EMSA

European Maritime Safety Agency

Annual Report 2011

EUROPEAN MARITIME SAFETY AGENCY

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FOREWORD

FRANS VAN ROMPUY, CHAIRMAN OF THE ADMINISTRATIVE BOARD

It is the genuine right of the future generations of people that will be living on Earth to still find a planet that can offer the necessary means, in particular energy resources, fresh water and a healthy climate, to provide for a decent standard of living. Respecting that right is the duty of today's generation.

The maritime industry in my opinion has a particular and exemplary role to play in fulfilling that duty since it spans the globe and it will remain a prime tool for developing the world economy. This offers a challenging opportunity for the EU to take the lead in reaching that objective. It can do this in particular by enhancing the prevention of pollution at sea, which includes the air above it, with particular attention to saving energy and minimising any adverse impacts of shipping on climate change. Safeguarding maritime safety and security of course remains a fundamental area that needs to be continuously taken care off.

Reaching that objective calls for developing the right policies, elaborating the proper regulations to execute the policies as well as an adequate implementation and enforcement of the regulatory instruments that are put in place.

EMSA, since it was established in 2002, has grown into a mature institution that over time has proven to be capable of efficiently providing the necessary support and services to both the European Commission and the EU Members States in order to fulfill the EU leadership ambition.

The performance delivered by EMSA in 2011 demonstrates that it has indeed grown to the level of functioning that provides a solid basis for meeting the challenges ahead. I invite the reader to have a look, for comparison, at the first annual report 2003, which is easily accessible through the Agency's comprehensive well designed EMSA website, to appreciate what was achieved in a period of 9 years.

A few examples out of the impressive list of 2011 objectives that have been met by the Agency merit emphasis in light of the above considerations about the rights of future generations. The capability for marine pollution preparedness, detection and response, which has been built up over the years, is now complete and covers all the EU sea basins. A number of additional operational systems that have become available like THETIS, EMCIP and the hosting of the LRIT International Data Exchange, reflect the ability of the maritime EU to be at the forefront.

At the time of the adoption by the Administrative Board of this annual report, I was already entrusted with its Chairmanship together with Achim Wehrmann as Vice Chairman. For that reason the honor to present it to EMSA's stakeholders and the EU public at large is conferred upon me. I most appreciate the efforts of EMSA's former Executive Director Willem de Ruiter and of the entire dedicated EMSA staff for the excellent 2011 achievements. I am also grateful to the Acting Executive Director Leendert Bal for very diligently taking up, at the end of 2011, the responsibility of managing the Agency until the new Executive Director will be in office.

It is also most appropriate to express feelings of sincere gratitude to Jørgen Hammer Hansen, the previous Chairman, Serghios Serghiou, the previous Vice Chairman, and to all the members of the Administrative Board for their most valuable contribution to the results achieved by EMSA in 2011.

Frans Van Rompuy

Chairman of the Administrative Board

INTRODUCTION

LEENDERT BAL, ACTING EXECUTIVE DIRECTOR

2011 was in many ways an ordinary year, with its own set of highlights of course, such as the full deployment of THETIS on January 1 and the successful re-tendering of four out of five stand-by oil recovery vessels to boost coverage of all EU regional sea basins.

As with each year, ongoing work and enhancements were undertaken in all the Agencies' key areas of activity. EMSA continued, on behalf of the Member States and the European Commission, to carry out visits and inspections, to provide technical and scientific assistance, to support stakeholders and experts, to deliver operational maritime information systems and to operate pollution preparedness and response capabilities.

But 2011 was also an extraordinary year.

Willem de Ruiter, EMSA's captain since the Agency set sail in 2002, and one of its founding figures before that, retired in November. His legacy fortunately lies in the fact that this singular event in the life of the Agency will be remembered as a milestone and not a turning point.

In its ninth year, the level of maturity and consolidation achieved by the Agency would enable it to sustain and possibly surpass its function and reputation in the maritime sector within the EU, but also beyond.

The revision of EMSA's Founding Regulation has been a lengthy but productive process, initiated in 2011 by the Commission and bringing the Member States and the European Parliament to the negotiation table. With varying interests but unwavering commitment to the common project – quality shipping, safer seas and cleaner oceans – their debates have led in the meantime to a positive outcome.

Industry stakeholders also share this vision and their participation is essential. Their support, experience and insight have helped achieve the Agency's objectives. The organisations and companies that cooperate with or are contracted by EMSA have contributed very significantly to the capabilities and expertise that the Agency has today and is able to deploy.

The Maritime Conference held at EMSA at the end of 2011 was a remarkable gathering. Strong participation from all quarters mentioned above provided a unique opportunity for EMSA to recognise the invaluable contributions of all its stakeholders. It was also a testimony to the continued support for the Agency from a broad range of actors, and their confidence in EMSA's ability to move successfully into the future.

Leendert Bal

Acting Executive Director

STRUCTURE OF THE REPORT

This annual report is an account of the work undertaken by EMSA in 2011 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 also shows annual performance targets and results.

The financial annexes fulfil a number of financial reporting obligations and reflect 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 by a separate chapter in the Management Report:

- 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, detection and response (chapter 5).

Horizontal tasks are covered in chapters 1 and 6.

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Chapter 1

The European Maritime Safety Agency

MISSION[1]

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.

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 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.

1 Mission and objectives established by the founding Regulation (EC) 1406/2002.

ORIGIN & 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[2] and subsequent amendments have refined and enlarged its mandate.

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, the 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 traffic monitoring system, to enable the EU-wide tracking of vessels and their cargoes, and incidents on board; the EU LRIT Cooperative 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 the measures in place, and in the updating and development of new legislation. It also provides support to, and facilitates co-operation between, the Member States and disseminates best practices.

As a body of the European Union, the Agency sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the Commission and the Member States.

2 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).

1.1 ADMINISTRATIVE BOARD - GENERAL INFORMATION

Mr Jørgen Hammer Hansen as former Chairman and Mr Serghios Serghiou as former Deputy Chairman.

Newly elected Chairman and Deputy Chairman were elected - Mr Frans Van Rompuy, and Mr Achim Wehrmann.

EMSA's Administrative Board met three times in 2011.

2011 was the former Administrative Board's third year in office, with Mr Jørgen Hammer Hansen as Chairman and Mr Serghios Serghiou as Deputy Chairman. At the last Administrative Board meeting of the year, in November 2011, a new Chairman and Deputy Chairman were elected - Mr Frans Van Rompuy, and Mr Achim Wehrmann.

The Administrative Board followed the activities of the Agency throughout the year, welcoming updates on a range of topics including the organisation and follow-up of inspections and the development and launch of several operational projects and pilot-projects. The Board continued to play a fundamental role in steering the work of the Agency through the adoption of the Multi-Annual Staff Policy Plan 2012-2014 and the Work Programme for 2012 with the associated Draft Budget and Establishment Plan.

A summary of Administrative Board decisions in 2011 is provided in Annex 2.

1.2 OBJECTIVES FOR 2011

Maritime safety represents the core business of EMSA. The Agency's activities in 2011 were planned in line with its Founding Regulation and the needs expressed by the Commission and the Member States and outlined in Work Programme 2011. In summary, the main objectives were as follows:

Operational systems

- **Strengthen the role as service provider** in the field of ship traffic and ship pollution related information to the Commission, the Member States and, as required, other relevant EU bodies and Agencies.
- **Improve and update the information and monitoring systems of the Agency** in line with emerging technologies and new EU legislative requirements for maritime information sharing, to ensure the highest possible standards of continuous service for Member States and the Commission.
- Establish **in-house operation and management** of these systems. Besides SafeSeaNet, bring or develop the following systems in-house during the course of the year: the **CleanSeaNet Data Centre**, the **THETIS** database, the **EU LRIT Cooperative Data Centre**, and the **LRIT International Data Exchange**.
- Ensure the smooth transition from the old port State control regime to the **New Inspection Regime** on 1 January 2011, including 24/7 availability of **THETIS** from that date.
- During 2011, and extending into 2012, **integrate and combine** data, in accordance with existing access rights, from the range of available or potentially available sources (includes terrestrial and satellite AIS, LRIT, satellite imaging, coastal radar, ship-borne radar, vessel monitoring systems, and additional data provided by Member States, such as cargoes of dangerous

and polluting goods, other reporting formalities for ships entering EU ports and reports of accidents and incidents) through the Integrated Maritime Data Environment (IMDatE), with a view to providing combined services tailored to user needs, and also increase the usefulness of the data produced in order to address emerging areas, such as the Commission **initiatives on Short Sea Shipping and e-Maritime**[3].

- Support compulsory population by Member States of the European Marine Casualty Information Platform (**EMCIP**), the accident investigation platform and marine accident database developed by EMSA in view of obligations under Directive 2009/18/EC relating to Accident Investigation, for transposition by June 2011. This replaces the voluntary system that applied since EMCIP was rolled out in 2009.
- Complete the second phase of the Standards of Training, Certification & Watchkeeping **(STCW) Information System**, bringing it into full operation to provide updated data on EU maritime education and training institutions and programmes, certification schemes, numbers of students and graduates as well as numerical information on the certificates of competency and endorsements of recognition issued by EU maritime administrations. The aim is to provide reliable statistical information on the availability of EU certified seafarers.

All in-house operational systems are monitored 24/7 by the Maritime Support Services at EMSA headquarters in Lisbon. This ensures high levels of system availability and performance, and also provides non-stop helpdesk services to users across the Member States.

Pollution preparedness and response

- Make full use of the financial envelope made available by the multi annual framework to maintain the **Network of Stand-by Oil Spill Response Vessels**. Renew or replace with similar arrangements the significant number of expiring contracts with a view to keeping the availability of oil spill response capacity in seas surrounding the European Union at the same level.

Technical and scientific assistance

- Continue to support the Commission and the Member States in various fields related to the **prevention of pollution from ships**, including in the on-going debates on the regulation of greenhouse gas emissions, ships' fuels, including alternative fuels, ship recycling and ships' waste reception facilities and ballast water management.
- Provide **technical assistance** to the Commission and the Member States, not only within the European context but also in relation to the EU's participation in international maritime fora like the IMO, notably with the conclusion of a study on the specific damage stability parameters of Ro-Ro passenger vessels according to SOLAS 2009, including water on deck calculation.

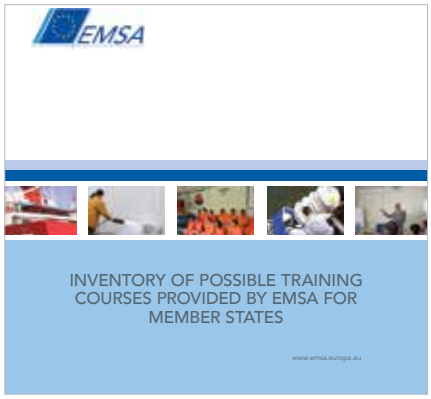
3 The European Commission promotes Short Sea Shipping to support intra-European movement of freight by sea (http://ec.europa.eu/transport/maritime/short_sea_shipping_en.htm). The e-Maritime initiative aims to foster the use of information and communication technologies in the maritime transport sector (http://ec.europa.eu/transport/maritime/e-maritime_en.htm).

EMSA's visits and inspections continued to be one of the core activities of the Agency.

- Continue to update and develop the **harmonised training and tools for port State control** Officers, also in the light of strengths and weaknesses that emerge in relation to the New Inspection Regime.

Visits and inspections

- Carry out **visits and inspections** to monitor the implementation of the EU acquis in the field of maritime safety, security and the prevention of pollution by ships.
- Carry out **horizontal analyses** of series of inspection reports, as requested by the Commission and the Member States, in order to reach horizontal conclusions, identify best practices, lessons to be learnt and potential improvements to current legislation.



The Agency's inventory of trainings is currently available on the EMSA website.

Supporting stakeholders and experts

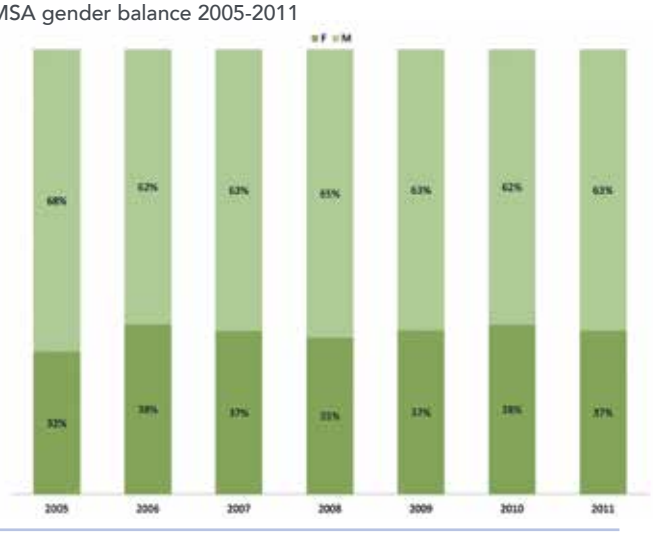
- Continue to provide training in a range of areas, maintaining the same level as in 2010 given the financial resources available, but bearing in mind new tasks emerging from the adoption of the **third maritime package**[4] and the new EU legislation in place for Recognised Organisations, Accident Investigation and port State control, and additional needs expressed by Member States to support implementation at national level.

The chapters that follow provide a detailed narrative report of work undertaken in 2011 in order to meet the objectives highlighted above and carry out the full range of tasks assigned to the Agency.

1.3 EMSA'S STAFF IN 2011

Recruitment remained an important activity for Human Resources in 2011. The target was to implement an establishment plan totalling 208 statutory posts, an additional 8 posts compared to 2010. At the end of the year an occupancy rate of 95% was achieved. The contract agents and seconded national experts also working at the Agency brought the total number of staff in 2011 to 237.

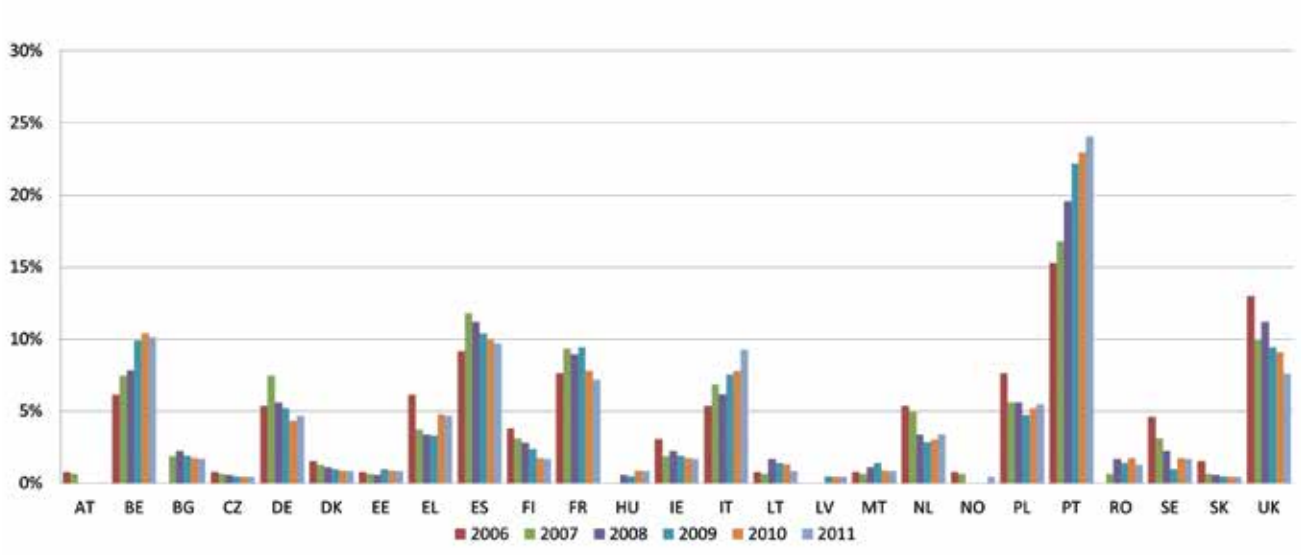
EMSA gender balance 2005-2011



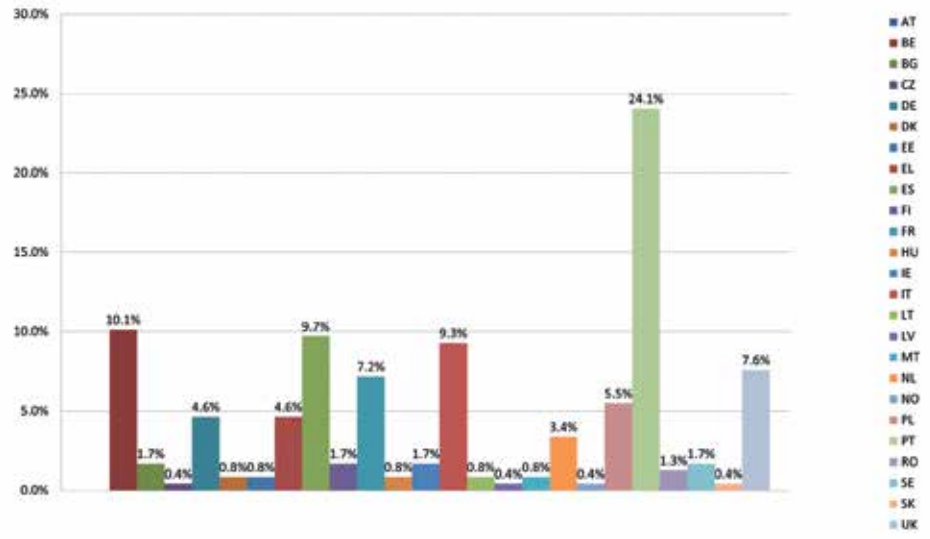
4 The package includes two Regulations and six Directives to be transposed between November 2010 and January 2012.

The number of different nationalities employed at EMSA in 2011 was 24. The graphs that follow show the evolution of the distribution between nationalities since 2006, and a close up of the distribution in 2011.

EMSA staff by nationality 2006-2011



EMSA staff by nationality 2011



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Chapter 2

Traffic monitoring and information on ships and hazardous cargoes

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:

- gather and provide information about ships and hazardous cargo movements around EU waters (SafeSeaNet);
- monitor the position of EU ships worldwide (EU LRIT Cooperative Data Centre);

The Agency is also developing the interface and links between the different systems, in order to offer maximum added value to the Agency's stakeholders by:

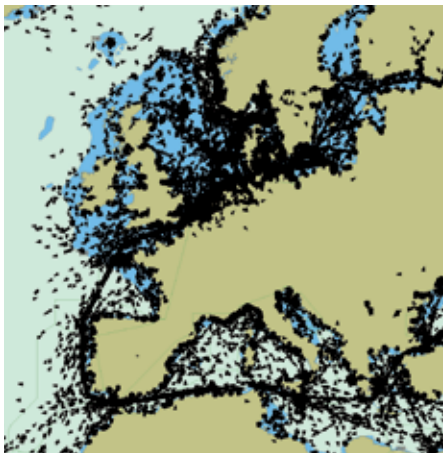
- enhancing interoperability between the existing EMSA monitoring and tracking systems, with a view to providing comprehensive information on ship positions, dangerous cargoes, pollution and other key data to users via a single interface (the Integrated Maritime Data Environment IMDatE);
- developing pilot projects to address the need for an enhanced maritime situational awareness on the part of Member State authorities (including projects such as Blue Belt, MARSURV and VMS synergies).

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

2.1.1 SAFESEANET

Directive 2002/59/EC adopted by the Parliament and the Council on 27 June 2002 (as amended by Directives 2009/17/EC and 2011/15/EC) established a Community vessel traffic monitoring and information system 'with a view to enhancing the safety and 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'. EMSA was entrusted with the task of setting up and operating the new vessel traffic monitoring and information system, SafeSeaNet.



All vessel traffic in EU waters is traced on SafeSeaNet's map-based interface. Each icon (black triangle) resprents a single ship and is a link to multiple layers of information, from expected arrival times to notifications on hazardous cargoes.

SafeSeaNet functioned well throughout 2011, and the central system was available 99.28% of the time. A number of new releases and upgrades to the system were tested and installed, thereby improving the performance and the usability of the central system. Over 2,000 users sent reports to and made requests of the system; in total more than 8 million queries were made. SafeSeaNet allowed the real-time tracking of the approximately 17,000 ships which transit in EU waters on a daily basis, through the exchange of more than 5 million ship position reports per day.

The deployment in 2011 of the new version of SafeSeaNet allowed the exchange of Ship Call information (pre-arrival, arrival and departure) with THETIS, the information system for port State control. EMSA also supported the Member States to perform commissioning tests to assess the compliance of national SafeSeaNet systems with the new requirements. By the end of 2011, all Member States had passed the commissioning tests and only one was not providing the new required messages.

EMSA supported Member States and the Commission continually, through meetings, visits, training and technical tests. EMSA held two general workshops on SafeSeaNet and a number of other meetings to address specific issues. Technical and implementation issues were addressed during an Incident Reports[5] working group which proposed several improvements for the operational use of the incident reporting in SafeSeaNet. In particular, the development of an improved distribution module for incident reports was achieved, and significant progress was made on the definition of the new Incident Report message and guidelines. The working group on the SafeSeaNet Interface Functionalities and Control Document (IFCD) completed a first full draft of the document to be discussed at the High Level Steering Group. This document will constitute the high level definition of functionalities, rules for access and security, performance, and operational standards for the SafeSeaNet system implementing Directive 2002/59/EC as amended. EMSA also provided training to 110 Member States' representatives on the system requirements and on how to make best use of the functionalities offered through SafeSeaNet Version 2.

5 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).

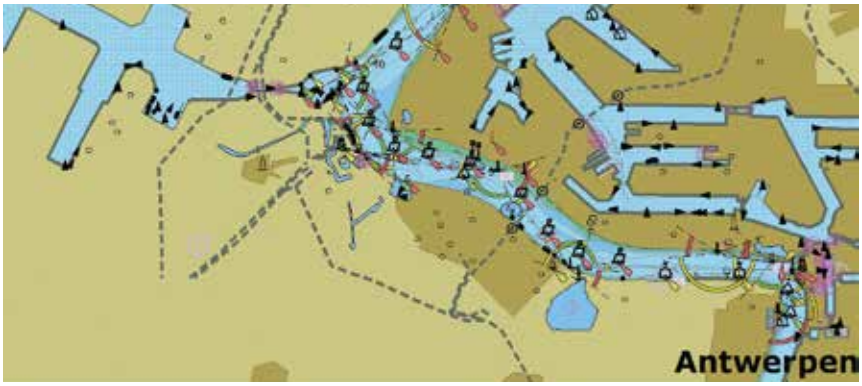
The implementation of waste and security messages through SafeSeaNet will provide ports with more vessel information to monitor traffic and plan reception.

EMSA started facilitating the definition of business rules and requirements for the waste and security messages that will be implemented in SafeSeaNet in early 2015, a requirement deriving from Directive 2010/65/EC on reporting formalities. Three meetings of the Security sub-group of the MARSEC Committee (chaired by the Commission) and a first meeting of the Waste expert working group were held.

A pilot project to assess the usefulness of streaming SafeSeaNet data to Member States took place with the cooperation of Poland, Norway, the Netherlands and Latvia, enabling them to integrate SSN data into their national applications. EMSA was able to provide the streamed data, and participating States were able to receive it and integrate it in their national applications without any significant problems. The pilot project successfully tested the technical capacity to shift from a request response mechanism to a push mechanism for transmitting SSN data to Member States. The participating Member States requested to maintain the pilot service over 2012 to allow for further testing at national level.

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. During 2011 work was undertaken to draft a Memorandum of Understanding between the Commission and the Russian Federation authorities.

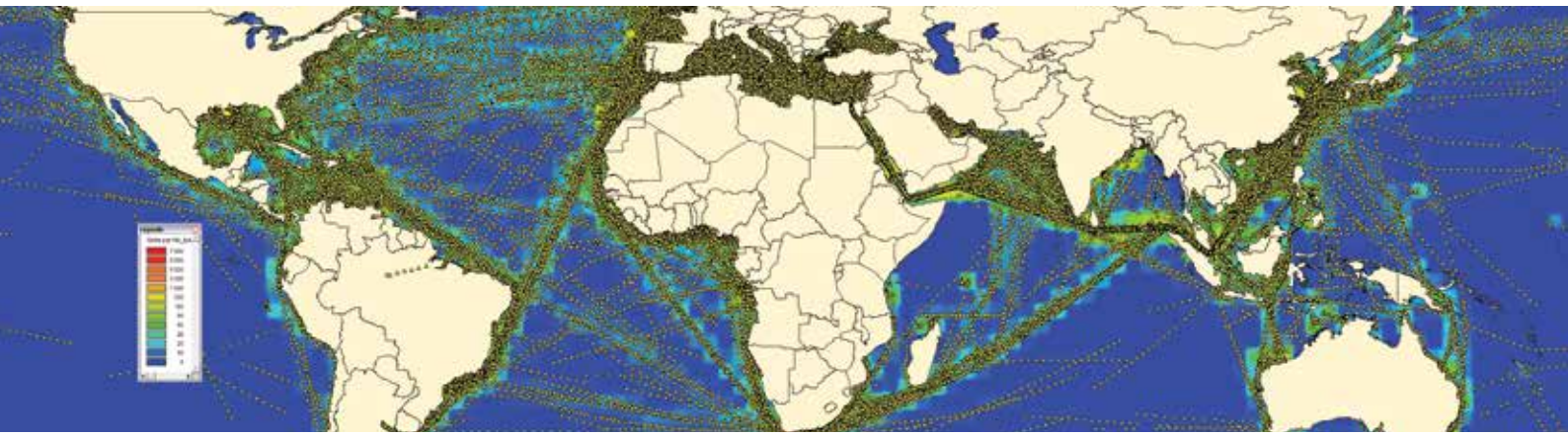


2.1.2 LONG RANGE IDENTIFICATION AND TRACKING (LRIT)

EMSA operates one of the biggest LRIT Data Centres in the international LRIT system. The **EU LRIT Cooperative Data Centre** (EU LRIT CDC) receives data from over 30 participating States (EU Member States, overseas territories and other participating countries), and tracks around 9,000 vessels. The most recent country to join as a new user was Croatia, in early 2011.

The EU LRIT CDC was successfully transferred from the contractor's premises to EMSA in Lisbon during the course of the year. This included the transfer of knowledge on the monitoring, network, databases, hardware, and software used for the CDC. EMSA took over full operation of the system in November 2011, with minimal impact on the system and on the quality and availability of the service. All components of the EU LRIT CDC, including the ship database and the Invoicing and Billing system, were regularly improved and updated throughout the year. This included updates on the User Web Interface to assist Member States with their ship LRIT reporting. It also involved testing and implementing XML interfaces for those Member States wishing to have streamed data. Finally, the single sign-on functionality was developed to allow users to log into all applications (the EU LRIT CDC and other EMSA managed systems) with one single login.

Since October 2011, EMSA also hosts the **LRIT International Data Exchange**. The LRIT-IDE is the central module of the LRIT network, connecting and ensuring exchange of information between all LRIT Data Centres worldwide. The production environment of the IDE was successfully switched over from the US Coast Guard to EMSA in October 2011. 67 Data Centres worldwide (covering 110 Contracting Governments) currently use the IDE hosted at EMSA. The backup Disaster Recovery site remains with the US Coast Guard. During the first three months of operations at EMSA, the IDE processed on average one message every two seconds, and had 100% availability.



Worlwide LRIT vessel tracks over one week.

2.2 INTEGRATED MARITIME DATA ENVIRONMENT (IMDATE)

The objective of the Integrated Maritime Data Environment is to develop an interoperable data exchange which brings together the existing EMSA monitoring and tracking systems that are used for maritime safety, security and protection of the marine environment (SafeSeaNet, CleanSeaNet, the EU LRIT CDC and THETIS[6]), and also other external systems (e.g. satellite AIS). Through IMDatE, comprehensive information on ship positions, dangerous cargoes, pollution and other key data can in future potentially be made available to users

6 For more information on THETIS and CleanSeaNet, see Chapters 4 and 5 respectively.

via a single interface. In conformity with existing access rights, a user entitled to view various EMSA applications could have access to all of the systems on the same geographical background via a single interface connection. This would assist considerably in improving the situational awareness of Member States, and could also contribute to improving the cost effectiveness of maritime traffic monitoring operations. The implementation of the Integrated Maritime Data Environment (IMDatE) started in 2011 with the analysis and design phase of the technical infrastructure.

In addition to defining the technical basis for combining maritime data from the different EMSA applications, the design of common services - such as a single user management registry, a vessel information service and unique geo-referenced data – was also considered. A number of important design milestones for the technical infrastructure were concluded. In the second half of the year the analysis of the Value Added Service requirements, taking into account specific user needs from within the maritime transport community, was begun.

2.3 MARITIME SURVEILLANCE ACTIVITIES

In dialogue with various user communities, EMSA has been developing pilot projects to address the need for enhanced maritime situational awareness on the part of Member State authorities. These activities were a particular focus in 2011, and significant advances were made in exploring both the advantages and limitations of combining different forms of data and presenting information in different formats and interfaces, in strict accordance with existing user access rights.

It has been recognised that the information processed and managed by EMSA is of benefit to a wide range of actors in the maritime field, and the Agency has cooperated not only with Member State authorities, but also with other organisations such as the European Fisheries Control Agency (EFCA), the European Union Naval Force (EUNAVFOR) and the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union (FRONTEX).

The Blue Belt pilot project started activities in May 2011.

The **SafeSeaNet/VMS synergies pilot project** was launched to test, with the participating countries, the added value of enriching VMS[7] position reports for fishing vessels with AIS data from SafeSeaNet, thereby providing a near real time tracking picture.

Based on agreements made with EU Custom Authorities and the European Shipowners association, the **Blue Belt pilot project** was operational from May 2011. The purpose of the project was to promote and to facilitate Short Sea Shipping in the European Union by exploring ways to reduce the administrative

7 EU fishing vessels are already equipped with Vessel Monitoring System (VMS) transmitters which send transmissions enabling vessels to be monitored by Fisheries Monitoring Centres (FMCs) of the Member States.

burden for intra-Community trade. More specifically, the project enabled Customs Authorities to access information, for selected ships participating in the project, related to ship identification details, ship voyage information (e.g. details of previous and next port of call), and the track of the ship's movements. The pilot was scheduled to last until November 2011; however participants recently decided to extend the pilot phase until March 2012.

MarSurv service debut.

In April 2011 EMSA launched the **MARSURV-1** integrated maritime data service based upon the operational requirements of the EU Naval Forces (EUNAVFOR). The service assists EUNAVFOR in its counter-piracy mission, Operation ATALANTA, off the coast of Somalia. Maritime information (based predominantly on LRIT data) is combined with other vessel-related and risk information to produce an enhanced maritime 'white picture'. This helps the participating EUNAVFOR navies to monitor the merchant fleet transiting vessels the area and to protect vessels of the World Food Programme (WFP).

In 2011, as the result of an invitation to support the FRONTEX-led 'Operation INDALO 2011', EMSA also developed the **MARSURV-2** maritime surveillance interface. The principal aims of the project were to detect and intercept illegal immigration between North Africa (Morocco/Algeria) and Spain, and to detect illegal oil discharges by vessels. The MARSURV-2 interface provides a user friendly operational tool which fuses satellite images with a range of relevant data such as AIS and nautical maps, giving maritime traffic information and logging incidents at sea.

With regard to **satellite AIS**, EMSA and the European Space Agency (ESA) continued to cooperate during 2011 to explore the possibility of establishing a European space-based AIS system with global coverage. In addition, both entities initiated activities to implement and deploy the joint Satellite AIS Data Processing Centre (DPC). EMSA also successfully processed and displayed data received from the Norwegian satellite AISSat-1 through SafeSeaNet.

2.4 MARITIME SUPPORT SERVICES

Through the Maritime Support Services, users of EMSA's vessel traffic monitoring and surveillance systems (such as SafeSeaNet, the EU LRIT Cooperative Data Centre, the LRIT International Data Exchange and CleanSeaNet) benefitted from a 24 hours a day, 7 days a week helpdesk to support the exchange of maritime information. More than 2,000 helpdesk requests were managed during the year (of which more than 85% were resolved without escalation to other EMSA services). The requests were primarily for assistance on technical issues related to the applications, but also included a variety of other requests such as updating contact information or advice on how to find particular information in ship databases.

The Maritime Support Services also provided a 24/7 monitoring service for the maritime applications hosted in EMSA, thereby facilitating early incident management and the maintenance of availability and performance standards.

The Maritime Support Services was available as the first point of contact for all Member States and the Commission to request emergency assistance from EMSA. The Agency's pollution response capacities (which include the stand-by oil spill response vessel service, satellite imagery, and expertise) were activated six times, and specific incident monitoring (e.g. ship grounding, fishing vessel collision) was requested on four occasions.

The Maritime Support Services control room at EMSA headquarters in Lisbon.

The quality of the data and services offered by SafeSeaNet, the EU LRIT CDC and CleanSeaNet was improved over the course of the year by recurrent checks on the input from contractors and Member States' data providers, reporting, and following-up with corrective measures. For example, the number of missing port notifications (information on arrivals at EU ports) in the SafeSeaNet system was reduced from 7% in the second semester of 2010 to 2% in the second semester of 2011 thanks to the cooperation between the Maritime Support Services and the Member States to identify and address ports which were not reporting. Equally important, checks on SafeSeaNet and active follow-up of missing data allowed a reduction in the missing hazmat notifications from 23% to 8% over the same period, thereby improving the quality of data available at any time in the EU system to prevent accidents and support response.

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 maritime education, training and certification 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:

- opening an infringement procedure against a Member State;
- imposing fines and penalties against Recognised Organisations for serious or repeated shortcomings, or ultimately to limit the scope of or withdraw recognition; or
- withdrawing recognition of third countries' maritime education, training, and certification systems.

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

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

This on-going 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 and maintain Recognised Organisation (RO) status, these societies must comply with quality standards at all times and fulfil EU recognition criteria laid down in Regulation (EC) No. 391/2009. EMSA assists the Commission in the important task of monitoring the fulfilment of those criteria.

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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 13 inspection visits were carried out to six of the 12 ROs. Inspections targeted ROs' Head Offices, regional, field and site offices.

Newbuilding activities continued to be the focus for 2011, 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 also included.

Following requests to the Commission for recognition by two Classification Societies, namely the Bulgarian Register of Shipping and the Croatian Register of Shipping, EMSA carried out a further three office inspections to provide input to the Commission for its assessments of their applications.

In addition, two visits to ships were undertaken in 2011, whereby EMSA attended the vessel with the relevant RO for the purpose of monitoring the work of the RO on board. Both visits were to examine the quality of the survey work carried out by the RO in relation to the retroactive implementation of the structural fire protection requirements on board Ro-Ro passenger ships built before 25 May 1980 that came into force on 1 October 2010.

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 2011, EMSA provided comments and opinions on corrective action plans submitted by four ROs in respect of ten individual inspections.

Regulation (EC) No. 391/2009 required the ROs to set up and maintain a Quality Assessment and Certification Entity (QACE). For this purpose, QACE and the ROs held a number of meetings in which EMSA participated as observer.

EMSA also started a programme of verifications of the legal, corporate and financial information provided by ROs against the provisions of Regulation (EC) No. 391/2009, carrying out two such verifications in 2011.

EMSA continued to give technical support to the Commission and Member States during various international and European meetings, where issues relating to ROs were on the agenda. In particular, EMSA supported the Commission in the discussions within the IMO on the development of the RO Code.

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.

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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.

The number of inspections carried out by EMSA increased for the third year running. In addition, the Commission was provided with evaluations of the responses to the Commission's initial or follow-up assessments from nine non-EU countries and two EU Member States. EMSA also started providing opinions to the Commission on the corrective action plans submitted by the inspected Administrations, with one such opinion submitted in 2011. All of these tasks were undertaken within existing resources.

Following the adoption of the Manila amendments to the STCW Convention in 2010, EMSA has been supporting the Commission in the preparation of a new Directive to replace Directive 2008/106/EC to give effect to the STCW amendments across the EU.

3.2.1INSPECTION OF MARITIME EDUCATION SYSTEMS IN THIRD COUNTRIES

EMSA provides assistance to the Commission by inspecting the maritime education, training and certification systems in third countries to collect information regarding the implementation of the STCW Convention. The inspections are carried out in third countries either following a notification to the Commission by a Member State of its intention to recognise a third 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 2011, nine inspection visits were completed to the following countries: Brazil, Chile, Cuba, India, Indonesia, Jamaica, Myanmar, Senegal and Vietnam.

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 maritime education, training and certification systems against Directive 2008/106/EC. Five such inspections were completed in 2011, including to Norway, the first to an EFTA State. Taking into account the visits in previous years, 25 EU and EFTA Member States had been inspected by the end of 2011.

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, among others, 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 first phase of the STCW Information System was completed in June 2010 and brought 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. This information is now available to the general public. The development of the second phase, to gather information on certificates and endorsements issued by the Member States to seafarers in order to monitor the EU maritime labour market, was completed in November 2011 and the system is now fully operational. The EU Maritime Administrations are now starting to provide data on the number of certificates and endorsements of recognition issued, which will allow EMSA to analyse and produce statistics on the workforce available to the EU fleet.

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

EMSA officers monitoring implementation of PSC Directive in Member States.

At the request of the Commission, the Agency carried out preparatory work with a view to gathering the necessary information to substantiate the programme of visits to monitor the overall functioning of the provisions of the Directive 2009/16/EC. The visits to Member States are scheduled for 2012.

Data collected in 2011 was processed with the aim of providing the Commission with input to examine the fulfilment of commitments by the overall Community as well as by each Member State, with a view to assessing the proper functioning of Directive 2009/16/EC and identification of potential areas for revision.

Assisting the European Commission in the monitoring of the application of Regulation (EC) No.725/2004.

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 2011 with EMSA providing technical assistance to the Commission for 33 individual ship inspections and nine Member State administration inspections. In respect of its assistance to the EFTA Surveillance Authority, during 2011 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.

In October 2011, a new Working Agreement was signed between EMSA and the Commission whereby the scope of EMSA's technical assistance was clarified and updated to improve the use of both EMSA's and the Commission's resources. The Commission inspections from October onwards (12 in total) were carried out based on the new Agreement and included revised reporting arrangements to the Commission linked to the six-week deadline for the Commission to submit its report to the inspected Member State.

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 five 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 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, Directive 96/98/EC on marine equipment and Directives 2009/45/EC and 98/41/EC, focussing in particular on the registration of persons on board passenger ships.

The visits in respect of the Directives 2009/45/EC and 98/41/EC were planned to start in 2011[8].

8 The first visit was prepared accordingly but had to be postponed due to adverse weather conditions at sea preventing ships from sailing.

3.5.1 PORT RECEPTION FACILITIES

The short programme of additional visits to EU Member States in respect of the requirements of Directive 2000/59/EC, to collect further information from some Member States, was completed in 2011, with two such visits focussing on the implementation of the Directive by those responsible authorities not covered by the first visits and on the operational procedures applied by a selection of different ports and marinas.

3.5.2 VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEMS (VTMIS)

In 2011, EMSA continued visits to Member States in respect of Directive 2002/59/EC, with seven such visits being undertaken. Preparatory work was also undertaken to expand the scope of these visits to include the amendments introduced by Directive 2009/17/EC, starting in 2012.

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 continued 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 in 2011.

3.5.4 MARINE EQUIPMENT

In 2011, EMSA continued its 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. Three such visits were carried out.

3.5.5 REGISTRATION OF PERSONS ON BOARD PASSENGER SHIPS

Following a request from the Commission, EMSA started planning visits to selected Member States in respect of passenger ship safety, focussing on Directives 2009/45/EC and 98/41/EC and in particular the registration of persons sailing on board passenger ships. The first such visit initially prepared for December 2011 was postponed until 2012.

3.6 HORIZONTAL ANALYSIS AND ADDED VALUE OF INSPECTIONS

TYPE OF INSPECTION	NO. OF INSPECTIONS
Classification Societies	16
plus visits to ships	2[9]
Training of Seafarers (STCW)	14
Maritime Security - Assistance to Commission and EFTA Surveillance Authority inspections	46
Port Reception Facilities	2
Vessel Traffic Monitoring and Information Systems	7
Monitoring of Member States' fulfilment of obligations in respect of Recognised Organisations	2
Marine Equipment	3

9 "Visits to ships" were not programmed into the regular inspection cycle in 2011 and are therefore not counted towards the inspection performance reported in the relevant Activity Report (Section 2).

Inspection reports, when analysed horizontally, can identify "best practices" or general problems in implementation and lead to recommendations on how to improve legislation. Upon the request of the Commission, and based on an agreed methodology and report structure, the Agency analyses interim or full sets of inspection reports, providing in each horizontal analysis an overview of findings, an analysis of causal factors and problems, and proposals for ways forward.

The pilot horizontal analysis on Port Reception Facilities was followed up in 2011 by the transfer of detailed information and data analysis to the Commission and a workshop with Member State experts. Two preliminary horizontal analyses were carried out in 2011 and each completed by a report: one on the Vessel Traffic Monitoring and Information System (Directive 2002/59/EC), and one on the Minimum Level of Training of Seafarers (Directive 2008/106/EC). Each preliminary analysis was followed by a workshop to present and further discuss results with Member State experts. A more detailed horizontal analysis on the Vessel Traffic Monitoring and Information System (Directive 2002/59/EC) was initiated at the end of the year, taking into account further inspections conducted, recent developments and up-dated monitoring data.

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 legislation and contributions to IMO; 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; and it centralises and makes available to Member States technical information that could not be gathered by one single country.

A new version of RuleCheck, the dedicated software for helping Port State Control officers, was released on 1 January 2011. The release coincided with the the launch of the New Inspection Regime for Port State Control. Developed for EMSA by the Korean Register of Shipping, version 4.0 of RuleCheck encompasses the update of the IMO/ILO Conventions as well as documents and procedures for Port State Control officers within the Paris MoU.

4.1 PORT STATE CONTROL

4.1.1 TRAINING

In order to facilitate harmonization and standardization of the knowledge and proficiency of port State control officers in the Paris MoU region, EMSA continued providing PSC-focused training tools such as seminars, distance learning modules and RuleCheck support.

In 2011, in cooperation with the Paris MoU, the Agency provided three training seminars for experienced port State control officers and a further three sessions for new entrant inspectors, counting 246 participants in total.

The Distance Learning Programme was made available in May, after the completion of 13 modules which are supported by the Maritime Knowledge Centre system. This electronic platform is hosted by the Agency and serves as the reference e-learning tool for port State control officers of the Paris MoU. The system also provides Member States with the means to monitor the Professional Development Scheme and assess the competence of their inspectors.

EMSA steps in with e-learning thanks to its Distance Learning Package.

RuleCheck, both in its offline and online versions, was updated by incorporating new content and revising existing functionalities. The Agency completed the procurement procedure to ensure that the system will be further maintained and enhanced over the period 2011-2014. The new contract will help enhance the system's capacity to make it easier and quicker for port State control officers to access relevant legislative instruments and inspection procedures to be applied on board and for ensuring harmonized inspection reports.

4.1.2 INFORMATION SYSTEM ON PORT STATE CONTROL (THETIS)

The Agency completed the deployment of the information system by the end of 2010, anticipating the provisions of Directive 2009/16/EC on port State control, which were effective from 1 January 2011.

Since its deployment, THETIS has been fully operational and has supported both ship call and inspection information. With an average flow of 12,000 ship notifications received daily through its interface with SafeSeaNet, the system has provided port State control officers with the necessary targeting elements to select ships for inspection. THETIS also ensures a level playing field for ships by attributing a ship risk profile to them, determining the respective intervals between inspections and the scope of the inspections.

With more than 19,000 inspections carried out in 2011 within the Paris MoU region, THETIS has proven to be a reliable reporting tool as well as an inspection information exchange system for Member States and has become pivotal for daily PSC operations throughout the region.

THETIS training for Expert Group.

During its first year of functioning, THETIS served 1,600 users among the 27 Paris MoU Member States. The Agency established a dedicated helpdesk to assist users with technical and functional issues. Two meetings of the THETIS Expert Group were organised by EMSA for the Paris MoU Member States to exchange knowledge and share skills gained over the period since the system became operational. Both the comments received by the helpdesk and the recommendations agreed by the THETIS Expert Group were compiled with a view to continuously enhancing the system.

THETIS also supports the ro-ro ferry Directive 99/35/EC and Regulation 391/2009/EC on Recognised Organisations. Via hyperlinks to Equasis and to the ship survey reports of the EU-Recognised Organisations, THETIS makes an inbound-outbound flow of public and private inspection information available to the port State control officers of the Paris MoU.

4.1.3 IMPLEMENTATION ISSUES

Since 1 January 2011, the information system THETIS supports both Directive 2009/16/EC on port State control and Directive 99/35/EC on ro-ro ferries and high-speed passenger crafts.

Information on inspections, detentions, prevention of operation and refusal of access was available through a link to THETIS on the EMSA public website. Additionally, an annual report on the application of the banning measure was prepared for the Commission.

EMSA represented and assisted the Commission in all Paris MOU meetings, and actively contributed to the work of the various subsidiary task forces. In particular, it provided input to ensure that the implementation of the Paris MoU procedures is aligned with the provisions of Directive 2009/16/EC.

EMSA organised the 8th Consultative Technical Group for Cooperation in Marine Accident Investigation (CTG CMAI) in June 2011, a few days before the entry into force of Directive 2009/18/EC on Accident Investigation.

4.2 ACCIDENT INVESTIGATION

EMSA organised the 8th Consultative Technical Group for Cooperation in Marine Accident Investigation (CTG CMAI) in June 2011, a few days before the entry into force of Directive 2009/18/EC on Accident Investigation. Commission regulations dealing with the Permanent Cooperation Framework, pursuant to Article 10 of the Directive and the Common Methodology for investigating marine casualties and incidents pursuant to Article 5 (4) to the Directive were also adopted in 2011.

Following the Commission's decision to start the assessment of implementation of the Directive 2009/18/EC, the draft-methodology and pre-visit questionnaire for conducting inspection visits were developed within the framework of the 'Policy for visits to Member States' as adopted by the Administrative Board of EMSA.

The European Maritime Casualty Information Platform (EMCIP) developed by the Agency to allow EU Member States to report and share relevant investigative data concerning marine casualties and incidents was managed for its second full year. EMCIP, which is used by 24 Member States and contains more than 1450 reports, will provide an overview of the marine casualties and incidents reported by Member States.

Dedicated training sessions were organised during the year with the aim of supporting the mandatory use of EMCIP since 17 June 2011, in accordance with Directive 2009/18/EC. Conversion rules for the transfer of casualty data from EMCIP to the IMO Global Integrated Shipping Information System (GISIS) Casualty Module were developed by the Agency, and discussed and approved by the EMCIP User Group. Finally EMCIP Notification rules to avoid reporting duplication and reduce Member State work were developed by the Agency, and discussed and approved by the CTG CMAI meeting.

EMSA provided two five-day "Core Skills for Accident Investigators" courses in 2011 to assist Member States with training. Following on from the Marine Accident Investigation Training Package Study commissioned by EMSA and completed in 2009, and related work in EMSA in 2010, development of an in-depth analysis and proposal for future training activities for Member States' accident investigative bodies was commenced in 2011. As part of the SAFEMED II project EMSA developed and provided, in cooperation with REMPEC, a two-day seminar on accident investigation to representatives of non-EU Mediterranean countries.

A scheme setting up a pool of investigators for Member States' investigative bodies to call upon in exceptional circumstances was developed for discussion at the 8th CTG CMAI meeting and submitted to the EMSA Administrative Board. It was finally agreed to postpone the implementation of the pool of investigators until Accident Investigation bodies in EU Member States had been formed and Permanent Cooperation Framework prescribed by the Directive was functioning.

4.3 TECHNICAL ASSISTANCE - TRAINING AND COOPERATION

In 2011 EMSA continued to organise training activities for Member States on the EU maritime legislation in order to increase knowledge and awareness of solutions found, benefiting maritime safety, security and prevention of and response to marine pollution by ships.

On 23 September, pedestrians on the Lisbon riverfront became curious as to why a group of adults in suits were 'playing' with buckets of water collected from the Tagus. The exercise was part of an EMSA-organised workshop entitled 'Ballast Water Management (Sampling for Compliance)'. The development of guidelines for sampling is a key part of EMSA's Ballast Water Action Programme.

Technical assistance was also provided to candidate and potential candidate countries under the Instrument for Pre-Accession (IPA) project in order to support the process of approximation of national legislation to the EU maritime safety acquis.

The training portfolio was further developed in 2011 to include a training session on flag State implementation and a practical training on PSC sampling for the Ballast Water Management Convention, which can also be used for beneficiaries other than EU/EEA Member States and IPA countries (e.g. European Neighbouring Policy countries). Topics and training methods were revised throughout the year on the basis of feedback from the participants and advice from Member State representatives taking part in the Consultative Network on Technical Assistance (CNTA).

Support was also provided to the Commission for the implementation of the SAFEMED project.

Four quarterly newsletters on EMSA's activities in the area of technical assistance were published on the EMSA website.

Summary of technical assistance actions:

MEMBER STATES:	**1 workshop** and **14 training actions**: training for newcomers on EU maritime legislation (3); ISM Code "auditing techniques" (2); core skills for accident investigators (2); liability and compensation for maritime claims; Maritime Labour Convention; PSC sampling for the Ballast Water Management (BWM) Convention; Flag State Implementation; ISPS – Ship security (2); Compliance methods in relation to directive 2005/33/EC. A total of **349** persons from Member States' maritime administrations were trained.
CANDIDATE AND POTENTIAL CANDIDATE COUNTRIES:	**6 training actions**: PSC and flag State – Montenegro; EU maritime legislation for newcomers; PSC – Albania; marine equipment directive (MED) – Turkey; ISPS Code; LRIT meeting. In total **118** persons from candidate and potential candidate (IPA) countries' maritime administrations were trained.
SPECIFIC TECHNICAL ASSISTANCE TO THE COMMISSION:	- continuous monitoring of the SAFEMED project activities and cooperation with the implementing body (REMPEC). - organisation of two SAFEMED sessions on PSC and accident investigation at the Agency's premises. - participation in a training course on Flag State Implementation at the WMU. A total of **45** officers from the region concerned attended the above training sessions.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

4.4.1 SHIP SAFETY STANDARDS

In 2011, the Agency contributed actively, at both European and international levels, to work related to various ship safety technical issues such as ro-ro passenger ship stability, passenger ships in domestic services and ISM.

The Agency notably continued to monitor technical developments in IMO concerning ship safety standards and marine equipment. EMSA contributed to EU activities within IMO through technical evaluations of IMO submissions, technical assistance in the preparation of submissions to IMO, and participation in IMO meetings (DE and SLF) on behalf or in support of the Commission and the Member States.

EMSA also provided significant support for the preparation of the submissions to IMO as regards the International Safety Management Code (ISM) and its implementing rules.

Information and input were provided to the Commission regarding the revision of passenger ship safety legislation.

Work undertaken in the second study for the specific damage stability parameters of ro-ro passenger vessels according to SOLAS 2009, including water on deck calculation, was concluded. The deliverables were presented to EMSA on time to contribute to the debates of the relevant IMO Sub-Committee. New exchanges were initiated with the various stakeholders, notably through participation in related research projects.

EMSA also ensured the follow-up of on-going work within the IMO working group on "Polar navigation" and the drafting of a "Polar code", participating in technical meetings and exchanges at the request of the Commission.

4.4.2 MARINE EQUIPMENT

As foreseen, EMSA provided technical assistance to the Commission for monitoring of the Marine Equipment Directive (MED).

Technical support for drafting the 7th Amendment of the MED was provided. The work of the technical experts was supervised and the appropriate documents were submitted to the experts' meeting.

The Agency also ensured the follow-up of the work of the MARED Technical Secretariat for Notified Bodies, participating in meetings and providing support to stakeholders. EMSA provided support for the issuing of the MarED "Approved Draft Recommendations" (interpretations of the applicable standards and conformity procedures produced for a uniform and safe implementation of the said MED). These were finalised and submitted to the Commission and the Member States for their approval through the COSS.

EMSA continued to ensure management of the MARED database of approved equipment. The contracts for the database management and the MarED technical secretariat were renewed accordingly. As requested, the availability of the MARED database was maintained at 99% and its electronic platform was used for the yearly update of the MED.

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

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

Equasis celebrated its 10th anniversary in 2011.

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.

The Equasis website was significantly enhanced in 2011, with the creation of the "My Equasis" section. Users can now customize part of their interaction with Equasis, particularly to record favourite ships and companies and to receive notifications when they change status. In addition, Equasis now publishes "key indicators" to provide users with common facts to evaluate a ship or a company.

The Equasis annual statistics were completed in March, through an almost fully automatized production process, and published in May.

Apart from a growing range of internal requests for maritime information and statistics, the Agency responded to several requests from the Commission regarding, for example, an assessment of the volumes of Short Sea Shipping in European waters and the effects of the EEDI (Energy Efficiency Design Index) on an updated world fleet profile and the implications of the potential use of the waiver in the EEDI.

The SafeSeaNet High Level Steering Group agreed that historical AIS data could be used for calculating ships' air emissions in the EU sea area. This allows for a continuation of the pilot project initiated in 2010, to co-operate with the Finnish Meteorological Institute to make more detailed and accurate assessments of various ship-generated air emissions.

Ensuring the continuity and improvement of the internal 'Marinfo' database, fed by commercial providers, was a major effort and all six contracts were signed before the end of the year. The new contracts may be used over a four-year period.

4.6 PREVENTION OF POLLUTION BY SHIPS

4.6.1 PORT RECEPTION FACILITIES (PRF)

The main task in relation to port waste reception facilities has been the preparatory work in relation to the planned revision of Directive 2000/59/EC. EMSA provided relevant input for potential amendments to the current Directive following the in-depth Horizontal Assessment and a dedicated workshop with Member States and industry. Suggestions concerning the functioning of a future common monitoring and information system for ships' waste as well as on the categorisation of waste types in Annex II of the Directive may serve as additional input for this process. In addition EMSA continued work in relation to the process of implementing the waste notification message under Directive 2000/59/EC through SafeSeaNet (as provided by Directive 2010/65/EU on reporting formalities for ships).

4.6.2 AIR EMISSIONS

Assistance to the Commission in relation to the proposal for a revised sulphur directive (Directive 1999/32/EC, as amended by 2005/33/EC) has largely centred on alternative compliance methods. In particular, EMSA provided assistance in relation to the use of scrubbers and the introduction of LNG as fuel for ships, through a series of technical inputs and in-house studies, but also through involvement in several European projects on the use of LNG as fuel.

In the field of greenhouse gases the emphasis during 2011 has been on the Energy Efficiency Design Index (EEDI) which was approved by the IMO during the year. EMSA also concluded its second study on test and trials of the EEDI, the results of which were discussed during a workshop to explore potential solutions for ro-ro / ro-pax ships.

Technical assistance to the Commission focused on the availability of measures to reduce greenhouse gas emissions from existing ships. A report on the possible operative measures for existing ships was presented to the Commission. Finally, EMSA actively participated in the discussion and preparatory work organised by the Commission regarding the potential development of regional market based measures.

A study on the potential of biofuels in shipping was conducted, the outcome of which will be relevant for the on-going development of a European strategy for alternative fuels.

In addition, the Agency contributed to ongoing activities at international level on Black Carbon, including participation in the related IMO BLG (Bulk Liquids and Gasses Sub-Committee) correspondence group.

4.6.3 SHIP RECYCLING

EMSA engaged actively with the Commission throughout 2011 in view of finalising the proposal for a Regulation on Ship Recycling. Input was provided on numerous issues including: background information on international safety criteria; the role of Recognized Organisations; developing an adequate assessment and inspection regime of ship recycling facilities in third countries; and organising a workshop for Member States.

4.6.4 BALLAST WATER

The main output in relation to ballast water management was the development of guidelines for Sampling for Enforcement, which is a key part of the EMSA Ballast Water Action Programme. On behalf of the Commission, EMSA led an IMO correspondence group on ballast water, which prepared guidelines during 2011, to be presented to IMO in early 2012.

Besides this, EMSA contributed significantly to the development of the Mediterranean Ballast Water Action Plan being developed by the Barcelona Convention/REMPEC/GloBallast Partnerships, and to the first compliance, monitoring and enforcement training with respect to the BWM Convention organised for the MED States in Croatia. The Agency also contributed to the OSPAR Ballast Water Programme for the North East Atlantic.

In addition to the above-mentioned tasks, EMSA took part in the activities of the Commission-led working group on Invasive Alien Species.

4.7 LIABILITY AND COMPENSATION

In 2011 the Agency submitted two studies to the Commission as requested. The first one focused on the implementation in practice by courts and other authorities of Directive 2005/35/EC as amended, on ship source pollution and the introduction of penalties; and the second addressed questions related to liability and compensation in the specific context of places of refuge. The first dedicated liability and compensation training for Member States was delivered.

Chapter 5

Pollution preparedness, detection and response

INTRODUCTION

Popcorn is often used to simulate an oil spill at sea.

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 additional response capacity through:

- 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 Agency also disseminates information tools and conducts cooperative activities to support all the relevant Coastal States, as well as the Regional Agreements in the field of pollution preparedness and response.

5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

The Network of Stand-by Oil Spill Response Vessels, which provides an at-sea oil recovery service to assist coastal States responding to large scale incidents has been built up and maintained through annual procurement procedures since 2005.

The main purpose of the service is to ensure the availability of commercial vessels (for example bunker and product tankers) to carry out at-sea oil recovery services following a request for assistance from a coastal State. Such vessels are 'pre-fitted' and certified for oil recovery operations by an appropriate Classification Society (Recognised Organisations in accordance with Directive 94/57/EC as amended). Following a spill, and the associated request for assistance from an affected State, a vessel ceases its normal commercial activities and is transformed rapidly into a fully operational oil spill response vessel.

Mindful of the principle of 'subsidiarity' and the roles and responsibilities of Member States, the purpose of the Network of Stand-By Oil Spill Response Vessels is to 'top-up' the national response capacity of an affected Member State. The service is channelled to requesting states through the Monitoring and Information Centre (MIC)[10] of the Commission in Brussels, and is provided on the basis that it:

- is a 'reserve for disasters' to assist Member States responding to an incident beyond national capabilities;
- remains under the operational command of the affected Member State;
- is cost efficient;
- utilises 'state of the art' at-sea oil recovery technology.

10 The Monitoring and Information Centre (MIC) is the heart of the Community Mechanism for Civil Protection. It is operated by DG Humanitarian Aid & Civil Protection (DG ECHO) of the European Commission and is accessible 24 hours a day. It plays a key coordination role during emergencies.

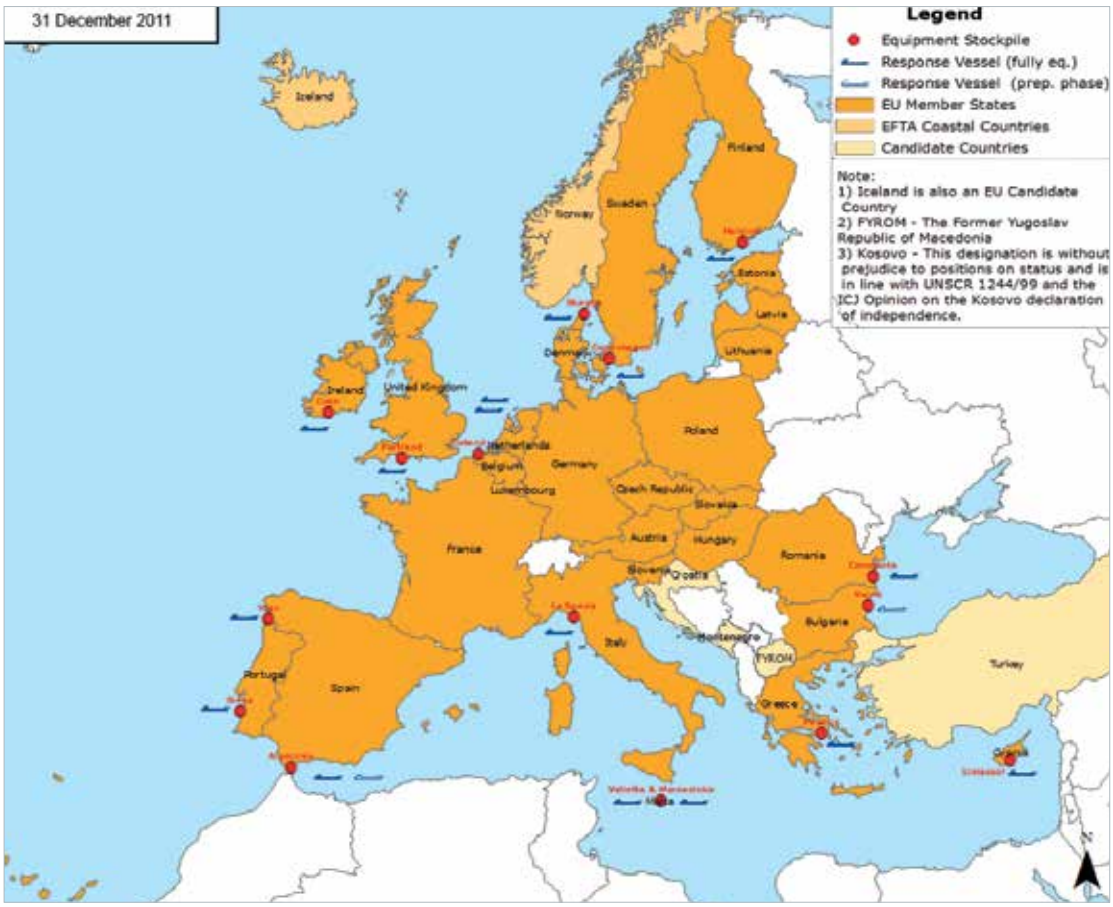
In 2011, there were three main activities in relation to the Network:

- Bringing into operation the vessel contracted at the end of 2010;
- Securing replacement capacity for expiring contracts in the Southern Baltic and Central Mediterranean and establishing new capacity for the West Mediterranean and Black Sea areas through a public procurement procedure;
- Determining if the contracts established in 2008, one for the Atlantic Coast, one for the Black Sea and one for the North Sea, should be renewed for an additional (and final) 3-year period.

5.1.1 OVERVIEW OF THE VESSEL NETWORK

At the end of 2011, the Agency maintained contracts for 16 fully equipped Stand-by Oil Spill Response Vessels, available upon request to assist coastal States in oil spill recovery operations. The average storage capacity for recovered oil of the EMSA contracted vessels is 3,200 m^3.

The Network provides at-sea oil recovery services from vessels based in all the regional seas of Europe. It should be noted that all vessels are at the disposal of all Member States regardless of their actual area of operation. The map below shows the distribution of vessels and equipment stockpiles around Europe. More technical and operational specifications of all the contracted services are available on the EMSA website www.emsa.europa.eu.



In accordance with the Agency's 2011 Work Programme, a procurement procedure was launched covering five different geographical areas (lots):

- The Southern Baltic Sea;
- Bay of Biscay;
- Western Mediterranean Sea;
- Central Mediterranean Sea; and
- Black Sea.

Following the procedure, contracts for response capacity were awarded for all geographical areas except the Bay of Biscay.

The vessel *Alexandria*, contracted at the end of 2010 from Petronav Ship Management for the Eastern Mediterranean area, successfully completed the Preparatory Phase and entered the stand-by phase during 2011. The vessel was modified and equipped, and the crew trained for their pollution response task. The *Alexandria* has an impressive storage capacity of 7,458 m³ and transports oil between Haifa and Cyprus mainly for its own bunkering vessels. The pollution response equipment will be permanently stored on board.

In 2011, two vessels under contract with the Agency were replaced. Following a preparatory phase, the vessels *Balluta Bay* and *Aegis I* (back-up vessel of *Aktea OSRV*) were brought into operational service, replacing the response capacity provided by the *Mistra Bay* and the *Aegis* respectively.

Coordination between the various stakeholders of the network strengthens proper implementation. For this reason a Vessel Network User Group was set up in 2011, with EMSA providing the secretariat. The aim of the user group is to strengthen the existing communication among the end users of the stand-by network, to facilitate the exchange of improvement proposals and make proposals on technical and operational issues related to the network. The user group meets once a year at EMSA premises.

The Baltic Sea

The Baltic Sea is also served by the ice-breaker Kontio, with a recovered oil capacity of 2,033 m3.

Due to the expiry of the current contract for the Southern Baltic at the end of 2011, a new contract was signed, following the above mentioned procurement procedure, with O.W. Tankers and the stand-by phase is expected to begin in mid-2012. The bunker vessel O.W. Copenhagen, which has been under contract with the Agency before, has a total net storage capacity of 4,450 m³.

The Baltic Sea is also served by the ice-breaker *Kontio*, with a recovered oil capacity of 2,033 m³. During the ice-breaking season, approximately 140 days a year, the vessel operates in the Gulf of Bothnia with the equipment stockpile based in the port of Oulo, Finland.

During 2011, the total contracted on board storage capacity for oil recovery for the Baltic Sea was more than 10,500 m³.

The North Sea

The hopper dredgers, Interballast III (storage capacity 1,886 m3) and DC Vlaanderen 3000 (storage capacity 2,744 m3), operate along the Belgian and Dutch coastlines.

The hopper dredgers, *Interballast III* (storage capacity 1,886 m^3) and *DC Vlaanderen 3000* (storage capacity 2,744 m^3), trading sand along the Belgian and Dutch coastlines, entered into operational service under a three year contract in 2009, and provide a combined recovered oil storage capacity of more than 4,500 m^3.

Atlantic Coast

The Western Approach of the English Channel is served by the *Sara* (storage capacity 6,658 m^3), based in Portland, UK, and the arrangement based in Cobh, Ireland, through the contractor James Fisher Everard composed of three vessels (two product tankers and an oil tanker, with a total storage capacity of 14,536 m^3). These vessels are complemented by the arrangements in place along the Atlantic coast: supply ship *Ria de Vigo*, which has an on board storage capacity 1,522 m^3 and operates out of Vigo, Spain, and the Bahia Tres, based in Sines, Portugal, with 7,413 m^3 of on-board recovered oil storage capacity.

Supply ship Ria de Vigo, which has an on board storage capacity 1,522 m3, operates out of Vigo, Spain.

Following the 2011 procurement procedure, described above, no contract was awarded for the Bay of Biscay area. A new tender round for this region will be conducted in 2012.

The total recovered oil storage capacity under contract is currently in excess of 20,000 m^3 for the Atlantic coast from the English Channel to Europa Point.

Mediterranean Sea

Following successful procurement procedures in 2011, two new four-year contacts were awarded for the provision of at-sea oil recovery services in the Mediterranean basin.

The *Monte Anaga* (storage capacity of 4,200 m^3), currently engaged in bunkering services in the Bay of Gibraltar, will strengthen EMSA's oil spill response coverage of the Western Mediterranean Sea. She is contracted from the Spanish company *Naviera Altube* and will be based in Algeciras, Spain, a sensitive sea area given its proximity to major oil transport routes transiting the Gibraltar Strait.

During 2011, the *Mistra Bay*, contracted from the Maltese company Tankship Management Ltd., was replaced by the tanker *Balluta Bay* (storage capacity of 2,192 m^3), operated by the same company. The contract for Mistra Bay expired at the end of 2011 without option for further renewal. Following the above-mentioned procurement procedure, a new contract was awarded to the *Balluta Bay*. During the period January–June 2012 the vessel will undergo an ambitious plan of improvements to its on board systems and oil pollution response equipment which will provide an increased storage capacity of 2,800 m^3.

The Alexandria, with a storage capacity 7,458 m3), entered into the Stand-by Phase of the contract in September 2011.

The *Alexandria* (storage capacity 7,458 m^3), described above, entered into the Stand-by Phase of the contract in September 2011.

With regard to this regional sea basin, the following arrangements are also in place:

- *Bahia Uno*, based in Algeciras, Spain (storage capacity 3,800 m^3);
- *Salina Bay*, based in La Spezia, Italy (storage capacity 2,800 m^3);
- *Santa Maria*, based in Malta (storage capacity 2,421 m^3); and
- *Aktea OSRV* (storage capacity 3,000 m^3), supported by the back-up vessel *Aegis I*, based in Piraeus, Greece.

At the end of 2011, the total net storage capacity under contract for the Mediterranean Sea was just over 21,000 m^3.

The Black Sea

Supply vessel Enterprise, servicing the Varna oilfield, with storage capacity of 1,374 m3, contracted from the Bulgarian company BM Gust.

In order to strengthen the Network in this area, a four-year contact has been awarded to the Bulgarian company BM Gust. The vessel providing the contracted at-sea oil recovery services is the offshore supply vessel *Enterprise*, servicing the Varna oilfield, with storage capacity of 1,374 m^3.

The initial contract for the EMSA contracted vessel *GSP Orion* (storage capacity 1,334 m^3), operating out of Constanta, Romania, expired at the end of 2011. An assessment of the performance of the vessel during the contract implementation was carried out and, following a favourable evaluation, a contract renewal for a further three years has been signed.

With the aforementioned new contractual arrangement in place, the total contracted on board storage capacity for oil recovery for the Black Sea will be more than 2,700 m^3.

5.1.2 MAINTAINING THE SERVICE: DRILLS AND EXERCISES

Drills

In order to maintain the appropriate level of readiness during the stand-by period of the contracts, the companies and vessels concerned carry out different types of activities. The primary activity is the vessel/crew drills, which take place on a quarterly basis.

These drills are primarily an internal event between the Agency and contractors, however in 2011 a Member State representative took part in a drill for the first time, and the Agency encourages such participation for future drills.

In 2011, a total of 60 quarterly drills were performed by the vessels under contract to the Agency. Additionally, four acceptance drills were conducted in

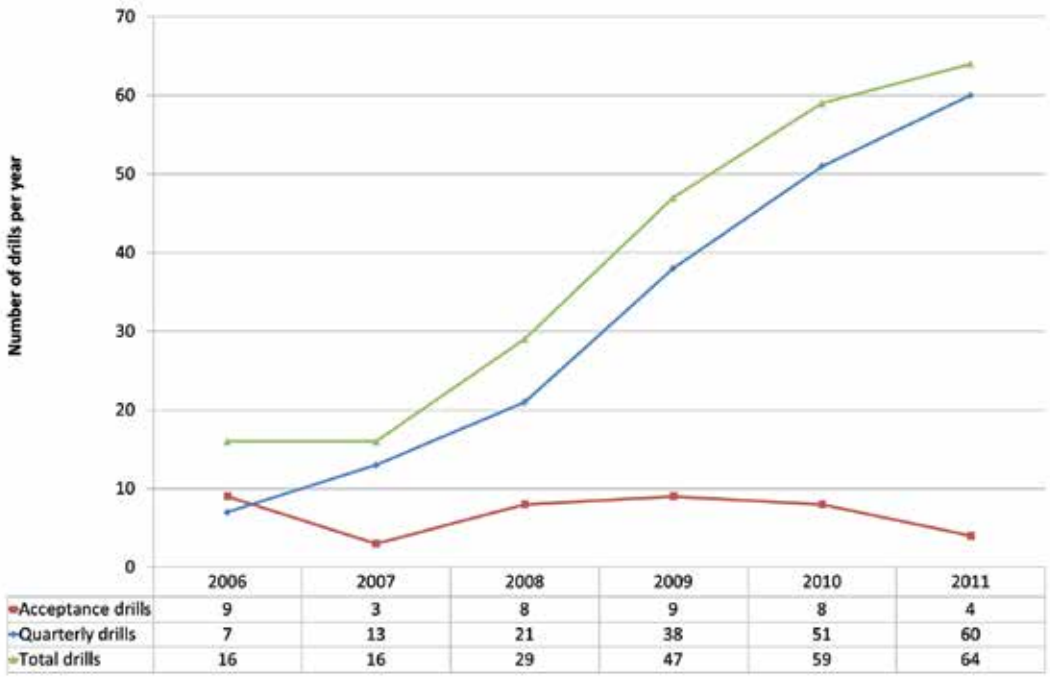
2011. The acceptance drills are of particular importance as they are the major milestone for new vessels to enter into the stand-by phase of a contract.

A re-acceptance drill was also carried out subsequent to the return of the TransRec skimmer package that was sent to support the response actions to the Deepwater Horizon oil spill following a request for assistance by the US authorities in 2010. The equipment was re-installed on board the EMSA contracted vessel *Ría de Vigo* in March.

Acceptance drills conducted by the Agency in 2011:

ACCEPTANCE DRILL	REMARKS
Newly contracted vessel: *Alexandria*	Entry into Stand-by Phase of the Contract
Replacement vessel: *Balluta Bay*	Replacement for the *Mistra Bay*
Back-up vessel: *Aegis* I	Back-up of *Aktea OSRV* within EPE Contract
Re-acceptance drills : *Ria de Vigo*	Acceptance Drill following the return of the high capacity skimmer following Deepwater Horizon oil spill

Summary of drills performed by EMSA contracted vessels during the period 2006-2011:



	2006	2007	2008	2009	2010	2011
Acceptance drills	9	3	8	9	8	4
Quarterly drills	7	13	21	38	51	60
Total drills	16	16	29	47	59	64

The total number of drills in 2011 (Quarterly and Acceptance Drills) was 64.

The Santa Maria (storage capacity 2,421 m3) and GSP Orion (storage capacity 1,334 m3).

Exercises

In addition to the above mentioned drills, a range of exercises were conducted. Operational exercises usually involve the release of simulated oil (often popcorn), the deployment of pollution response vessels from the participating countries, and the establishment of a unified command structure and lines of communication. 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.

At-sea operational exercises in particular greatly assist the integration of EMSA's resources within the response mechanisms of Member States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units. In the course of 2011, 13 EMSA Stand-by oil spill response vessels participated in 11 at-sea operational exercises, organised in cooperation with EU Member States and/or Regional Agreements.

EXERCISE NAME	DATE, LOCATION	PARTICIPATING PARTIES	EMSA VESSELS
FOZ 2011	04/05/2011 Lisbon, Portugal	Portugal, EMSA	*Bahia Tres*
ORSEC POLMAR 2011 (North Sea)	31/05/2011 Dunkerque, France	France, Belgium, Germany, EMSA	*Sara*
ORSEC POLMAR 2011 (Bay of Biscay)	16/06/2011 Lorient, France	France, EMSA	*Galway Fisher*
BALEX DELTA 2011	30/08/2011 Ronne, Denmark	Denmark, Lithuania, Latvia, Poland, Russia, Germany, Sweden, Finland, EMSA	*OW Copenhagen*
MALTEX 2011	14/09/2011 La Valetta, Malta	Malta, EMSA	*Balluta Bay* and *Santa Maria*
GEODELTA 2011	15/09/2011 Batumi, Georgia	Georgia, Bulgaria, Romania, Turkey, Ukraine, EMSA	*GSP Orion*
CEX-2011 COPENHAGEN AGREEMENT	28/09/2010 Nynashamn, Sweden	Sweden, Denmark, Finland, Iceland, Norway, EMSA	*Kontio*
THE NETHERLANDS-EMSA EXERCISE 2011	03/10/2010 Vlakte van de Raan, the Netherlands	The Netherlands, Belgium, EMSA	*DC Vlaanderen 3000* and *Interballast III*
NIRIIS 2011	06/10/2011 Limassol, Cyprus	Cyprus, EMSA	*Alexandria*
RAMOGEPOL 2011	24/10/2011 Genoa, Italy	Italy, France, Monaco, Spain, EMSA	*Salina Bay*
JOINT SPAIN-EMSA EXERCISE 2011	16/11/2011 Algeciras Bay, Spain	Spain, EMSA	*Bahía Uno*
Total: 11 Operational Exercises	**13 Exercise Days**	**24 EMSA counterparts**	**13 different EMSA Vessels**

In connection with the operational exercises, 13 notification exercises, aiming to evaluate the agreed emergency and notification procedures between EMSA, Member States, EMSA contractors and the MIC, were organised by the Agency and the Member States.

Following on from a press visit aboard the UK-based Oil Spill Response Vessel (OSRV) Sara in July, on 25 October EMSA invited the Italian media aboard the La Spezia (Italy)-based vessel Salina Bay. Journalists from the Italian publications Shipping on line, Il Giornale and Il Corriere Mercantile were able to witness the practical side of an oil spill exercise, and get a hands-on view of oil spill equipment such as booms and the oil detection radar. The visit also provided an opportunity to deliver info on EMSA's wider tasks, and in particular the use of SafeSeaNet and CleanSeaNet in the Mediterranean.

5.1.3 IMPROVING THE VESSEL NETWORK

Framework contracts for the supply of oil pollution response equipment

In April, EMSA launched an open call for tender in order to conclude five separate framework contracts for the purchase of oil pollution response equipment. The expected maximum expenditure for all five framework contracts in total is 15 million EURO, excluding VAT. The oil pollution response equipment may be used for improvements of the at-sea oil recovery service provided by the Agency, taking into account identified technical operational needs as well as technical developments and innovations in the field of oil pollution preparedness and response. The five lots were as follows:

- Sweeping arm system;
- Off-shore high-capacity skimmer;
- Off-shore skimmer;
- Oil containment boom; and
- Combined oil containment and recovery system.

Framework contracts were successfully concluded for all lots for a duration of four years. Specific contracts for the supply of oil pollution response equipment may now be signed between EMSA and the contractors as and when deemed necessary.

Technical improvement projects

Two technical improvement projects were launched in 2011:

- *Aktea OSRV* for the Aegean Sea: a Normar 250TI high capacity skimmer will be added to the equipment available;
- Upgrade of the existing pollution response capacity of the pool of the three vessels contracted through James Fisher Everard for the Atlantic Coast: one set of 15m rigid sweeping arms will be added to the contractor's stock-pile arrangement in Cobh, Ireland.

A team from the European Court of Auditors on board the DC Vlaanderen 3000. The DC Industrial equipment stockpile in Ostend was audited in July 2011.

Public Sale

In the context of the expiry of EMSA Service Contract 05-812-RES/09/05-LOT 1 (Baltic Sea) a public sale was organised for the two side collector sweeping arm systems covered by the contract. EMSA has a call option on the equipment under the contract and a public sale was the most appropriate way to sell it in line with the applicable legal and financial rules. This was the first such occasion of a public sale by the Agency.

The sales contract with the bidder that had made the highest offer was signed at the end of the year. The actual handover of the (sold) equipment will take place during the first quarter of 2012.

INCIDENT REPORT – POLLUTION FROM GIBRALTAR SHORE FACILITY

A slops storage tank exploded at the port of Gibraltar at 13:37 UTC on 31 May 2011. Fire at the depot continued into the night and more explosions occurred. Once the fire was controlled it was found that oily product (estimates varied from 100 to 400 tonnes) from the tanks had leaked into the sea. The pollution impacted the Spanish coastline, and shore cleaning operations started the following day, on 1 June.

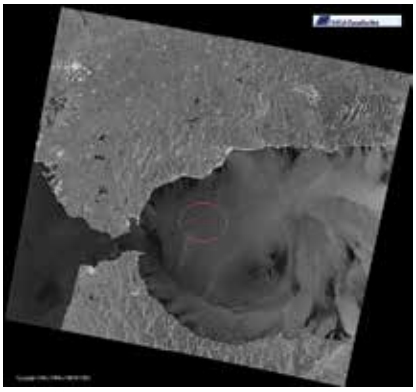
Spanish authorities decided to secure offshore oil recovery capacity for possible pollution response at sea. For this purpose, SASEMAR requested assistance from the closest of the EMSA contracted oil recovery vessels on 2 June. On request, channelled through the MIC via CECIS, EMSA mobilised the vessel Bahia Uno and the Incident Response Contract (IRC) was signed between the Spanish authorities and the ship owner, Mureloil.

The vessel was mobilised and ready to operate in less than eight hours from the signature of the Incident Response Contract, well ahead of the required 24-hour mobilisation time. Two EMSA experts were deployed to Algeciras (Spain) and ready to board the Bahia Uno at the time the contract was signed.

The following day, 3 June at 10:00 UTC, after further evaluation of the situation, the Spanish authorities decided to de-mobilise the Bahia Uno and an 'End of Service' notice was sent to Mureloil.







Oil spill spotted outside Gibraltar in 2011.

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

CleanSeaNet, the European oil spill monitoring and vessel detection service, was launched in 2007. The service was set-up to support Member States' actions to combat deliberate or accidental pollution in the marine environment in the framework of Directive 2005/35/EC (amended by Directive 2009/123/EC) on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences and in particular Article 10. The service is based on the Near Real Time analysis of Synthetic Aperture Radar (SAR) satellite images for oil pollution and vessel detection. The service detects spills and vessels possibly linked to spills and can support the identification of polluters by combining the CleanSeaNet images with vessel traffic information. CleanSeaNet also provides emergency support in the case of accidental spills. Since 2011, the service has been available to 26 coastal States which includes all European Union coastal States, Croatia, Turkey, Iceland, and Norway.

Between 2007 and early 2011, the service was delivered by EMSA through a web user interface hosted by a contracted CleanSeaNet consortium. This has been replaced by the in-house CleanSeaNet data centre, which took over all services on 1 February 2011. The acquisition and analysis of satellite images is contracted to four European companies.

The in-house CleanSeaNet data centre has introduced a number of new functionalities, such as the capacity to acquire satellite images of up to 1,400 km long. As soon as the data centre receives the results of analyses, alerts are automatically generated and sent to authorities in the coastal States. The alert report contains all the necessary information for coastal States to instigate follow-up. In cases of accidental pollution, coastal States can request support from the service in the form of additional images and monitoring of major spills over time.

Since February 2011, spills reported by service providers have been separated into 2 classes:

- Class A - the detected spill is most probably oil (mineral/vegetable/fish oil) or a chemical product;
- Class B - the detected spill is less probably oil (mineral/vegetable/fish oil) or a chemical product.

Of the 2,143 images delivered, a total of 2,048 possible oil spills were detected (749 Class A spills and 1,299 Class B spills). Since February, there have been 5.08 possible spills detected per million km^2 (1,000km x 1,000km) monitored. CleanSeaNet service results in 2011 showed a continuation of the downward trend in detections observed previously: from 10.77 possible spills identified per million km^2 (2008) to 7.61 (2009), 5.68 (2010), and finally 5.08 (2011).

CleanSeaNet detections February-December 2011 (class A in red; class B in green).

In order to support follow-up actions by the affected State, EMSA organised a workshop on 'Enhancing the effectiveness of the law enforcement chain in combating illegal discharges'. The workshop brought together key stakeholders from operational authorities, vessel inspection authorities, and administrative and judicial enforcement authorities.

Coordinated Extended Pollution Control Operations (CEPCO) are international joint operations organised to monitor ship-source marine pollution in high density traffic areas. The HELCOM Super-CEPCO operation in September 2011 was attended by Estonia, Finland, Sweden, Germany and the Netherlands. EMSA provided 11 satellite images during the seven day period of the operation. Four oil spills were detected (three Class A and one Class B).

At the request of coastal States or the Commission, the CleanSeaNet service also provided support for the monitoring of accidental spills on six different occasions. In total, 29 additional images were provided, of which nine were high resolution optical images supplied via the GEST mechanism.

The CleanSeaNet User Group met twice in 2011, and a training session was held for 53 participants from 26 countries.

Global Monitoring for Environment and Security (GMES) data provision was extended in 2011, enabling EMSA to access a wide range of satellite resources, optical and radar, during emergency situations. Cooperation with the European

Space Agency (ESA) continued, and also provided EMSA with access to a wide range of (satellite) missions contracted by ESA as a way of testing new satellite capabilities.

EMSA participated in the project 'Environmental Monitoring of the Black Sea basin: Monitoring and Information Systems for Reducing Oil Pollution (MONINFO)' between 2009 and the end of 2011, providing Georgia and Turkey with limited access to CleanSeaNet. Turkey has now become a full CleanSeaNet user.

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

MAR–ICE Network: Information Service for Chemical Emergencies

During pollution incidents involving Hazardous and Noxious Substances (HNS), the identification of hazards and an assessment of the risks posed by a stricken vessel and its cargo to the public and to responders' safety, to the environment, and to any national socioeconomic assets are a high priority. The MAR-ICE network (MARine Intervention in Chemical Emergencies) was established in 2009 to support and advise the Member States during the response to a chemical spill by providing rapid information transfer regarding chemical substances involved in marine pollution emergencies. An evaluation of the service was conducted by EMSA in 2011, leading to the extension of MAR-ICE until the end of 2014. In addition to EU Member States and Norway, all EU Candidate countries can now also benefit from the MAR-ICE service.

Development of Chemical Datasheets of chemical substances for marine pollution response

Information on the behaviour of chemical substances in sea water is very limited and there is an internationally recognised "knowledge gap" in this field.

EMSA has contracted the development of datasheets for commonly shipped chemical substances, providing substance specific, concise and relevant information for chemical spill response at sea, which can be used by the responders (national marine pollution response authorities) as a first source of information following the release of a chemical substance in the marine environment, or the threat thereof. The development of the Graphic User Interface and the preparation of the first set of the MAR-CIS (MARine Chemical Information Sheets) datasheets were completed as scheduled in December 2011. The information in these datasheets for chemical substances will be made available primarily through EMSA's MAR-ICE.

Development of vessel design requirements to enter and operate in dangerous atmospheres

A study for the development of vessel design requirements to enter and operate in hazardous environments (Safe Platform Study) was completed in 2011. The focus of the study was the utilisation of existing vessels that can be adapted and re-fitted in order to enable their utilisation in HNS incident response operations. The results can be downloaded from EMSA's website.

5.4 COOPERATION AND COORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

The Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) continued its work in 2011. EMSA also continued its cooperation with the pollution response experts of EU/EFTA Member States, EU Candidate Countries, the Regional Agreements (Bonn Agreement, Helsinki Convention, Barcelona Convention, Black Sea Commission and Lisbon Agreement) and, on behalf of the Commission, with the International Maritime Organisation (IMO) and the Emergency Preparedness and Response Working Group (EPPR) of the Arctic Council.

The Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR).

Consultative Technical Group for Marine Pollution Preparedness and Response

The CTG MPPR provides an EU level platform for Member States to contribute to the improvement of preparedness and response to accidental and deliberate pollution from ships. The status of ongoing priority actions and planned activities agreed for 2010-2011 was reviewed at the 6th meeting of the Group in October 2011, and new projects were included in the CTG MPPR Rolling Work Programme for 2011-2012 after a comprehensive assessment.

The **EU States Claims Management Guidelines** were completed and published in early 2011. Subsequently, third parties were invited and offered comments, currently being considered for inclusion. The CTG MPPR Members have also provided feed-back on the use of the Guidelines. Based on this input, the CTG MPPR agreed on the Terms of Reference for the Claims Management Working Group to develop an updated version of the Guidelines.

Aerial and satellite based surveillance was identified as an area where further training was needed. A course on 'The use of aerial surveillance for marine pollution detection – operational aspects' was held at EMSA for the crews of surveillance aircraft, and was attended by 42 delegates from 21 countries.

The main objectives of the **EMPOLLEX** project are to promote exchange of best practices 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 can travel to other EMPOLLEX countries in order to gain or share professional experience.

Following the revision of the EMPOLLEX Guidelines, the program saw an increase in popularity and 13 exchanges of experts were successfully completed in 2011.

Cooperation with Regional Agreements and the IMO

With respect to the **Regional Agreements** (e.g. Helsinki Convention, Bonn Agreement, Barcelona Convention) the Agency provides technical support to the Commission, as part of the EU delegation, during relevant meetings. EMSA contributes by submitting papers, participating in discussions and also being involved in the various operational exercises organised around Europe. In advance of the accession of the EU to the Bucharest Convention, the Agency also participates in relevant Black Sea Commission meetings.

The informal meetings of the Secretariats of the various Regional Agreements and the Commission are held annually. This year's meeting was hosted by the Barcelona Convention/REMPEC in Malta in March 2011. EMSA provided the secretariat in this context.

The Agency participated, as part of the Commission delegation, in the 12th meeting of the OPRC-HNS Technical Group meeting, which was held at the *IMO* headquarters in London in July 2011.

Information and dissemination

The Agency continued to collect and disseminate information in the field of marine pollution preparedness and response in support of EU and EFTA Member States, EU candidate countries and the Commission.

A report on the wide range of **marine pollution preparedness and response activities for the period 2007-2009**, which had been submitted to the Commission in 2010 as input for its Mid-term Report to the European Parliament and the Council, in accordance with Regulation 2038/2006/EC, was also published by EMSA in 2011. It included analyses on 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 the European level. Furthermore, oil transport patterns around Europe, an important consideration for the distribution of EMSA's Stand-by Oil Spill Response Vessels, was updated.

The report also included feedback provided by Member States and their marine pollution experts, as well as associations of relevant industries and NGOs, on the activities undertaken by the Agency.

The Agency also produces and maintains a series of **inventories** intended to provide a general description of the status of preparedness and response capacities of all coastal EU Member States and EFTA Contracting Parties (Iceland and Norway) to marine spills of oil and HNS. They include contact information of the competent national authorities, the policies, and the preparatory

arrangements of each Member State. In 2011, EMSA updated its Inventory of Member States Oil Pollution Response Vessels. The revised inventory now includes substantially more detailed information and geo-referenced maps of Member State response vessels as well as EU-wide summary maps.

EMSA produced and posted on its website a new **video** in 2011, highlighting the added value and cost efficiency of its Network of Stand-by Oil Spill Response Vessels, based on the results of an analysis of actual and hypothetical large oil spills.

The Agency continues to support **INTERSPILL**, the major marine pollution conference in Europe, as a member of the event's Steering Committee, recognising the importance of sharing spill response experience and disseminating best practices. EMSA continues its active role in the Committee meetings with the aim of ensuring EU and EFTA Member States' interests are represented at an appropriate level and taken into consideration during preparations for the conferences.

Chapter 6

Administrative structure and horizontal tasks

Leendert Bal, Acting Executive Director and Head of Department C, with Manuela Tomassini, Head of Department A and Theresa Crossley, Head of Department B.

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 issue of an administrative or technical nature of horizontal interest. The Executive Director is supported by the Policy Advisor 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 2011 the management team continued to streamline a number of horizontal functions in order to boost efficiency and effectiveness. Financial and procurement support and budget planning and monitoring were further enhanced, with the creation of dedicated cells and tools. Regular progress reports and follow-up exercises on procurement and budget execution, alongside the quarterly scoreboard set up the previous year, served to verify performance throughout the year. Rationalization in other areas included the introduction of a mission management application, following on from centralisation of missions support the previous year, and a pilot project for joint secretariats at unit level.

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 the open call for tender for provision of training in 2010 resulting in contracts with 13 different providers, EMSA continued in 2011 to offer training for its staff in the following areas: professional ICT training, finance and procurement training, languages, management and leadership skills, maritime

institutional and legislative framework, audit and quality assurance, IT end user courses, personal development, LRIT training 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 2011 was 5.62 (compared to 5.15 in 2010), approaching the target of 6 training days per staff member per year.

SPECIALISED COURSES 2008-2011			
YEAR	COURSES OFFERED	PARTICIPANTS	TRAINING DAYS
2008	44	324	106
2009	74	528	123
2010	184	1047	1100
2011	237	976	1298

EMSA continued its language programme in 2011, 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.

LANGUAGE CLASSES 2008 – 2011				
LANGUAGE	2008	2009	2010	2011
PORTUGUESE (including partners)	60	85	62	58
ENGLISH	33	42	43	27
FRENCH	22	29	38	36
GERMAN	10	8	10	13

Portuguese classes for EMSA staff.

6.2.2 TRAINEESHIP AND PROFESSIONAL TRAINING SCHEMES

In 2011 the traineeship scheme, developed and implemented in 2008, went into its fourth year. In total, ten trainees from seven different countries were successfully integrated into various sectors. A new call was launched for the 2012 sessions with a large number of candidates applying.

The Programme for National Experts on Professional Training was successfully launched for the first time during 2011. Five applications were received and two candidates are expected to take up duties in 2012.

LeaMa - EMSA Leave Manager application.

6.2.3 E-HR MANAGEMENT

Following the setup of a central Human Resources database in 2009 and the implementation of two modules in 2010 (performance appraisal and leave management), a new mission management module was customised and developed during 2011 and rolled out at the end of the year. An e-recruitment module was also under development and testing in 2011 for completion in 2012. These modules allow for on-line management of the whole life-cycle of the processes and have therefore enhanced the efficiency of the HR services. As usual, in order to support a smooth transition from previous processes, user guides and video tutorials were provided for managers and staff members.

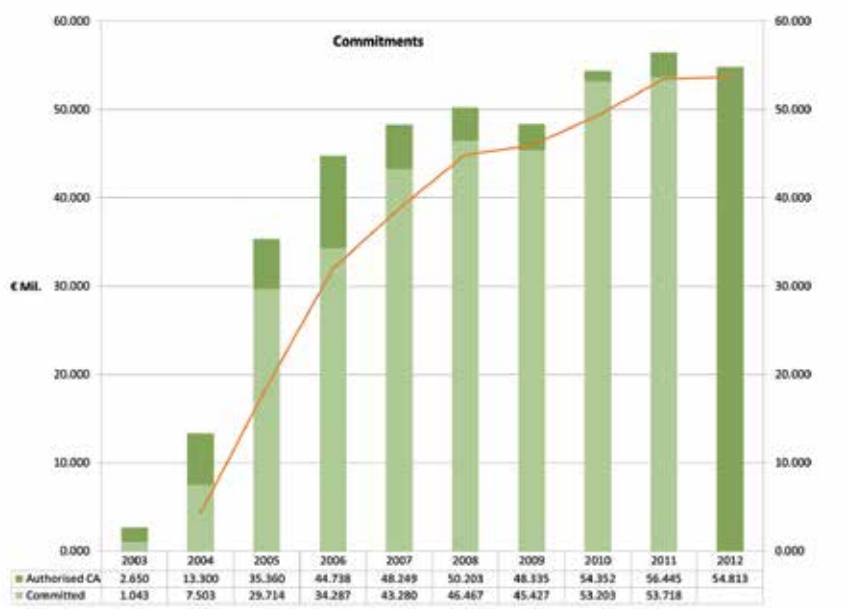
In addition, the existing electronic performance appraisal tool was enhanced in 2011, parts of the process for the annual review of individual rights were shifted to a paperless platform and a database to manage training plans and statistics was created.

6.3 LEGAL AND FINANCIAL AFFAIRS

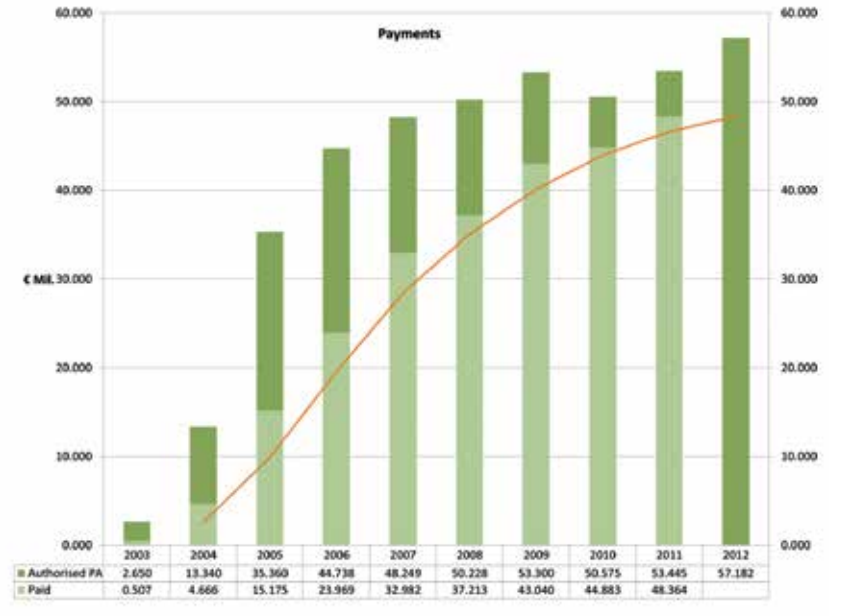
The execution of the budget is managed by the Agency on the basis of its Financial Regulation and related provisions. The European Court of Auditors verifies the compliance of the Agency annually. Its audit report serves as a basis for the annual discharge by the European Parliament.

The Legal and Financial Affairs unit carries out the mandatory ex-ante verification of all budgetary and legal commitments and payments. 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, guidelines 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 finance and procurement training. In 2011, almost 11500 verification files (over 12100 in 2010) were handled; the reduction is a result of improved contract management leading to a lower number of invoices. Further, over 850 helpdesk calls (over 1300 in 2010) were handled in 2011, reflecting the effects of rationalising financial initiation of mission and expert reimbursements. A total of 53 procurement procedures were supported in 2011. Details concerning negotiated procedures and a posteriori commitments are provided separately in annexes 6 and 7.

Budget execution remained high at 95% and 86% in commitment and payment appropriations respectively. Not taking into account the additional 3,000,000 EURO of payment appropriations made available by the Budgetary Authority in Anti-Pollution Measures (APM), the overall payment consumption equals 90%.



Budget execution, Commitment Appropriations, 2003-2011.



Budget execution, Payment Appropriations, 2003-2011.[11]

11 NB: Authorised Payment Appropriations in 2011 reflect the planned amount and not the unplanned and therefore unspent 3,000,000€ of payment appropriations in Anti-Pollution Measures (APM), which are to be returned to the Commission.

6.4 INFORMATION AND COMMUNICATION TECHNOLOGY

6.4.1 MARITIME APPLICATIONS

Maritime applications are the cornerstone of some of the key services EMSA provides to its stakeholders. Providing ICT technical expertise in the design and implementation of new projects and maintaining and enhancing existing applications is a permanent task. The Steering Group for ICT and Maritime Applications (SGIM) worked to develop and ensure a coordinated approach to hosting, development, monitoring, incident detection and recovery procedures, and between all the various in-house services and external providers involved, representing a key success factor for meeting agreed application service levels and performance targets.

The move to host the main maritime applications in-house represented a major task in 2010 and 2011, as well as a considerable advantage in terms of ensuring performance and availability for a growing number of users. The key hosting challenge in 2011 was the transition from the 'build & migrate' phase to the 'operate & enhance' phase. After bringing the second generations of SafeSeaNet and CleanSeaNet in-house in 2010, and launching THETIS in-house, work continued in 2011 to migrate the EU LRIT CDC from the external host and the LRIT-IDE from the US Coast Guard. In parallel, there was a steady stream of enhancements and upgrades to existing applications, the launch of several new applications, pilots and pre-production environments, and the need to ensure high 24-hour availability across the board.

The growing portfolio of applications and related services requires an increasingly robust ICT infrastructure and, as in previous years, regular upgrading was undertaken throughout the year, focused on ensuring high availability, scalability and resilience; enhancing server virtualisation; performing firmware and operating system upgrades; procuring and installing more disk space and servers to sustain growth in the Maritime Applications' environments; and upgrading the backup platform. Overall, a 99.8% availability of the hosting and ICT infrastructure was achieved for 2011.

6.4.2. CORPORATE ICT SERVICES

While maritime applications were again the primary focus in 2011, important advances were made in the Corporate ICT Services area to support the growth of the Agency as a whole. This included the enhancement of several components of the e-HR application, adaptation of the e-recruitment application to EMSA, enhancement of the Electronic Document Management System, upgrading of all EMSA PCs and laptops from Windows XP to Windows 7 and of all e-mail systems to Microsoft Exchange 2010, and setting up remote access capabilities and associated policy for EMSA staff and contractors.

6.4.3 BUSINESS CONTINUITY FACILITY

In order to ensure the continuity of critical corporate and external services, a secondary data centre was built and tested in 2010. This state-of-the-art back-up capability was moved off-site in 2011, to a location in Porto, Portugal. The Business Continuity Facility was tested intensively during the course of year, with most of the EMSA maritime applications being switched over to the off-site system or run in parallel from the off-site system. Full compliance with BCF standards has been achieved for the LRIT applications and other applications and systems will follow, starting with SafeSeaNet, THETIS and EMSA corporate services in the first half of 2012.

6.4.4 ICT SECURITY

In view of the expansion of EMSA's hosting 'footprint', an upgrade of the Agency's ICT and network security systems became necessary. An "active" intrusion detection system was added, supplemented by regular monitoring of intrusion attempts. Given the high number of intrusion attempts registered, further enhancements were implemented to enable effective analysis and follow-up of significant attempts and to add other "active security" devices.

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, extranets and intranet; answering of external enquiries; support of EMSA workshops and events; media relations and, where relevant, the issuing of press releases.

The two main publications for providing transparent and detailed information about the practical aspects of EMSA's work remain the Work Programme, which explains the tasks of the upcoming year, and the Annual Report, which reports on the actual tasks carried out by the Agency during the previous year.

Besides these two documents, numerous cyclical and one-off publications provide accessible information to a specialised or wider public. In 2011, these included: a *Multi-Annual Funding Report for Oil Pollution Preparedness Activities*; the *Maritime Accident Review*; new leaflets (B*lue Belt Pilot Project, EMSA Training Programme, THETIS*); and the *EMSA Newsletter*, a one-pager published at the beginning of each month.

The website continues to be an important source of information on EMSA for both its primary stakeholders and for the general public. 2011 saw the re-launch of the EMSA website, resulting in an even more effective vehicle for disseminating the above-mentioned publications. Featuring the Agency's

On 15 June, British and French journalists were invited by EMSA on board the Sara (Portland, England) to experience a drill first-hand.

traditional blue colours, the launch has been focused on balancing continuity with the flexibility to add new features including: multiple RSS newsfeeds; a subscription tool for news, vacancies, tenders etc.; search engine friendly URLs; a YouTube presence and easy linkage to social networking sites such as Twitter.

Two one-off media events took place in 2011:

- On 15 June, British and French journalists were invited on board the Sara (Portland, England) to experience a drill first-hand.
- On 25 October, Italian media boarded the oil spill response vessel Salina Bay, normally based in La Spezia (Italy). They were given the opportunity to participate in the Ramogepol oil spill exercise. Development of in-house print production capability continued, generating time, efficiency and cost savings, as well as providing an increasingly flexible and tailored service to the Agency's operational units.

The new EMSA website.

Communication within the Agency is supported by a number of tools, foremost among 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.

In 2011, the intranet was overhauled in order to meet the Agency's evolving needs. Since September, its new features include: a common look and feel, fully dynamic content and sections, improved news integration, richer media content, an improved forum, the possibility to set up online surveys, and an online stationery shop.

6.6 EVENTS, FACILITIES AND PROTOCOL

Events are a useful means of introducing EMSA to the wider public. From January 31 to February 4, EMSA participated in the exhibition *EU Agencies: The Way Ahead* at the nerve centre of the EU, the European Parliament in Brussels. The exhibition featured the 28 regulatory Agencies of the European Union.

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 took place on the Agency's premises, giving participants the opportunity to experience EMSA's headquarters and interact with its staff.

The main and most attended event was held on 11 November. Over 200 participants, including many VIPs of the global shipping industry attended a major maritime conference. Mr Efthimios Mitropoulos, Secretary General of IMO; Mrs Anna Wypych-Namiotko, Polish Secretary of State, Ministry of Infrastructure, representing the Presidency of the Council of the European Union; Mr Knut Fleckenstein, MEP and rapporteur for the TRAN Committee; Mr Juan

Riva, President of the European Community Shipowners' Associations (ECSA); Mr Pavel Shikhov, Chairman of the International Association of Classification Societies (IACS); and Mr Matthias Ruete, Director General of the Commission Directorate General for Mobility and Transport (DG MOVE) were present as speakers. The conference gave previous EMSA Executive Director, Willem de Ruiter, an opportunity to summarise EMSA's development over the past decade. For the first time, the Agency published videos of the presentations on its YouTube account.

MEETINGS ORGANISED BY THE AGENCY IN 2011		
NUMBER	**ACTIVITY**	**PARTICIPANTS/EXPERTS**
27 *(incl. 6 for PSC officers)*	TRAINING	713 *(incl. 246 PSC officers)*
48	WORKSHOPS, WORKING GROUPS AND HOSTING	1271
3	ADMINISTRATIVE BOARD MEETINGS	171

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 continued to focus in 2011 on steps to reduce the energy consumption of the headquarter building. Measures included installation of modern software to better regulate the air-conditioning system and additional routines to avoid unnecessary consumption. Between 2010 and 2011 the annual electricity consumption was reduced by about 8% whilst at the same time the number of occupants of the building increased. Further measures will be taken in 2012.

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.

European Maritime Safety Agency

Annual Report 2011

European Maritime Safety Agency
Activity Report 2011

This section provides an overview of the activities that were carried out in 2011 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 planned input and output, i.e. the objectives and the associated human and financial resource allocations, as stated in Work Programme 2011. Resource allocations which are planned at the start of year N-1 as part of the Agency's input to the budgetary procedure are subject to adjustments in view of the outcome of the budgetary procedure, as well as developments within the Agency and with respect to the needs of the Commission and the Member States.

Most entries also provide information on performance indicators, stating the annual targets that were set in Work Programme 2011 and the result at the end of the year. Performance indicators exist for all external products and services provided by the Agency. Projects under development and internal activities are not included in this exercise. All indicators were monitored on a quarterly basis and the final annual results are published herewith.

2.1 EU VESSEL TRAFFIC MONITORING

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	5,227,343	4,981,277
Payment appropriations in EUR	4,969,629	4,860,251
Staff *TYPES OF POST: TEMPORARY AGENT (AD AND AST), NATIONAL SECONDED EXPERT (END) AND CONTRACT AGENT (CA)*	12 AD, 5 AST, 2 END, 2 CA	15 AD, 4 AST, 2 END, 1 CA

OUTCOME

SafeSeaNet is fully operational, covering the whole EU coastline and providing information as defined in Directive 2002/59/EC as amended by Directive 2009/17/EC: information should include ship identity, position, cargo (if dangerous or polluting goods), destination and any incident or situation posing a potential hazard for other MS.

This information system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo (dangerous or polluting goods), facilitates port logistics and provides overall information on vessel traffic to public authorities, representing a fundamental tool to assist tracking the position of ships as well as hazardous or polluting goods along EU coasts. Since January 2011, SSN provides pre-arrival, arrival and departure information to the PSC information system THETIS.

Outside the framework of Directive 2002/59/EC, the Agency undertook preparatory work to provide maritime traffic information to a variety of maritime surveillance applications and to other user communities in Member States and to EU bodies on a need-to-know and need-to-share basis.

Progress on the Integrated Maritime Data Environment (IMDatE) will facilitate improved data integration (the exchange of data between information systems) and data fusion (combining data from different sources).

Objectives	Output
1. Assistance to the Commission for the monitoring of implementation of Directive 2009/17/EC amending Directive 2002/59/EC.	1. EMSA VTMIS experts visited seven Member States (FR, DK, RO, SI, LV, FI, CY) to report to Commission on the national implementation of Directive 2002/59/EC as amended. They also prepared an horizontal analysis of the implementation in order to support Commission actions in this area.
2. SafeSeaNet V.2 fully operational, including its Geographical interface and interface with THETIS and all Member States fulfilling reporting obligations of Directive 2009/17/EC amending Directive 2002/59/EC as amended.	2. SafeSeaNet version 2 was fully operational throughout 2011, enabling Member States to notify information about arrivals and departures at EU ports for Port State Control purposes. Over 2,000 users in the 27 Member States, plus Norway and Iceland, were connected to the system, and made more than 8 million queries to get information about positions, vessel identification, voyages and dangerous goods on board. The Central SSN system was available 99.28% of the time during 2011. (See also output point 5).
3. Development of the Integrated Maritime Data Environment.	3. Design of the Integrated Maritime Data Environment was completed, along with initial prototypes, and the full implementation phase was initiated. Analysis of the requirements for data exchange between IMDatE and the EMSA operated systems was started.
4. At least two workshops and two training initiatives for SafeSeaNet users.	4. EMSA facilitated two SSN workshops. There were two meetings of the sub-group for drafting the IFCD, and one for the sub-group on the rules for Incident Reports in SSN. Five trainings to 110 SSN users in MSs were provided.

Objectives (continued)	Output (continued)
5. Support to all Member States participating in SafeSeaNet: adapting their national information systems to the new SafeSeaNet V.2 and actively exchanging, through the system, information on vessel traffic movements and cargoes.	5. By May 2011, nearly all the Member States were providing the new PortPlus message. With the exception of one Member State, the SafeSeaNet systems at national level fulfilled the availability requirements. 24 States sent reports, ship positions and identities to enable real time tracking of vessels in EU waters. EMSA facilitated the interconnection and communication between the SSN central system and Member States systems. (See also output point 2)
6. Distribution of LRIT and AIS Data to MS and CleanSeaNet users through SafeSeaNet.	6. In 2011 the SafeSeaNet system distributed AIS data to CleanSeaNet users to facilitate the identification of potential polluters. Integration with LRIT and AIS reports will be achieved through IMDatE.
7. Development of general requirements for a future upgrade of the application agreed with Member States and the Commission.	7. New releases and upgrades of the SSN application were agreed with Member States and implemented during 2011 to improve performance and use. An improved distribution module for incident reports was developed, and progress was made on the definition of the new Incident Report message and guidelines. Work began on the definition of business rules and requirements for the waste and security messages (new requirements deriving from Directive 2010/65/EC on reporting formalities).
8. SafeSeaNet Data Warehouse operational.	8. The implementation of the SafeSeaNet data warehouse was delayed. It is anticipated that the application will be in production in the first semester of 2012.
9. Tool for the recording and visualisation of daily accidents and incidents in SafeSeaNet.	9. The implementation of an application allowing accidents to be displayed in the SSN graphic interface was completed.
10. Reception, storage and distribution of satellite AIS data.	10. Business rules for the management of Satellite AIS were validated with Member States. Agreements were reached with the Norwegian Space programme, the European Space Agency and commercial data providers to receive satellite AIS data in EMSA and to start testing it in projects (e.g. Blue Belt, MARSURV). The development of the data centre for satellite AIS within IMDatE was started and will be completed in the second quarter 2012.
11. Technical pilot projects in the field of Blue Belt and maritime surveillance.	11. &12. Based on agreements made with EU Custom Authorities and the European Shipowners association, the Blue Belt pilot project has been operational since May 2011. Originally scheduled to last until November 2011, the pilot has been extended. The MarSurv-1 application, supporting the anti-piracy activities of EUNAVFOR, was established. A temporary service was established to support FRONTEX in the INDALO 2011 campaign for border control in Gibraltar. A pilot project for SSN and VMS synergies has been initiated, and tests have been performed with Italy to receive VMS data in SSN and to send AIS data under NAF format to the participating MSs.
12. Provide initial operations and image related data for the Agency's maritime surveillance activities.	12. See above.
13. Promotion of projects for the exchange of data between SafeSeaNet and EU neighbourhood and partnership countries, as well as other third countries.	13. Regional cooperation was supported in the Baltic Sea, North Sea, Mediterranean (including the Black Sea) and North Atlantic. Service level agreements were signed with regional AIS servers. A pilot project to exchange SafeSeaNet information with the Russian Federation is pending the signature of a Memorandum Of Understanding between the EU Commission and the RF authorities. EMSA has also visited Morocco in order to assess a possible exchange between SafeSeaNet and the Moroccan information system.

Key Performance Indicators (2.1)		**Target 2011**	**Result 2011**
SafeSeaNet (incl. the geographical interface STIRES)	percentage per year availability	99	99.28%
	hours maximum continuous downtime	12	11h:27min
	reports per year AIS	1000 million	>1876 million
	notifications per year HAZMAT + Port + Alert	1 million	4,760,102
SafeSeaNet	number of requests for information to SSN	2 million	8,651,500

2.2 LRIT

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	5,389,914	4,381,812
Payment appropriations in EUR	5,158,916	4,813,956
Staff	14 AD, 11 AST, 1 END, 1 CA	9 AD, 7 AST

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 EU coasts.

In addition, the Agency will operate the IDE providing data exchange between all LRIT DCs in accordance with IMO requirements.

Objectives	Output
1. EU LRIT Cooperative Data Centre (CDC) operational in-house, including an appropriate hosting environment.	1. EU LRIT CDC was successfully transferred to EMSA's premises and has been fully hosted, operated, and maintained by EMSA since November 2011.
2. Upgrading of the ship database.	2. The ship database was updated regularly according to the needs of the EU CDC.
3. Support to Member States.	3. Helpdesk Support provided to Member States for the User Web Interface and XML interfaces and guidance to assist MS in improving the ship reporting.
4. Quality of the service maintained.	4. A high quality of service and high level of availability of the EU CDC was maintained in 2011.
5. Preparation for integration of LRIT data with other data streams.	5. Preparations were made for the integration of LRIT data with other data streams including the Single Sign On implementation in the CDC.
6. LRIT International Data Exchange (IDE) operational by the date set out at IMO level.	6. LRIT IDE was transferred successfully to EMSA and is now operated and maintained by EMSA.

Key Performance Indicators (2.2)		**Target 2011**	**Result 2011**
EU LRIT CDC			
System operational	percentage per month availability	99	99.36
	hours maximum continuous downtime	12	2h:13min
Reporting performance	percentage position reports delivered according to IMO requirement (periodic reports: 15 min.; polls: 30 min.)	99	99.29
Invoice and billing system	percentage of invoices issued within one month of threshold	95	100
Web user interface	percentage per year availability to users	95	99.65
LRIT IDE*			
System operational	percentage per year availability	99	100
	hours maximum continuous downtime	12	0

** The production environment of the LRIT IDE was switched over from the US Coast Guard to EMSA on 18 October 2011. LRIT IDE Performance indicators therefore reflect the 4th quarter of 2011 only.*

2.3 THETIS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	2,202,105	2,192,357
Payment appropriations in EUR	1,928,719	2,074,176
Staff	6 AD, 2 AST, 2 END	6 AD, 1 END

OUTCOME

The Agency is contributing to the implementation of the Directives 2009/16/EC and 99/35/EC at EU level by means of managing, maintaining and developing the information system (THETIS) for the Paris MoU Member States.

Objectives	Output
1. Manage, maintain and develop the information system on port State control (THETIS).	1. THETIS was fully operational during 2011, supporting the reporting, archiving and processing of data of more than 19,100 inspections.
2. Ensure that ship movement information is transferred through the interface with SafeSeaNet.	2. The interface between THETIS and SafeSeaNet provided data on ships' actual calls for 2011, allowing THETIS to support MS operations and determine the inspection commitment for each MS.
3. Cooperate with the Paris MoU and Member States to supervise, verify and validate the continuous development of the system.	3. Two Expert Group meetings were organised (March and October) for the Paris MoU Member States, agreeing on the elements to include in the enhancement of the system.
4. Assist users of the Paris MoU Member States to ensure reporting consistency in THETIS.	4. A dedicated helpdesk was established to respond to THETIS-related questions by users. This support service provided answers and feedback to 2715 requests which were received in 2011.
5. Implement hyperlinks with third parties to make the relevant inspection information available to PSCOs.	5. Hyperlinks and services with Equasis and EU-recognised organisations were set in THETIS. The system was also developed to be capable of interfacing with future Community maritime safety databases.

Key Performance Indicators (2.3)		**Target 2011**	**Result 2011**
System operational	percentage per year availability	92	99.07
	hours maximum continuous downtime	6	4hr:17min
Helpdesk	average time in hrs. for feedback on requests for user support	3	1h:11min
	average time in hrs. for feedback on requests from the public and other un-registered users	4	1h:06min
Links with 2nd party systems	percentage per year availability for data imports at the THETIS side	90	96.93

2.4 MARITIME SUPPORT SERVICES

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,948,571	2,305,657
Payment appropriations in EUR	1,898,571	2,201,693
Staff	10 AD, 2 AST, 2 END	10 AD, 4 AST, 3 END, 1 CA

OUTCOME

Users of EMSA's vessel traffic monitoring and surveillance systems (SSN, LRIT, CSN) and pollution response capacities (standby oil spill response vessels, satellite imagery, expertise) benefit from timely and appropriate helpdesk and monitoring services.

Objectives	Output
1. Availability of the Maritime Support Services 24/7 (helpdesk, monitoring and contact point in case of emergencies). 2. Permanent data quality improvement and compliance with vessel reporting requirements in SafeSeaNet, LRIT and CleanSeaNet. 3. Extending support to maritime surveillance pilot projects, and the LRIT IDE service to other Data Centres.	1. The MSS helpdesk for vessel traffic monitoring and surveillance systems was made available on a 24/7 basis and received more than 2,000 requests in 2011, with a first response time of one hour. The MSS permanent monitoring service facilitated early incident management and the maintenance of availability and performance standards. Timely mobilisation of EMSA pollution response capacities was provided in the case of 6 oil spills (including response vessels, satellite imagery, and expertise), and information and monitoring in the case of 4 other incidents. 2. The quality of the data and services in SSN, LRIT and CSN was improved throughout the year through checks on the input from contractors and Member States, and though provision of feedback and follow-up. 3. The scope of Maritime Support Services was expanded to become the first line support for the LRIT CDC and to provide also helpdesk and monitoring services related to MarSurv and the LRIT IDE.

Key Performance Indicators (2.4)		Target 2011	Result 2011
24/7 availability	average time in hrs. for acknowledgment of urgent requests	<2	0h:44min
	average time in hrs. for acknowledgment of normal requests	<8	1h:06min

3.1 CLASSIFICATION SOCIETIES

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	2,053,637	2,023,623
Payment appropriations in EUR	2,091,012	1,918,523
Staff	9 AD, 2 AST, 2 END	10 AD, 2 AST, 2 END

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, 16-18 inspections of offices of Recognised Organisations. 2. Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition. 3. Start work in relation to the assessment of the Quality Assessment and Certification Entity being set up by the Recognised Organisations in accordance with Regulation (EC) No. 391/2009. 4. Support to the Commission in the implementation of Regulation (EC) 391/2009 and Directive 2009/15/EC.	1. 13 office inspections of Recognised Organisations were carried out world-wide, plus 2 visits to ships. 19 reports of office inspections were sent to the Commission, plus 5 reports of visits to ships. This included reports of inspections carried out in 2010. 2. 3 office inspections of 2 Classification Societies for which EU recognition was requested were carried out, to assist the Commission in its assessment of the requests. This work reduced the number of inspections of organisations already recognised, as covered under point 1 above. 3. EMSA attended several meetings of QACE and ROs as observer. 4. EMSA provided support by: – preparing end-of-cycle evaluation reports to facilitate the assessment by the Commission; – producing specific reports on legal, corporate and financial issues of ROs; – commenting and giving opinions to the Commission on corrective actions plans submitted by ROs following EMSA's inspections.

Key Performance Indicators (3.1)		**Target 2011**	**Result 2011**
Inspections	number of inspections per year	16-18	16
	percentage of planned inspections completed	100	100
Reports	number of reports per year	16	19
*Historical Indicator**	number of findings per year	n/a	348

** 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	1,514,876	1,507,565
Payment appropriations in EUR	1,560,151	1,399,504
Staff	7 AD, 1 AST, 1 END, 1 CA	7 AD, 1 AST, 1 END

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 will be able to take advantage of the information stored in the STCW Information System.

Objectives	Output
1. 6-8 inspections of third countries.	1. 9 inspection visits to third countries; 6 inspection reports sent to the Commission.
2. 4-6 visits to EU Member States.	2. 5 inspection visits to EU and EFTA Member States; 6 inspection reports sent to the Commission.
3. Developing, testing and bringing into operation the second phase of the STCW Information System (covering certification matters).	3. STCW-IS fully operational in November 2011.

Key Performance Indicators (3.2)		**Target 2011**	**Result 2011**
Inspections	number of inspections per year	10-14	14
	percentage of planned inspections completed*	100	140
Reports	number of reports per year	10-14	12
STCW Information System	date fully operational	End 2011	29-Nov
*Historical Indicator***	number of findings per year	n/a	357

** The completion rate is calculated against the bottom of the target range.*

*** 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	353,168	164,858
Payment appropriations in EUR	353,168	145,602
Staff	2 AD	1 AD

OUTCOME

Provide information to the Commission on the implementation of the Directive 2009/16/EC on port State control, enabling the Commission to assess Member States' compliance with the provisions of such Directive and undertake follow-up actions where and when necessary.

Objectives	Output
1. Assist the Commission and EFTA Surveillance Authority in monitoring the implementation of the Directive 2009/16/EC on port State Control.	1. Statistical information was gathered and desk study was completed to support the programme of visits requested by the Commission to be conducted in 2012 and the review of the implementation of the Directive on port State control.

Key Performance Indicators (3.3)		**Target 2011**	**Result 2011**
Inspections	percentage of visits requested by the Commission completed	100	none requested
*Historical Indicator**	number of findings per year	n/a	0

**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	711,345	595,144
Payment appropriations in EUR	711,345	566,454
Staff	3 AD, 1 AST	3 AD, 1 AST

OUTCOME

Provide the Commission and the EFTA Surveillance Authority with objective, reliable and comparable information and data based on the outcome of the inspections, to enable them to evaluate the effectiveness of existing measures and to take appropriate action in relation to the Member States' implementation of the relevant maritime security legislation.

Objectives	Output
1. Upon request of the Commission, provide assistance for 30-40 inspections of EU Member States.	1. 33 ship inspections, plus 9 national administration inspections; 42 reports sent to the Commission.
2. Upon request of the EFTA Surveillance Authority, provide assistance for 4-6 inspections of Norway and Iceland.	2. 4 ship inspections; 6 reports sent to the EFTA Surveillance Authority.

Key Performance Indicators (3.4)		**Target 2011**	**Result 2011**
Inspections	number of inspections per year	34-46	46
	percentage of planned inspections completed*	100	135.3
Reports	number of reports per year**	34-46	48
*Historical Indicator****	number of findings per year	n/a	130

** The completion rate is calculated against the bottom of the target range.*

*** All reports issued during the relevant year. Some reports may cover inspections conducted the previous year.*

**** 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	994,522	920,256
Payment appropriations in EUR	994,522	865,669
Staff	4 AD, 2 AST and additional resources from relevant sections when and where required	4 AD, 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 EU.

Objectives	Output
1. 2 visits to EU Member States for Directive 2000/59/EC on Port Reception Facilities.	1. 2 visits to EU Member States; 3 reports sent to the Commission.
2. 7 visits to EU Member States for Directive 2002/59/EC on Vessel Traffic Monitoring.	2. 7 visits to EU Member States; 8 reports sent to the Commission.
3. 2 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.	3. 2 visits to EU Member States; 2 reports sent to the Commission.
4. 3 visits to EU Member States to monitor the implementation of the MED mechanisms.	4. 3 visits to EU Member States; 3 reports sent to the Commission.
5. Participation as an observer in the voluntary IMO Member State audit scheme carried out by IMO in EU Member States.	5. No requests to participate were received from EU Member States.
6. Upon request of the EFTA Surveillance Authority, assistance for inspections in the field of Port Reception Facilities in Norway and Iceland.	6. No request for additional visits to Norway or Iceland was received from the EFTA Surveillance Authority.
7. Upon request of the Commission, inspection visits to EU Member States focussing on particular aspects of Directives 98/18/EC and 1999/35/EC as regards the safety of passenger ships.	7. A visit, focussing on aspects of Directives 2009/45/EC and 98/41/EC, was prepared to one Member State for December 2011, but had to be abandoned and re-scheduled due to adverse weather.
8. 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.	8. No inspection visits in other fields were requested by the Commission to be carried out.

Key Performance Indicators (3.5)		**Target 2011**	**Result 2011**
Inspections	number of inspections per year	14	14
	percentage of planned inspections completed	100	100
Reports	number of reports per year	14	16
*Historical Indicator**	number of findings per year	n/a	99

**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.*

3.6 HORIZONTAL ANALYSIS

Financial and Human Resources	Planned Input	Actual Input*
Commitment appropriations in EUR	293,168	149,858
Payment appropriations in EUR	293,168	143,835
Staff	2 AD	1 AD

OUTCOME

The horizontal analysis (HA) work and reports submitted by the Agency should support the Commission in its assessment of the overall level of implementation of EU legislation by Member States and other entities. The horizontal analyses carried out by EMSA should provide a strong basis for evaluating the functioning of the legislation by the Commission and should help in the identification of possible areas for improvement in the relevant legislation. It should also, where possible, identify practices or actions that can help Member States implementing the legislation and remedy identified problems.

Objectives	Output
1. Carry out 2-3 Horizontal Analyses and report to the Commission with indications of possible improvement actions. 2. Support the Commission in its assessment of inspection visit follow-up to individual Member States and, when required, in any follow-up actions (e.g. consultations with MS, Workshops on best practices etc.)	1. - Completion of preliminary HA on Vessel Traffic Monitoring and Information Systems (VTMIS), Dir 2002/59/EC. - Completion of preliminary HA on Minimum Level of Training of Seafarers, Dir 2008/106/EC. 2. - Follow-up HA Minimum Levtel of Training of Seafarers: EMSA HA Training of Seafarers Workshop. - Follow-up HA Port Reception Facilities (PRF): Data transfer to Commission; EMSA HA PRF Workshop with MS; monitoring and support of EMSA consultant. - Follow-up HA general: Explanation of task to MS officials training class.

Key Performance Indicators (3.6)		**Target 2011**	**Result 2011**
Analysis of full or interim inspection cycles	number of analyses per year	2-3	3
	percentage of planned analyses completed	100	150
Reports	number of reports per year	2-3	3

**Input halved due to staff departure.*

4.1 PORT STATE CONTROL

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,836,284	1,308,324
Payment appropriations in EUR	1,969,254	1,377,765
Staff	4 AD, 1 AST, 1 END, 1 CA	3 AD, 1 AST, 2 END

OUTCOME

The Agency is facilitating the setting-up of a Port State Control system in line with the Directive 2009/16/EC by organising tailored training seminars and developing PSC-related tools. This will contribute to a more harmonized level of PSC inspections within the European Union and the Paris MoU region.

The Agency is actively participating in the Paris MoU technical bodies and their subsidiary task forces.

Objectives	Output
1. Develop harmonized tools for Port State Control Officers.	1. More harmonisation was achieved through the linking of Rulecheck to THETIS and further development to link THETIS to the DLP.
2. Deliver training: New Entrants Seminars and Refresher Seminars.	2. Six training sessions were organised (Three New Entrant and Three Refresher seminars).
3. Provide training on Directive 2009/16/EC.	3. Training was provided on Directive 2009/16/EC under the Agency's Technical Assistance programme.
4. Manage the project for the development, maintenance and user administration of the Distance Learning Project.	4. The development of the Distance Learning Programme was completed and EMSA made 12 modules available to Paris MoU Members in May, after two training sessions for National Administrators.
5. Manage the project for the maintenance and enhancement of RuleCheck.	5. A new version of RuleCheck was released as well as the completion of the procurement for the maintenance and enhancement of the system for the period 2011-2014.
6. Make available and maintain public information on inspections, detentions, prevention of operation and refusal of access within the Paris MoU.	6. Live update of the information on inspections, detentions, prevention of operation and refusal of access within the Paris MoU region was available through a dedicated portal linked in the EMSA website.
7. Provide PSC statistics upon request.	7. Ad-hoc statistics were generated at the request of the Commission and Member States of the Paris MoU to verify the factual status of the implementation of the PSC regime after 1 January 2011.
8. Support the Commission in the implementation of Directive 2009/16/EC on Port State Control.	8. EMSA assisted the Commission by providing technical input to the preparatory work of the Directive on the enforcement of the provisions of the Maritime Labour Convention, 2006.
9. Participate in certain meetings of the Paris MoU on behalf of the Commission.	9. EMSA represented and assisted the Commission in the Paris MoU Advisory Board (MAB) Technical Evaluation Group and Port State Control Committee meetings and actively contributed to the work of their subsidiary task forces.

Key Performance Indicators (4.1)		**Target 2011**	**Result 2011**
Training	number of training sessions per year	5	6
Attendance	number of experts attending per year	250	246
Client satisfaction	result of customer survey	positive	positive
Rulecheck user response	number of system errors per year	<10	1

4.2 ACCIDENT INVESTIGATION

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	602,765	593,839
Payment appropriations in EUR	802,765	750,815
Staff	2 AD, 1 END	2 AD, 1 AST, 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).	1. - 1458 marine casualties and incidents reported in EMCIP; - 1 EMCIP User Group meeting organised to establish the mandatory fields and the notification rules to avoid reporting duplication; - New EMCIP functionalities introduced in the system in June and December 2011 (as per 2nd Service Level Agreement for maintenance and enhancement of platform).
2. Managing access to the EMCIP database.	2. - 24 Member States connected to EMCIP; - Access to the EMCIP Database, Administration tool and Portal granted to existing and new organisations and users from Member States.
3. Checking EMCIP data quality through acceptance procedure.	3. All marine casualty and incident data (notification and investigation submitted to EMCIP were screened in order to assure its quality.
4. Analysis of marine casualty data.	4. Marine casualty data analysis was initiated to: - support visits to assess the implementation of Directive by Member States; - indicate Accident Investigation bodies' best practices (investigation report, publication);
5. Supporting the setting up and functioning of a permanent cooperation framework as foreseen by Directive 2009/18/EC.	5. In line with Commission Implementing Regulation 651/2011 regarding the Rules of Procedure of the Permanent Cooperation Framework (PCF), the institutional and logistical aspects of setting up the PCF were addressed at the 8th meeting of the Agency's Consultative Technical Group on Accident Investigation, in June 2011; As the PCF designated Secretariat, EMSA started co-ordinating the launch of the PCF and the organisation of PCF 1, due in the first quarter of 2012.
6. Supporting the Commission in the implementation of Directive 2009/18/EC.	6. EMSA developed the methodology and pre-visit questionnaire for conducting inspection visits to assess the implementation of Directive by Member States.
7. Supporting Member States with processing VDR information.	7. Preliminary discussions were resumed on the organisation of future VDR training.
8. Supporting Member States through development and promotion of training activities.	8. - 2 "Core skills Course for Accident Investigators" delivered; - 2 EMCIP training sessions organised; - Lectures on principles of safety investigation at Flag State Implementation courses and Introduction to Maritime Legislation course; - Commencement of an exercise to analyse and propose future training activities for Member States' accident investigation bodies; - Development and delivery of a 2-day seminar on accident investigation in cooperation with REMPEC as part of the SAFEMED II project.
9. Setting-up, maintaining and managing a pool of investigators.	9. A scheme to set up a pool of investigators to support Member States investigative bodies was developed and discussed by CTG CMAI and subsequently by the EMSA Administrative Board. EMSA decided to postpone this scheme until such time as the implementation of the new directive will become more consolidated.

Key Performance Indicators (4.2)		**Target 2011**	**Result 2011**
Accident Database	number of MS connected	27	24
Requests for accident reports	number of reports in system	1000	1458
	percentage of requests accommodated	100	none requested

4.3 TECHNICAL ASSISTANCE

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,075,358	996,278
Payment appropriations in EUR	1,106,571	902,834
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 EU maritime safety legislation.

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

Objectives	Output
1. Up to 10 training sessions for Member States. 2. 6 sessions for 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 14 training actions (incl. training for newcomers on EU maritime legislation (3); ISM Code "auditing techniques" (2); core skills for accident investigators (2); liability and compensation for maritime claims; Maritime Labour Convention; PSC sampling for the Ballast Water Management (BWM) Convention; Flag State Implementation; ISPS – Ship security (2); Compliance methods in relation to directive 2005/33/EC. A total of 349 persons from Member States' maritime administrations were trained. 2. 6 training actions (incl. PSC and flag State – Montenegro; EU maritime legislation for newcomers; PSC – Albania; marine equipment directive (MED) – Turkey; ISPS Code; LRIT meeting. In total 118 persons from candidate and potential candidate (IPA) countries' maritime administrations were trained. 3. Specific technical assistance was provided to the Commission through continuous monitoring of the SAFEMED project activities and cooperation with the implementing body (REMPEC) including participation in the 6th Meeting of the Maritime Safety Sub-Group of the EuroMed Transport Forum (Maritime Transport Working Group) and in a training session on flag State implementation; organisation of two SAFEMED meetings on PSC and accident investigation at the Agency's premises. 45 officers from the region concerned attended the 3 training sessions.

Key Performance Indicators (4.3)		**Target 2011**	**Result 2011**
Training for Member States	number of MS training sessions per year	8	15
	number of MS experts attending per year	140	349
Training for accession countries	number of AC training sessions per year	6	6
	number of AC experts attending per year	80	118
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	1,042,920	1,085,794
Payment appropriations in EUR	1,337,184	1,242,909
Staff	5 AD	5 AD

OUTCOME

The Agency contributes to the safety of ships and marine equipment at European level by closely monitoring the standards development. It also ensures the functioning of the internal market by assessing safety problems and/or market distortions.

Objectives	Output
1. Monitoring of the work at IMO in the field of Maritime Safety Standards and technical support to the Commission.	1. Developments in IMO were regularly monitored. The necessary technical support – including technical evaluations – was provided to the Commission on matters of Community competence or interest in such areas as fishing vessel safety, ISM and other aspects such as arctic navigation.
2. Technical support regarding passenger ship stability, ISM code and Goal Based Standards developments.	2. The second study, commissioned by EMSA in 2010, on damage stability of ro-pax vessels, was monitored until its finalisation in June 2011. The final report was revised and prepared for its dissemination at European and international level in 2012.
3. Assistance for the revision of Directive 2009/45/EC on safety rules and standards for passenger ships.	3. EMSA also provided technical support to the Commission's for the work on revising the passenger ship safety Directive 2009/45/EC.
4. Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis) and to the revision of the Directive.	4. EMSA submitted its technical input for the 7th amendment of Annex A of the MED (Dir 2011/75/EU) and started the work on the 8th amendment.
5. Examination of submissions under article 13 of the Marine Equipment Directive.	5. Two new "safeguard clause" cases were examined at the request of the Commission.
6. Upgrade of the MARED database.	6. EMSA continued monitoring the functioning of the MarED database ensuring its operability and accessibility. The renewal of the MarED database management contracts was conducted. EMSA also supported the co-ordination of Notified Bodies within the MarED Group.
7. Management of the alert system foreseen by the MRA signed between EU and USA.	7. EMSA continued managing the MRA alert system and initiated its renewal.

Key Performance Indicators (4.4)		Target 2011	Result 2011
MARED Database	percentage per year availability	95	100

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,284,358	1,341,507
Payment appropriations in EUR	1,355,358	988,458
Staff	2 AD, 1 AST, 1 END	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 sixth annual statistical report on the world merchant fleet in Equasis. 3. Production of statistical products, analyses, services and publications, for internal and external use, as appropriate. 4. Enhancement of the MARINFO database.	1. For the third year, the Equasis Management Unit is hosted in EMSA. The Equasis website has significantly evolved in 2011. A written agreement has been signed with Viña del Mar as a data provider in November 2011. The United States Coast Guard became the 9th contributing member of the Supervisory Committee. 2. The Equasis annual statistics was published in June based on the format used the three previous years. 3. The number of requests relating to information and statistics by other units in EMSA (through the so-called Marinfo Helpdesk) increased significantly in 2011. Apart from that, regular support for port State control activities (monitoring reported port calls, fair share calculations, other ad-hoc extracts) continued throughout the year and a new recurrent task to provide information for the "overriding" priority in PSC for an inspection was implemented. 4. Six Marinfo framework contracts were signed, following the procurement for acquisition of access to maritime data and datasets for a maximal period of four years.

Key Performance Indicators (4.5)		Target 2011	Result 2011
Availability of the system	percentage per year availability	99.5	99.77
Users	number of users per month	27,000	35,053
Contributors	number of contributing members	8	9

4.6 PREVENTION OF POLLUTION BY SHIPS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,602,284	1,478,059
Payment appropriations in EUR	1,602,284	1,400,186
Staff	7 AD, 1 END, 1 CA	7 AD, 1 END, 1 CA

OUTCOME

The Agency's expertise in matters related to environmental protection assists the Commission and Member States to better tackle a variety of ship-sourced pollution and emission problems, with regard to implementation as well as new legal developments.

Objectives

1. **Port reception facilities**
   i) Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC.
   ii) Drafting reports with specific suggestions in the context of the wider review of the Directive.
   iii) 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 fora (e.g.: ISO standards on port reception facilities and on the segregation of waste on board ships).
2. **Air emissions**
   i) 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.
   ii) In the field of Greenhouse Gases, providing assistance to the Commission in following the international developments, notably on the Energy Efficiency Design Index.
   iii) Providing technical assistance to the Commission for a possible EU regime to reduce greenhouse gases emissions from ships.

Output

1. **Port reception facilities**
   i) Suggestions for potential amendments to Directive 2000/59/EC and ideas about the functioning of a future common monitoring and information system for ships' waste as well as on the categorisation of waste types in Annex II of the Directive.
   ii) Impact analyses of the revision of MARPOL Annex V and its guidelines and on the waste delivery requirements of Article 7 of the Directive. Preparatory work and input for: expert working group with the Commission and Member States on the exchange of the electronic waste notification in SafeSeaNet; a meeting with the industry representatives on the delivery of cargo residues; and an EMSA Workshop on Port Reception Facilities.
   iii) Monitoring on-going discussions related to PRF matters in international fora (IMO, HELCOM, ISO and others) and assisting the Commission and the Member States in their preparation for the meetings including participation in the technical ISO group and preparing the Commission position for several related IMO submissions.
2. **Air emissions**
   i) Revision of Directive 2005/33/EC:
   - Regular participation in group on air emission in relation to fuel quality standards and greenhouse gases.
   - Technical work on alternative compliance options in relation to the Directive, the use of emission abatement technology and the use of LNG as fuel for shipping. This work is an important part of the Sustainable Waterborne Transport Toolbox, accompanying the proposed revision of the Directive.
   - Study on the potential of biofuels in shipping in view of on-going development of a European strategy for alternative fuels.
   ii) Energy Efficiency Design Index (EEDI):
   - Technical reports to assess and subsequently clarify the impact of the EEDI, throughout its development and following its adoption.
   - Second study on test and trials of the EEDI and workshop to discuss the outcome and explore potential solutions for ro-ro / ro-pax ships.
   - Active participation in the discussion on the Energy Efficiency Design Index at IMO and in other relevant fora.
   iii) Other EU measures to reduce greenhouse gases:
   - Analysis of the availability of measures to reduce greenhouse gases emissions from existing ships.
   - Participation in work organised by the Commission (e.g.: in the European Climate Change Panel) regarding the potential development of regional market based measures to reduce greenhouse gas emission form ships.

3. **Ship recycling**
   i) Assisting the Commission in developing an EU wide strategy for ship dismantling as requested.
   ii) Assisting the Commission with negotiations at the IMO regarding the development of relevant guidelines and other international developments.
4. **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.
5. **Anti-fouling systems**
   Providing technical assistance to Member States for the enforcement of international and EU rules on the topic, as appropriate.
6. **Other**
   Monitoring and advice on the international and EU developments related to other environmental issues, such as underwater noise, ship strikes and marine strategy developments.

3. **Ship Recycling**
   i) Active dialogue with the Commission in view of finalization of EU proposal for Regulation on Ship Recycling, input on numerous issues (i.e. background info on international safety criteria, role of Recognized Organisations, developing an adequate assessment and inspection regime of ship recycling facilities in third countries) as well as follow-up amendments to the draft Regulation after Inter Service Consultation. In addition, co-organisation of a workshop with the Commission on key aspects of a future EU ship recycling regulatory framework.
   ii) Follow-up of IMO Correspondence Group on behalf of the Commission and participation in MEPC working group on ship recycling.
4. **Ballast Water**
   Ongoing implementation of EMSA Ballast Water Action programme (developed in 2009):
   - Development of guidance for sampling for enforcement of the BWM Convention, which was submitted to BLG (IMO Bulk Liquids and Gasses Sub-Committee) 16, as a basis for global guidance.
   - Contributions to the development of the Mediterranean Ballast Water Action Plan under the Barcelona Convention/ REMPEC/ Globallast Partnerships and the OSPAR Ballast Water programme;
   - Information and support to the Commission and Member States on issues such as, type approval, risk assessment and sampling, to ensure consistency between regional approaches in Europe and help Member States ratify the Convention.
   - Following and preparing submissions to IMO working groups and chairing the Correspondence Group to finalize the BWM circular on ballast water sampling and analysis.
5. **Anti-fouling systems**
   Participation in the AFS Convention Workshop organised by REMPEC (presentation and panel).
6. **Other**
   The agency also follows environmental issues of horizontal relevance in the EU. The focus under this heading was to contribute to ongoing activities at international level on Black Carbon and on estimating shipping's environmental effects more generally.

4.7 LIABILITY AND COMPENSATION

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	191,584	153,858
Payment appropriations in EUR	191,584	144,340
Staff	1 AD	1 AD

OUTCOME

Through its activities the Agency contributes to a better understanding of the regulatory system regarding maritime liability and compensation.

Objectives	Output
1. Support the Commission and Member States in matters regarding maritime liability and compensation. 2. Increase knowledge on the implementation and effects of international conventions and relevant EU legal instruments in this field, including the Directive on ship-source pollution.	1. Two in-house study reports were prepared for and at the request of the Commission: 1) Sanctions for Ship Source Pollution Directive and 2) the Liability in Places of Refuge Situations. 2. The support for Member States included a comprehensive training on liability and compensation, as well as support at a workshop relating to ship source pollution.

5.1 NETWORK OF STAND-BY OIL SPILL RECOVERY VESSELS

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	22,813,444	22,285,293
Payment appropriations in EUR	20,120,559	15,561,052
Staff	11 AD, 3 AST, 1 CA	9 AD, 5 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 2008 for an additional period of 3 years. 2. Reinforcing the Network in the Bay of Biscay (dependent on a successful 2010 tender). 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 implement the contractual service. 5. Providing expertise to Member States or the Commission in case of an incident.	1. 2 new vessels were contracted in 2011 to provide additional capacity in the West Mediterranean and the Black Sea areas. In addition, 2 new vessels were contracted to replace expiring contracts in the Southern Baltic and Central Mediterranean areas. 3 contracts established in 2008 for a 3 year period were renewed (Atlantic Coast, Black Sea, North Sea) for an additional 3 year period. 2. Following the procurement procedure, no contract was awarded for the Bay of Biscay. A new tender round for this region will be conducted in 2012. 3. 13 EMSA Stand-by Oil Spill Response Vessels participated in 11 at-sea operational exercises, organised in cooperation with EU member states and/or Regional Agreements, in the Baltic Sea, North Sea, Bay of Biscay, Atlantic Coast, Mediterranean Sea, Aegean Sea and Black Sea. 4. A total of 60 Quarterly Drills were performed by the vessels under contract to the Agency. Additionally, 4 Acceptance Drills were conducted in 2011. 5. Following the explosion of a slops storage tank at the port of Gibraltar, Spanish authorities requested assistance (via the MIC) from the EMSA contracted oil recovery vessel, Bahia Uno (2 June). The vessel was mobilised and ready to operate in less than 8 hours from the signature of the Incident Response Contract. After further evaluation, the Bahia Uno was demobilised the following day.

Key Performance Indicators (5.1)		**Target 2011**	**Result 2011**
Stand-by vessel network	number of contracts	14	16
	geographical coverage	All regional sea basins of Member States	All regional sea basins of Member States
Pre-fitting	number of newly contracted vessels pre-fitted	1	1
Drills and exercises	number of drills per year	57	64
	number of operational exercises per year	8	13
	number of notification exercises per year	12	13
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	3,031,051	3,121,263
Payment appropriations in EUR	5,636,910	4,868,312
Staff	8 AD, 1 AST	7 AD, 2 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 and polluting vessels. 2. Provide assistance to EU Member States and the Commission in case of accidental spills. 3. Enhance the CleanSeaNet service with integration of vessel traffic information, models and oceanographic information. 4. Provide training to EU Member States on CleanSeaNet. 5. Implement a new CleanSeaNet Data Centre. 6. Organise regular meetings of the EMSA CleanSeaNet User Group, twice a year back-to-back with European Group of Experts on Satellite Monitoring of Sea-based Oil Pollution (EGEMP) meetings. 7. Conclude the transition to CleanSeaNet 2nd generation operations.	1. CleanSeaNet delivered 2,143 satellite images to Member States during 2011; a total of 2,048 possible spills were detected in the images, and alerts sent to Member States. 2. CleanSeaNet provided 29 images for the monitoring of accidental spills on six different occasions. 3. The CleanSeaNet data centre has been connected to SafeSeaNet for vessel traffic information and has been enhanced with METOCEAN oceanographic information. 4. CleanSeaNet training was given in October 2011 to 53 participants from 26 countries. 5. The CleanSeaNet Data Centre has been phased in gradually between December 2010 and November 2011. 6. Two CleanSeaNet User Group meetings were held in 2011, in June and in November. 7. The 2nd generation of the CleanSeaNet service entered into operations on 1 February 2011. CleanSeaNet first generation was phased out in April 2011 after last feedback from users had been received. Sufficient stability and reliability was achieved by November 2011.

Key Performance Indicators (5.2)		Target 2011	Result 2011
Satellite images	number of images ordered and analysed per year	2,000	2,481
Assistance for accidental spills	percentage response rate to assistance requests	100	100
CSN-DC performance	percentage per year availability of CSN	97.5	94.4

5.3 HNS OPERATIONAL SUPPORT

Financial and Human Resources	Planned Input	Actual Input*
Commitment appropriations in EUR	477,468	1,153,199
Payment appropriations in EUR	561,968	1,071,295
Staff	1 AD, 1 CA	5 AD

OUTCOME

The Agency aims to disseminate as much relevant information as possible regarding chemicals and their treatment in the marine 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).	1. Following the first two years of operation, an evaluation of the service was conducted by EMSA. MAR-ICE has been activated nine times since its establishment in 2009. The positive evaluation has led to the extension of MAR-ICE until the end of 2014.
2. Develop datasheets of chemical substances for marine pollution response.	2. The development of the Graphic User Interface and the preparation of the first set of the MAR-CIS (MARine Chemical Information Sheets) datasheets were completed as scheduled.
3. Analyse relevant and up-to-date information concerning marine HNS transport patterns in Europe.	3. No comprehensive data on HNS transport could be obtained. However, a study for the development of vessel design requirements to enter and operate in hazardous environments (Safe Platform Study) has been successfully completed.
4. Develop HNS information tools and reports.	4. A study on the development of vessel design requirements to enter and operate in hazardous environments (Safe Platform Study) was successfully completed.

Key Performance Indicators (5.3)		**Target 2011**	**Result 2011**
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/reports developed	2	2

**Activity 5.3 and 5.4 were merged. The actual input quoted here is the total for both activities.*

5.4 COOPERATION AND COORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Financial and Human Resources	Planned Input	Actual Input*
Commitment appropriations in EUR	522,454	1,153,199
Payment appropriations in EUR	524,980	1,071,295
Staff	2 AD	5 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. Coordinating CTG MPPR meetings / workshops and implementing the CTG MPPR Rolling Work Programme. 2. Supporting activities of Regional Agreements, the IMO and other relevant bodies/organisations where appropriate. 3. Developing and updating marine pollution preparedness and response related information, inventories and decision making support tools.	1. The 6th meeting of the CTG MPPR took place in October 2011. New projects were included in the CTG MPPR Rolling Work Programme for 2011-2012 after a comprehensive assessment. 2. EMSA continued its cooperation with the Regional Agreements and the International Maritime Organisation (IMO) on issues of common interest. Furthermore, EMSA participated exceptionally in the Emergency Prevention, Preparedness and Response working group of the Arctic Council on behalf of the Commission. 3. The *Inventory of Member States Oil Pollution Response Vessels* was updated and now includes substantially more detailed information and geo-referenced maps of Member State response vessels as well as EU-wide summary maps.

Key Performance Indicators (5.4)		**Target 2011**	**Result 2011**
CTG MPPR co-ordination	number of CTG MPPR meetings and workshops	3	3
Inventories and decision support tools	number of inventories/tools developed	1	1

**Activity 5.3 and 5.4 were merged. The actual input quoted here is the total for both activities.*

6.1, 6.2, 6.3, 6.4 OVERHEAD/HORIZONTAL TASKS

HR Planned Input*	Actual Input
Management Team/Bureau of the Executive Director: 13 AD, 6 AST, 2 CA	Management team/Bureau of the Executive Director: 12 AD, 6 AST, 2 CA
Human Resources: 1 AD, 8 AST, 3 CA	Human resources: 1 AD, 7 AST, 4 CA
Legal and Financial Affairs, Facilities and Logistics: 4 AD, 4 AST, 8 CA	Legal and financial affairs, Facilities and Logistics: 4 AD, 3 AST, 8 CA
Operations Support (ICT): 4 AD, 13 AST, 4 CA	Operations Support (ICT): 4 AD, 11 AST, 3 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.

Functions

Management team/Bureau of the Executive Director

1. Work programme, including staff and budget planning.
2. Action Plan for Pollution Preparedness and Response.
3. 5 year Strategy implementation.
4. Annual report and accounts.
5. Multi Annual Staff Policy Plan.
6. Preparation of meetings of the Administrative Board, decisions, minutes.
7. Regular monitoring of ongoing projects.

Human resources

1. Management of the establishment plan (new recruits, turnover, etc.).
2. Administration and Management of the payroll.
3. Development and Implementation of a traineeship policy.
4. Implementation of rights and obligations arising from the Staff Regulations.
5. Further development of training policy (in particular regarding the implementation of individual Training Plans).
6. Introduction of electronic HR tools.
7. Implementation and improvement of existing HR policies related to career development.

Legal and financial affairs, Facilities and Logistics

1. Verification of commitment and payments files.
2. Organising and executing transfers.
3. Budget preparation and follow-up.
4. Providing budget overviews.
5. Advising on and verifying contracts and procurement procedures.
6. Providing legal advice to the Executive Director and the units.
7. Managing Agency facilities and support services of the Agency.

Operations support (ICT)

1. Maintaining a state-of-the-art Data Centre to host maritime applications.
2. Providing advanced business continuity and ICT security services.
3. Providing 24/7 hosting of maritime applications.
4. Providing advanced ICT services to staff.

Key Performance Indicators (6.1-6.4)		Target 2011	Result 2011
Establishment plan	execution rate establishment plan	–>100% min 94%	95%
Budget - commitment appropriations	execution rate commitment appropriations	–>100%	95.17%
Budget - payment appropriations	execution rate payment appropriations	–>100%	90.49%

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

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

Financial and Human Resources	Planned Input	Actual Input
Commitment appropriations in EUR	1,549,100	1,597,540
Payment appropriations in EUR	1,549,100	1,533,295
Staff	4 AD, 4 AST, 4 CA	4 AD, 4 AST, 4 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).

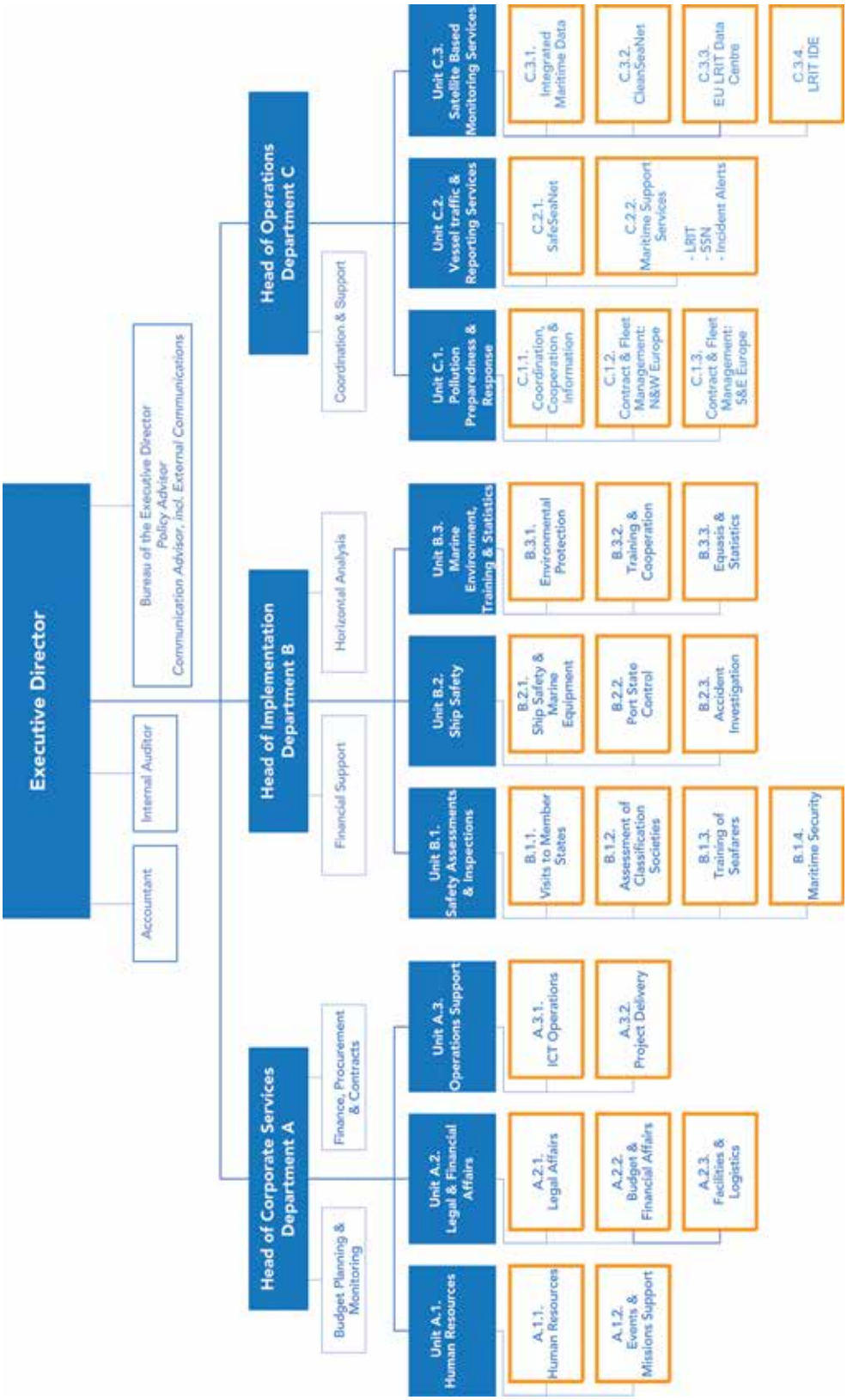
Objectives	Output
1. Preparing regular publications and completing/ updating brochures and leaflets. 2. Improving internal communication tools 3. Creating/updating electronic information tools (e.g. website and videos). 4. Presenting at meetings, exhibitions and conferences. 5. Managing protocol related issues. 6. Supporting the organisation of events/meetings in the Agency.	1. Publications: – EMSA Work Programme 2012 and Annual Report 2010 – 12 monthly newsletters – EU Maritime Accident Review 2011 – Blue Belt brochure – Technical assistance and training brochure – Oil pollution response communication materials – Quarterly training and cooperation newsletters 2. Internal communication: Completion and launch of new intranet 3. Electronic and audio visual material: – Completion and launch of new Joomla-based EMSA website – Continuous information feeds through EMSA twitter account 4. Event participation and press visits on board EMSA contracted vessels: – EU Agencies Exhibition in Brussels (January 2011, all preparation Q4 2010) – UK and French journalists on Sara off Portland (July) – Italian journalists on Salina Bay off Genoa (November) 5. Protocol: management of rights and obligations under the protocol agreement for EMSA and for EMSA staff and their families e.g. registration with Portuguese authorities and VAT recovery from relevant Member States. 6. 48 workshops/working groups for 1271 participants; training throughout the year for a total of 713 participants; 3 Administrative Board meetings, amounting to171 participants.

Key Performance Indicators (6.5)		**Target 2011**	**Result 2011**
Publications	number of publications/leaflets/brochures produced per year	14	15
	number of events organised by EMSA per year	40	51
Events and meetings	number of participants at EMSA events per year	1,300	1,442

European Maritime Safety Agency

Annexes to the Annual Report 2011

ANNEX 1: ORGANISATION CHART – AS PER 31.12.2011



ANNEX 2: SUMMARY OF BOARD DECISIONS

29th Administrative Board meeting, 28-29 March 2011 held in Lisbon, Portugal.

The Administrative Board:

- Adopted the Preliminary Work Programme 2012.
- Adopted the Draft Budget and Establishment Plan for 2012.
- Adopted the Multi-annual Staff Policy Plan 2012-2014.
- Took note of the information provided by EMSA on the Agency's contribution to the Commission's mid-term report on the multi-annual funding of the Agency's anti-pollution measures, including the cost benefit analyses of the CleanSeaNet service and of the Network of Stand-by Oil Recovery Vessels.
- Took note of the information provided by EMSA on the implementation of THETIS, the information system supporting the new Port State Control regime.
- Took note of the information provided by EMSA on the Blue Belt pilot project.
- Took note of the information provided by EMSA on the Preliminary findings on inspections related to the implementation of the Vessel Traffic Monitoring Directive (mid-cycle report).
- Appointed Mr Zoltan Kazatsay, representative of the Commission on the Administrative Board and Deputy Director General of DG MOVE, and Mr Serghios Serghiou, representative of Cyprus and Deputy Chairman of the Administrative Board, as reporting officers for the 2010 appraisal of the Executive Director, as foreseen by Decision 2009/11/20.
- Took note of the information provided on the EMSA Financial Statement 2010 (including budget execution, balance sheet, profit and loss accounts).
- Took note of the Annual Report for 2010 School Arrangements in Lisbon.
- Took note of the information provided on the IAS Strategic Audit Plan 2010-2012, endorsed by the Board in March 2010, and that was still valid for 2011.

30th Administrative Board meeting, 8 June 2011 held in Lisbon, Portugal.

The Administrative Board:

- Adopted the EMSA 2010 Annual Activity Report and the EMSA 2010 Accounts, subject to certification without reserve by the European Court of Auditors.
- Took note of the Preliminary Observations of the ECA, which for the first time in EMSA's history contained no comments.
- Took note of the Chairman's intention to step down at the end of his first term, on 29 January 2012 and agreed to elect their successors at the following meeting in November 2011 according to the procedure agreed for previous elections.
- Took note of the Executive Director's intention to retire from EMSA as from 30 November 2011 and asked the Executive Director to appoint Leendert Bal, Head of Department C – Operations, acting Executive Director until the new Executive Director will take up duties.
- Took note of the update provided by the Commission on the follow-up to EMSA's inspections and visits.
- Took note of the information provided on the Horizontal Analysis carried out by the Agency after completion of the inspection cycle on Port Reception Facilities (Directive 2000/59/EC).
- Took note of the additional information provided in relation to the additional five posts requested for 2012.
- Adopted a decision amending Budget 2011.
- Took note of the information provided on CleanSeaNet, the EU satellite oil spill monitoring service.
- Took note of the information provided on the establishment of a network of investigators from relevant national bodies and looked forward to further developments.
- Took note of the status report on the hosting by EMSA of the LRIT International Data Exchange.
- Took note of the information provided on the ongoing technical cooperation between EMSA and EU NAVFOR in the field of vessel information.
- Took note of the annual report by the EMSA Internal Auditor.
- Took note of the update by the Commission on the process regarding the revision of the EMSA Founding Regulation.
- Took note of the publication of the Commission's mid-term report on the multi-annual funding of the Agency's anti-pollution measures.

31st Administrative Board meeting, 10 November 2011 held in Lisbon, Portugal.

The Administrative Board:

- Adopted, subject to the availability of the Commission's formal opinion and subject to the decision of the budgetary authority, the Work Programme 2012 and the associated budget and establishment plan for 2012.
- Elected by consensus Mr Frans Van Rompuy, Director General of the Belgian Maritime Transport Administration and Mr Achim Wehrmann, Director of Shipping in the German Federal Ministry of Transport, Building and Urban Development, as Chairman and Deputy Chairman respectively, and thanked Mr Jørgen Hammer Hansen and Mr Serghios Serghiou for three years of successful leadership of the Administrative Board.
- Took note of the update on the tenders for oil recovery vessels in 2011.
- Took note of the Court of Auditors' opinion and adopted the final accounts for the year 2010. The Administrative Board congratulated the Agency for receiving no observations from the Court of Auditors concerning the accounts for the year 2010.
- Adopted a decision amending Budget 2011 (second amendment).
- Adopted a decision on the adoption of Implementing Rules to the Staff Regulations concerning leave, parental leave, family leave and part-time work, as well as a decision concerning the appraisal of the Accounting Officer.
- Took note of the update provided by the Commission on the on-going procedure for the selection of candidates for Executive Director and agreed on a procedure for his/her appointment.
- Took note of 2011 budget transfers.
- Took note of the information provided on the outcome of the discussions held at the Consultative Technical Group on Maritime Accident Investigation (CTGMAI) on 15-16 June 2011.

ANNEX 3: IMPLEMENTATION OF THE BUDGET FOR FINANCIAL YEAR 2011

BUDGET TITLE	FUND SOURCE	COMMITMENT			PAYMENT		
		CREDIT AVAILABLE	COMMITMENT	COMMITTED %	CREDIT AVAILABLE	PAYMENT REQUEST	PAID
1	C1	19,603,000	18,844,601	96%	19,603,000	18,551,752	95%
2	C1	4,250,990	4,189,912	99%	4,250,990	3,457,844	81%
3	C1	32,590,752	30,683,187	94%	32,590,753	26,354,171	81%
TOTAL		**56,444,742**	**53,717,700**	**95%**	**56,444,743**	**48,363,767**	**86%**

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 4: ECONOMIC OUTURN ACCOUNT

	2011	2010
REVENUES FROM ADMINISTRATIVE OPERATIONS	634,641	110,488
OTHER OPERATING REVENUE	50,222,650	45,491,899
TOTAL OPERATING REVENUE	**50,857,290**	**45,602,387**
ADMINISTRATIVE EXPENSES	-30,801,554	-30,640,531
ALL STAFF EXPENSES	-16,683,040	-16,652,741
FIXED ASSET RELATED EXPENSES	-6,196,439	-5,206,967
OTHER ADMINISTRATIVE EXPENSES	-7,922,076	-8,780,823
OPERATIONAL EXPENSES	-16,900,323	-19,047,267
TOTAL OPERATING EXPENSES	**-47,701,877**	**-49,687,799**
SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES	3,155,414	-4,085,411
FINANCIAL REVENUES	0	0
FINANCIAL EXPENSES	-2,042	-558
SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES	-2,042	-558
ECONOMIC RESULT OF THE YEAR	**3,153,372**	**-4,085,969**

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: BALANCE SHEET

	2011	2010
NON CURRENT ASSETS	27,200,774	29,293,788
INTANGIBLE FIXED ASSETS	3,342,203	2,076,050
TANGIBLE FIXED ASSETS	23,568,435	26,927,602
LONG-TERM PRE-FINANCING	290,136	290,136
CURRENT ASSETS	13,784,494	7,583,947
SHORT-TERM PRE-FINANCING	6,841,933	4,077,039
SHORT-TERM RECEIVABLES	948,746	591,343
CASH AND CASH EQUIVALENTS	5,993,814	2,915,565
TOTAL ASSETS	**40,985,268**	**36,877,735**
NON-CURRENT LIABILITIES	84,649	79,653
PROVISIONS FOR RISKS AND CHARGES	0	0
OTHER LONG-TERM LIABILITIES	84,649	79,653
CURRENT LIABILITIES	4,802,913	3,853,749
PROVISIONS FOR RISKS AND CHARGES	110,000	16,413
ACCOUNTS PAYABLE	4,692,913	3,837,336
TOTAL LIABILITIES	**4,887,563**	**3,933,401**
TOTAL NET ASSETS/LIABILITIES	**36,097,705**	**32,944,333**

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 6: INFORMATION ON NEGOTIATED PROCEDURES

Special negotiated procedures used in 2011 were launched based on four 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 (…)".

IV. Special negotiated procedures based on Art 126 (1) (a): "where no tenders or no suitable tenders have been submitted in response to an open procedure"

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. The third group is the procedure for contracting stand-by oil spill recovery services.

The following negotiated procedures based on articles 126(1) (a) to (g), 127(1) (a) to (e) of Commission Implementing Rules of the Financial Regulation, applicable by virtue of article 81 of EMSA Implementing Rules, were launched in 2011:

REFERENCE NUMBER	PROJECT	STATUS
NEGOTIATED PROCEDURE WITH PUBLICATION OF CONTRACT NOTICE: ART. 127(1)(A)-(E)		
NEG/01/2010	STAND-BY OIL SPILL RECOVERY SERVICES: VESSEL AVAILABILITY FOR OIL POLLUTION RESPONSE	LOT 1-AWARDED
		LOT 2-AWARDED
		LOT 3 - CANCELLED
		LOT 4 - AWARDED
		LOT 5 - AWARDED
NEGOTIATED PROCEDURE WITHOUT PUBLICATION OF CONTRACT NOTICE: ART. 126(1)(A)-(G)		
NEG/05/2011	BLUE BELT	AWARDED
NEG/10/2011	PURCHASE OF THE INTERSPILL EXHIBITION EMSA STAND	AWARDED
NEG/11/2011	RULECHECK MAINTENANCE AND UPGRADE	AWARDED
NEG/13/2011	EXTENSION OF CONTRACT 08-EMSA/OP/07/2008	AWARDED
NEG/14/2011	SERVICES OF ORACLE	AWARDED
NEG/17/2011	ADDITIONAL SERVICES UNDER SPECIFIC CONTRACT 2 OF 08-EMSA/OP/07/2008	AWARDED
NEG/22/2011	SAP LICENCES	AWARDED
NEG/27/2011	IMPROVEMENT – SWEEPING ARMS	AWARDED
NEG/28/2011	IMPROVEMENT – HIGH CAPACITY SCANNER	AWARDED
NEG/29/2011	DELIVERY AND ANALYSIS OF COSMO SKYMED SATELLITE IMAGERY	AWARDED
NEG/33/2011	RE-LAUNCH OF LOT 1 OF EMSA/OP/10/2011	AWARDED
NEG/36/2011	IMPROVEMENT OF THE POLLUTION RESPONSE CAPACITY OF THE VESSELS UNDER CONTRACT 09-NEG/01/2009 LOT 1	CANCELLED
NEG/37/2011	ADDITIONAL SERVICES IN DFM CONTRACT NEG/25/2011	AWARDED
NEG/38/2011	PROVISION OF ELECTRICITY	AWARDED
NEG/39/2011	ADDITIONAL SERVICES IN FOR SSN RELATED QUALITY ASSURANCE TESTS FOR 2011	AWARDED

The table overleaf 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, 2010 and 2011[17].

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

TYPE OF PROCEDURE*	2008	2009	2010	2011
NEG BASED ON ART 127 IR	2	1	1	1
NEG BASED ON ART 126 IR	5	18	11	13
TOTAL	**7**	**19**	**12**	**14**

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

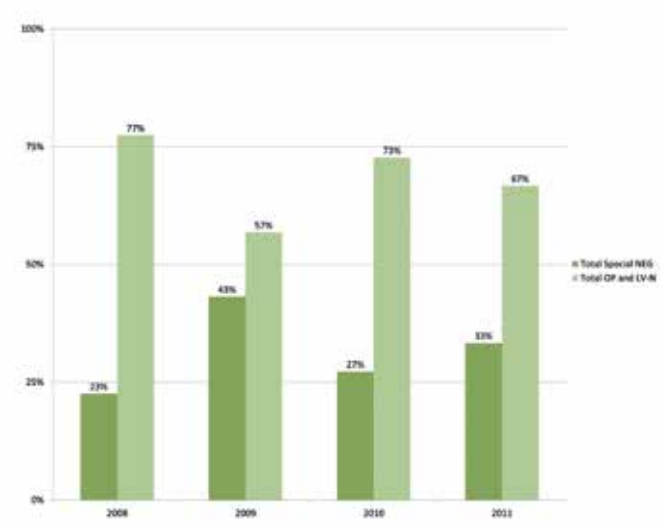
Comparison with previous years – open and low value negotiated procedures:

TYPE OF PROCEDURE*	2008	2009	2010	2011
OPEN (O)	8	10	14	12
LOW VALUE NEGOTIATED (LV-N)	16	15	18	17
TOTAL OP AND LV-N	**24**	**25**	**32**	**29**

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

Ratio between special negotiated procedures with the number of open procedures and low value negotiated procedures for the contracts of the value between 5000 EURO and 60,000 EURO:

In 2011 the number of special negotiated procedures remained significantly



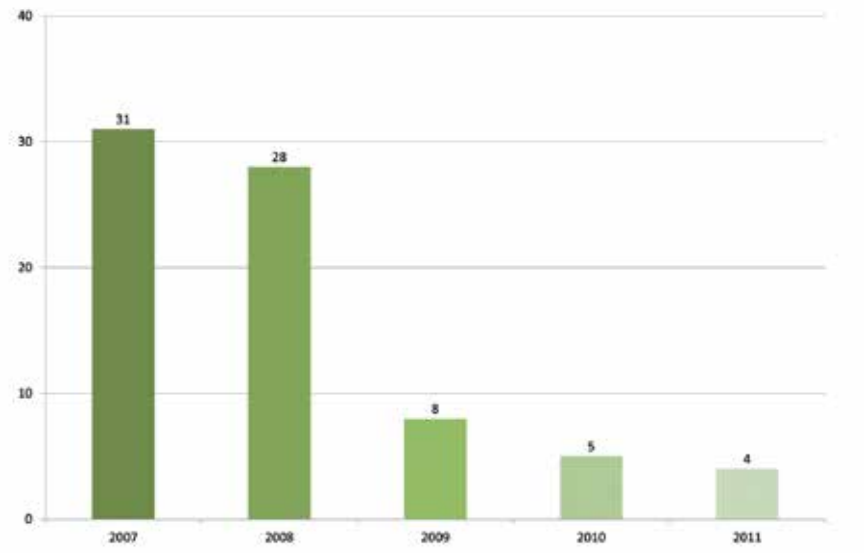
lower compared to 2009 whilst comparing to the number of awarded special negotiated procedures in 2010 in 2011 there was a slight increase. The increase of the number of procedures was a result of two main factors: new legislation adopted by the host country and/or by EU Institutions and expiry of contracts concluded through special negotiated procedures in years 2007-2008, without change in the subject or in the circumstances for the new contracts.

ANNEX 7: 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 2011 to four concerning a total amount of 15,700 EURO only.

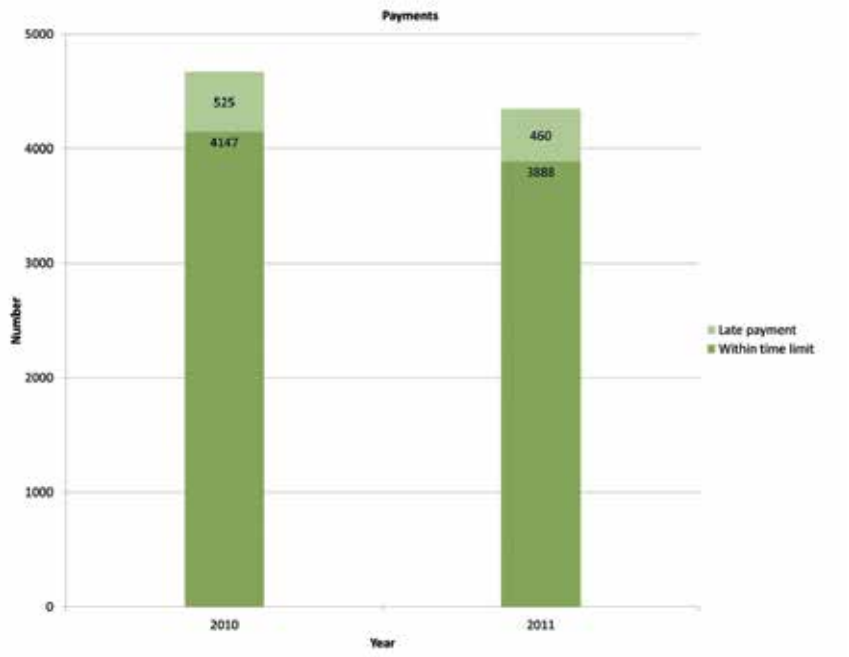
The following graph shows the number of commitments *a posteriori* during the period 2007 – 2011:



Number of Commitments a Posteriori

ANNEX 8: INFORMATION ON COMPLIANCE WITH TIME LIMITS AND SUSPENSION OF TIME LIMITS

As in the period 2009-2010, the compliance with time limits has improved, with the percentage of late payments decreasing from 2010 to 2011 alongside a decreasing number of total payments, the latter being due to streamlining of agreements with vendors in the administrative area. From 2010 to 2011, the number of payments carried out within the time limit stabilised at 89%. The total number of payments dropped from 4 672 in 2010 to 4 348 in 2011, equalling a reduction of 7%, compared with a 2% increase from 2009 to 2010.



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 fine-tuned invoicing procedures, the total number of suspensions dropped by 11% from 2010 to 2011, while the share of payments stabilised at 4%. The average suspension period decreased from 51 to 35 days.

SUSPENSIONS	2009	2010	2011
TOTAL NUMBER	247	196	174
AVERAGE SUSPENSION PERIOD (DAYS)	50	51	35
SHARE OF PAYMENTS	**5%**	**4%**	**4%**

ANNEX 9: DECLARATION OF THE ACTING EXECUTIVE DIRECTOR

EMSA

European Maritime Safety Agency

Lisbon, 11 JUN 2012

Declaration of the Acting Executive Director

I, the undersigned, Leendert Bal, Acting 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.

Leendert Bal

European Maritime Safety Agency

Annual Report 2011

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EMSA

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 of the previous year, including a summary of oeprations and financial annexes. A section detailing how activities have reflected the Work Programme for the year under review includes information on input, ouput and performance indicators.

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EUROPEAN MARITIME SAFETY AGENCY