CleanSeaNet) entitled *'Sharing the European Vessel Traffic Image and Beyond'*.

The EMSA communication strategy was revised during 2010 to support the Agency's evolving needs.

Two 'one-off' media actions during 2010 were: a general press fact sheet about the EU's oil spill response mechanisms linked to concern in the aftermath of the Deepwater Horizon oil spill; and a series of articles and fact sheets to ensure strong coverage of the introduction of the NIR (New Inspection Regime) for Port State Control on 1 January 2011. This second initiative garnered strong support from the maritime press, and a similar exercise will be repeated for future 'launch dates' of regulatory initiatives.

The main regular publication for publicising the day-to-day activities of the agency is the EMSA monthly newsletter, released in the first few days of the month. During 2010, while the format of the publication remained unchanged, specific attention was paid to linking to ongoing procurement and recruitment procedures. The newsletter format will be revised during 2011 to embrace the technical capabilities (RSS feeds, and tagging of content) linked to the new EMSA website platform.

The website continues to be an important source of information on EMSA for both its primary stakeholders and for the general public. Considerable work was carried out during 2010 in preparation for the launch of the new EMSA website. This 'behind the scenes' work, linked to issues such as templating, design and information architecture, will be leveraged during 2011.

Finally, work was continued on developing in-house skills in print publishing. The 'internalisation' of production tasks previously outsourced, has generated time, efficiency and cost savings, not to mention higher-quality products. Work was also begun during 2010 on updating and rationalising a number of EMSA's communications databases (e.g. stakeholder contacts and photo gallery).

Communication within the Agency is supported by a number of tools, foremost amongst them the Agency intranet which disseminates key information and documents to all staff, such as the minutes of management meetings, the Executive Director's decisions and quarterly performance indicator reports. The intranet is also the repository for all internal guidelines relating to procurement and other legal and financial procedures, and is the link to the online HR services that were implemented in 2010.

Attendance remained high in 2010 for the so-called 'lunchtime meetings' at which staff are invited to present their work to colleagues. The sessions help both newcomers and established staff members to familiarize themselves with all areas of the Agency's work. A team-building event was also held in 2010.

6.6 EVENTS, FACILITIES AND PROTOCOL

Events are a useful means of introducing EMSA to the wider public. The full EMSA exhibition booth was set up for the EU Maritime Day event in Gijón, Spain in May. Developed over several years by the Commission, and hosted by the Spanish EU Presidency, the event was the largest yet of its kind, with EMSA speaking in particular on maritime surveillance topics, including satellite oil spill detection and satellite-enabled AIS tracking. In May, EMSA also participated in the First Adriatic Oil Spill Conference and Exhibition in Opatija (Croatia). The event was well attended by representatives of regional maritime administrations, private companies dealing with oil response and academics. At the end of the year, EMSA took the role as a leader of the transport cluster, comprising four agencies – ERA, EASA, the GNSS Supervisory authority, plus EMSA – at the general EU Agencies Exhibition at the European Parliament.

Meetings, workshops and training events organised by EMSA for a broad range of stakeholders also have a spin-off effect in terms of building EMSA's profile as well as cementing relationships with stakeholders. The majority of the meetings listed below take place on the Agency's premises, giving participants the opportunity to experience EMSA's headquarters and interact with its staff.

The Facilities and Logistics team is responsible for maintenance, security and cleaning of the premises, for internal and external mail handling, transport and print services. In addition to its routine tasks the team focussed in 2010 on steps to reduce the energy consumption of the building.

The Protocol between the Government of the Portuguese Republic and the European Maritime Safety Agency covers the relations between the Agency and Portugal (Seat Agreement). Management of the rights, privileges and immunities under the Protocol allows for the proper functioning of the Agency, in particular with regard to the recovery and exemption of direct and indirect taxes, and implies ongoing support to EMSA's administrative and operational units as well as its staff.

MEETINGS ORGANISED BY THE AGENCY IN 2009		
NUMBER:	**ACTIVITY:**	**PARTICIPANTS/EXPERTS:**
34 (incl. 7 port State control officers)	Training	753 (incl. 210 port State control officers)
36	Workshops and Working Groups	1170
18	Hosting	180
3	Administrative Board meetings	165

EMSA also participated in the first Adriatic Oil Spill Conference and Exhibition in Opatija (Croatia). The event was well attended by representatives of regional maritime administrations, private companies dealing with oil response and academics.

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Activity Report 2010

This section provides an overview of the activities that were carried out in 2010 pursuant to the Work Programme for the same year.

Each entry covers a distinct activity and states the actual input, output and outcome of the activity. For comparison, each entry also provides the planed input and output, i.e. the objectives and the associated human and financial resource allocations, as stated in Work Programme 2010.

Most entries also provide information on performance indicators, stating the annual targets that were set in Work Programme 2010 and the result at the end of the year. Performance indicators were developed for all external products and services provided by the Agency. Projects under development and internal activities were not included in this exercise. All indicators were monitored on a quarterly basis and the final annual results are published herewith.

2. TRAFFIC MONITORING AND INFORMATION ON SHIPS AND CARGOES

2.1 EU VESSEL TRAFFIC MONITORING

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	5,373,522	6,650,592
Payment appropriations in EUR	5,006,736	5,603,580
Staff *Types of post: Temporary Agent (AD and AST), National Seconded Expert (END) and Contract Agent (CA).*	14 AD, 5 AST, 3 END and 3 CA	17 AD, 4 AST, 2 END and 2 CA

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 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.

Objectives	Output
1. Assistance to the Commission for the implementation of Directive 2009/17/EC. 2. SafeSeaNet fully operational, including the Graphical Interface, further improvements and continued focus on data quality, fully electronic data and compliance with vessel reporting requirements. 3. Availability of the Maritime Support Services 24/7. 4. 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. 5. Integration of LRIT and AIS Data through SafeSeaNet 6. Development of general requirements for a future upgrade of the application agreed with Member States and the Commission. 7. Support to Member States to develop and maintain an AIS Master Plan, including regional cooperation. 8. Technical pilot projects in the field of maritime surveillance. 9. Pilot project for the exchange of data between SafeSeaNet and Russian Federation in the Baltic.	1. Assistance was provided to the Commission for the implementation of Directive 2002/59/EC as amended by Directive 2009/17/EC through making necessary changes to SafeSeaNet, visits to Member States to monitor implementation at national level, and technical advice and support. 2. SafeSeaNet was stable and fully operational throughout 2010, and available 99.38% of the time. The Graphical Interface was fully operational from March 2010. New releases and upgrades were tested and installed. 3. The Maritime Support Services were available 24 hours per day, 7 days per week, throughout the year. 4. With the exception of one Member State, the SafeSeaNet systems at national level fulfilled the availability requirements. Over 2,000 users in the 27 Member States, plus Norway and Iceland, were connected to the system, and made more than 4 million queries. 24 States sent reports, ship positions and identities to enable real time tracking of vessels in EU waters. Extensive training was given to users. 5. Member States with the necessary access rights to both systems were able to see LRIT information for their flag vessels displayed in the SafeSeaNet Graphical Interface. 6. Dialogue was maintained with Member States and the Commission, and agreements reached both with regard to the changes implemented in 2010 and provisions for future changes. A Road Map for SafeSeaNet developments to 2015 was agreed. 7. Regional cooperation was supported in the HELCOM region, North Sea, Mediterranean, Black Sea and North Atlantic. Service level agreements were signed with regional AIS servers in the North Sea, the Mediterranean, and the Baltic Sea. 8. Pilot projects for the integration of data (e.g. VMS, coastal radar) were established. Support was given to maritime surveillance demonstrations such as PIRASAT, in the integration of new data such as Satellite AIS. 9. The preparatory technical work to establish interoperability between SafeSeaNet and the Russian Federation's vessel traffic system was undertaken.

Key Performance Indicators (2.1)		Target 2010	Result 2010
SafeSeaNet (incl. the geographical interface STIRES)	Percentage per year availability	99	**99.38%**
	Hours maximum continuous downtime	12	**None>12h**
	Messages per year AIS*	35 million	**>1590 million***
	Messages per year HAZMAT + Port + Alert	1 million	**2,391,426**
Maritime Support Services	Average time in hrs for acknowledgment of urgent requests	<2	**0h56min**
	Average time in hrs for acknowledgment of normal requests	<8	**1h05**
SafeSeaNet	Number of requests for information to SSN	2 million	**4,045,050**

** The target was set on the basis of the minimum reporting requirement as per directive 2002/59/ec, which is 2 ais per hour per vessel. The actual reporting frequency has turned out to be much higher, with some member states reporting voluntarily every 6 minutes. In addition, there is no filtering of double reporting for some countries. The issue is being addressed.*

2.2 LRIT

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	7,508,679	6,655,111
Payment appropriations in EUR	7,508,679	5,529,910
Staff	18 AD, 8 AST, 1 END and 1 CA	16 AD, 10 AST, 1 END and 0 CA

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.

Objectives	Output
1. EU LRIT Cooperative Data Centre operational, including an appropriate hosting environment; 2. Improvement and upgrading of the system; 3. Support to Member States; 4. Quality of the service; 5. Preparation of further integration of the EU LRIT Cooperative Data Centre and SafeSeaNet.	1. EU LRIT Cooperative Data Centre operational throughout 2010 and preparations made for the transfer of the Data Centre to EMSA in 2011. 2. The system was improved and upgraded on a regular basis throughout the year. This included, for example, updates to the User Web Interface such as improved menus for Member States to be able to better monitor their ships' reporting. 3. Helpdesk support provided to Member States for the User Web Interface, and guidance notes provided to assist with ship reporting problems. 4. EU LRIT CDC system performance met all IMO requirements in 2010. 5. Member States with access to both systems can view LRIT information in the SafeSeaNet interface.

Key Performance Indicators (2.2)		Target 2010	Result 2010
System operational	Percentage per year availability of EU LRIT CDC	99	**99.91**
	Hours maximum continuous downtime of EU LRIT CDC	12	**0.2**
	Percentage per week of integrated vessels	95	**97.6**
	Percentage per week of registered vessels providing 4 mandatory messages per day	95	**78.14***
EU DC reporting performance	Percentage position reports handled within 15 minutes and polling requests handled within 30 minutes	99	**99.36**
Invoice and billing system	Percentage of invoices issued within one month of threshold	99	**98.5****
Web user interface	Percentage per year of availability to users	95	**99.91**

** This low value is mainly related to the problems with the LRIT shipborne equipment, much of which is not reacting normally due to: ocean region change which is not handled automatically by the equipment; SSAS terminals used for LRIT and transmitting with wrong MEM code; some terminals are storing data and transmitting later; busy Inmarsat C terminals due to conflict in priority of reporting (commercial correspondence has a higher priority than LRIT reporting). These issues are identified in the User Web Interface and have to be addressed by the Member States and ship owners. All Data Centres are facing similar problems with the ship borne equipment and have a similar level of reporting. Therefore this KPI might offer an indication of the performance of the whole LRIT system rather than of the EMSA/EU DC.*

*** This indicator is below target due to a delay on a single invoice in Q2.*

2.3 THETIS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,706,369	1,096,735
Payment appropriations in EUR	1,546,369	1,533,532
Staff	3 AD, 1 AST	2 AD, 2 AST, 1 END and 0 CA

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.

Objectives	Output
1. Development of the new database 'New Information System' (THETIS): testing. 2. Development of the interface with SafeSeaNet 3. Cooperation with Paris MoU and Member States to supervise, verify and validate the development of the system. 4. Training to Member States of the Paris MoU.	1. Following the successful testing of THETIS and after the final migration of data from SIRENAC and the old ROPAX database, the system was delivered fully operational on 15 December, 2010. 2. THETIS was successfully connected to SSN on 29 November 2010 and since then, data on ship calls (expected and actual) provided by the national SSN systems is available in the system. 3. All different steps of THETIS development were tested together with Paris MOU users (beta tests). 4. Four "train the trainers" sessions on the use of THETIS were organized in the second half of 2010 for 79 Paris MOU inspectors. A training version of THETIS has been available for Member States' perusal since 1 October 2010.

3. VISITS AND INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EU LEGISLATION

3.1 CLASSIFICATION SOCIETIES

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,922,925	1,923,872
Payment appropriations in EUR	1,922,925	1,860,933
Staff	9 AD, 1 AST, 2 END and 1 CA	9 AD, 2 AST, 2 END and 0 CA

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.

Objectives	Output
1. 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. 2. The methodology for inspection visits will be further refined. 3. The Agency will support the Commission in the implementation of Regulation (EC) 391/2009 and Directive 2009/15/EC.	1. 18 office inspections were carried out world-wide, plus 10 visits to ships. • EMSA commented and gave opinions to the Commission on corrective action plans received from six ROs following EMSA's inspections, to be taken into account in the assessment of those ROs by the Commission. • 13 office inspection reports were sent to the Commission as well as one visit to ship report and a report on the RMRS project BC14 on bulk carriers. 2. The methodology was further developed as an integral part of the inspection process. 3. EMSA developed and proposed to the Commission options for a system of fines introduced by the Regulation and also started work in relation to the financial and independence aspects of the ROs in relation to this system. • Participation, on behalf of the Commission, as an observer in the process of ROs setting up a new Quality Assessment and Certification Entity, which is required to be set up by the ROs under the Regulation. 4. Other: Support to the Commission in the work at the COSS Committee and in the IMO, specifically in relation to technical matters in the DE sub-committee and the development of the RO Code in the FSI sub-committee. • A technical meeting was organised with all ROs to discuss matters of common interest. • Contributed to the training of staff from Member States, accession countries and SAFEMED beneficiaries.

Key Performance Indicators (3.1)		Target 2010	Result 2010
Inspections	Number of inspections per year	16-18	**18**
	Percentage of planned inspections completed	100	**112.5**
Reports	Number of reports per year	16	**13***
*Historical Indicator***	*Number of findings per year*		*381*

** The number of reports sent in 2010 is below target because some inspections could only be carried out in Q4 to comply with the two-year inspection cycle and there was insufficient time to complete the final reports in 2010.*

***This is not an indicator of the Agency's performance. The intention is to monitor its evolution over the years, as an indicator of the performance of the inspected entities and of the need for the particular type of inspection.*

3.2 STCW

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,745,617	1,888,034
Payment appropriations in EUR	1,705,617	1,735,836
Staff	7 AD, 2 AST, 1 END and 1 CA	7 AD, 1 AST, 1 END and 1 CA

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).

Objectives	Output
1. 6-8 visits to third countries. 2. 4-6 visits to EU Member States. 3. 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).	1. Six inspection visits to third countries; six inspection reports sent to the Commission. 2. Five inspections visits to Member States; three reports sent to the Commission. 3. First phase of the STCW-IS was delivered in June 2010, one month ahead of target. Development of the second phase was started, with a view to the STCW-IS being fully operational in 2011.

Key Performance Indicators (3.2)		Target 2010	Result 2010
Inspections	Number of inspections per year	10-14	**11**
	Percentage of planned inspections completed	100	**110**
Reports	Number of reports per year	10-14	**9***
STCW Information System	Date at which Phase 1 is operational	July 2010	**June 2010**
*Historical Indicator***	*Number of findings per year*		*186*

** Due to the late conclusion of diplomatic approaches between the Commission and 3rd countries, inspections were concentrated in Q4 and final reports could not be completed in 2010.*

***This is not an indicator of the Agency's performance. The intention is to monitor its evolution over the years, as an indicator of the performance of the inspected entities and of the need for the particular type of inspection.*

3.3 IMPLEMENTATION OF PSC DIRECTIVES IN MEMBER STATES

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	641,331	317,309
Payment appropriations in EUR	641,331	308,561
Staff	2 AD, 1 END, 1 CA	2 AD

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.

Objectives	Output
1. 4-6 visits to EU Member States	2. Five follow up PSC visits were carried out at the request of the Commission

Key Performance Indicators (3.3)		Target 2010	**Result 2010**
Re-inspection visits	Number of visits per year	5	**5**
	Percentage of planned visits completed	100	**100**
Reports	Number of reports per year	5	**6**
*Historical Indicator**	*Number of findings per year*		*74*

** This is not an indicator of the Agency's performance. The intention is to monitor its evolution over the years, as an indicator of the performance of the inspected entities and of the need for the particular type of inspection.*

3.4 MARITIME SECURITY

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	714,617	600,817
Payment appropriations in EUR	714,617	576,915
Staff	3 AD and 1 AST	3 AD and 1 AST

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.

Objectives	Output
1. Upon request of the Commission, assistance for 30 inspections of EU Member States. 2. Development of a methodology for inspections with EFTA Surveillance Authority. 3. Upon request of the EFTA Surveillance Authority, assistance for inspections of Norway and Iceland. 4. Support to the Commission for the recast of Regulation (EC) 725/2004	1. 33 ship inspections, plus one national administration inspection; 36 inspection reports sent to the Commission. 2. Discussions continued on the methodology for conducting maritime security inspections. 3. 4 ship inspections; two reports sent to the EFTA Surveillance Authority. 4. The recast of Regulation (EC) 725/2004 was deferred by the Commission, so EMSA did not undertake any activities in this area.

Key Performance Indicators (3.4)		Target 2010	**Result 2010**
Inspections	Number of inspections per year	30	**38**
	Percentage of planned inspections completed	100	**126.7**
Reports	Number of reports per year	30	**38**
*Historical Indicator**	*Number of findings per year*		*93*

**This is not an indicator of the Agency's performance. The intention is to monitor its evolution over the years, as an indicator of the performance of the inspected entities and of the need for the particular type of inspection.*

3.5 MONITORING IMPLEMENTATION OF EU MARITIME LEGISLATION

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,029,514	1,189,434
Payment appropriations in EUR	1,029,514	1,188,429
Staff	5 AD, 1 AST posts and additional resources from relevant sections when and where required	6 AD and 2 AST

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.

Objectives	Output
1. 2 visits to EU Member States for Directive 2000/59/EC on Port Reception Facilities. 2. 7 visits to EU Member States for Directive 2002/59/EC on Vessel Traffic Monitoring. 3. 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. 4. Participation as an observer in the voluntary flag audit scheme carried out by IMO in EU Member States. 5. Upon request of the Commission, 2-4 visits to EU Member States to monitor the implementation of the MED mechanisms. 6. Upon request of the EFTA Surveillance Authority, assistance for inspections in the field of Port Reception Facilities to Norway and Iceland. 7. 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.	1. 3 visits to EU Member States; three reports sent to the Commission. 2. 7 visits to EU Member States; eight reports sent to the Commission. 3. 2 visits to EU Member States; two reports sent to the Commission. 4. No requests to participate were received from EU Member States. 5. 2 visits to EU Member States; one report sent to the Commission. 6. Inspection visits were requested and carried out to both Norway and Iceland; two reports sent to the EFTA Surveillance Authority. 7. No inspection visits in other fields were requested by the Commission to be carried out.

Key Performance Indicators (3.5)		Target 2010	**Result 2010**
Inspections	Number of inspections per year	17-21	**16***
	Percentage of planned inspections completed	100	**94.1**
Reports	Number of reports per year	17-21	**16**
*Historical Indicator***	*Number of findings per year*		*171*

**Visits to MS regarding their monitoring of ROs (Directives 94/57 and 2009/15) were reduced from 6-8 visits in 2010 to 2, at the Commission's request, and one less MED visit was carried out due to late agreement by the Commission. This was partly compensated by additional PRF and VTMIS visits.*
***This is not an indicator of the Agency's performance. The intention is to monitor its evolution over the years, as an indicator of the performance of the inspected entities and of the need for the particular type of inspection.*

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.

4.1 PORT STATE CONTROL

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,520,931	1,389,467
Payment appropriations in EUR	1,520,931	1,541,147
Staff	4 AD, 1 AST and 2 END	4 AD, 1 END and 1 CA

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.

Objectives	Output
1. Development of harmonized training tools for Port State Control Officers. 2. Deliver training: New Entrants Seminars and Refresher Seminars. 3. Provide training on Directive 2009/16/EC 4. Project management for the development and delivery of the Distance Learning Project. 5. Focal point of Rulecheck. 6. Keeping up-to-date official list of banned vessels. 7. Providing statistics upon request. 8. Supporting the Commission in the implementation of Directive 2009/16/EC on Port State Control. 9. Participation in certain meetings of the Paris MoU on behalf of the Commission.	1. A new Rulecheck version was introduced while development of DLP3 was pursued. 2. Two New Entrant seminars were organised (February 2010 – April 2010) and one Refresher seminar (April 2010). 3. Four "train the trainers" sessions were organized in 2010 for 79 Paris MOU inspectors on the New PSC Inspection Regime and the use of THETIS. 4. The engineering of 13 Distance Learning Modules was concluded. 5. EMSA continued to administer Rulecheck. 6. An updated list of all ships that have been refused access to Community ports has been regularly maintained and always available on the EMSA website. 7. Statistics were not only generated but also served as a basis for calculation of the Paris MoU Member States' Fair Share for the year 2011 and the average detention ratio and deficiency ratio for the company performance. 8. EMSA assisted the Commission with technical input to documents presented at COSS and the Council Shipping Working Group. 9. EMSA participated in the bi-monthly MoU Advisory Board (MAB) meetings, half yearly Technical Evaluation Group (TEG) meetings and the yearly Port State Control Committee (PSCC) meeting.

Key Performance Indicators (4.1)		Target 2010	Result 2010
Training	Number of training sessions per year	3	**7***
Attendance	Number of experts attending per year	150	**210**
Client satisfaction	Result of customer survey	positive	**90%**
Awareness campaign	Number of initiatives per year	6	**8**
	Result of feedback from MS	positive	**positive**
Rulecheck user response	Number of system errors per year	<10	**1**

** The target was based on the normal annual training load. Due to additional special training ahead of the entry into force of the New Inspection Regime, the overall training load has increased. Furthermore, normal sessions were concentrated in the first part of the year in order to make room for the special sessions as the 1 January 2011 deadline approaches.*

4.2 ACCIDENT INVESTIGATION

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	704,080	942,253
Payment appropriations in EUR	704,080	498,420
Staff	2 AD and 1 END	1 AD and 1 END

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.

Objectives	Output
1. Running and enhancing the Marine Casualty Information Platform (EMCIP). 2. Analysis of marine casualty data. 3. Supporting the setting up and functioning of a permanent cooperation framework as foreseen by Directive 2009/18/EC. 4. Supporting the Commission in the implementation of Directive 2009/18/EC. 5. Supporting Member States with processing VDR information. 6. Supporting Member States through development and promotion of training activities.	1. 21 Member States connected to EMCIP; 800 accidents reported in EMCIP on a voluntary basis by Member States; EMCIP Taxonomy amended; 2nd Service Level Agreement for maintenance and Enhancement of EMCIP signed' EMCIP User Group established; work started on formulation of draft EMCIP User Rules. 2. Preliminary work on data analysis started. Progress anticipated by end-2011 and 2012, when EMCIP data population becomes compulsory. 3. Meeting of the CTG-CMAI organised specifically to discuss and formulate rules of procedure for the Permanent Cooperation Framework. Resulting draft rules meant as a platform for submission to and endorsement by COSS in 2011. 4. Organisation of the 6th Consultative Technical Group for Cooperation in Marine Accident Investigation. 5. Contract for VDR support not renewed due to budgetary constraints. 6. 2 awareness courses on Accident Investigations and 3 EMCIP training sessions organised. 1 new "Core skills for Accident Investigators" training course also developed and delivered.

Key Performance Indicators (4.2)		Target 2010	**Result 2010**
Accident Database	Number of Member States connected	18	**23**
	Number of reports in system	500	**880**
Requests for accident reports	Percentage of requests accommodated	100	**N/A***

** No requests were received.*

4.3 TECHNICAL ASSISTANCE

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	987,851	810,846
Payment appropriations in EUR	987,851	877,242
Staff	2 AD, 1 AST, 1 END	2 AD, 1 AST, 1 END

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.

Objectives	Output
1. Up to 10 training sessions and workshops for Member States. 2. Training/Technical assistance for officials from Croatia, Turkey and the Western Balkans related to EU-legislation and EMSA activities. 3. Support the Commission in implementing the SAFEMED II Project.	1. 1 workshop and 15 training actions (incl. newcomers to the maritime administrations; Maritime Labour Convention; Third Maritime Package; ballast water management; ship security; ISM code auditing techniques; accident investigation; ro-ro pax stability). A total of 307 officials from Member States' maritime administrations were trained. 2. 11 actions including training (Maritime Labour Convention; EU maritime legislation; education and certification of seafarers; accident investigation; Third Maritime Package), expert visits (flag State implementation, PSC) and information sessions. A total number of 236 officials from IPA countries' maritime administrations were trained. 3. Specific technical assistance was provided to the Commission through continuous monitoring of SAFEMED project activities and cooperation with the implementing body (REMPEC), including participation in 3 PSC tutoring projects (Morocco, Turkey and Egypt) and organisation of 2 SAFEMED meetings at the Agency's premises in Lisbon. 100 officers from European Neighbourhood Policy attended these 5 events.

Key Performance Indicators (4.3)		Target 2010	**Result 2010**
Training for Member States	Number of Member State training sessions per year	6	**16**
	Number of Member State experts attending per year	120	**307**
Training for accession countries	Number of accession country training sessions per year	7	**11**
	Number of accession country experts attending per year	80	**236**
Client Satisfaction	Result of customer survey	positive	**positive**

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,214,743	990,258
Payment appropriations in EUR	1,214,743	1,066,473
Staff	5 AD	5 AD

OUTCOME

The Agency contributes to the safety of marine equipment and the functioning of the internal market by ensuring the technical follow-up of marine equipment, assisting the Commission, the Members States and the Notified bodies. The Agency also provides support to the follow-up of European ship safety standard legislation.

Objectives	Output
1. Monitoring of the work at IMO in the field of Ship Safety Standards and technical support to the Commission. 2. Technical support regarding passenger ship stability. 3. Assistance to the update of directive 2009/45/EC on safety rules and standards for passenger ships. 4. Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis) and to the revision of the Directive. 5. Examination of submissions under article 13 of the Marine Equipment Directive. 6. Upgrade of the MARED database. 7. Management of the alert system foreseen by the MRA signed between EU and USA.	1. Developments in IMO regularly monitored. Technical support – including technical evaluations – provided to the Commission on matters of Community competence or interest in such areas as fishing vessel safety and ISM and emerging aspects like Goal Based Standards and Arctic Navigation. 2. A second study on damage stability of ropax vessels, commissioned by EMSA, kicked off in January. Aim is to consolidate the findings of EMSA's previous study and propose remedies at European and international level. 3. EMSA provided technical support to the Commission's expert working group on passenger ship safety reviewing Directive 2009/45/EC. 4. EMSA submitted its technical input for the 7th amendment of Annex A of the MED in September 2010. 5. One new case was examined while follow up of another five pending cases was undertaken. 6. EMSA continued monitoring the functioning of the MarEd database ensuring its operability and accessibility. EMSA also continued supporting the co-ordination of Notified Bodies within the MarEd Group. 7. EMSA continued managing the alert system.

Key Performance Indicators (4.4)		Target 2010	**Result 2010**
MARED Database	percentage per year availability of MARED DB	95	**99.66**

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,306,102	757,605
Payment appropriations in EUR	1,096,102	1,199,362
Staff	2 AD, 1 AST, 1 END, 1 CA	2 AD, 1 AST, 1 END

OUTCOME

Reliable and compatible data contribute to better monitoring of the EU maritime legislation and support the Agency's tasks in using up-to-date and validated information.

Objectives	Output
1. Management of Equasis. 2. Publishing the fourth (2009) annual statistical report on the world merchant fleet in Equasis. 3. Production of statistical products, services and publications. 4. Enhancement of the MARINFO database.	1. In 2010 EQUASIS management Unit began to carry out the 5 year strategy established in 2009. Significant progress has been achieved in having Viña Del Mar as a data provider. Equasis celebrated its 10th anniversary in the IMO building in November 2010. 2. The third and fourth editions of the annual EQUASIS statistical publications were produced. A Datawarehouse was initiated to facilitate the production of statistics from EQUASIS and to expand the reporting possibilities. 3. Support for the introduction of THETIS, the New PSC Directive 2009/16/EC and for monitoring visits to five Member States. The annual meeting of the International Maritime Statistics Forum was hosted in Lisbon by EMSA. Input to a horizontal assessment study of port waste reception in selected EU ports. 4. A pilot project to calculate ship emissions on the North Sea was launched between EMSA and the Finnish Meteorological Institute. Further developments are expected in 2011. The 'MARINFO' Framework contract was renewed for the last year. In 2011 a new framework contract service will be established.

4.6 PREVENTION OF POLLUTION BY SHIPS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,681,074	1,526,902
Payment appropriations in EUR	1,681,074	1,424,839
Staff	7 AD, 1 END and 1 CA	7 AD, 1 END, 1 CA

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.

Objectives	Output
1. Port reception facilities a. Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC. b. Drafting reports with specific suggestions in the context of the wider review of the Directive. c. 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** a. 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. b. Providing reports on the implementation of Directive 2005/33/EC. c. 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. d. Providing technical assistance to the Commission for a possible EU regime to reduce greenhouse gases emissions from ships. **4. Ship recycling** a. Assisting the Commission in developing an EU wide strategy for ship dismantling. b. Assisting the Commission with negotiations at the IMO regarding the development of relevant guidelines. c. 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.	**1. Port reception facilities** a. 4 inspection visits (Bulgaria, Romania, Norway and Iceland) to monitor the implementation of the PRF Directive were carried out and the corresponding reports were drafted. b. A draft summary report on the PRF visits to Member States was produced and forwarded informally to the Commission. c. EMSA followed closely and prepared several submissions to the working groups of IMO (correspondence group on the revision of MARPOL Annex V and the related Guidelines) and ISO (working on standards for ship-board garbage segregation and port reception facilities). **2. Anti-fouling systems** No requests received. **3. Air emissions** a. The Agency participated in the Inter-service Consultation Group and provided technical opinions to the Commission throughout the preparation of the impact assessment related to the revision of Directive 2005/33/EC on marine fuels. A technical report analysing the studies on the implications of the new sulphur requirements, 0.1 % in SECA by 1 January 2015, and listing the alternatives to the use of MDO/MGO was issued in 2010. In order to foster the development of alternatives fuels, and to contribute positively to the discussion on the impact of the 0.1 % sulphur requirement for SECA from 2015, EMSA co-organised two workshops with the main industry stakeholders to identify best practises and bottlenecks in the development of LNG as fuel for ships. EMSA supported the Commission in the preparation of Decision 2010/769/EU of 30.12.2010 which approved the use of alternative methods to the use of low-sulphur fuel at berth by LNG carriers, by developing a mathematical formula and technical criteria ensuring that the equivalence requirements of Directive 1999/32 are met. EMSA also provided numerous comments on and input to the JRC project for the Commission related to the remote sensing monitoring of air emissions from ships. A pilot project in cooperation with the Finnish Meteorological Institute to improve the accuracy of the air emissions from ships and to measure the impact of air emissions regulations was successfully carried out during the year. b. Based on the national reports provided by Member States in accordance with Directive 2005/33/EC, EMSA compiled a report for the Commission assessing the situation in the Member States regarding the enforcement - including the fuel sampling of marine fuel bunker samples - of the Directive.

4.6 PREVENTION OF POLLUTION BY SHIPS *CONTINUED*

6. Horizontal

a. 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.

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

c. and d. EMSA continued to assist the Commission in the discussion related to the development and finalisation of the Energy Efficiency Design Index (EEDI). A workshop was organised to discuss the technical impact of the EEDI and to seek technical solutions to address the particular case of vessels engaged in the short sea shipping segment.

A follow-up study to the one prepared in 2009 on the EEDI was commissioned in order to continue work on ships engaged in the short sea trade; and also to explore the possibility of including more specialised vessels, such as dredgers and offshore supply vessels, in the EEDI or in an alternative system.

The first version of a modelling tool to measure the impact of the EEDI implementation was designed to assist the Commission in the discussion related to reduction of GHG from shipping.

4. Ship recycling

a. EMSA coordinated the EU submissions to the IMO Consultative Group on ship recycling and represented the Commission during the IMO Regional Ship Recycling Workshop (Thailand).

b. EMSA assisted the Commission with the finalization of the study on "green and safe" ship dismantling facilities, in which the certification of facilities is an important issue.

c. The Agency assisted the Commission by giving other technical comments and advice on proposals and studies related to the development of the EU strategy, as requested. EMSA also provided the Commission with comments for the assessment of the equivalent level of control and enforcement (Basel Convention).

5. Ballast water

EMSA Ballast Water Action programme developed in 2009 was implemented in 2010. This included:

- Hosting a workshop for MS to identify how a joint EU ballast water sampling strategy can be developed. The resulting guidance has been submitted to IMO, as a basis for global guidance for sampling for enforcement of the International Convention on the Management of Ships' Ballast Water and Sediments (2004);
- Contributing to the development of the Mediterranean Ballast Water Action Plan being developed by the Barcelona Convention/REMPEC/Globallast Partnerships;
- Developing and promoting new ballast water management guidance for shipping moving between the 4 regional seas conventions;
- Initiating work on risk assessment methodologies to develop guidance for vessels operating within the OSPAR Region. This project has been expanded to include vessel traffic between the OSPAR and HELCOM contracting parties.
- Contributing to the implementation of the 2004 Convention by providing information and support to the Commission and Member States on the issues raised in coordination such as, type approval, risk assessment and sampling, to ensure consistency between regional approaches in Europe and help Member States ratify the Convention.

6. Horizontal

a. Work continued on the identification of which provisions of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues would benefit from guidelines on how to enforce this Directive on ships calling at EU ports and the identification of practices.

4.7 LIABILITY AND COMPENSATION

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	194,949	154,893
Payment appropriations in EUR	194,949	150,519
Staff	1 AD	1 AD

OUTCOME

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

Objectives	Output
1. Support the Commission in preparing for and at discussions at IMO regarding liability and compensation issues. 2. 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.	1. Participation in Legal Committees of the IMO and in the Diplomatic Conference convened to adopt the Protocol to the HNS Convention. Participation in the work leading to the adoption of the Protocol to the HNS Convention. 2. Study on the implementation of the Directive on sanction for ship source pollution in the Member States. Development and delivery of various trainings organised by EMSA on issues related to liability and compensation.

5. POLLUTION PREPAREDNESS, DETECTION AND RESPONSE

5.1 STAND-BY OIL SPILL RESPONSE VESSEL NETWORK

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	17,667,895	15,983,899
Payment appropriations in EUR	13,898,895	12,091,196
Staff	11 AD, 2 AST and 1 CA	10 AD, 3 AST

OUTCOME

The Network of Stand-by Oil Spill Response 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.

Objectives	Output
1. Renewing or replacing the existing stand-by oil recovery contracts of 2007 for at least an additional period of 3 years. 2. Reinforcing the Vessel Network in the Eastern Mediterranean Sea. 3. Organising the participation of EMSA contracted oil recovery vessels in regional and/or national at-sea response exercises. 4. Supervising vessel and equipment maintenance as well as crew capacity to undertake the contract service, including setting up of improvement projects and equipment management system. 5. Contribute to the Mid-term Report of the Multi Annual Financing of the "anti-pollution measures" of the Agency. 6. Providing assistance and/or expertise to a Member State or the Commission in case of an incident.	1. The four contracts established in 2007 covering the Atlantic coast, Western Mediterranean, Central Mediterranean and the Aegean Sea were successfully renewed for a further (and final) 3-year period. In addition, two new arrangements entered into the operational phase of the contract as expected in mid-2010, strengthening EMSA's oil-spill response coverage in the Northern Baltic and the Western Approaches to the Channel. 2. A 4-year contract was awarded for the provision of at-sea oil recovery services in the Eastern Mediterranean Sea. 3. Twelve EMSA Stand-by Oil Spill Response Vessels participated in nine at-sea operational exercises, organised in cooperation with EU Member States and/or Regional Agreements. 4. 51 quarterly drills were performed by the vessels under contract to the Agency. Additionally, four acceptance drills for technical improvements to the Network were undertaken. 5. The Agency's contribution to the Mid-term Report for the period 2007-2009 was delivered to the Commission on schedule in October 2010. 6. EMSA provided assistance and expertise during the Deepwater Horizon platform oil spill pollution incident. EMSA closely monitored the evolution of the situation and prepared Daily Reports about the incident, which were sent to EU Member States via the MIC. In cooperation with the MIC, EMSA also provided assistance to the US by supplying specialised oil pollution response equipment (Trans-Rec 150 multi-skimmer).

Key Performance Indicators (5.1)		Target 2010	Result 2010
Anti-pollution vessel fleet	Number of contracts	13	**14**
	Geographical coverage	Black S, West/ Mid/East Med, Atlantic Fr, North S, Baltic S	**Black S, West/ Mid/East Med, Atlantic Fr, North S, Baltic S**
New vessels pre-fitting	Number of newly contracted vessels pre-fitted	2	**3**
Drills and exercises	Number of drills per year	50	**59**
	Number of operational exercises per year	10	**14**
	Number of notification exercises per year	15	**19**
Response to requests	Mobilisation time in hours	24	**24**

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	5,757,301	7,340,472
Payment appropriations in EUR	6,456,301	5,523,215
Staff	9 AD, 1 AST and 1 END	8 AD, 1 AST, 1 CA

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.

Objectives	Output
1. Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges. 2. Provide assistance to EU Member States and the Commission in case of accidental spills. 3. Enhance the CleanSeaNet service with vessel traffic information, models and oceanographic information. 4. Provide training to EU Member States on CleanSeaNet. 5. Develop and implement a new CleanSeaNet Data Centre for service continuation from 2010 onwards. 6. Organise regular meetings of the EMSA CleanSeaNet User Group, twice a year back-to-back with EGEMP meetings.	1. CleanSeaNet delivered 2,366 satellite images to Member States during 2010; a total of 1,686 possible spills were detected in the images, and alerts sent to Member States. 2. CleanSeaNet provided additional assistance for accidental spills, including the delivery of 6 SAR satellite images to cover the spill resulting from collision between the Strauss and the Francia off Italy in February, and images related to the Deepwater Horizon spill in the Gulf of Mexico in April. 3. The CleanSeaNet service has been enhanced with vessel traffic information, models and oceanographic information. 4. CleanSeaNet training was given to 22 participants in January; in November, a focused training on the second generation of CleanSeaNet was provided to 71 participants. 5. The CleanSeaNet Data Centre has been implemented and was made available to Member States in December 2010; the second generation services are being phased in gradually between December 2010 and February 2011. 6. Two CleanSeaNet User Group meetings were held in 2010, in June and in November.

Key Performance Indicators (5.2)		Target 2010	Result 2010
Satellite images	Number of images ordered and analysed per year	2,000	**2,366**
Assistance for accidental spills	Percentage response rate to assistance requests	100	**100**

5.3 HNS OPERATIONAL SUPPORT

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	413,526	310,647
Payment appropriations in EUR	493,526	297,899
Staff	2 AD and 1 AST	2 AD

OUTCOME

The Agency aims to disclose 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.

Objectives	Output
1. Maintain and evaluate the network of specialised chemical experts (MAR-ICE Network). 2. Develop chemical marine pollution response guides and other information support systems. 3. Analyse relevant and up-to-date information concerning marine HNS transport patterns in Europe.	1. The MAR-ICE Network was maintained and was activated for two HNS spills as well as for drills. 2. A procurement was launched and a 4-year framework contract was signed for response guides and information support. In addition, a procurement was launched and a contract was awarded in December for development of vessel design requirements to enter and operate in dangerous atmospheres. Completion is expected in mid-2011. 3. To the extent possible, data on bulk liquid HNS transported around Europe was acquired and subsequently evaluated. Initial indicative information for some of the factors under consideration, such as the relative quantities of different chemicals being transported, was obtained.

Key Performance Indicators (5.3)		Target 2010	Result 2010
Response to requests for assistance to MAR-ICE	Percentage of responses within 2 hrs	>75	**100**
	Percentage of responses within 4 hrs	<25	**0**
Supporting tools	Number of tools developed	3	**3**

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

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,107,396	592,801
Payment appropriations in EUR	1,097,396	452,818
Staff	2 AD, 1 AST and 1 CA	2 AD

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 disseminating best practice and exchange of information between Member States, Regional Agreements and other relevant international bodies.

Objectives	Output
1. Supporting exercises and activities of Regional Agreements where possible. 2. Coordinating activities with Regional Agreements. 3. Contributing and participating at the IMO OPRC/HNS Technical Group as part of the EC delegation. 4. Developing and implementing a rolling work programme with Member States experts in the context of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). 5. Developing and updating information, inventories and decision making support tools.	1. The Agency supported activities of the Regional Agreements. EMSA Stand-by Oil Spill Response Vessels participated in 3 regional oil spill exercises organised by the Regional Agreements. 2. EMSA participated in meetings of the Regional Agreements on behalf of the EU Commission. 3. The Agency participated in, and contributed to, the two IMO OPRC/HNS Technical Group meetings in 2010. 4. In addition to the 5th CTG MPPR meeting held in October, EMSA organised two special workshops, and continued to support the rolling work programme and the EMPOLLEX marine pollution expert exchange programme. 5. Two inventories on EU/EFTA Member States policies and preparedness for HNS pollution and the use of oil spill dispersants were updated and expanded. In addition, the software tool developed by EMSA, Dispersant Usage Evaluation Tool (DUET), was completed and distributed.

6. HORIZONTAL ACTIVITIES

6.1, 6.2, 6.3, 6.4 OVERHEAD/HORIZONTAL TASKS

HR Planned Input*	HR Actual Input
Management team/Bureau of the Executive Director: 13 AD, 7 AST and 3 CA**	Management team/Bureau of the Executive Director: 13 AD, 7 AST, 1 CA
Human resources: 1 AD, 10 AST and 1 CA posts	Human resources: 1 AD, 8 AST and 3 CA posts
Legal and financial affairs: 4 AD, 4 AST and 2 CA posts	Legal and financial affairs: 4 AD, 4 AST and 3 CA posts
Operations Support (ICT, facilities and logistics): 5 AD, 15 AST and 8 CA	Operations Support (ICT, facilities and logistics): 4 AD, 13 AST and 7 CA

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.

Objectives and output

1. **Management team/Bureau of the Executive Director**
   Work programme.
   Action Plan for Pollution Preparedness and Response.
   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.

2. **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 implementation of individual Training Plans).
   Introduction of electronic HR tools.
   Implementation and improvement of existing HR policies related to career development.

3. **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.

4. **Operations support (ICT, facilities and logistics)**
   Building 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.

** Financial resources not applicable here as already distributed across the activities.*

*** Includes the Executive Director and his staff, Heads of Department and their staff, Heads of Horizontal Units and the accountancy function.*

Key Performance Indicators (6.1, 6.2, 6.3, 6.4)		Target 2010	**Result 2010**
Establishment plan	Execution rate establishment plan	→ 100% min 94%	**98%**
Budget - commitment appropriations	Execution rate commitment appropriations	→ 100%	**98%**
Budget - payment appropriations	Execution rate payment appropriations	→ 100%	**89%**

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,132,662	1,489,908
Payment appropriations in EUR	1,132,662	1,422,552
Staff	3 AD, 3 AST and 2 CA posts	4 AD, 4 AST, 3 CA

OUTCOME

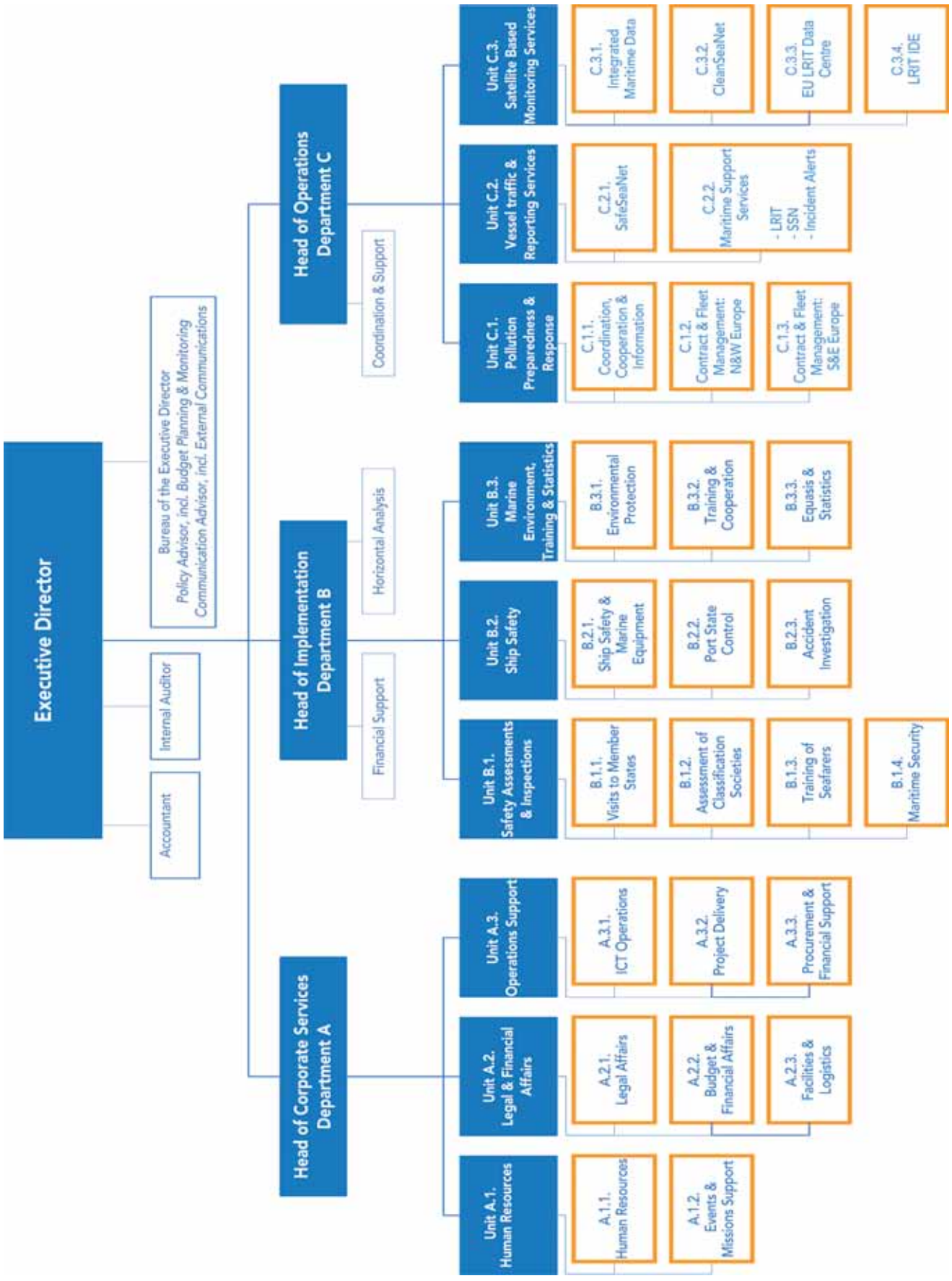
Activities should aim at giving public and interested parties objective, reliable and easily understandable information with regard to the Agency's work (Reg. 1406/2002/EC, Art. 4.2).

Objectives	Output
1. Preparing regular publications and completing/ updating brochures and leaflets. 2. Creating/updating electronic information tools (e.g. website and videos). 3. Presenting at meetings, exhibitions and conferences. 4. Dealing with protocol related issues. 5. Supporting the organisation of events/meetings in the Agency.	1. Publications: - EMSA Work Programme 2010 and Annual Report 2009 - EMSA 5-Year Strategy report - 12 monthly newsletters - EU Maritime Accident Review 2009 - Support for THETIS launch (PSC leaflets & press items) - Maritime Support Services information (SafeSeaNet leaflet, Galileo application days leaflet) - 4-year communications framework contract and tender procedure - Oil pollution response communication materials: - Quarterly training and cooperation newsletters 2. Electronic information: - Continuous updates to the EMSA website, intranet and extranet - Preparation/development of new Joomla-based EMSA website (launch in 2011) - EMSA videos: EMSA YouTube channel - Social media accounts ahead of new website launch (Twitter) 3. Event participation: - Galileo Application Days in Brussels (March 2010) - First Adriatic Oil Spill Conference in Opatia (May 2010) - EU Maritime Day Exhibition in Gijon (May 2010) 4. Ongoing management of the existing Protocol in particular regarding taxation issues. 5. 36 workshops/working groups for 1170 participants; training throughout the year for a total of 753 participants; 21 other meetings organised or hosted, including the Administrative Board meetings, for a total of 345 participants.

Key Performance Indicators (6.5)		Target 2010	**Result 2010**
Publications	Number of publications/leaflets/brochures produced per year	14	**15**
Events and meetings	Number of events organised by EMSA per year (workshops and working groups)	40	**36**
	Number of participants at EMSA events per year	1,300	**1,170**

European Maritime Safety Agency
Annexes to Annual Report 2010

ANNEX 1: ORGANISATION CHART



ANNEX 2: IMPLEMENTATION OF THE BUDGET FOR FINANCIAL YEAR 2010

BUDGET TITLE	FUND SOURCE	COMMITMENT			PAYMENT		
		CREDIT AVAILABLE	COMMITMENT	COMMITTED %	CREDIT AVAILABLE	PAYMENT REQUEST	PAID
1	C1	19,100,000	18,889,165	99%	19,100,000	18,689,920	98%
2	C1	3,578,248	3,424,538	96%	3,578,248	2,911,997	81%
3	C1	31,180,595	30,298,152	97%	27,403,809	22,779,788	83%
TOTAL	**53,858,843**	**52,611,855**	**98%**		**50,082,057**	**44,381,705**	**89%**

Budget titles: 1=Staff; 2=Administrative expenditure; 3=Operating expenditure
Fund source: C1=credits of the year
Summary of data provided by the Agency in its annual financial statement.
These accounts are drawn up on an accrual basis and are rounded.

ANNEX 3: ECONOMIC OUTURN ACCOUNT

	2010	2009
REVENUES FROM ADMINISTRATIVE OPERATIONS	110,488	120,091
OTHER OPERATING REVENUE	45,491,899	46,611,638
TOTAL OPERATING REVENUE	**45,602,387**	**46,731,729**
ADMINISTRATIVE EXPENSES	-30,714,007	-22,115,840
ALL STAFF EXPENSES	-16,652,741	-15,264,742
FIXED ASSET RELATED EXPENSES	-5,206,967	-4,132,879
OTHER ADMINISTRATIVE EXPENSES	-8,780,823	-2,718,219
OPERATIONAL EXPENSES	-19,047,267	-18,993,809
TOTAL OPERATING EXPENSES	**-49,687,799**	**-41,109,648**
SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES	-4,085,411	5,622,081
FINANCIAL REVENUES	0	0
FINANCIAL EXPENSES	-558	-20
SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES	-558	-20
ECONOMIC RESULT OF THE YEAR	**-4,085,969**	**5,622,061**

Summary of data provided by the Agency in its annual financial statement.
These accounts are drawn up on an accrual basis and are rounded.

ANNEX 4: BALANCE SHEET

	2010	2009
NON CURRENT ASSETS	29,293,788	26,145,388
INTANGIBLE FIXED ASSETS	2,076,050	1,219,998
TANGIBLE FIXED ASSETS	26,927,602	23,400,390
LONG-TERM PRE-FINANCING	290,136	1,525,000
CURRENT ASSETS	7,510,471	18,543,786
SHORT-TERM PRE-FINANCING	4,077,039	9,514,289
SHORT-TERM RECEIVABLES	591,343	752,067
CASH AND CASH EQUIVALENTS	2,915,565	8,277,430
TOTAL ASSETS	**36,877,735**	**44,689,173**
NON-CURRENT LIABILITIES	79,653	204,690
PROVISIONS FOR RISKS AND CHARGES	0	128,169
OTHER LONG-TERM LIABILITIES	79,653	76,521
CURRENT LIABILITIES	3,853,749	7,454,181
PROVISIONS FOR RISKS AND CHARGES	16,413	31,413
ACCOUNTS PAYABLE	3,837,336	7,422,768
TOTAL LIABILITIES	**3,933,401**	**7,658,871**
TOTAL NET ASSETS/LIABILITIES	**32,944,333**	**37,030,302**

Summary of data provided by the Agency in its annual financial statement.
These accounts are drawn up on an accrual basis and are rounded.

ANNEX 5: INFORMATION ON NEGOTIATED PROCEDURES

The following negotiated procedures based on articles 126(1) (a) to (g), 127(1) (a) to (d) of Commission Implementing Rules of the Financial Regulation, applicable by virtue of article 81 of EMSA Implementing Rules, were launched in 2010:

REFERENCE NUMBER	PROJECT	STATUS
NEGOTIATED PROCEDURE WITH PUBLICATION OF CONTRACT NOTICE: ART. 127(1)(A)-(D)		
NEG/01/2010	STAND-BY OIL SPILL RECOVERY SERVICES: VESSEL AVAILABILITY FOR OIL POLLUTION RESPONSE	LOT 1-AWARDED
		LOT 2-NON-AWARDED
NEGOTIATED PROCEDURE WITHOUT PUBLICATION OF CONTRACT NOTICE: ART. 126(1)(A)-(G)		
NEG/03/2010	ADDITIONAL SERVICES FOR RULECHECK	AWARDED
NEG/04/2010	ACQUISITION OF OIL CARGO TRADING DATA ANALYSIS AND MAP	AWARDED
NEG/11/2010	LICENCES FOR MDA	AWARDED
NEG/12/2010	TRAINING FOR IT	CANCELLED
NEG/13/2010	CONSULTANCY SERVICES FOR IMPROVEMENT OF I&B SYSTEM AMENDMENT OF OP/08/2008	CANCELLED
NEG/15/2010	AMENDMENT OF SPECIFIC CONTRACT OP/07/2008 LOT 1	CANCELLED
NEG/16/2010	AMENDMENT OF SERVICE CONTRACT OP/07/2008	AWARDED
NEG/19/2010	CATERING SERVICES IN IMO FOR 19TH ANNIVERSARY OF EQUASIS	AWARDED
NEG/26/2010	LICENSES FOR ACCESS TO D&B DATABASES	AWARDED
NEG/27/2010	AUDITING AND TESTING OF THETIS	CANCELLED
NEG/33/2010	SERVICES FOR USE PLATEAU	AWARDED
NEG/34/2010	PROVISION OF IP ADDRESS	AWARDED
NEG/35/2010	THETIS FUNCTIONAL TEST AUTOMATION	AWARDED
NEG/36/2010	MANAGEMENT ON SSN2, CSN2 AND THETIS	AWARDED
NEG/41/2010	ADDITIONAL SERVICES UNDER SPECIFIC CONTRACT N°1 UNDER FRAMEWORK SERVICE CONTRACT 09/EMSA/OP/07/09/LOT2/3- SSN RELATED QUALITY ASSURANCE SERVICES FOR THE YEAR 2010	AWARDED

The following table illustrates the number of contracts awarded following completion of special negotiated procedures (within the scope of articles 126(1) (a) to (g) and 127(1) (a) to (d) of COM IR) awarded in 2008, 2009 and 2010*.

TYPE OF PROCEDURE	2008	2009	2010
NEG BASED ON ART 127 IR	2	1	1
NEG BASED ON ART 126 IR	5	18	11
TOTAL	**7**	**19**	**12**

In 2010 the number of special negotiated procedures decreased significantly compared to 2009 whilst the number of contracts awarded under open procedure in 2009 and 2010 remained at the same level. Thus, the proportion of contracts awarded through special negotiated procedures decreased.

Special negotiated procedures used in 2010 were launched based on three grounds:

I. Special negotiated procedures based on Art. 126.1(b): "where, for technical or artistic reasons, or for reasons connected with the protection of exclusive rights, the contract can be awarded only to a particular economic operator".

II. Special negotiated procedures based on Art. 126 (1) (e) and (2): "for additional services and works not included in the project initially envisaged or in the initial contract but which, through unforeseen circumstances, have become necessary for the performance of the services or works, subject to the conditions set out in paragraph 2".

III. Special negotiated procedures based on Art 127 (1) (e): "for the service contracts referred to in Annex IIB to Directive 2004/18/EC (…)".

The first group included 6 special negotiated procedures (EMSA/NEG/04/2010, EMSA/NEG/11/2010, EMSA/NEG19/2010, EMSA/NEG/26/2010, EMSA/NEG/33/2010 and EMSA/NEG/34/2010). The second group included five special negotiated procedures (EMSA/NEG/03/2010, EMSA/NEG/16/2010, EMSA/NEG/35/2010, EMSA/NEG/36/2010 and EMSA/NEG/41/2010). One procedure was justified by the special nature of the services procured and was based on Annex II B of the Directive 2004/18/EC (EMSA/NEG/01/2010).

The choice of procedures in those cases was pre-determined by the nature of EMSA activities. In the case of the first group of special negotiated procedures, based on technical reasons the Agency had no other choice but to contract economic operators which are in a situation of monopoly in regard of the provision of certain services. In the case of the second group, special negotiated procedures were used due to unforeseen circumstances justifying the need for additional services. Those circumstances were mainly related to policy decisions of the Member States and Institutions.

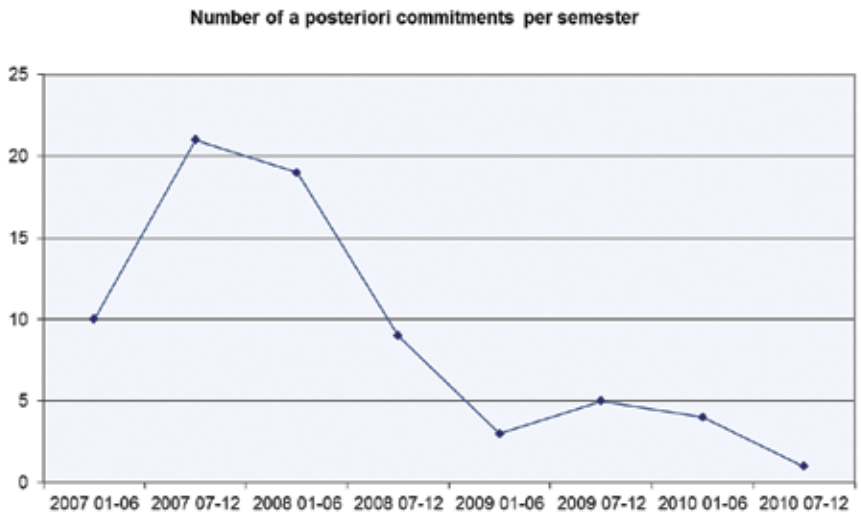
* *For the purpose of comparison, cancelled procedures and individual lots were not taken into account.*

ANNEX 6: INFORMATION ON A POSTERIORI COMMITMENTS

A commitment a posteriori is a budget commitment made after entering into a legal obligation with a third party and constitutes an infringement of the Financial Regulation. According to Article 62 (1) of the Financial Regulation the Authorising Officer must first make a budget commitment before entering into a legal obligation with third parties. The purpose of this rule is to ensure that no legal commitment is made without ensuring in advance that the related funds are reserved. The budget commitment must be made in the electronic system ABAC to be valid.

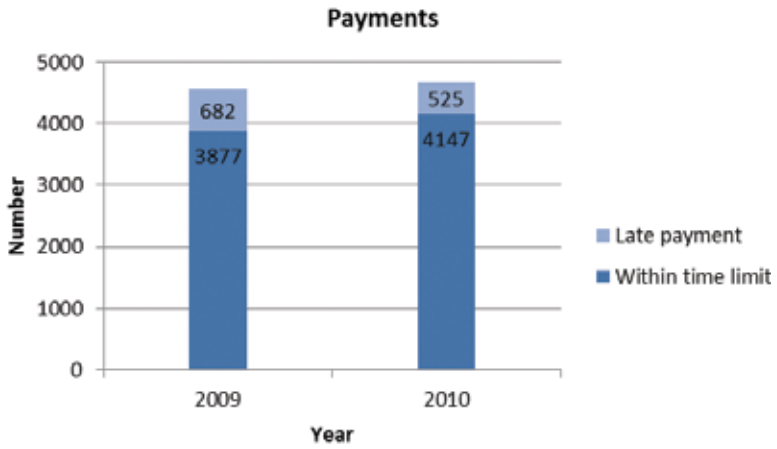
In the past a high number of commitments a posteriori occurred in the Agency. From beginning 2008 corrective measures and strengthened procedures were introduced having reduced the number of commitments a posteriori in 2010 to five concerning a total amount of 13500 € only.

The following graph shows the number of commitments a posteriori per semester during the period 2007 – 2010:



ANNEX 7: INFORMATION ON COMPLIANCE WITH TIME LIMITS AND SUSPENSION OF TIME LIMITS

As in the period 2008-2009, the compliance with time limits has improved, with the percentage of late payments decreasing from 2009 to 2010 alongside an increasing number of total payments. From 2009 to 2010, the number of payments carried out within the time limit increased from 85% to 89%, a continuation of the positive trend since 2008. The total number of payments grew from 4 559 in 2009 to 4 672 in 2010, equalling a rise of 2%, compared with an 18% increase from 2008 to 2009.



The formal suspension of time limits, whereby the Authorising Officer informs the beneficiary in writing that payment will be late for specific justified reasons, is necessary in order not to incur interest on late payments (in the case of interest above EUR 200). As a result of improved invoicing procedures, the total number of suspensions dropped by 26% from 2009 to 2010, and the share of payments decreased from 5% in 2009 to 4% in 2010. The average suspension period in both years remained stable with 50 and 51 days, respectively.

SUSPENSIONS	2009	2010
TOTAL NUMBER	**247**	**196**
AVERAGE SUSPENSION PERIOD (DAYS)	50	51
SHARE OF PAYMENTS	5%	4%

ANNEX 8: DECLARATION OF THE EXECUTIVE DIRECTOR

EMSA
European Maritime Safety Agency

Lisbon, 15th June 2011

Declaration of the Executive Director

I, the undersigned, Willem de Ruiter, Executive Director of the European Maritime Safety Agency,

In my capacity as authorising officer,

Declare that the information contained in this report gives a true and fair view.

State that I have reasonable assurance that the resources assigned to the activities described in this report have been used for their intended purpose in accordance with the principles of sound financial management, and that the control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions.

This reasonable assurance is based on my own judgment and on the information at my disposal, such as the results of the ex-ante controls, the ex-post controls, the recommendations from the European Parliament's Committee for Budgets and the lessons learnt from the reports of the Court of Auditors for the year prior to the year of this declaration.

Confirm that I am not aware of anything not reported here which could harm the interests of the Agency and the institutions in general.

7-6-2011

Willem de Ruiter

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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 Annual Reports

The Agency publishes each year a report of its activities for the previous year, including a summary of operations and financial annexes. A section detailing how activities have reflected the Work Programme for the year under review includes information on input, output and performance indicators.

www.emsa.europa.eu

EUROPEAN MARITIME SAFETY AGENCY