

Single Programming Document 2018-2020

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Mission

EMSA's mission To ensure a high, uniform, and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations

EMSA's vision To promote a safe, clean and economically viable maritime sector in the EU

EMSA's values Efficiency, effectiveness, transparency, flexibility, creating added value

The Agency's tasks and legal mandate are outlined in SECTION I - General Context.

List of acronyms

Acronym	Full name
AI	Accident Investigation
AIS	Automatic Identification System
BC SEA	Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions
BWMC	International Convention for the Control and Management of Ships' Ballast Water and Sediments
CAAR	Consolidated Annual Activity Report
CHD	Central HAZMAT Database
CNTA	Consultative Network for Technical Assistance
CSD	Central Ship Database
CTG MPPR	Consultative Technical Group for Marine Pollution Preparedness and Response
DLP	Distance Learning Package
DUET	Dispersant Usage Evaluation Tool
EAS	Equipment Assistance Service
EC	European Commission
ECGFF	European Coast Guard Functions Forum
EEA	European Economic Area
EEDI	Energy Efficiency Design Index
EEZ	Exclusive Economic Zone
EFCA	European Fisheries Control Agency
EFTA	European Free Trade Association
EMCIP	European Marine Casualty Information Platform
EMPOLLEX	Exchange Programme for Marine Pollution Experts
ENP	European Neighbourhood Policy
EODC	Earth Observation Data Centre
ERCC	Emergency Response Coordination Centre

ESSF	European Sustainable Shipping Forum
EU	European Union
EU LRIT CDC	European Union Long Range Identification and Tracking Cooperative Data Centre
EUNAVFOR	EU Naval Forces
EUROPOL	European Police Office
EUROSUR	European Border Surveillance System
Frontex	European Border and Coast Guard Agency (formerly the European Agency for the Management of Operational Cooperation at the External Borders)
FWA	Fixed wing aircraft
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
IFCD	Interface and Functionalities Control Document
ILO	International Labour Organization
IMDatE	Integrated Maritime Data Environment
IMO	International Maritime Organization
IMS	Integrated Maritime Services
IMSAS	IMO Member State Audit Scheme
IPA	Instrument for Pre-Accession Assistance
ISM	International Safety Management
KPI	Key Performance Indicator
LNG	Liquefied Natural Gas
LRIT	Long Range Identification and Tracking
LRIT IDE	International LRIT Data Exchange
MaKCs	Maritime Knowledge Centre systems
MAOC-N	Maritime Analysis and Operations Centre – Narcotics
MAR-CIS	Marine Chemical Information Sheets
MarED	Marine Equipment (Directive) Database

MAR-ICE	Marine Intervention in Chemical Emergencies
MARINFO	Maritime Industry Information Infrastructure
MMSI	Maritime Mobile Service Identity
MoU	Memorandum of Understanding
MRA	Mutual Recognition Agreement
MRV	Monitoring, Reporting and Verification
MSC	Maritime Safety Committee
MSS	Maritime Support Services
NSW	National Single Windows
OLAF	European Anti-Fraud Office
PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PCZ	Preferred Conservation Zone
PFA	Project Financed Activity
PRF	Port Reception Facilities
PSC	Port State Control
PSCOs	Port State Control Officers
QACE	Quality Assessment and Certification Entity
REFIT	Regulatory Fitness and Performance programme (EC)
RFD	Reporting Formalities Directive
ROPAX	Roll-on/roll-off passenger ships
ROs	Recognised Organisations
RPAS	Remotely Piloted Aircraft Systems
SAFEMED IV	EuroMed Maritime Safety Project
SAT-AIS	Satellite detected Automatic Identification System
SECA	Sulphur Emission Control Area
SEG	SafeSeaNet Ecosystem Graphical User Interface
SLA	Service Level Agreement

SOLAS 74	International Convention for the Safety of Life at Sea (1974)
SSN	SafeSeaNet
STCW	Standards for Training, Certification and Watchkeeping of seafarers
TWA	Tripartite Working Arrangement
VDES	VHF Data Exchange System
VDS	Vessel Detection System
VHF	Very High Frequency
VOO	Vessels of opportunity
VTMIS	Vessel Traffic Monitoring and Information Systems

SECTION I: General context

EMSA, as a body of the European Union (EU), sits at the heart of the EU maritime safety network and fully recognises the importance of effective collaboration with many different interests and, in particular, between European and international institutions, Member States' administrations and the maritime industry.

EMSA's activities can be broadly described as:

- providing technical and scientific assistance to the Member States and the Commission in the proper development and implementation of EU legislation on maritime safety, security, prevention of pollution by ships and maritime transport administrative simplification;
- monitoring the implementation of EU legislation through visits and inspections;
- improving cooperation with, and between, Member States;
- building capacity of national competent authorities;
- providing operational assistance, including developing, managing and maintaining integrated maritime services related to ships, ship monitoring and enforcement;
- carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations;
- at the request of the Commission, providing technical operational assistance to non-EU countries.

The Agency's mandate has been refined and enlarged through successive amendments to its founding act. The amendment of January 2013 (Regulation (EU) n.100/2013) further enlarged the Agency's mandate, enhanced existing tasks and added new tasks. EMSA was empowered to further assist the Commission and the Member States in its core tasks, to assist States applying for accession and countries covered by the European Neighbourhood Policy (ENP), and to make broader use of its resources to help EU Member States respond to pollution caused by ships as well as respond to marine pollution caused by oil and gas installations. Moreover, ancillary tasks were introduced, enabling the Agency to use, subject to certain conditions, its expertise and tools for other EU activities related to the Union maritime transport policy. In addition, specific requests for assistance can be put forward by the Commission and/or the Member States. The implementation of these additional tasks will continue to be addressed on a case-by-case basis and may have a direct impact on the resources of the Agency.

The latest amendment (Regulation (EU) 2016/1625 of the European Parliament and of the Council of 14 September 2016) aims at stimulating intensified cooperation between EMSA, Frontex (European Border and Coast Guard Agency) and the European Fisheries Control Agency (EFCA) to improve synergies between those agencies, "in order to provide more efficient and cost-effective multipurpose services to national authorities carrying out coast guard functions."¹

The Agency's working environment reflects the initiatives launched by the EU in all policy areas related to the seas in order to strengthen Europe's competitiveness and sustainable growth. The Agency's contribution to the accomplishment of the Growth and Jobs Strategy is of particular relevance. With almost 90% of seaborne EU external freight trade and short sea shipping representing 40% of intra-EU exchanges, maritime industries are an important source of employment and income for the European economy. By supporting the implementation of an attractive and competitive framework for quality shipping and quality operators, the Agency contributes to the first priority of the Commission: Jobs, Growth, Investment and Competitiveness.

The EU transport portfolio in particular aims to make transport more efficient, safer and environmentally friendly, articulated around four general drivers: *digitalisation*, *decarbonisation*, *humanisation* and *internationalisation*.

¹ The expression "coast guard functions" as used in this document is not to be taken as conflicting with the meaning or the roles and responsibilities of the EU Member States as flag, port and coastal States in the context of the International Maritime Organisation, other international bodies and the EU.

The role of the Union Maritime Information and Exchange System hosted by the Agency in the digitalisation of maritime transport is likely to increase. EMSA assists the Commission in discussions for developing technical solutions for simplified reporting formalities and interoperable IT solutions, amongst others through its support to the e-Manifest pilot project and a European single window environment which aims at completing an EU maritime transport space without barriers by 2020. The Agency is also providing technical assistance for the implementation of the Reporting Formalities Directive, in particular supporting the development of National Single Windows (NSW) in Member States, where requested. Moreover the Agency supports the Commission and the Member States in defining the role and future use of a European single window environment by contributing in the discussions for the definition of the functional requirements and developing/testing a pilot project to demonstrate how a European single window environment could function in practice.

At the same time, the Integrated Maritime Services, bringing together a wide range of vessel related voyage data, are extending digital solutions to other EU stakeholders with maritime related tasks/functions, in accordance with political priorities, not only in the jobs and growth perspective, as described above, but also serving security purposes.

From an environmental perspective, EMSA has an important role to play in providing support to EU policies through special modules of THETIS, notably for the implementation of the MRV regulation, the sulphur directive and the PRF directive. Depending on the evolution of international standards in this area, and taking into consideration the provisions of the amended founding regulation, these tools may gain in importance as well as applicability beyond Europe and for the benefit of national authorities carrying out coast guard functions. An RPAS service for monitoring sulphur content in air emissions by ships will be operational and ready to be activated if requested by a Member State.

Although response to marine pollution from ships or offshore installations remains the primary responsibility of Member States, EMSA is supporting them by providing substantial additional response and monitoring tools which will assist in mitigating the economic and environmental impact of potential future spills.

The Agency's Earth Observation Data Centre will be further developed over the next two years and will continue to provide pollution detection services but will also support the provision of satellite based services to all other services, including those for Copernicus, Frontex and EFCA. This will be partly under the umbrella of activities of the Copernicus Maritime Surveillance Services, for which EMSA is the Entrusted Entity and started to implement activities as of the second half of 2016.

Maritime safety remains EMSA's *raison d'être*. The Agency's work on behalf of the Commission to carry out visits and inspections to monitor the implementation of the Community acquis in this area – recognised organisations, ship safety standards, STCW, marine equipment, maritime security etc. – as well as to provide technical advice and assistance to the Commission and the Member States, remains a core effort towards saving lives at sea. Innovative approaches to processing, disseminating and exchanging information, knowledge and best practices developed over time has already become a focus and will increase in importance in the future.

EMSA also has a role beyond the EU: extending know-how and capabilities to neighbouring countries sharing sea areas with EU countries, and to potential EU members; working with the Commission in the IMO to develop and harmonise standards also on an international level, to generate a levelling-up but also foster European competitiveness; the Agency's role in relation to the Paris MoU and to ship inspection support tools in general. Depending on the evolution of policy priorities at Commission level, the international dimension of the Agency's work may grow further.

The Agency's acknowledged expertise and know-how in coast guard functions falling under its mandate, as well as tools and information systems hosted by the Agency will support relevant national authorities and EU Bodies. The support will provide a real time integrated maritime awareness operational picture including quick access to a wide selection of maritime information on vessels, their voyage, behaviour and cargoes, as well as satellite based services for detection of vessels and specific activities at sea. The current information sources will be completed further in terms of data range (Satellite AIS, imagery) and detection means (Remotely Piloted Aircraft Systems

(RPAS) services). Support of authorities performing coast guard functions also includes capacity building by elaborating guidelines, recommendations and best practises, and by providing a portfolio of specialised training targeted to the needs of the national competent authorities, distance learning tools and enhanced information systems. EMSA will cooperate with Frontex and EFCA to support the Commission in the development of a practical handbook on European cooperation on coast guard functions, which will contain cross sectoral guidelines, recommendations and best practices for the exchange of information.

Looking to the future, in the context of information sharing, surveillance and communication services the Agency is exploring ways to fuse and integrate existing data as well as developing new data sources to add granularity to the maritime picture and support further simplification and digitalisation. At the same time, in the context of building capacity and standards within and beyond the EU, the Agency is increasingly sensitive and responsive to the diversity of functions, users and needs, and in parallel capitalising on expertise and influence to raise and level the playing field globally.

Autonomous shipping is an emerging topic in international maritime fora. It illustrates the rapid digitalisation of this mode of transport and will require customers, national authorities, builders and operators to adapt to this new form of transport. For instance, challenges for traffic monitoring and certainly for hybrid traffic, and for safety in general, will be some of the main issues. It is crucial that the Agency keep abreast of developments in these fields, anticipate potential issues, explore possible solutions and support efforts to ensure a coordinated and uniform approach throughout the EU.

Developments in autonomous technologies will also bring more focus on big data and cyber security. As an experienced knowledge and data platform for multiple maritime users exercising a broad range of functions, from safety and environment to trade and security, EMSA is uniquely positioned to contribute to the debate on these issues.

In addition to the general perspectives outlined above, Section II of this document provides more detailed information about possible new tasks or potential growth in existing tasks anticipated at the time of writing for the period 2018-2020.

Finally, the current legal and budgetary basis for the activities of the Agency and its human and financial resources outlook are:

- Regulation (EC) No 1406/2002 of 27 June 2002 establishing the European Maritime Safety Agency, as amended by :
 - ~ Regulation (EC) No 1644/2003 of 22 July 2003
 - ~ Regulation (EC) No 724/2004 of 31 March 2004
 - ~ Regulation (EU) No 100/2013 of 15 January 2013
 - ~ Regulation (EU) No 2016/1625 of 14 September 2016
- Regulation (EU) No 911/2014 of 23/07/14 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations.
- The EMSA 5-Year Strategy as adopted by the EMSA Administrative Board in November 2013.
- The Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013.

In addition, EMSA increasingly engages in project financed activities (PFAs), usually governed by Administrative Arrangements, as a synergetic way to use or build on existing expertise and tools for other EU activities related to the Union maritime transport policy. This work with and for other EU bodies, agencies and end-users is likely to increase in the future.

It should be noted in conclusion that the independent external evaluation on the implementation of the Agency’s Founding Regulation was completed in June 2017. The final evaluation report is available on the EMSA website. This independent exercise fed into the development of formal recommendations by the EMSA Administrative Board to the Commission, adopted in November 2017.

SECTION II: Multi-annual programming

The EMSA 5-year Strategy, adopted in November 2013 by the Administrative Board, provides the strategic framework for the Agency's planning from 2014 to the end of 2018². There are however, a series of political, administrative and financial issues for the years to come that are likely to have an impact on EMSA in the mid to long term:

- The next EMSA Executive Director is expected to be nominated during the course of 2018 and take office in January 2019;
- The next Multi-annual Financial Framework, which includes the allocated funding for EMSA from 2020 onwards, is not yet define as of today;
- The EU Treaty gives the EU and UK until March 2019 to conclude "Brexit" negotiations; the impact of this issue on the EMSA work cannot be as of today determined;
- The new European Parliament will be elected in June 2019 and the new Commission shortly thereafter.

The political and financial framework for action from 2019 onwards is subject to a high level of uncertainty and all projections in this document relating to 2019 and beyond are subject to revision in the light of the outcome of the above listed processes.

Section II.1 addresses the multi-annual objectives emanating from the current 5-year Strategy. The resource programming in Section II.3 covers the minimum period of three years (2018-2020), as required by the relevant guidelines.³ **Task and resource programming beyond 2018 is indicative.**

II.1 Multi-annual objectives

Strategic objectives

The medium term strategic objectives of the Agency are given by the EMSA 5-year Strategy. The document defines four main drivers, with several strategic action areas. For each action area, one or more objectives are defined. This structure, as well as the full list of strategic objectives and of the activities on an annual basis that contribute to the achievement of each objective, are provided in the table below.

Progress in the achievement of the multi-annual strategic objectives is assessed through the overall performance of the contributing activities, which are monitored regularly throughout the year and annually in order to ensure the implementation of the annual programme of work. In this context, the delivery of planned outputs, the achievement of performance targets and the implementation of the budget are the main indicators. An overview of the multi-annual strategic objectives is provided in the table that follows. For each multi-annual objective, the status to date and the contributing activities are indicated.

The multi-annual objectives are divided into four categories, and a main driver is expressed for each category:

² Regulation (EC) No 1406/2002 establishing the European Maritime Safety Agency, as amended, hereafter EMSA Founding Regulation, Art. 10(2)(ca): the Administrative Board shall "examine and adopt a multiannual strategy for the Agency for a period of five years taking the written opinion of the Commission into account." Art. 15(2)(ab) the Executive Director shall "prepare the multiannual strategy of the Agency and submit it to the Administrative Board after consultation of the Commission at least eight weeks before the relevant Board meeting, taking into account the views and suggestions of the Administrative Board".

³ Communication from the Commission on the guidelines for programming document for decentralised agencies and the template for the Consolidate Annual Activity Report for decentralised agencies, Annex I.

- **Standards, rules and implementation:** EMSA shall be a leading EU technical partner in cooperation with EU Member States for the development and implementation of EU safety standards and regulations in the maritime sector.
- **Monitoring, surveillance and information sharing:** EMSA shall aim to become a major provider of reliable and efficient information services for the benefit of the EU maritime cluster and, where appropriate, for the use of other communities.
- **Environmental challenges and response:** EMSA shall aim to become the main EU resource to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime and offshore sector.
- **Information, knowledge and training:** EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.

Multi-annual objectives		Status multi-annual objectives			
Strategic Action Area	Strategic Objectives	Not initiated	Initiated	Ongoing	Completed
		Contributing activities (see annual work programme Section III)			
Standards, rules and implementation					
Driver: EMSA shall be a leading EU technical partner in cooperation with EU Member States for the development and implementation of EU safety standards and regulations in the maritime sector.					
Ship safety	To support the Commission and the Member States in improving ship safety. (A1)	Not initiated	Initiated	Ongoing	Completed
		3100, 3200, 3300, 3600, 4100, 4200, 4300, 4400, 4500			
Adding value from visits and inspections	To increase resource effectiveness and efficiency through the development of a “risk-based” approach to inspections. (A2)	Not initiated	Initiated	Ongoing	Completed
	3100				
	To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate. (A3)	Not initiated	Initiated	Ongoing	Completed
	3600				
	To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States’ maritime administrations, including sharing best practices. (A4)	Not initiated	Initiated	Ongoing	Completed
	3600				
Assistance in monitoring ROs	To increase efficiency of the Commission’s assessments of recognised organisations, in particular through a risk-based approach to inspections. (A5)	Not initiated	Initiated	Ongoing	Completed
	3100				
	To develop ideas for more effective sharing of information on inspections. (A6)	Not initiated	Initiated	Ongoing	Completed
	3100				
	To assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE). (A7)	Not initiated	Initiated	Ongoing	Completed
	3100				

Port State Control	To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)	Not initiated	Initiated	Ongoing	Completed
		2300, 3300, 4100			
Accident Investigation	To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents. (A9)	Not initiated	Initiated	Ongoing	Completed
		4200			
	To support the Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends. (A10)	Not initiated	Initiated	Ongoing	Completed
		4200			

Monitoring, surveillance and information sharing

Driver: EMSA shall aim to become a major provider of reliable and efficient information services for the benefit of the EU maritime cluster and, where appropriate, for the use of other communities

EMSA's monitoring systems for the EU maritime cluster	To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)	Not initiated	Initiated	Ongoing	Completed
		2100, 2300, 2400, 4500, 5200, Frontex, EFCA, Copernicus			
	To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the Commission and the EU Member States with added value for maritime safety and security. (B2)	Not initiated	Initiated	Ongoing	Completed
		2100, 2200, 5200, Frontex, EFCA, Copernicus			
EMSA's monitoring systems, creating synergies and benefit for other EU stakeholders with maritime related tasks/functions	Work to further develop the EU maritime traffic monitoring and information system. (B3)	Not initiated	Initiated	Ongoing	Completed
		2100, 5200, Frontex, EFCA, Copernicus			
	Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)	Not initiated	Initiated	Ongoing	Completed
		2100, 2400, 5200, Frontex, EFCA, Copernicus			

Environmental challenges and response

Driver: EMSA shall aim to become the main EU resource to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime and offshore sector.

Air pollution	To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1)	Not initiated	Initiated	Ongoing	Completed
		2300, 4100, 4600, Emission Inventories			
	To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships. (C2)	Not initiated	Initiated	Ongoing	Completed
		2300, 4600			
	To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3)	Not initiated	Initiated	Ongoing	Completed
		4600, THETIS-MRV			
Other types of ship source pollution	To contribute to the protection of the marine environment in the EU. (C4)	Not initiated	Initiated	Ongoing	Completed
		4600, 5100, 5200, 5300			
	To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)	Not initiated	Initiated	Ongoing	Completed
		4600			
Pollution preparedness and response activities	To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships. (C6)	Not initiated	Initiated	Ongoing	Completed
		5100, 5200, 5300			
	Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations. (C7)	Not initiated	Initiated	Ongoing	Completed
		5100, 5200			

Information, knowledge and training

Driver: EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.

Technical and operational assistance to EU/EFTA Member States and relevant third countries	To support EU strategies on regional sea basins. (D1)	Not initiated	Initiated	Ongoing	Completed
		4100, SAFEMED IV, BC SEA, 5100, 5200, 5300			
	To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)	Not initiated	Initiated	Ongoing	Completed
		4300, SAFEMED, IV, BC SEA			
	To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)	Not initiated	Initiated	Ongoing	Completed
		4300, SAFEMED IV, BC SEA , 5100, 5200, 5300			
Process, analyse and distribute statistical information	To become a reliable source of information and statistics for the EU on maritime matters. (D4)	Not initiated	Initiated	Ongoing	Completed
		2100, Copernicus, Frontex, EFCA, 3200, 4200, 4400, 4500, 5300			
Platform for best practices and training provider	To continue developing its role as forum for discussion of best practices. (D5)	Not initiated	Initiated	Ongoing	Completed
		2100, 2200, 2300, 3600, 4300, SAFEMED IV, BC SEA , 5100, 5300			
	To consolidate its role as training provider including the use of modern techniques. (D6)	Not initiated	Initiated	Ongoing	Completed
		4300, SAFEMED IV, BC SEA 5300, Frontex			
EMSA's role in research	To use available technical knowledge to analyse research projects with a maritime safety or environmental protection interest, where appropriate. (D7)	Not initiated	Initiated	Ongoing	Completed
		5300		3600	

Qualitative indicators

Drawing on the Agency's experience and the input received from stakeholders, the Agency established in 2015 some general targets in terms of the perception of EMSA's progress and of its main perceived strength and weakness: to maintain a high level of appreciation of the Agency's achievements across the four areas, to sustain professionalism and technical expertise as key strengths and to improve its performance in the area of transparency.

A set of specific actions and indicators were developed in order to support the achievement of these targets. The status of these actions is reported in the table below.

The latest stakeholder consultation was conducted in the context of the external evaluation of the Agency. The evaluation was launched in 2016 and concluded in two phases with the final evaluation report in June 2017 and the adoption of Administrative Board recommendations in November 2017. On the basis of these recommendations and Action Plan will be developed for adoption by the Administrative Board in March or June 2018. This exercise will contribute to concluding the actions outlined in the table below and shaping the next set of actions.

Goal	Maintain high level of appreciation of the Agency's achievements across the four strategic areas	Maintain high level of appreciation of the Agency's technical expertise	Maintain high level of appreciation of the Agency's professionalism	Improve the Agency's performance in the area of transparency		
Action	Consolidate existing monitoring and reporting tools and data and develop a formal and comprehensive periodic exercise to assess the progress and potential risks in the implementation of the annual work programme.	Collect feedback from the Commission, Member States and other EU Agencies in relation to specific requests for assistance, and special/joint projects governed by specific agreements. Collect feedback from SNEs (Seconded National Experts) and NEPTs (National Experts on professional training) on mutual benefits of working with EMSA.	Collect feedback from all workshop and meeting participants, including the Administrative Board, concerning the substance and implementation of the event, based on a single, short and voluntary questionnaire.	Build a 'mission, vision and values' document which includes a definition of EMSA's own organisational culture/professional code. Integrate the professional code into the refresher course on ethics and integrity.	Map external stakeholders and identify specific interests and issues related to information and communication issues and needs.	Set up online space for internal dissemination of information and documents linked to governance and management.
Indicator	Implementation of the annual work programme	Awareness of stakeholders' technical needs and expectations	Responsiveness to stakeholder needs and expectations	Alignment with the Agency's mission, ethical and organisational values, and the Code of Good Administrative Behaviour	Awareness of differentiated stakeholder information and communication needs	Awareness of decision-making processes and outcomes, as well as policy developments (EU/maritime), that have an impact on the Agency and its staff
Status	Completed: A comprehensive, agency-wide tool to periodically assess progress and identify risks for the implementation of the work programme was developed and fine-tuned in 2016. The "Implementation of the Work Programme" exercise is now an established process published internally and feeding into the annual CAAR exercise.	Ongoing: The independent external evaluation which was launched in mid-2016 provides for extensive stakeholder consultations, with a focus on recipients of EMSA Technical Assistance. In order to avoid duplication, no initiatives are planned from the Agency's side until after the evaluation results are published and the Administrative Board issues its recommendations.	Initiated: A single, short questionnaire to be used across the full range of the Agency's portfolio of training and workshops is being developed and will be fine-tuned in 2017.	Completed: Strategy on Fraud prevention and detection adopted and in phase of implementation, including related objectives and action plan. Internal whistleblowing procedures in place.	Ongoing: The independent external evaluation which was launched in mid-2016 generated an updated stakeholder map. The EMSA communication strategy will be revised accordingly.	Ongoing: Video debriefing from the Executive Director to staff on Administrative Board outcomes; Intranet section for key management and governance documents; lunch-time presentations to update staff on Agency activities and/or policy developments; staff satisfaction surveys on HR applications; enhanced Planning and Monitoring intranet section.

II.2 Human and financial resources – proposed approach 2018 and outlook 2019-2020

EMSA's mandate has been revised five times since its establishment in 2002, with new tasks entrusted to the Agency on each occasion. The revision of 2013 introduced the concepts of "core" and "ancillary" tasks, the latter creating the possibility for the Agency to use its expertise and tools for other EU activities related to the Union maritime transport policy, and the latest amendment of October 2016 brings a broad package of support to national authorities carrying out coast guard functions.

The geographical spread of its technical assistance capabilities has increased overtime: the Agency has been entrusted with direct implementation of EU funded projects for European Neighbourhood Policy (ENP) countries, both in the Mediterranean and in the Black and Caspian seas. The Agency's mandate has also been enlarged to provide assistance in case of pollution caused by ships as well as marine pollution caused by oil and gas installations affecting Member States and third countries sharing a regional sea basin with the European Union.

In addition, new activities in the fields of environmental legislation, maritime surveillance, and satellite applications, as well as increasing levels of cooperation with other Agencies and institutions⁴, clearly show that there is a growing demand for EMSA to provide services to the Commission, Member States and other bodies. Both the Commission and the Member States have already expressed support for the Agency to become a 'service provider' for other end-users, thus ensuring added value at EU level and the best possible use of existing tools. This is reflected in the Agency's 5-year strategy, adopted in November 2013.

The revision of the mandate of the Agency from October 2016 is a clear manifestation of the demand for new activities that further develop the tasks of the Agency, with added value for the Commission and the Member States. The amended Regulation which provides for enhanced cooperation with Frontex and EFCA to support national authorities carrying out coast guard functions is taken into account in the multi-annual human and financial resource needs outlined below.

In order to fulfil its objectives, it is essential for the Agency to attract and retain highly qualified staff with specialist knowledge and experience. This is only possible when offering a long-term perspective to such experts.

However, the current financial climate of staff reductions demands once more additional efforts from EMSA staff. The possibilities for redeployment of staff within the Agency, as well as the best possible use of contract agents and task forces will continue to be fully exploited. Contract agents are commonly used for project financed activities (PFAs), with some difficulties to attract highly qualified staff for short term contracts linked to the limited duration of PFAs. Interim staff are brought in when necessary to reinforce support functions.

At this stage, staff requirements for 2019 and 2020 have to be considered as indicative and subject to change in the light of policy developments that have an impact on the workload of the Agency through the attribution of new tasks or extension of existing tasks.

Human resources

The significant staff cut for 2017 (-4 posts) was planned well in advance through natural turnover. As a result, four posts were already earmarked in the 2016 establishment plan for the cut of 2017. Currently the Agency is finalising the allocation of the 3 posts to be cut for 2018. This sets the target of occupation of the establishment plan for 2016 at 198 (instead of 202). Against that target, the vacancy rate related to the establishment plan at the end of 2016 was 1.51%.

⁴ For example, Frontex, EFCA, EUNAVFOR, MAOC-N, and the European Space Agency (ESA).

The initial staff cuts were achieved in 2016. Overall, the Agency has performed well in terms of savings and efficiency gains by reducing its establishment plan beyond the initial 5% required over the period 2013-2018, without impacting on its regulatory tasks and mandate (see detail under section II.3.E “Redeployment”).

The Agency will implement the additional cut on existing tasks of -3 posts in 2018, in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013.

At the same time, 3 additional posts have been granted for 2018, in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

An establishment plan for 2018 of a total of 212 posts (212 posts + 3 posts linked to the coast guard functions package -3 posts for the cut) plan is therefore proposed, subject to the outcome of the budgetary procedure.

The figures for 2019 and 20120 have to be considered as purely indicative and subject to change in the light of future developments that could have an impact on the workload of the Agency and attribute new tasks or extend existing tasks.

	2016	Variance	2017	Variance	2018	Variance	2019	Variance	2020
Statutory posts	202	+10	212	0	212	0	212	0	212
EC Communication “Programming of human and financial resources for the decentralised Agencies” dated July 2013		-4		-3					
European cooperation on coast guard functions		+14		+3					

Financial resources

The budget proposed for 2018 in Title 1, 2 and 3 – excluding Title 4 “Anti-Pollution Measures” – is in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013; and with the Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

In Anti-Pollution Measures (Title 4) the proposal for commitment appropriations is in line with the relevant figures put forward by the Commission Communication mentioned above which also details the multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and oil and gas installations as agreed by Regulation (EU) No 911/2014.

The proposal for payment appropriations in Title 4 is above the level foreseen in the APM multiannual financial framework, for 2018 only, mainly due to the € 3.0 M cut in payment appropriations in the 2015 Budget for APM, compared to the appropriations foreseen for 2015 in the APM multiannual financial framework and resulting in a postponement of payments to subsequent years. In addition, adjustments to multi-annual project planning had an impact on the annual distribution of

payments. This is a re-programming within the 2014-2020 APM multiannual financial framework without exceeding the total envelope (see annex II for the detailed expenditure tables).

Subject to their final adoption by the budgetary authority, the figures provided for 2018 should enable the Agency to provide planned services and assistance to both the Commission and the Member States as outlined in SECTION III: Work programme 2018.

The figures for 2019 and 2020 have to be considered as purely indicative and subject to change in the light of future developments that could have an impact on the workload of the Agency and attribute new tasks or extend existing tasks.

❖ Revenue

Commitment Appropriations (C1 Funds: appropriations voted in the corresponding year)*:

	2017	2018	2019	2020
Fresh credits from the Budgetary Authority	72,358,565	79,686,415	81,132,000	82,968,000
of which Anti-Pollution Measures	22,800,000	24,675,000	25,050,000	26,100,000
of which European Cooperation on Coast Guard Functions	17,670,000	22,607,000	23,148,000	23,276,000
EFTA Contribution (2.47% for 2017 and 2.37% from 2018 onwards) **	1,755,404	1,869,829	1,899,128	1,942,642
Other revenues: L.R.I.T.	300,000	300,000	300,000	300,000
Other revenues: Miscellaneous Revenue	131,000	90,000	90,000	90,000
Total "Other revenues"	431,000	390,000	390,000	390,000
TOTAL REVENUE	74,544,969	81,946,244	83,421,128	85,300,642

Notes:

- * - EMSA fresh credits from the Budgetary Authority are in line with the "Multi-annual financial perspectives 2014-2020".
- R0 Funds (other external assigned revenue) are not included in the budget above presented.
- "Miscellaneous revenue": these revenues come from C4 funds as internal assigned revenue; as of 2017 the Agency considers only the income from the EMCDDA for renting the conference centre as certain.
- ** - the EFTA rates for 2019 onwards are indicative pending the publication of new 2019 EFTA rates which is expected in the late Spring of 2018.

❖ Expenditure

Commitment Appropriations		2018	2019	2020
Title 1	Staff Expenditure	23,540,800		
	of which Cooperation on Coast Guard Functions	1,423,000		
Title 2	Infrastructure & Operating Expenditure	4,323,783		
	of which Cooperation on Coast Guard Functions	182,000		
Title 3	Operational Expenditure	29,406,661		
	of which Cooperation on Coast Guard Functions	21,002,000		
Traditional Titles 1, 2 & 3		57,271,244	58,371,128	59,200,642
Title 4	Anti-Pollution Measures	24,675,000	25,050,000	26,100,000
Title 5	Project Financed Actions	p.m.	p.m.	p.m.
TOTAL EXPENDITURE		81,946,245	83,421,128	85,300,642
	of which Cooperation on Coast Guard Functions	22,607,000	23,148,000	23,276,000

A) New tasks

The 2013 revision of the Agency's mandate provided the framework for new tasks to be performed by the Agency, with the possibility for the Agency, subject to the approval of the EMSA Administrative Board, to:

- Assist the Commission in the performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency;
- Provide technical assistance to Member States to build up national capacity for the implementation of relevant legal acts of the European Union;
- Provide technical assistance, as regards relevant acts of the Union, to States applying for accession to the Union, and, where applicable, to European Neighbourhood Policy (ENP) countries and to countries taking part in the Paris Memorandum of Understanding (MoU);
- Perform ancillary tasks.

The latest revision in October 2016 tasks EMSA, in cooperation with Frontex and EFCA, each within its mandate, to support national competent authorities carrying out coast guard functions.

Staff requirements related to new tasks are indicated where relevant. It should be noted that an increase in the volume of operational activities, even if accompanied by dedicated additional staff, may have an impact on the workload of existing EMSA staff.

❖ Performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency

The Founding Regulation foresees the possibility for the Commission to entrust the Agency with the performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency, in particular: maritime safety; maritime security; prevention of, and response to, pollution caused by ships, as well as response to marine pollution caused by oil and gas installations; and the overall efficiency of maritime traffic and maritime transport, including the establishment of a European maritime transport space without barriers.

The Commission has adopted a proactive approach in the policy fields related to the above-mentioned objectives and the Agency has been entrusted with relevant tasks. Should this trend continue over the coming years, and be extended to new objectives too, the Agency may be asked to assist the Commission in the development of new maritime applications or extension of existing maritime applications and in tasks related to prevention and response to marine pollution.

It should be noted that, as foreseen by the revised Founding Regulation, requests will be subject to examination and approval by the Administrative Board, in the framework of the preparation of the Agency's annual work programme.

The Agency is not in a position to assess the possible impact of initiatives not yet developed or announced by the Commission, or for which assistance from EMSA has not yet been formally requested.

Assistance in the performance of the any other task assigned to the Commission in legislative acts related to the objectives of the Agency		
Year:	Activity:	Staff requirements:
2018-2020	Assistance to the Commission. Subject to examination and approval by the Administrative Board.	To be evaluated at a later stage, on the basis of the possible requests for assistance.

❖ **Technical assistance to the building up of the necessary national capacity for the implementation of relevant legal acts of the Union**

The Founding Regulation also foresees the provision of technical assistance to Member States to support the development of the necessary national capacity for the implementation of relevant legal acts of the Union (article 2.3(b)). The expertise of the Agency has been considered of relevance by the co-legislator in order to support efforts by the national administrations to build up the necessary capacity for the implementation of relevant directives. Requests for technical assistance are most likely to be made in the context of a broader framework of ongoing work undertaken in cooperation between the Member States, the Commission and the Agency. This is illustrated effectively in the recent requests by Member States for technical assistance for specific aspects of the more general implementation of the Reporting Formalities Directive. From 2014 to 2016, the Agency received requests from a total of seven Member States for technical assistance in relation to the implementation of Directive 2010/65/EU, in particular in relation to the implementation of the national single windows. In 2017 EMSA carried out the work related to these requests using current staff levels.

At the time of writing it is not known if there will be new requests for technical assistance during 2018. However the Agency will continue to share best practices and make recommendations for improvements to the implementation of the RFD in Member States.

In any event, as foreseen by the Founding Regulation, these types of requests are subject to examination and approval by the EMSA Administrative Board, in the framework of the preparation of the annual work programme. At that stage the need to assess possible impact on staff levels would depend on the number and type of requests that the Agency receives.

Technical assistance to the building up of the necessary national capacity for the implementation of relevant acts of the Union		
Year:	Activity:	Staff requirements:
2018-2020	Technical assistance to one or more Member States. Subject to the examination and the approval of the Administrative Board.	Assistance to Member States provided under current staff levels. Further impact to be evaluated at a later stage, on the basis of possible requests for assistance.

❖ **Performance of Ancillary tasks**

The Founding Regulation, as already outlined, provides for additional ancillary tasks that could be requested by the Commission or by the Commission and the Member States, subject to the approval of the EMSA Administrative Board. The Agency has established expertise and tools that are recognised as valuable and potentially relevant for other EU activities related to the Union maritime transport policy. In order to generate efficiency gains and make the possible use of existing expertise and tools, additional ancillary tasks could be entrusted to the Agency, provided they are not detrimental to the core tasks, and if approved by the Administrative Board in the context of the Agency's annual work programme.

The following possible ancillary tasks are included in the mandate:

1. Assistance to the Commission:

- a) in the context of the implementation of the Marine Strategy Framework Directive, by contributing to the objective of achieving good environmental status of marine waters with its shipping related elements and in exploiting the results of existing tools such as SafeSeaNet and CleanSeaNet;
- b) providing technical assistance in relation to greenhouse gas emissions from ships⁵, in particular in following up ongoing international developments;
- c) as concerns the "Global Monitoring for Environment and Security" (GMES⁶), in promoting the use of GMES data and services for maritime purposes, within the GMES governance framework;
- d) in the development of a Common Information Sharing Environment for the European maritime domain;
- e) with respect to mobile offshore gas and oil installations, in examining IMO requirements and in gathering basic information on potential threats to maritime transport and the marine environment;
- f) by providing relevant information with regard to classification societies for inland waterway vessels in accordance with Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC. This information shall also be part of the reports referred to in article 3(4) and (5).

2. Assistance to the Commission and the Member States:

- a) in the examination of the feasibility and the implementation of policies and projects supporting the establishment of the European maritime transport space without barriers, such as the Blue Belt concept and e-Maritime, as well as Motorways of the Sea. This shall be done in particular by exploring the possibility of developing additional functionalities in SafeSeaNet, without prejudice to the role of the High Level Steering Group established in accordance with Directive 2002/59/EC;
- b) by exploring with competent authorities for the River Information Services System, the possibility of sharing information between this system and maritime transport information systems on the basis of the report provided for in article 15 of Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC;
- c) by facilitating voluntary exchange of best practices in maritime training and education in the Union and by providing information on Union exchange programmes relevant to maritime training while fully respecting article 166 TFEU.

⁵ Following the adoption of the MRV Regulation, the Agency now provides assistance to the Commission and the Member States for the implementation of the relevant EU legislation as part of its core tasks.

⁶ GMES is now known as "Copernicus".

Implementation of Possible Ancillary Tasks		
Year:	Activity:	Staff requirements:
2018-2020	Implementation of other possible ancillary tasks as identified by the Founding Regulation. Subject to the examination and the approval of the EMSA Administrative Board.	To be evaluated at a later stage.

B) Growth of existing tasks

In addition to the introduction of new tasks, existing tasks have been subject to development and expansion. This is due to the changing perceptions of what is possible in terms of information in the maritime domain and subsequently the evolving user needs of EMSA's key stakeholders, as well as the ever-increasing availability of improved technological solutions through which EMSA can provide better quality services. In close cooperation with the Commission, EMSA will explore with Member States how to increase the "usability" of the data with the aim of increasing the added value of the various services and systems.

Staff requirements related to the growth of existing tasks are indicated where relevant. It should be noted that an increase in the volume of operational activities, even if accompanied by dedicated additional staff, may have an impact on the workload of existing EMSA staff.

❖ Provision of end-of-cycle reports of EMSA's inspections of recognised organisations

EMSA has traditionally submitted comprehensive reports of its inspections of recognised organisations (RO) to the Commission in order to facilitate its assessments of each RO, which are required to be carried out every two years. This task has been extended in agreement with the Commission and the Agency now provides, for each RO, a consolidated end-of-cycle report and recommendations for the Commission's assessment at the end of every two-year cycle, to facilitate the preparation of the Commission's assessments.

Provision of end-of-cycle reports of EMSA's inspections of recognised organisations		
Year:	Activity:	Staff requirements:
2018-2020	Provision of end-of-cycle reports.	For the time being no impact on staff levels.

❖ Functions under the new Methodology for Visits to Member States

In line with the Founding Regulation, the Administrative Board adopted a methodology for EMSA's visits to Member States in November 2015, in order to enhance their effectiveness and added value, particularly in the reporting on Member States' measures to implement the Acquis, the horizontal analysis of such implementation and the identification of best practices. This methodology has led to a significant restructuring of the way in which EMSA conducts its visits activity. In particular, the following additional activities are now foreseen:

- Ad-hoc pre-cycle workshops to be organised with the Commission and the Member States;
- Following an EMSA visit and upon request by the visited Member State, an EMSA advisory document containing suggestions for improvement will be produced;
- Support to the visited Member State upon request in developing a corrective action plan in response to visit findings.

The new cycles of visits launched at the end of 2016 and in 2017 will fall fully under the new Methodology, allowing therefore, in the light of the experience gain, to assess the potential additional workload for the Agency.

Functions under the new Methodology for Visits to Member States		
Year:	Activity:	Staff requirements:
2018-2020	Organisation of pre-cycle workshops. Provision of post-visit advisory reports if possible. Member State support with post-visit corrective action plans.	The nature of the new activities will imply more involvement of the specialist operational units of the Agency. Staff needs in this respect to be evaluated at a later stage.

❖ Carrying out horizontal analyses of cycles of visits and inspections

The Founding Regulation has formalised the task of horizontal analysis and requires the Agency to analyse the reports of completed cycles of visits and inspections to identify horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place. The agency also carries out additional horizontal analyses during a cycle of visits or inspections where the Commission and the Agency agree that an early indication of the situation is desirable.

Within the context of the Methodology for Visits to Member States approved by the Administrative Board in November 2015, EMSA will be supplementing its horizontal analysis activity by organising end-of-cycle (and if necessary mid-cycle) workshops when the related horizontal analysis reports will be presented and the Member States have the opportunity to share lessons learnt and best practices and identify future training needs.

The Agency will also continue to focus on elements of cost-effectiveness of measures in place, as foreseen by its Founding Regulation and the Methodology of Visits to Member States. Following a pilot report on the cost-effectiveness analysis related to measures to implement the Port State Control Directive, the Administrative Board agreed that such analyses should form part of all new visit cycles.

Carrying out horizontal analyses of cycles of visits and inspections		
Year:	Activity:	Staff requirements:
2018-2020	Provision of horizontal analysis reports.	Task implemented through redeployment of existing staff.

❖ **Analysis of ongoing and completed research projects**

The Founding Regulation enhances the role of the Agency in relation to research and establishes that the Agency shall assist the Commission in the analysis of ongoing and completed research projects relevant to the objectives of the Agency, with the inclusion of possible follow-up measures resulting from specific research projects.

Given budgetary restrictions, this task will be carried out by the Agency only in relation to other core or ancillary tasks. In particular, the Agency intends to focus on relevant research in the field of passenger ship safety, and in the field of greenhouse gas emissions, hazardous materials and alternative fuels.

Research		
Year:	Activity:	Staff requirements:
2018-2020	Analysis of relevant research only when linked to current priorities: passenger ship safety; greenhouse gases emissions; hazardous materials related to IHM; alternative fuels. Functional approach.	No impact on staff levels.

❖ **Investigation of maritime accidents – operational support upon request**

The Founding Regulation enhances the role of the Agency in the field of accident investigation, by extending the Agency's assistance to operational support, if so requested by the relevant Member States and assuming that appropriate expertise is available to the Agency and no conflict of interest arises, concerning investigations related to serious or very serious maritime accidents. The Agency will try to implement this new task by proposing solutions with no direct impact on staff levels.

Should additional support be requested by the Commission and the Member States, this would need to be evaluated also in terms of possible impact on staff.

Investigation of maritime accidents: operational support		
Year:	Activity:	Staff requirements:
2018-2020	Operational support upon request.	For the time being no impact on staff levels. To be reassessed at a later stage in the light of the support that could be requested.

❖ **Reporting Formalities Directive (RFD)**

Article 2.4(i) mandates EMSA to facilitate cooperation with regard to the implementation of Directive 2010/65/EU on reporting formalities for ships arriving to and/or departing from ports of the Member States (Reporting Formalities Directive), and further requires that the Agency shall work with the Member States to develop technical solutions for building up national capacity (article 2.3(b)). The RFD aims to 'simplify and harmonise the administrative procedures applied to maritime transport by making the electronic transmission of information standard by rationalising reporting formalities'. From 1 June 2015, all reporting formalities covered by the Directive have to be transmitted electronically by ship data providers to the national authorities via a national single window. In addition, the relevant information has to be made available in the national SafeSeaNet System for exchange among Member States. The implementation of the Directive in Member States and the achievement of harmonisation at EU-wide level are very demanding, therefore the Agency's assistance to both the Commission and the Member States is considered to be particularly valuable.

EMSA is tasked to support the Commission in the coming years regarding the implementation, evaluation and revision of the Reporting Formalities Directive and the VTMS Directive. The aim of the Commission for the future work in the field of reporting formalities, including formalities forming part of the eManifest, is the development of a EMSW environment which will have to be defined further at policy level. The EMSW and eManifest concept which will be tested through a pilot project during 2017 and 2018 may be implemented during subsequent years. The operation and management of such a system, if so decided at policy level, by the Agency, would have an impact on its financial and human resources. To understand the impact and magnitude of such a task the Agency commissioned a study to refine the scope and objectives of the EMSW, to identify the alternatives for its management and operation, to estimate the financial and human resources required by each alternative, and provide recommendations on the most cost effective approach.

Reporting Formalities Directive		
Year:	Activity:	Staff requirements:
2018-2020	<p>Assistance in the implementation, evaluation and revision of Directive 2010/65/EU and the development of associated simplification measures, including the EMSW.</p> <p>Further assistance for the proposal amending Directive 98/41/EC on registration of persons on board and amending Directive 2010/65/EC</p>	<p>The implementation of the additional tasks related to the EMSW is under assessment in 2017 through a feasibility study.</p>

❖ **Implementation of Flag State Enforcement provisions foreseen by new or amended legal acts of the Union**

In 2019 the Directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC will enter into force. The new Directive in order to further reduce the inspection effort and to maximise the time in which the ship can be commercially exploited, whilst continuing to ensure high safety standards, has introduced two regimes:

- port State control inspections extending the scope of Directive 2009/16/EC as amended to ships providing regular ro-ro passenger ship and high-speed passenger craft services between ports within a Member State or between a port in a Member State and a port in a third State where the flag of the vessel is not the same as the Member State in question.
- Flag State Inspections before a vessel carrying out regular ro-ro passenger ship and high-speed passenger craft services is placed in service and for vessels in regular service between a Member State and a third country when the flag is the same as the flag of the Member State in question.

In addition the Commission shall develop, maintain and update an inspection database to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This database will be based on the inspection database referred to in Article 24 of Directive 2009/16/EC (THETIS) and have similar functionalities.

The Agency's support will entail workshops, training, development of guidance notes as well as a new module in THETIS-EU for the required inspection database.

It should be noted that a similar approach is to be adopted for the enforcement provisions of the revised PRF Directive. However at the time of writing the exact content is not yet agreed.

Flag State enforcement provisions		
Year:	Activity:	Staff requirements:
2018 onwards	Development of a new module in THETIS-EU. Training, guidance, workshops.	Tasks handled with the current level of staff, including the additional posts for capacity building. Further impact to be evaluated at a later stage.

❖ [Port Reception Facilities Directive \(PRF\), Port State Control Directive and Flag State Directive](#)

The Commission is expected to table three proposals to amend the legal framework covered by Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues (PRF Directive), the Directive 2009/16/EC as amended on Port State Control and Directive 2009/21/EC on compliance with flag State requirements. In 2018 EMSA is expected to support the Commission at the various stages of the legislative process (public consultation, impact assessment, drafting of the proposals, negotiations in EP and Council, etc.).

Once the legislative process is completed the Agency will have to re-assess the impact on the basis of the agreed text. However some activities could already be foreseen such as training, development of relevant eLearning modules and further enhancement of THETIS and THETIS-EU to support the enforcement provisions of the relevant Directives.

Port Reception Facilities Directive (PRF), Port State Control Directive and Flag State Directive		
Year:	Activity:	Staff requirements:
2018-2020	Assistance at the various stages of the legislative process (public consultation, impact assessment, drafting of the proposals, negotiations in EP and Council, etc.). Training, development of relevant eLearning modules and further enhancement of THETIS and THETIS-EU to support the enforcement provisions of the relevant Directives.	For the time being no impact on staff levels. To be re-assessed at a later stage in the light of the support that could be requested.

❖ Extension of THETIS to support enforcement of EU legislation (THETIS-EU)

Several legal acts of the Union (Regulation 1257/2013 on Ship Recycling, Regulation 2015/757 on the monitoring, reporting and verification of carbon dioxide from maritime transport) have amended the Directive 2009/16/EC on PSC, whilst international conventions which entered into force (e.g. the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWMC) impose new PSC requirements. Consequently there will be a need for further enhancement of the THETIS system. In addition, in 2018 THETIS should be further enhanced to support the PSC elements of the directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC (see also tasks highlighted above).

A dedicated module which was available as from 2015 to cater for the provisions of the revised Sulphur directive, now codified as Directive 2016/802/EU is at present incorporated in THETIS-EU. Since April 2017 it contains a risk-based target system, including specific alerts from remote sensing and other available technologies, as well as functionalities to facilitate Member States when preparing annual reports in accordance with said Directive, and is linked with the Emission Inventories functionality. In addition a public site of THETIS-EU is available to provide aggregate information on enforcement and compliance with respect to the provisions of Directive 2016/802/EU to the general public.

The dedicated module THETIS-EU has been developed in 2016 in order to support other competent authorities in the EU interested in implementing control provisions not included in the PSC Directive or relevant flag state requirements. The first legal act catered for is the PSC requirements stemming out the Port Reception Facilities Directive (2000/59/EC). THETIS-EU will be further enhanced to cater other EU legislation such as Regulation (EU) 1257/2013 on Ship Recycling as concerns Title II (Flag State and Port State Obligations) as well as the Flag State requirements foreseen by the directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC⁷.

Whilst respecting relevant access rights, THETIS-EU could also be further enhanced to support national authorities carrying out coast guard functions, and in particular those Maritime Administrations wishing to use a dedicated module to report their specific Flag State inspections

Specific modules of THETIS: THETIS-EU		
Year:	Activity:	Staff requirements:
2018-2020	<p>Further enhancement of THETIS for Ship Recycling (PSC provisions) and PSC elements of the directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.</p> <p>Further enhancement of THETIS-EU in line with the cooperation agreement with DG ENV for the Sulphur Directive and for Flag State elements of the directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending</p>	<p>1 additional staff member as from 2018 from the coast guard functions package.</p> <p>Possible other staff requirements to be evaluated at a later stage.</p>

⁷ Text agreed between the institutions in June 2017 and the transposition period is two years.

	<p>Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.</p> <p>Potential enhancement of THETIS-EU to support national authorities carrying out coast guard functions and in particular those Maritime Administrations wishing to use a dedicated module to report their specific Flag State Inspections.</p>	
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❖ [Development and Implementation of an EU MRV \(Monitoring, Reporting and Verification\) system for carbon dioxide emissions from maritime transport – THETIS-MRV](#)

Regulation (EU) 2015/757 (the MRV Regulation) foresees monitoring and verification of fuel consumption, CO₂ emissions and ship efficiency on "per-voyage" basis and annual reporting to a central database (THETIS-MRV) which is to be developed, hosted and managed by EMSA. The Commission, using this central database, will make publicly available on an annual basis the aggregated per-ship data on fuel consumption, CO₂ emissions and energy efficiency aiming at providing information facilitating the implementation of cost-effective measures to reduce ships' fuel consumption, by removing existing market barriers, such as the lack of reliable information. In addition, THETIS-MRV will facilitate the enforcement by EU Member States acting as flag States or as port States by providing information on the documents of compliance foreseen by the MRV Regulation. Finally the MRV Regulation provides a mandate to the Commission to adopt further legal acts setting technical rules required for the implementation of the MRV system.

Following the signature of a Cooperation Agreement with the Commission at the beginning of 2016, EMSA has been tasked to develop, within its current and subsequent THETIS maintenance and enhancement contracts, a new module (THETIS-MRV) in support of the MRV Regulation as well as provide technical assistance to the Commission for the implementation of the said Regulation.

In August 2017 THETIS-MRV became operational, giving the opportunity to Companies and Verifiers to register and implement the provisions of the EU MRV Regulation with respect to the approval of Monitoring Plans. As from 1st January 2018, Companies will use the system to monitor and report data on each ships CO₂ emissions, fuel consumption and other parameters foreseen by the EU MRV Regulation.

Staffing needs – in order to operate the tool, issue reports, implement the proposed Regulation and maintain the link between EMSA and the Commission – can be met by internal re-deployment of existing staff; therefore, no additional staff is needed. In addition the existing THETIS shall be further developed to support relevant monitoring and enforcement mechanisms.

EU MRV (Monitoring, Reporting and Verification) system for carbon dioxide emissions from maritime transport- THETIS-MRV		
Year:	Activity:	Staff requirements:
2018-2020	Implementation of an EU MRV system as a specific module of THETIS (THETIS-MRV).	For the time being task performed by current staff. Possible other staff requirements to be evaluated at a later stage.

❖ **Technical assistance to EU neighbourhood policy countries and extending EMSA services to third countries sharing a regional sea with the European Union.**

In the revised Founding Regulation it states that “the Agency may, upon request of the Commission, provide technical assistance, including the organisation of relevant training activities, as regards relevant legal acts of the Union, and where applicable, to European Neighbourhood partner countries and to countries taking part in the Paris Memorandum of Understanding on Port State Control.” It also states that “the Agency may also provide operational assistance in case of pollution caused by ships as well as marine pollution caused by oil and gas installations affecting those third countries sharing a regional sea basin with the Union, in line with the EU Civil Protection Mechanism established by Council Decision 2007/779/EC, Euratom, and in analogy with the conditions applicable to Member States” and that “these tasks shall be coordinated with the existing regional cooperation arrangements related to marine pollution”.

The Agency’s role in offering technical assistance and development of operational projects to contribute to maritime safety, maritime security and protection of marine environment in the Mediterranean, the Black and the Caspian Sea will continue to grow.

The Commission has entrusted again to the Agency the projects for technical assistance to the Southern (SAFEMED IV) and Eastern European (Black and Caspian Sea – BC Sea) neighbouring countries, following the successful completion of SAFEMED III and TRACECA II projects and their achievements.

This will represent a further step in this field of activities for the Agency, in line with the strategic objectives of EMSA’s 5-year Strategy, as the project for technical assistance to Black and Caspian Sea countries entrusted to EMSA will cover all fields of maritime safety, maritime security, marine pollution prevention, preparedness and response, similar to what has already happened for the Mediterranean Basin.

Both projects run for a 4-year period between 2017 and 2021, and will contribute to the establishment of an overall well-functioning and safe transport system in the Mediterranean, Black and Caspian Sea and guarantee the continuation of the regional co-operation on maritime safety established under the previous projects implemented from 2013 to 2017. The projects aim to achieve a reduction in maritime pollution caused by ships, better information regarding vessel movements and increased sharing of data among countries, a reduction in human error as a contributing factor in maritime accidents, and more secure port facilities and vessels.

The technical assistance provided to Southern and Eastern neighbouring countries will also focus on bilateral actions aiming at addressing the specific needs of each beneficiary country; the regional actions will continue as a mean to optimise the use of the available resources and as a way for beneficiaries to share best practices with the Member States and between themselves thus enhancing harmonisation. Two Contract Agents for each project have been recruited⁸ in 2017, covered by the specific financial envelope made available by the relevant Commission services, and devoted to the management of the projects. A Seconded National Expert, who will support both projects, has also been recruited as from 2017, covered by the specific financial envelope for the projects. They will support the relevant tasks, with supervision and coordination by EMSA Staff. Development and operation of RuleCheck and MaKCs as well as operation of the pollution response services will be delivered by existing EMSA Staff. Other support and monitoring functions will be covered by EMSA staff.

Within the framework of the abovementioned projects, the Agency is expected to continue to develop specific modules and provide access to RuleCheck and MaKCs to facilitate access for Officers from the beneficiary countries, and to keep the relevant modules in line with the procedures for the Mediterranean and Black Sea Memoranda of Understanding on Port State Control. In addition the Agency may be requested to develop a specific module in THETIS to support the Med MoU. With respect to integrated maritime services, EMSA will continue to provide services with the aim to enhance beneficiaries’ capabilities to monitor the maritime traffic along their coastline and to promptly react to oil spills.

⁸ One recruitment is ongoing and expected to be concluded before the year end.

Furthermore, the pollution response services managed by the Agency (CleanSeaNet, the network of standby oil spill response vessels, including dispersants, and pollution response equipment) will continue to be made available to third countries sharing a regional sea basin with the European Union, under the same conditions as applied to Member States. In order to facilitate this task, the option to participate in regional exercises, as well as attend workshops and seminars will continue.

Finally, the Agency will offer its comprehensive portfolio of training sessions, as well as capacity building projects, based on international and EU maritime safety, security and pollution prevention legislation to other relevant non-EU countries.

Enhancing cooperation and offering technical assistance to ENP countries would not only be beneficial for those countries, but also for wider EU environmental and safety interests, as most of the ENP countries are coastal States of the Mediterranean, Black and Caspian Seas.

It has to be noted that, as foreseen by the revised Founding Regulation, these types of requests for technical assistance will be specifically subject to examination and approval by the Administrative Board, in the framework of the preparation of the work programme.

Assistance to EU neighbourhood countries		
Year:	Activity:	Staff requirements:
2018-2020	<p>Management of forthcoming projects for technical assistance to Southern and Eastern neighbouring countries on behalf of the Commission, including access to selected EMSA's services.</p> <p>Subject to the examination and the approval of the Administrative Board.</p>	4 dedicated Contract Agents and 1 Seconded National Expert financed with specific budget from Commission.

C) Efficiency gains

Regarding efficiency gains, the Agency constantly aims and works continuously to improve its procedures in order to enhance its efficiency and effectiveness and achieve the best possible use of its human and financial resources. In particular, for the period covered in this Programming Document, the following actions are envisaged:

- Efficiency gains in overhead/horizontal functions:

In view of relevant budgetary cuts, and taking into consideration the focus on “core” business, the Agency will continue making efforts to increase efficiency in overhead/horizontal functions in particular by centralising administrative and support functions.

- Introduction of supporting electronic tools in the field of HR, procurement and budget monitoring:

The automatization of procedures will reduce the administrative workload of certain staff members and allow them to concentrate on other important tasks in related areas with more added value.

- Creation of task forces to carry out specific projects:

The Agency strives to use the expertise present in-house to the greatest extent possible, through the creation of task forces involving relevant staff members to carry out specific projects, such as the inter-departmental ICT Steering Group which was created to address issues related to overall architecture, management and standards in this area and the

Document Management Implementation Group, which has been addressing the implementation of the amended 'Archives Regulation' in the Agency.

- Screening and benchmarking:

The Framework Financial Regulation establishes the obligation for the Agencies to carry out a benchmarking exercise with the aim of being able to justify administrative expenditure in a more structured way. At this stage, the implementation of the relevant provisions of the Framework Financial Regulation consists of a job screening exercise which is an essential element of the wider benchmarking exercise.

The job screening exercise will be carried out for the third time at EMSA in January 2018 to cover the year 2017. Ultimately the purpose of screening is to bring down staffing levels in administrative support and coordination and to thus reallocate resources from 'overheads' to 'frontline' operational activities. Screening also improves transparency on how jobs are assigned and facilitates better informed strategic decisions on resource allocation.

- Cooperation with other EU Agencies:

Efficiency gains and synergies are one of the action areas of the Network of EU decentralised Agencies. In this context, Agencies have already set up many cooperation agreements in order to better coordinate their activities, avoid overlaps and achieve better use of their resources.

In the framework of the new mandate for European cooperation on coast guard functions EMSA is sharing information, expertise, procedures, training material and tools in particular with Frontex and EFCA (see the Annual Strategic Plan for 2018 at the beginning of Section III).

Shared services are a priority, aiming at strengthening the EU Agencies' capacities to share (part of) their resources, expertise and practices associated with horizontal activities. A Catalogue available to all EU Agencies has been set up to provide resources, services, tools and facilities to each other at no cost or real additional cost (e.g. mission expenses). The EU Agencies' Network will further engage in creating platforms and pools of expertise available to all members of the Network on a cost basis. In late 2015 the ICT Network contributed to a new tender for Cloud Services for 21 Agencies. The tender was successfully evaluated, awarded and the new €60m Framework Contract was kicked off at end of 2016.

EMSA and the EMCDDA are working closely to develop cooperation and synergies with a view to increasing effectiveness, efficiency and save costs given the geographical proximity of the agencies. Three thematic working groups have been set up in relation to human resources, infrastructure and ICT and several joint initiatives have already been taken in these domains.

The Agency cooperates with other EU Agencies in the area of ICT through ICTAC (EU Agencies Network of Heads of ICT) as well as hosting business continuity facilities for F4E, EFCA and the EMCDDA.

D) Negative priorities/decrease of existing tasks.

The Agency continues to be committed to fulfilling its mandate and no negative priorities as such have been identified, as many procedures have been streamlined. Interim staff are now being used to support operations and the administration in certain areas. The Agency has reached a stage of maturity, but also continues to be confronted with new demands for support and services and its highly qualified and professional staff represents the Agency's strength in the face of the ambitious challenge ahead: to deliver high-quality services in the context of staff and budgetary constraints. The fact that working hours have increased with the entry into force of the Reform has helped in meeting this challenge.

E) Redeployment

Despite the new tasks assigned to the Agency in the 2013 revision of the EMSA Founding Regulation, and the estimates by the Commission concerning the additional staff that would be required to meet those proposed new tasks, which were well above the amount finally authorised by the legislator, EMSA will have successfully met the initial 5% staff cut (and as a matter of fact beyond the requested 5%) already by 2016, without having a negative impact on its output. The majority of

the posts cut were the result of redeployment in operational departments and reduction of posts dedicated to administrative tasks.

The Agency has also planned the implementation of the further 5% cut, to be achieved through the same means, with - 4 posts in 2017 and - 3 in 2018. In parallel, and following the latest revision of the EMSA Founding Regulation, an additional 14 posts in 2017 and 3 in 2018 have been planned to cover the extension of the Agency's mandate in relation to cooperation on coast guard functions.

	Initial	Additional	Implemented cuts	Final posts
2013	213	+ 2 for new tasks	- 2	213
2014	213		-3	210
2015	210		-3	207
2016	207		-5	202
2017	202	+ 14 for cooperation coast guard functions	- 4	212
2018	212	+ 3 for cooperation on coast guard functions	- 3	212
2019	212		0	212
2020	212		0	212
Total			-20	

F) Summary

In order to maintain quality and continuity of services provided to Member States and the Commission, and to perform the increased volume of activities as described in the above sections, the evolution of the Agency's staff requirements up to 2020 can be summarised as follows:

❖ Staff requirements of EMSA				
2016	2017	2018	2019	2020
- 5 posts through redeployment	- 4 posts through redeployment +14 posts under the European cooperation on coast guard functions package	- 3 posts through redeployment + 3 posts under the European cooperation on coast guard functions package	required staff cut target already achieved	required staff cut target already achieved
202	212	212	212	212

The figures for 2019 and onwards should be considered as indicative, and will be subject to revision pending future developments.

SECTION III: Work programme 2018

Executive Summary

The annual programme for 2018 contains the concrete actions and outputs that the Agency plans to undertake and deliver in 2018 towards achieving the multi-annual strategic objectives presented in Section II.1, taking into account the resource structure outlined in Section II.3, which remains subject to the outcome of the budgetary procedure for 2018 and indicative for 2019 and 2020, and within the general policy context outlined in Section I.

This section is organised per activity. For each activity the relevant legal basis and multi-annual strategic objectives are identified. Key planned developments are outlined in a short narrative. The tables list the specific annual objectives, the planned outputs leading towards the expected outcome at the year end, and indicators with corresponding targets. Results will be presented per activity against the afore-mentioned planning information, and reported accordingly in the relevant Consolidated Annual Activity Report (CAAR).

The Agency implements an activity based approach to planning, budgeting and reporting. Indications for human and financial resources per activity for 2018 will be provided in Annex in subsequent versions of this document. Project-financed activities, in view of the growth of this type of activity in the Agency's portfolio, are clearly identified either within core activities or separately, depending on their scale.

In addition to performance measurement at operational level, in the context of greater emphasis on regulatory compliance and internal control, the Agency has developed a set of indicators with corresponding targets monitoring the performance of horizontal activities and covering the following areas: management of operational activities, audits, human resources, legal and finance and ICT. These horizontal indicators, some of which are listed under activities 6.1-6.4 at the end of this section, enhance regular internal monitoring of the Agency's performance and implementation of the work programme, and strengthen the contribution to the building blocks of assurance. Moreover, they contribute to an effective assessment of results achieved against objectives and the Administrative Board's assessment of the Consolidated Annual Activity Report and as such, feed into the work of the discharge authority for the Agency.

It is to be noted that the set of horizontal indicators, in place in the Agency since March 2014, also addresses the Commission Staff Working Document of 13 March 2015 on 'Guidelines on key performance indicators (KPI) for directors of EU decentralised agencies'⁹.

⁹ SWD(2015) 62 final of 13 March 2015.

List of EMSA activities

Area	Activity Based Budgeting (ABB) code		Activity name	Project Financed Activities (PFA)
			<i>Interagency cooperation with Frontex and EFCA on coast guard functions¹⁰ – Common Annual Strategic Plan 2018</i>	
Traffic monitoring and information on ships and cargoes	2100	7901	Union maritime information and exchange system (Integrated maritime services; SafeSeaNet; Improving internal market and maritime transport efficiency)	Single window environment Project
		7210		EFCA SLA
	2200		EU LRIT Cooperative Data Centre and International LRIT Data Exchange	
	2300	7700	THETIS Information System	THETIS-EU
		7710		THETIS-MRV
		7720		Emission Inventories Project
	2400		Maritime Support Services	
	7500			Copernicus
	7200			Frontex SLA
	Visits and inspections to monitor the implementation of EU legislation	3100		Classification Societies
3200		STCW		
3300		Visits to Member States to monitor the implementation of Union Law		
3400		Maritime Security		
3600		Horizontal analysis and research		

¹⁰ The expression “coast guard functions” as used in this document is not to be taken as conflicting with the meaning or the roles and responsibilities of the EU Member States as flag, port and coastal States in the context of the International Maritime Organisation, other international bodies and the EU.

Area	Activity Based Budgeting (ABB) code	Activity name	Project Financed Activities (PFA)	
Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' Maritime Authorities and with the Commission	4100	Port State Control & Flag State Enforcement		
	4200	Accident investigation		
	4300	7800	Training, cooperation and capacity building	EU Funds for enlargement countries
	4400		Marine equipment and ship safety standards (including IMO)	
	4500	7600	Ship Inspection Support	Equasis (R0 funds)
	4600		Prevention of pollution by ships	
	7100			SAFEMED IV, EuroMed Maritime Safety Project
	7400			BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)
Pollution preparedness detection and response	5100	Operational Pollution Response Services		
	5200	CleanSeaNet and illegal discharges		
	5300	Cooperation and information relating to pollution preparedness and response		
Horizontal activities	6500	Communication, Missions & Events support		
	6100-6400	Overhead/horizontal tasks		

The Agency implements an activity based approach to budgeting and reporting, which is explained in detail in Annex I.

Project Financed Activities are represented in the table above either on a separate line, when there is project financed staff, or within the most relevant subsidy-financed activity.

Annual Strategic Plan 2018¹¹

Introduction

With the adoption of the European Border and Coastguard Package by the European Parliament and the Council in September 2016, the mandates of the European Border and Coast Guard Agency (Frontex), the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency (EMSA) have been amended and aligned in order to enhance the effectiveness and efficiency of the support provided by the three Agencies to the Member States' national authorities carrying out coast guard functions. The co-legislator defined the following five areas for improved interagency cooperation:

- information sharing
- surveillance and communication services
- capacity building
- risk analysis
- capacity sharing

Meanwhile, the Pilot Project "Creation of a European coastguard function" launched in mid-2016 provided a valuable test-bed to demonstrate the added value that the Agencies closer cooperation can provide to the Member States in implementing coast guard functions.

Building upon the experiences and lessons learnt during the pilot project and in compliance with the provisions of the revised founding regulations, the three Agencies defined the modalities of their enhanced cooperation in a Tripartite Working Arrangement (TWA) which was approved by their governing boards and entered into force on 17 March 2017. In accordance with its provisions a Steering Committee and three Technical Subcommittees were established to manage the collaboration at strategic and technical level respectively.

The common Annual Strategic Plan below sets the high-level actions which Frontex, EFCA and EMSA will implement together in 2018 in order to advance the objectives of the interagency cooperation on coast guard functions and the TWA. It is integrated in the Single Programming Documents of the three Agencies and will also lead to a joint report on the activities implemented in 2018.

Priorities for 2018 (*Outline*)

Strategic / Horizontal

- Develop a concept and format for an annual European Coast Guard event, to be tested for the first time in Vigo (Spain) to involve national authorities performing coast guard functions and other EU and international partners for consultation and feedback on Agencies' cooperation activities.
- Set up the three technical subcommittees to support the implementation of the Annual Strategic Plan.
- Identification of new areas of mutual interest for interagency cooperation including new or amendment of existing Memoranda of Understanding (MoUs)/ Service Level Agreements (SLAs).
- Increase coordination of the Agencies' communication activities related to the implementation of the interagency cooperation on coast guard functions.

¹¹ The annual strategic plan 2018 is a common text, agreed by Decision 3/2017 of the steering committee under the Tripartite Working Arrangement (TWA)

Area 1 Information sharing

- Further development of data sharing framework, and to investigate possibilities to increase interoperability between information systems.
- Identification of information gaps and possible new information products and development and launching of new services (see also risk analysis area).
- Conduct organisational and technical work to also integrate positions of assets (active during Joint Operations) in a maritime picture.
- Continue to validate the VDS (vessel detection system) by organising joint validation campaigns.

Area 2 Surveillance and communication services

- Integration of RPAS data into a maritime picture (IMS, Eurosur, Fusion Services).
- Roll-out of Frontex FWA (fixed wing aircraft) services and EMSA RPAS services for multipurpose operations and evaluation of first results, paving the way for a new concept of common surveillance services by joint deployment of airborne (RPAS and FWAs) and seaborne means and appropriate command and control structures (Also relevant for Area 5).

Area 3 Capacity building

- Assist the Commission in the preparation of the Practical Handbook of European Cooperation on Coast Guard Functions.
- Collect training needs from Member States national authorities and Agencies staff and identification and preparation of joint training modules among agencies.
- Identifying opportunities and preparation of joint capacity building projects for non-EU Partner Countries, taking into account existing projects.
- Assess the need and feasibility of a common training event on coast guard Functions.

Area 4 Risk Analysis

- Developing an understanding of the type of data, methodology and analytical output that each agency is producing and which of these analytical products have interest for the other Agencies and can be shared with them.
- Determine which type of analytical products can be jointly developed by the three agencies which can lead to a more comprehensive analysis of operational challenges and emerging risks in the maritime domain.
- Test mechanisms on periodical exchange of data related to risks and threats at maritime domain.
- Develop a first joint risk assessment of emerging risks in the Mediterranean area to contribute to the preparation and development of capacity sharing.

Area 5 Capacity sharing

- Introduction of the concept of multipurpose missions during planning and implementation of operations in the areas of mutual concern keeping a geographical balance. Planning shall be shared between the Agencies, including periods and type of operational means to be used.
- Continue involving national authorities to steer the sharing of capacities process for multipurpose operations, look for synergies in the Agencies' operations and provide an analysis of the results.
- Establishment of cooperation between Agencies Operational Centres for exchange of information in real time and provision of responses to threats in the areas of operation (also relevant for Area 1).
- Analyse the legal aspects that may impact the implementation of multipurpose operations in European cooperation on coast guard functions.
- Sharing information about existing and planned sea and air surveillance capabilities (Agencies, commercial procurement, governmental assets) and preparation of a database accessible to the Agencies.

Maritime Transport and Surveillance - information on ships, cargoes and ship movements

2.1. THE UNION MARITIME INFORMATION AND EXCHANGE SYSTEM

Input	
Commitment appropriations in EUR	29,853,840
Payment appropriations in EUR	28,454,952
Staff	34 AD ¹² , 12 AST ¹³ , 3 SNE

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)

a. Integrated Maritime Services

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b

The Union maritime information and exchange system is continually developed, in cooperation with the Member States and the Commission, to support the implementation of the Directive 2002/59/EC as amended, and other relevant Union legislation. Annex III of this Directive, as amended by Commission Directive 2014/100/EU, lists the other Union acts relevant for maritime information exchange and enhances the SafeSeaNet system to become an integrated maritime information exchange platform whose access is provided through the SafeSeaNet Ecosystem Graphical User Interface (SEG) and through the Mobile App. The Earth Observation Services (based on Synthetic Aperture Radar and optical images) are also integrated in this new graphical interface as a complementary tool for monitoring of non-reporting vessels or activities of interest for the authorities carrying out coast guard functions. Earth Observation license and service providers will be procured as appropriate to meet all service user needs.

EMSA will continue providing Integrated Maritime Services, in accordance with existing access rights, to all EU Member State authorities executing activities in the maritime domain (irrespective of the governmental department/authority in which

¹² 9 AD for the European cooperation on coast guard functions.

¹³ 1 AST for the European cooperation on coast guard functions.

users are located and based on the task and/or responsibility the users have) and to EU bodies or other EU stakeholders with maritime related tasks / functions, including the EU Naval Forces (EUNAVFOR), European Fisheries Control Agency (EFCA), the European Border and Coastguard Agency (Frontex), and the Maritime Analysis and Operations Centre – Narcotics (MAOC-N). The technical basis for the provision of similar services to Member States is reflected in the updated Interface and Functionalities Control Document (IFCD), covering both web services and system-to-system interfaces. Services will be refined and further developed in line with evolving operational needs based on feedback from users, including discussions which take place within the framework of user fora e.g. Member State Integrated Maritime Service (IMS) Group.

In addition, the IMS provides Automated Anomaly Behaviour Monitoring (ABM) tools which are computer-based systems analysing real time vessel position reports for the detection of abnormal and/or user specific behaviours. EMSA will continue the existing operations of the ABMs for the Member States and EU bodies, developing new ABMs in close cooperation with interested users and in line with user requirements, and exploring the provision of new ABM services combining new technologies and/or data sets.

The cooperation between the European Space Agency (ESA) and EMSA on the latest AIS advancements, based on the VHF Data Exchange System (VDES), will continue. The Agency will further support ESA in conducting their feasibility study for assessing the potential of future maritime applications in the context of the VDES. The VDES consists of a new high-speed robust digital radio-communication system operating in Very High Frequency (VHF) offering worldwide coverage. Depending on how VDES evolves (e.g. spectrum allocations and regulatory provisions by the International Telecommunication Union, and the technology that will be used for transmitting and receiving digital data), it could provide a means for the exchange of maritime digital data on a global basis, reinforcing EMSA's services (see 2.1.c., below). EMSA will also collaborate with Norway which has a satellite in orbit with a provisional VDES capability on board. The Agency would like to test the feasibility of using VDES for ship reporting.

Through the EU Satellite-AIS Collaborative Forum, EMSA will continue its dialogue with EU national administrations with a programme or interest in the development of a Satellite-AIS capacity for non-commercial purposes, with the aim to explore if new streams of national satellite AIS data can be channelled to EMSA users

The Integrated Maritime Services, including data from RPAS, complement maritime monitoring and surveillance in a number of areas, for example: to improve pollution detection and identification of polluters, to measure ship emissions (e.g. SOx), to support distant Search and Rescue operations and other coast guard functions.

Based on user requests and within the limits of the budget made available for the task RPAS operations will be organised for Member States. At first the RPAS data will be ingested via an initial Data Centre service procured in 2016 and implemented in 2017 allowing the users to have a local maritime picture partially integrated with other EMSA data sources. In 2018-2019 the procurement of a new long term RPAS Data Centre should be finalised and its implementation should have started, allowing for a full integration of data in the maritime picture for the immediate users, which normally are the coastal states where the missions take place, subject to access rights and in accordance with prevailing data protection rules.

The RPAS services for maritime surveillance are also available to the other two Agencies, as the purpose is to support all coast guard functions. RPAS services will be procured as appropriate to meet all service user needs, subject to budget and availability.

Based on the experience with the RPAS service preparations, the Agency will prepare a procurement procedure for satellite communication services for RPAS. SAT-COM is necessary for maritime RPAS operations beyond the limits of radio communications, which is roughly applicable to all sea areas which are more than 100-150 km from the coast.

In addition, the Agency will continue to provide a global Satellite-AIS data stream to its users (and to EFCA and Frontex).

The Agency will further look into new surveillance tools, such as HAPS (High Altitude Pseudo Satellites), partly in cooperation with the European Space Agency, to see if this could be an additional cost-efficient surveillance tool.

The issue of autonomous ships is being discussed more intensely in IMO and elsewhere due to a number of pre-operational research projects. The operational use of such vessels may have a disruptive effect on the maritime transport industry as we know it today. In view of this technological development, EMSA aims to explore the possibility and need for a hybrid vessel traffic management system, integrating autonomous vessels with current manned vessel traffic in order to maintain safety of navigation.

The IMS services are highly dependent on platform and data availability from SafeSeaNet (Terrestrial-AIS and LRIT), earth observation systems (satellite imagery) and external data sources (Satellite-AIS).

Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety and security. (B2)
- Work to further develop the EU maritime traffic monitoring and information system. (B3)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2018

- Continue the operation, delivery and development of Integrated Maritime Services in line with user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies and/or third countries, including provision of operational support such as training and helpdesk activities.
- Offer maritime surveillance services with Remotely Piloted Aircraft Systems and further develop the RPAS Data centre and complete the integration with other data.
- Explore and analyse new technologies and information products to enhance and complement the Integrated Maritime Services portfolio, such as HAPS (High Altitude Pseudo Satellites).
- Further collaboration within the context of the ESA-EMSA VDES collaboration and with those Member States that have SAT-AIS or VDES missions or programmes, in order to continue the provision of global feeds of SAT-AIS data to EMSA's users and to explore the potential use of VDES for port reporting formalities and other maritime applications.

Expected outcome 2018

Provision of Integrated Maritime Services to EU Member States authorities executing functions in the maritime domain, EU bodies and/or third countries will continue in 2017. New satellite data streams from national missions will be provided where available, RPAS operations will be offered as a service to interested Member States.

Member States will be given the opportunity to share experiences, identify, develop and implement 'best practice' approaches based on the principles of integrating and sharing relevant maritime information.

Planned output 2018

1. Provide Integrated Maritime Services for Member States and other EU stakeholders with maritime related tasks / functions.
2. Further development of the platform for the provision of Integrated Maritime Services. Training support for end-users and stakeholders provided as appropriate, for individual systems or combined data services.
3. Continue to process, store, and distribute global satellite AIS data to end-users.
4. Provide RPAS Services for Member States executing coast guard functions
5. Provision and integration of image related data (including video/streamed data) derived from RPAS for the enrichment of the Agency's Integrated Maritime Services to Member States and EU bodies.
6. Maintain and develop as appropriate the RPAS DC capabilities to support the needs of integrated maritime services.
7. Establish the EMSA RPAS User Group by meeting at least once per year.
8. Explore the feasibility of new surveillance technologies, such as HAPS and explore the VTS challenge of managing autonomous vessels.
9. Explore the use of VDES in support of port reporting formalities.

Output Indicators		Result 2016	Target 2018
Integrated Maritime Services Availability	percentage per year availability of platform	99.74	99
	hours maximum continuous downtime of IMS platform	5h15	max 12
Integrated Maritime Services Availability	percentage per year availability to Member States	99.74	99
	percentage per year availability to EUNAVFOR Atalanta	99.74	99
	percentage per year availability to IMS mobile application users	99.85 ¹⁴	99
SAT-AIS	global data stream availability	n/a	99
RPAS operations	number of RPAS available for deployment for multipurpose operations	n/a	5
	number of Deployment Days per year	n/a	450

¹⁴ System operational only in Q4.

b. SafeSeaNet

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)

The overall aim will be for EMSA to support the Member States in the appropriate operation of SafeSeaNet. The Agency will follow closely developments in Member States regarding required testing and data quality issues and identify potential technical and operational improvements to both national and central systems.

The Graphical User Interface (GUI) and the Common (User) Management Console will have been established to support all maritime applications and services in 2017. 2018 will see a continued improvement of the common interface for all maritime services. New functionalities will enable users to further benefit from improvements to the current service, such as access to integrated data flows, more options for data visualisation, a single sign-on process, new machine-to-machine interfaces and automated vessel behaviour monitoring. Services will evolve in response to user needs, legal requirements and technological impetus (e.g. VHF Data Exchange System). The GUI will also display updated information about the location and contacts of vessel traffic monitoring authorities and other related information from the Shore-based Traffic Monitoring and Information Database. The old interfaces to EMSA systems which are being taken over by the new User Interface will be phased out in 2018.

Subject to the agreement of the HLSG, the methodology for developing a Traffic Density Maps service should be defined and an EMSA web service may be developed. The objective of the service is to show vessel movement patterns for defined maritime geographical areas and time periods contributing to a better understanding of the maritime traffic and helping to answer important questions, such as where the main shipping lanes are and which ship types are navigating on which route. EMSA will use aggregated historical data of ship positions as the source to create the service. The service will be developed gradually taking into account the possibilities offered by the technology and the user requirements.

The Central Ship Database (CSD), already operationally available to all stakeholders in 2017, will be further developed pending the identification of appropriate business needs. The database receives and stores the most up-to-date information on ship characteristics (e.g. Maritime Mobile Service Identity (MMSI), name, flag, length) and makes it available to the EMSA maritime applications and to Member States through different interfaces. It is expected that the CSD will be used as a reference database in national systems, e.g. the national single window, or for cross-checking data stored within national ship databases.

The Central Hazmat Database (CHD) on dangerous and polluting goods would be further developed based on improvements proposed by Member States and industry following their experience in using the database.

In case the HLSG supports a more open approach to information sharing, EMSA would like to establish a public version of SafeSeaNet, with AIS information only, based on pre-agreed conditions with the Member States and the Commission.

The eLearning platform that started in 2017 will be further developed to include additional training courses related to SafeSeaNet. This eLearning platform allows authorised users, external and internal to EMSA, to access SafeSeaNet eLearning courses on the Internet. EMSA trainers will be able to assign courses to learners and track the completion of the modules.

A new version of SafeSeaNet (version 4) will be implemented at central and national level in 2018-2019, following the revision of Annex II of the PRF Directive and new HLSG requirements as well as the possible revision of Directive 98/41/EC on registration of persons on board. This version will further use the system for reporting additional waste information to the national single window and its exchange with other Member States through central SafeSeaNet, and the subsequent transmission to THETIS-EU, implementing an enhanced environmental component in the system. The new

version will also include changes required for the reporting of the exemptions and to allow for the details of bunkers carried on board ships to be reported separately from dangerous or polluting goods. EMSA will provide support to Member States for the upgrade of their national SafeSeaNet systems to incorporate the new message requirement, in particular during the testing activities in 2018.

EMSA will assist the Commission and Member States in the continuation of the work on improving implementation of the existing rules on the accommodation of ships in need of assistance in places of refuge, including table top exercises. In particular, through the relevant expert group set up under the mandate of the HLSG, the use of SafeSeaNet, together with the Central Hazmat Database, will remain the main point of reference for the decision-making process as laid down in the EU Operational Guidelines on Places of Refuge.

Annual objectives 2018

- Ensure that the SafeSeaNet central service is available on a 24/7 basis, and provide operational support to all users, including necessary training and help desk activities.
- Maintain and upgrade as appropriate the central SafeSeaNet system, improving functionality and efficiency in line with Union legislation and requirements of stakeholders.
- Subject to the agreement of the HLSG, further develop an EMSA Traffic Density Map Service.
- Provide support to Member States regarding the operation of their national SafeSeaNet systems in particular the incorporation of any new message and business logic.
- Support the Commission in any work related to preparing legislative proposals in this field.
- Support the Commission with the evaluation and revision of the VTMS Directive.
- Refine and improve the SafeSeaNet Ecosystem common Graphical User Interface as launched in 2017.
- Refine and improve the Central Ship Database.
- Develop further the eLearning platform for SSN courses.
- Subject to the agreement of the HLSG, create a public version of SafeSeaNet only with vessel positioning data (AIS).
- Refine and improve the CHD.
- Possibly expand the portfolio of EMSA maritime information databases to support users' statistical needs (dependent on the outcome of work undertaken in support of Eurostat).
- Implement SafeSeaNet version 4 at central level and provide support to Member States in the implementation and testing of the upgraded versions of their national SafeSeaNet systems.
- Provide support to the MS cooperation group on Places of Refuge.

Expected outcome 2018

The Agency will assist Member States to continue improving the monitoring of maritime traffic, safety and logistics.

Operational/technical training regarding existing and new functionalities will be available for Member State personnel. Member States will be given the opportunity to share experiences, identify, develop and implement "best practice" approaches based on experience operating SafeSeaNet and other maritime related information e.g. working groups and/or development and revision of guidelines.

Planned output 2018

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. EMSA will provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements.
3. The SafeSeaNet Ecosystem Central databases will be operational and available to use in national systems and improve data quality on related national databases.

4. The SafeSeaNet Ecosystem Graphical User Interface and the Common (User) Management Console phased-in across all maritime applications.
5. Setting-up of a simplified SafeSeaNet version for the public at large.
6. Delivery of an aggregated Traffic Density Map Service.
7. Subject to ongoing needs, support to the Commission and Member States regarding the revision of the Directive 2002/59/EC as amended, will be provided as appropriate.

Output Indicators		Result 2016	Target 2018
SafeSeaNet system including requirements under the Reporting Formalities Directive (2010/65/EU): Service Operation	percentage per year availability of central SafeSeaNet system	99.65	99
	hours maximum continuous downtime of central SafeSeaNet system	11h15min ¹⁵	max 12
SafeSeaNet system including requirements under the Reporting Formalities Directive 2010/65/EU: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	n/a (new indicator)	99
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	100	99

c. Improving internal market and maritime transport efficiency

Legal Basis

Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)

The implementation of the Reporting Formalities Directive (2010/65/EU) did not result in the expected simplification of reporting requirements for the shipping industry, which is still faced with a multitude of systems. Therefore, further efforts are needed to achieve harmonisation at an EU level. Following the results of the evaluation and the impact assessment on the revision of Directive 2010/65/EU, carried out during 2016 and 2017, EMSA will support the Commission in revising the same directive. The revised directive to be proposed by the Commission may include measures to develop a European single window environment of some kind, for which a feasibility study was launched, extend the scope of the Directive to include additional reporting formalities and single window functionalities, harmonise the legal provisions with reference to time-limits of reporting and exemptions, re-use of data at EU level, establish of binding documentation for single window interfaces etc.

¹⁵ In July 2016, the SSN Graphical Interfaced suffered a downtime of around 11 hours due to a technical issue related with the infrastructure that affected the system and occurred outside office hours.

EMSA will continue to assist the Commission in monitoring the implementation of the Directive either through the continuation of the peer reviews exercise or commence visits in Member States. The Agency will also share best practices with Member States and provide technical assistance to Member States who may request assistance in improving their single windows, as a continuation of the work undertaken between 2014 and 2017. EMSA will continue providing assistance for the proposal amending Directives 98/41/EC and 2010/65/EU on the registration of persons on board (adopted by the Commission on 6 June 2016) and, subject to the conclusion of the inter-institutional negotiations, the Agency will support its implementation.

The new AIS technology applications and possible new applications to improve maritime radio communication, such as the VHF Data Exchange System (VDES), will enable the transfer of information between terrestrial stations and satellites to allow for higher speed digital data exchange with potential for a worldwide coverage (see 2.1.a., above). It is a new technological advancement that could bring considerable benefits to EMSA's users, particularly with regard to improved access to satellite AIS data of better quality and for the introduction of additional data services. This will reinforce the data available in SafeSeaNet and support the implementation of the NSW. The role of the NSW, possibly in conjunction with a European reporting gateway for improving business-to-administration communication will be strengthened by improving the use of VDES for ship-to-shore communication, bringing advantages to European authorities and to industry. In this regard EMSA would follow developments at the IMO and other international fora and possibly participate in pilot projects related to the exchange of information.

EMSA will assist the Commission in the process of improving data exchange between maritime transport stakeholders by making use of electronic tools in a common harmonised framework to establish the European Maritime Transport Space without Barriers and to demonstrate how EU wide harmonisation can be achieved. The EMSW prototype and the eManifest pilot project would serve as input for amending legislation to simplify and harmonise reporting formalities. EMSA would therefore assist the Commission in the preparation of impact assessments for proposed legislative changes.

As regards to the management and operation of the EMSW, EMSA will evaluate the conclusions of the study carried out during 2017 and will wait for political guidance for the next step to follow.

EMSA will further develop interoperability solutions, notably interfaces, allowing for seamless information exchange between the EU and national authorities' systems, with the objective of assisting the Member States in improving their NSW solutions and the interfaces with SSN, and of enhancing the functionalities of the EMSW prototype to enable interoperability with other EU systems (e.g. Mandatory Reporting Systems, testing of the VDES, eCustoms, Eurostat).

EMSA would also continue to co-operate with EUROSTAT to develop guidelines and standardised correspondence tables between classifications/code lists used in SSN/NSW and statistical systems and to implement pilot projects on the use of SafeSeaNet and NSW data to enhance the quality and completeness of EU-wide maritime statistics.

Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- Work to further develop the EU maritime traffic monitoring and information exchange system. (B3)
- Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2018

- Assist the Commission in the revision of the Reporting Formalities Directive and other legislation related to the simplification of reporting formalities.
- Provide technical assistance in the implementation of amendments to Directive 98/41/EC on registration of persons on board and Directive 2010/65/EU on reporting formalities, including organisation of workshops.
- Work on measures which will facilitate the overall effectiveness/efficiency for ships in relation to reporting formalities, such as the eManifest pilot project.
- Further develop interoperability solutions allowing for seamless information exchange between the EU and national authorities' systems, including enhancing the functionalities of the EMSW prototype.
- Participate in a project with Norway to test the exchange of ship reporting (reporting formalities) using their 2 VDES satellites.

Expected outcome 2018

The Agency will assist the Commission and Member States in achieving EU wide harmonisation through the revision of the Reporting Formalities Directive.

Based on new technological developments, EMSA will test the use of VDES and other means available to improve service quality and support the implementation of the NSW and the EMSW.

The Agency will support the Commission, using its expertise in electronic data transmission and in maritime information exchange systems, to simplify reporting formalities for ships with a view to the elimination of barriers to maritime transport.

Planned output 2018

1. Assist the Commission in the evaluation of and preparatory work for the revision of the Reporting Formalities Directive and in assessing its implementation.
2. Implement measures which will further achieve simplification, harmonisation and rationalisation of reporting formalities for ships.
3. Providing assistance to Member States and the Commission in the implementation of amendments to Directive 98/41/EC on registration of persons on board and Directive 2010/65/EU on reporting formalities, including organisation of workshops.

Output Indicators

SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)

The information exchange requirements of the Reporting Formalities Directive are integrated in the PortPlus message, and therefore covered by the SafeSeaNet indicators.

Project: Connecting industry and competent authorities in the Single Window environment (Single window environment project)

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
Single window environment project	DG MARE	2018 - 2020 3,000,000 €	1,000,000 € expected	No extra staff

Legal Basis
Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)

This project financed activity still has to be approved by the Commission and after approval a Delegation Agreement will have to be signed between the Commission and EMSA.

The scope of the project is two-fold. The first is to assist Member States in improving their NSWs solutions and interfaces with SSN in accordance with the requirements of Directive 2010/65/EU in order to establish more harmonised baseline in the EU on NSW system. The second is to continue to enhance overall functionalities, as well as to examine how interoperability with other IT systems (e.g. NSWs, Mandatory Reporting Systems, VHF Data Exchange System (VDES) for the transmission of digital data between ship and shore, eCustoms, Eurostat) can be handled. The resulting development and implementation of technical services, functionalities and components will be contributing, on the one hand, to establishing a harmonised reporting gateway and, on the other hand, to creating more robust information exchange channels between administrations.

Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ To increase the effectiveness and efficiency of EMSA’s integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1) ▪ Work to further develop the EU maritime traffic monitoring and information exchange system. (B3) ▪ Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4) ▪ To become a reliable source of information and statistics for the EU on maritime matters. (D4) ▪ To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2018
<p>The project will demonstrate over a three-year period how to achieve:</p> <ul style="list-style-type: none"> ▪ a more efficient data exchange between different authorities of Member States using SafeSeaNet, including exchange of cargo information, ▪ better connectivity among all relevant authorities and end-users in the different Member States, ▪ harmonised national single window interfaces, and ▪ an improved information exchange between ship to shore, a so-called reporting gateway, a.i. using VHF Data Exchange-satellite (VDE-SAT) communications. Where possible EMSA will cooperate with Norway using their experimental satellite with a VDE-SAT payload for testing and validation.

Expected outcome 2018

Once the project has been approved a Steering Committee will be established composed of the relevant Commission DG's and EMSA. The outcome of the project has to be achieved by 2020; the intermediate steps will have to be defined once the project is approved.

Planned output 2018

To be confirmed by the Steering Committee after project approval by the Commission and the Administrative Board.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
EFCA SLA	EFCA	Automatic renewal since 2015	None expected (177,000 € received in 2017 for IUU project to cover ongoing work in 2018)	No extra staff

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 2b

EMSA supports the European Fisheries Control Agency (EFCA) in conducting Joint Deployment Plans to monitor fisheries campaigns. The Service Level Agreement (SLA) between EFCA and EMSA signed in 2015 is automatically renewed yearly. The SLA was extended in scope in 2017 to include additional information services to support new obligations in the framework of the common mandate to share information and support national authorities carrying coast guard functions and in order to address the implementation of the legislation on IUU (irregular, unreported, unregulated catches). The SLA defines the conditions under which EMSA provides surveillance tools and services (such as Remotely Piloted Aircraft services or vessel chartering) in support of EFCA activities.

Activities for 2018 will be refined and/or developed based on the EFCA Annual Programme based on the budget availability and the perceived effectiveness of the support given, EFCA will formulate closer to 2018 the request for services expected to be delivered by the Agency.

Such activities are undertaken in the framework of the new mandate for European cooperation on coast guard functions (see the Annual Strategic Plan for 2018 at the beginning of Section III).

Services to EFCA are highly dependent on the IMS platform and data availability.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2) To continue to work to further develop the EU maritime traffic monitoring and information system. (B3) To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4) To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018
<ul style="list-style-type: none"> Implement the Service Level Agreement signed between EMSA and EFCA. Service delivery based on the SLA and associated specific agreement signed with EFCA. Following identification of appropriate business needs, further develop services for EFCA and their end users in Member States.

- Provide operational and training support to users.
- Evaluate possible needs for sharing of resources (vessels).

Expected outcome 2018

Integrated maritime services are offered to EFCA in accordance with their user requirements and their end users in Member States.

Planned output 2018

1. Provision of integrated maritime services under the existing EFCA-EMSA SLA framework.

Output Indicators		Result 2016	Target 2018
Integrated Maritime Services	percentage per year availability to EFCA	99.82	99

2.2 EU LONG RANGE IDENTIFICATION AND TRACKING (LRIT) COOPERATIVE DATA CENTRE (CDC) AND LRIT INTERNATIONAL DATA EXCHANGE (IDE)

Input	
Commitment appropriations in EUR	3,651,610
Payment appropriations in EUR	3,793,606
Staff	7 AD, 7 AST

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h)

EMSA will be operating and monitoring the European Union Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC). It allows participating countries to comply with vessel tracking obligations under SOLAS 74. Activities will focus on maintaining the high level of performance achieved so far.

The Agency will continue to operate and maintain the LRIT-IDE on a best effort basis, and will support the process to identify and hand over to an alternative host, when decided so by the Member States and the Commission.

The old interfaces to EMSA systems which are being taken over by the new User Interface will be phased out in 2018; so the current EU LRIT CDC User Interface will be replaced by the SSN Ecosystem Graphical user interface (SEG).

Multi-annual strategic objectives
<ul style="list-style-type: none"> To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2) To continue to work to further develop the EU maritime traffic monitoring and information system. (B3) To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2018
<ul style="list-style-type: none"> Continue operation and maintenance of the EU LRIT CDC in accordance with IMO performance standards. Provide operational support to all users of the EU LRIT CDC, including training and helpdesk activities. Provide LRIT services to new participants wishing to join the EU LRIT CDC. Organise regular meetings with relevant LRIT users. Provide training on EU LRIT CDC to LRIT users. Meet legal and financial obligations concerning the exchange of LRIT data.

Expected outcome 2018
<p>The Agency will continue to operate the EU LRIT CDC in compliance with the IMO Performance Standards in the most efficient and economical manner. The Agency will monitor the discussion at IMO regarding the e-Navigation concept and improvement of the LRIT system as appropriate.</p>

Planned output 2018

1. Continued operations and ongoing maintenance of the LRIT CDC.
2. Perform necessary upgrading of the EU LRIT CDC, as requested by Member States or IMO.
3. Support to Member States for use of the EU LRIT CDC.
4. LRIT IDE testing support to LRIT Data Centres.
5. Quality of the services maintained.

Output Indicators		Result 2016	Target 2018
EU LRIT DATA CENTRE			
System operational	percentage per month availability	99.80	99
	hours maximum continuous downtime	1h43min	4
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (periodic reports: 15 min; polls: 30 min)	99.41	99
Web user interface	percentage per year availability to users	99.81	99
LRIT IDE			
System operational	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.9	n/a
	hours maximum continuous downtime of LRIT IDE	max 4	n/a

2.3 THETIS

Input	
Commitment appropriations in EUR	2,022,338
Payment appropriations in EUR	2,166,146
Staff	5 AD, 1 AST, 1 SNE, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
THETIS-EU	EC, DG ENV New cooperation agreement	2018-2020	100,000 € expected	No extra staff

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2.(b)

THETIS is a reporting and information system combining port call information and inspection data as well as the ro-ro ferry surveys. It also stores information from the EU Recognised Organisations at ship level. In addition the Mobile Client application provides a stand-alone version to Port State Control officers to allow creation of inspection reports without connection to the main system

The operation and development of THETIS is primarily linked to Directive 2009/16 as amended.

Considering that the inter-institutional negotiations on the Directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC have been concluded, EMSA will further enhance THETIS, to cater for Port State Control provisions of the new directive.

A dedicated module, named THETIS-EU, has incorporated the existing THETIS-S module (developed and operated by EMSA since 1 January 2015 and which serves as a platform to record and exchange information on the results of individual compliance verifications under Directive 2016/802/EU). In 2018 the Agency will enhance further the system with additional functionalities for the Sulphur module (fuel calculator, bunker suppliers monitoring and a potential extension to non-EU Sulphur Emission Control Area (SECA) States, as requested by all EU Member States) under a revised cooperation agreement with the Commission covering the years 2017-2020. This will be complemented by the RPAS based service for monitoring of gas emissions from individual ships.

In addition EMSA will further enhance THETIS-EU to cater for the Flag State provisions of the new Directive on the Directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC, where an inspection database to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive is foreseen.

Moreover, in 2018 discussions on the revision of the PSC Directive and the PRF Directive will be initiated, THETIS and THETIS-EU will need to be adapted to the revised legal framework and accordingly enhanced.

Furthermore, in the light of the actions agreed with the Member States for capacity building, further enhancements of THETIS-EU will be pursued to support Member States as concerns Flag State responsibilities, in particular for Member States to report their own Flag State inspections in a module in THETIS-EU.

THETIS-MRV, as foreseen by Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, is operational from August 2017 (see also Project: THETIS-MRV).

Finally, THETIS may further be enhanced with a new module to support the MeDMoU with an inspection database, subject to the agreement of the MeDMoU Committee. The development will be funded by the SAFEMED IV project (see also Project: SAFEMED IV).

Multi-annual strategic objectives

- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)
- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1)
- To assist the Commission and the Member States in the implementation of Regulation on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport. (C2)
- To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)
- To continue developing its role as forum for discussion of best practises. (D5)

Annual objectives 2018

- Ensure the proper operation of THETIS, THETIS-EU and other newly developed modules.
- Ensure on time development to comply with new or amended International or EU legislation coming into force.
- Ensure relevant training.
- Ensure regular meetings with relevant end users.
- THETIS-MRV operational (see also project: THETIS-MRV).

Expected outcome 2018

The Agency operates the Port State Control information system in line with the Port State Control Directive (2009/16/EC) as amended, including the Implementing Acts and the Paris MoU text, the RoPax Directive (1999/35/EC), Regulation 391/2009 on common rules and standards for ship inspection and survey organisations, the BWMC and Regulation 1257/2013 on Ship Recycling.

THETIS-EU caters enforcement of the provisions of Directive 2016/802/EU/1999/32/EC and the calculation of frequency of inspections and samples and the future targeting system.

THETIS-EU accommodates the Port Reception Facilities Directive (2000/59/EC).

THETIS-MRV will cater the provisions of Regulation (EU) 2015/757.

Operations of THETIS and its modules are supported technically and operationally by a helpdesk. All elements of THETIS will be communicating with a dedicated tool for analysis and statistics where appropriate.

Planned output 2018

1. Information System THETIS: operational, maintained and under continuous enhancement to meet new requirements. Enhanced to support the PSC provisions of the Directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
2. Information System THETIS-EU: operational, maintained, and under continuous enhancement to meet new requirements. Enhanced to support the FS provisions of the Directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
3. Interface with SafeSeaNet operational.
4. THETIS-MRV operational and maintained.
5. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the THETIS system.
6. Cooperation with the Med MoU for the development of new module to support the MeD MoU with an inspection database.
7. Cooperation with the Commission and the Sulphur Committee to supervise, verify and validate the operation and further enhancement of THETIS-EU (Sulphur Module).
8. Training to users.

Output Indicators		Result 2016	Target 2018
System operational	availability in percentage	99.41	96
	hours maximum continuous downtime	2h:01m	max 6
Helpdesk Service	percentage of requests closed in less than 5 days ¹⁶	94.53	75

¹⁶ The statistics required to report on this KPI have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support this KPI is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
THETIS-MRV	EC, DG CLIMA	2016-2020 500,000 €	100,000 € expected	No extra staff

Legal Basis
<ul style="list-style-type: none"> Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC.

Regulation (EU) 2015/757 (the MRV Regulation) foresees monitoring and verification of fuel consumption, CO₂ emissions and ship efficiency on "per-voyage" basis and annual reporting to a central database (THETIS-MRV) which is to be developed, hosted and managed by EMSA. The European Commission, using this central database, will make publicly available on an annual basis the aggregated per-ship data on fuel consumption, CO₂ emissions and energy efficiency aiming at providing information facilitating the implementation of cost-effective measures to reduce ships' fuel consumption, by removing existing market barriers, such as the lack of reliable information. In addition, THETIS-MRV will facilitate the enforcement by EU Member States acting as flag States or as port States by providing information on the documents of compliance foreseen by the MRV Regulation. In accordance with the empowerments provided by the MRV Regulation, the Commission has adopted two Delegated Regulations and two Implementing Regulations entered into force in 2016.

Following the signature of a Cooperation Agreement with the Commission at the beginning of 2016, EMSA has been tasked to develop, within its current and subsequent THETIS maintenance and enhancement contracts, a new module (THETIS-MRV) in support of the MRV Regulation as well as provide technical assistance to the Commission for the implementation of the said Regulation.

In August 2017 THETIS-MRV became operational, supporting Companies and Verifiers to register and implement the provisions of the MRV Regulation with respect to the approval of Monitoring Plans. As from 1st January 2018, companies will use the system to monitor and report data on each ships CO₂ emissions, fuel consumption and other parameters foreseen by the MRV Regulation.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To maximise its support role for an efficient and expanded scope of the PSC regime. (A8) Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4) To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3) To contribute to the protection of the marine environment in the EU. (C4) To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5) To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018

- Implementation of the tasks defined in the relevant cooperation agreement with the Commission.
- THETIS-MRV operational.
- Setting-up of Helpdesk for Member States and end-users.
- Organisation of workshops and/or trainings for users.
- Provision of technical assistance to the Commission with respect to delegated and implementing acts adopted pursuant to the MRV Regulation.

Expected outcome 2018

THETIS-MRV operational.

Planned output 2018

1. THETIS-MRV operational.
2. Organisation of awareness and technical workshops for stakeholders (industry, MRV shipping verifiers) and competent authorities of Member States.

Output Indicators		Result 2016	Target 2018
THETIS-MRV	timely delivery of tasks foreseen by the cooperation Agreement	<p>templates for Emissions reports and Documents of compliance: Yes</p> <p>specifications and business rules for THETIS-MRV: Yes</p>	THETIS-MRV operational. Companies able to register activity data in the system as from 1 st January 2018.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
Emissions Inventories Project	EC, DG ENV	2015-2018 150,000 €	None expected	No extra staff

Legal Basis
<ul style="list-style-type: none"> Directive 1999/32/EC as amended, Art. 7

EMSA supports the European Commission and the Member States in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Due to the entry into force on 1 January 2015 of the low sulphur requirements in the EU Sulphur Emission Control Areas (SECAs), and on 1 January 2020 the foreseen 0.5% sulphur cap for all waters, it is important to assess whether the cost-effective strategy of the Commission and the Member States put in place for monitoring of compliance and enforcement concretely results in the achievement of environmental and health objectives of Directive 2016/802/EU. In this respect a functionality related to emission inventories was developed in 2016.

In 2018 the Agency will continue to ensure the functionality in THETIS-EU to establish and evaluate the inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping. The activity data are the historic Automatic Identification System (AIS) made available by the Member States through SafeSeaNet and LRIT related data. In 2018 the focus will be on the calculation and analysis of inventories of shipping emissions for the period 2017.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1) Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4) To contribute to the protection of the marine environment in the EU. (C4) To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5) To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018
<ul style="list-style-type: none"> Implementation of the tasks defined in the relevant cooperation agreement with the Commission. Quantification of the bottom-up emissions (SOx, NOx and PM) resulting from combustion of marine fuel from international and domestic shipping, covered by the AIS data. Assessment, as appropriate, of the positive effect on air quality of specific measures such as the stricter sulphur requirements under Directive 2016/802/EU.

Expected outcome 2018

Functionality operational in THETIS-EU to evaluate the inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping.

Planned output 2018

1. Emission inventory modelling functionality, relevant enhancements and results for emission inventories based on shipping activity data.
2. Organisation of awareness and technical workshops for competent authorities of Member States.

Output Indicators		Result 2016	Target 2018
Emission Inventories	inventories of shipping emissions based on shipping activity data will have to be attributed per Member State in their relevant sea areas (EEZ, PCZ, SECAs) for the period 2012-2017	<p>development of new functionality in THETIS-S to establish and evaluate the inventories of shipping emissions based on shipping activity data: <i>Yes</i></p> <p>calculation and analysis of inventories of shipping emissions for the period 2012-2020: <i>Yes</i></p> <p>minimum one workshop organised: <i>Development ongoing.</i></p>	<p>New functionality in THETIS-EU operational.</p> <p>Calculation and analysis of inventories of shipping emissions for 2017.</p>

2.4 MARITIME SUPPORT SERVICES

Input	
Commitment appropriations in EUR	1,681,446
Payment appropriations in EUR	1,764,861
Staff	5 AD, 1 AST, 4 SNE, 4 CA

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2

An operational and technical helpdesk is available at EMSA to serve the Commission and Member State users of all the relevant services. The Maritime Support Services (MSS) helpdesk offers continuous (24/7) technical support in order to:

- Oversee the availability and performance of the EMSA operational maritime information systems in accordance with performance requirements.
- Perform monitoring of systems and services. Activities include incident and problem management, user access assistance, technical support for testing, and management of security certificates.
- Ensure continuity of dataflow by data providers, contact them if this is interrupted, and verify and report on the quality of the data in the systems.
- Maintain the ship watch reference lists.

The MSS are also the single point of contact in EMSA:

- For responding to requests in the event of a maritime pollution emergency (or during exercises) for mobilisation of EMSA operational services (oil recovery operations, dispersant spraying, pollution monitoring by satellite, technical information on hazardous materials), and for alerting Member States authorities of potential oil spills.
- For responding to urgent requests for information by the Commission or Member States about ongoing accidents or incidents at sea.

Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)

Annual objective 2018

- Ensure timely and appropriate helpdesk and monitoring services.

Expected outcome 2018

Users of the vessel traffic and maritime information services benefit from timely and appropriate helpdesk and monitoring services.

Users of EMSA's operational services benefit from 24/7 availability to activate and mobilise such resources during an emergency, by triggering the EMSA contingency plan.

Planned output 2018

1. Maritime Monitoring Services to be provided on a 24/7 basis including:
 - Monitoring availability and performance of EMSA maritime systems.
 - Ensuring continuity of dataflow by data providers.
 - Verifying and reporting on quality of data in systems.
 - Maintaining ship watch reference lists (banned ships, single hull tankers, location codes, reference ship identifiers, Member State contacts or responsible authorities).
 - Providing timely and appropriate operational and technical helpdesk to the Commission and Member State users of the maritime information services.
 - Implementing a survey assessing user perception of MSS services.
 - Refining procedures to maximise efficiency in relation to pending requests.
2. In the event of maritime emergencies, the MSS will:
 - Act as single point of contact.
 - Provide reporting to EMSA and the Commission on maritime accidents of EU interest in accordance with the EMSA contingency plan.

If appropriate, initiate the procedure of mobilising EMSA operational services in accordance with pre-defined procedures.

Output Indicators		Result 2016	Target 2018
Maritime Support Services available 24/7 ¹⁷	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	0h21min	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	0h30min	<8
MSS Data Quality Reports	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25 Reports	20 Reports

¹⁷ The statistics required to report on these KPIs have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support these KPIs is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
Copernicus	EC, DG GROW	2015-2020 40,000,000 €	7,161,000 € expected	3 CA ¹⁸

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c) ▪ Regulation (EU) N° 377/2014 of the European Parliament and of the Council establishing the Copernicus Programme and repealing Regulation (EU) No 911/2010

EMSA's role as Entrusted Entity of the Copernicus Maritime Surveillance (CMS) service is regulated by a delegation agreement, valid until end of 2020, which defines the roles and responsibilities of the Agency and of the Commission until 31 December 2020. During 2018, EMSA will undertake the activities defined in the Copernicus Maritime Surveillance Service Annual Implementation Plan, scheduled for approval in the first quarter of 2018.¹⁹ The annual implementation plans define the operational aspects of the entrusted tasks. The overarching goal of the service is to provide users from Member State administrations and EU bodies with earth observation information to have a better understanding of and improved monitoring of activities at sea. The functions currently foreseen under the CMS service include: fisheries control; maritime safety and security; law enforcement; customs; marine environment, including pollution monitoring. Other functions may also be considered, as well as support to international organisations.

The CMS service has been operational since September 2016, and 2017 saw a significant expansion in terms of user basis and delivered products. In 2018 CMS will be further reinforced and enhanced towards expanding its user basis in function areas already served as well as addressing new use cases. Earth Observation license and service providers will be procured as appropriate to meet all service user needs.

The CMS service is highly dependent on the IMS platform and data availability.

Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2) ▪ To continue to work to further develop the EU maritime traffic monitoring and information system. (B3) ▪ To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4) ▪ To become a reliable source of information and statistics for the EU on maritime matters. (D4)

¹⁸ These posts are part of the establishment plan of the Agency and will be covered by EMSA's subsidy.

¹⁹ The Copernicus maritime surveillance service brochure, available on the EMSA website, provides more detailed information on ongoing actions.

Annual objectives 2018

- Implement the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan for 2018.
- Develop EMSA's portfolio of earth observation products and services in areas relevant for Copernicus activities.
- Expand the Copernicus component to users already served by EMSA (maritime safety and security, fisheries control, law enforcement, customs, and marine pollution. Border control is addressed under a separate project with Frontex).
- Assess new user requirements with a view to implementation in EMSA's Earth Observation Data Centre Explore new technologies that can enhance the Copernicus service portfolio and support the Copernicus Maritime Surveillance Service delivery process.
- Organise promotion, training and user up-take of Copernicus services.

Expected outcome 2018

Copernicus services are offered through EMSA to stakeholders in the maritime surveillance domain in accordance with user requirements, based on an implementation plan approved by the Commission.

Planned output 2018

1. Provision of Copernicus Maritime Surveillance service, usually delivered through the existing Integrated Maritime Services platform.

Output Indicators		Result 2016	Target 2018
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio	n/a	90

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
Frontex SLA	Frontex	2016-2019 45,000,000 €	12,000,000 € - 15,000,000 € expected	7 CA

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2a.2(d) ▪ Regulation (EC) N° 1052/2013 Art. 18. (EUROSUR)

EMSA supports the European Border and Coastguard Agency (Frontex) in conducting operations to address irregular migration and cross-border crime along European maritime borders. The Service Level Agreement (SLA) between Frontex and EMSA was renewed in 2016, for a period of 3 years. The SLA defines the conditions under which EMSA provides surveillance tools and services in support of Frontex activities, including for the implementation of EUROSUR framework.

Activities for 2018 will be refined and/or developed based on the SLA Annual Programme and associated service product description finalised at the end of 2017. Based on the development of irregular migration patterns, budget availability and the perceived effectiveness of the support given, Frontex will formulate closer to 2018 the request for services expected to be delivered by the Agency.

Such activities are undertaken in the framework of the new mandate for European cooperation on coast guard functions (see the Annual Strategic Plan for 2018 at the beginning of Section III).

Services to Frontex are highly dependent on the IMS platform and data availability.

Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2) ▪ To continue to work to further develop the EU maritime traffic monitoring and information system. (B3) ▪ To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4) ▪ To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018
<ul style="list-style-type: none"> ▪ Implement the Service Level Agreement signed between EMSA and Frontex. ▪ Service delivery based on the SLA annual programme and associated specific agreement signed with Frontex. ▪ Following identification of appropriate business needs, further develop services to Frontex and their end users in Member States. ▪ Provide operational and training support to users. ▪ Launch the renewal of the SLA for the period after April 2019.

Expected outcome 2018

Integrated maritime services are offered to Frontex in accordance with their user requirements and their end users in Member States.

Planned output 2018

2. Provision of integrated maritime services under the existing Frontex-EMSA SLA framework, and in support of the implementation of the EUROSUR regulation.

Output Indicators		Result 2016	Target 2018
Frontex Service platform	percentage per year availability to Frontex	99.82	99
Frontex Service platform	Hours maximum continuous downtime	n/a	12
Frontex operational Exercises	minimum number of exercises EMSA participates in	n/a	2

Visits and Inspections to monitor the implementation of EU legislation

3.1 CLASSIFICATION SOCIETIES

Input	
Commitment appropriations in EUR	1,905,321
Payment appropriations in EUR	1,905,321
Staff	10 AD, 1 AST, 1 SNE

Legal Basis	
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3 	

The Agency will continue to carry out inspections to support the preparation and follow-up of the Commission's two-yearly assessment of the EU Recognised Organisations (ROs) pursuant to Article 8(1) of Regulation (EC) No 391/2009. EMSA will inspect the ROs on the Commission's behalf against the Regulation's requirements and provide reports of each inspection and consolidated end-of-cycle and draft assessment reports with the objective of facilitating the Commission's overall assessment of ROs by grouping and combining the Agency's findings under the relevant requirements and criteria set out in the Regulation.

The inspection programme, to be jointly agreed with the Commission, will focus on key activities selected on a risk basis, considering previous inspection findings and non-conformities from the Commission's assessments as well as monitoring reports from Member States and other factors such as the size and geographical spread of each RO's activities.

The Commission may request the Agency to assist in the assessment of the Quality Assessment and Certification Entity established by the ROs or the implementation of the revised safety and pollution prevention performance criteria of the ROs.

At the request of a Member State, the Agency will provide, after consultation with the Commission, appropriate information resulting from the inspections of the ROs, in order to support the Member State's monitoring of the ROs that carry out certification tasks on its behalf.

The principal challenge will be to include the inspection of any new or candidate ROs within the inspection programme, without additional resources.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To support the Commission and the Member States in improving ship safety. (A1) To increase resource effectiveness and efficiency through the development of a "risk-based" approach to inspections. (A2) To increase efficiency of the Commission's assessments of recognised organisations, in particular through a risk-based approach to inspections. (A5) To develop ideas for more effective sharing of information on inspections. (A6) To assist the Commission in verifying the correct implementation by the EU recognised organisations of quality assessment and certification entity (QACE). (A7)

Annual objectives 2018
<ul style="list-style-type: none"> Maintain the same inspection effort per RO as in 2017. Continue to apply a risk based approach for RO inspections.

- Provide assistance to the Commission and Member States as concerns the monitoring of Recognised Organisations.
- Develop and implement ideas for more effective sharing of information on inspections.
- Assist the Commission in the periodic assessment of the quality assessment and certification entity (QACE).
- Provide end-of cycle inspection and draft assessment reports to support the Commission's assessments of Recognised Organisations.

Expected outcome 2018

Based on the reports submitted by the Agency, the Commission should be able to make a sound assessment and, where appropriate, request corrective measures of Recognised Organisations or take decisions on withdrawal of recognition or other sanctions, in order to improve the overall quality of the certification work undertaken by those organisations.

Planned output 2018

1. 16-20 inspections of Recognised Organisations' offices.
2. Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition.
3. Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the Recognised Organisations in accordance with Article 11 of Regulation (EC) No. 391/2009.
4. End-of-cycle inspection reports and draft assessment reports and recommendations, to assist the Commission in its preparation of the assessments of Recognised Organisations and their follow-up.
5. Support to the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 on common rules and standards for ship inspection and survey organisations and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.
6. Upon request by a Member State, after consultation with the Commission, provision of appropriate information resulting from the inspections of the ROs, in order to support the Member State's monitoring of the ROs that carry out certification tasks on its behalf.

Output Indicators ²⁰		Result 2016	Target 2018
Inspections	number of RO inspections per year	19	16-20
Reports	number of reports per year	16	16-20
End-of-cycle inspection and draft assessment reports	number of reports per year	3 ²¹	5-7

²⁰ Indicators exclude inspections and reports of candidate ROs and ad hoc ship visits.

²¹ The Commission agreed on a reorganisation of the planning of RO end-of-cycle reports, which meant only 3 of the expected 4-6 reports were produced.

3.2 STCW

Input	
Commitment appropriations in EUR	1,529,444
Payment appropriations in EUR	1,529,444
Staff	6 AD, 2 AST, 1 SNE

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.4(e), 2.4(h) and 3

The STCW Convention requires countries that recognise the systems of others to conduct an evaluation to verify whether such other countries comply with the STCW requirements. EMSA has been conducting inspections of third countries on behalf of the EU Member States since 2005. This task, which is established in Directive 2008/106/EC on the minimum level of training of seafarers as amended, allows the use of a common technical methodology and reduces the costs that would be involved if this activity was conducted by individual Member States. It contributes to improved ship safety, not only on board EU registered vessels, but also in EU waters. The regular monitoring of Member States, also conducted by EMSA, contributes to a level playing field in the European Union.

In 2018, the second cycle of inspections of third countries and visits to Member States will continue.

In addition and based on the provisions of Directive 2008/106/EC, as amended, Member States will be required to continue updating information on certificates and endorsements of recognition. This will allow EMSA to continue providing objective and comparable information on numbers of seafarers holding EU certificates/endorsements and who are consequently able to work on board EU registered vessels.

Finally, following completion of the legislative evaluation of Directives 2008/106/EC and 2005/45/EC, and the related fitness check, EMSA may be requested by the Commission to assist in any resultant legislative initiatives as deemed necessary.

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018

- Same effort of visits and inspections as in 2017.
- Ensure the availability of the STCW Information System.
- Produce an Annual Review of Seafarer Statistics.
- Provide any necessary technical assistance on aspects related to the education, training and certification of seafarers and social issues.
- Assist the Commission in any development of relevant legislation arising from the fitness check (REFIT – Regulatory Fitness) of Directives 2008/106/EC and 2005/45/EC, initiated in 2016.

Expected outcome 2018

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 the education and training of seafarers and the correctness of their certification in line with the STCW Convention or Directive 2008/106/EC, as amended, respectively.

The assistance provided by the Agency to the Commission for the REFIT exercise should contribute to better legislation within the EU.

Planned output 2018

1. 4-5 inspections to third countries.
2. 3-4 visits to Member States.
3. Maintain the STCW Information System; minimising down-time, ensuring a high level of availability and providing system support to users.

Output Indicators		Result 2016	Target 2018
Inspections and visits	number of inspections and visits per year	8	7-9
	percentage of visit notifications sent to Member States with at least three months' notice	n/a	95
Reports	number of reports per year	7	7-9
	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	n/a	95
STCW Information System	percentage per year availability	99.6	96

3.3 VISITS TO MEMBER STATES TO MONITOR THE IMPLEMENTATION OF UNION LAW

Input	
Commitment appropriations in EUR	1,200,359
Payment appropriations in EUR	1,200,359
Staff	5 AD, 2 AST, 1 SNE

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), 2.3(d) and 3

Visits to EU and EFTA Member States in respect of maritime safety and pollution prevention have been a core activity for EMSA since the establishment of the Agency in 2002. The visits serve as an important link between the objectives of Union law and the operational implementation of its requirements by each Member State and provide the Commission and EFTA Surveillance Authority with information about the approach to and consistency in the application of the EU Regulation or Directive that is being assessed. It also provides the operational units of the Member States visited with an opportunity to give feedback on the effectiveness of the maritime legislation. Overall, the visits provide the Commission and the EFTA Surveillance Authority with information used to assess the level of implementation by each Member State and to identify areas where the objectives of the legislation are not being achieved.

In 2018, visits will continue to follow the current policy of applying a consistent approach to all types of visit to all Member States. The data accumulated from these visits will assist the Commission in its assessment of the degree of implementation of Union law by the Member States and be used in the compilation of horizontal analyses and other possible reports as a means of providing feedback to the Member States.

With reference to port State control (PSC), the third cycle of visits started in 2017 will continue, with five to six visits being carried out.

In 2018 the cycle of visits to Member States to monitor the implementation of the requirements of Directive 2016/802/EU concerning the sulphur content of marine fuels - and of those prescribed by the Commission Implementing Decision laying down the rules concerning the sampling and reporting under such Directive – will continue. Four to five visits will take place in 2018.

The second cycle of visits in respect of the new Marine Equipment (Dir. 2014/90/EU), started in the second half of 2017, will also continue with three to four visits being carried out.

A new cycle of visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers is expected start during 2018, following a request from the Commission. Further details on the scope and methodology of the cycle are expected to be established following a pre-cycle workshop to be held towards the end of 2017.

These cycles follow the Methodology for Visits to Member States as adopted by the EMSA Administrative Board in November 2015.

The total number of visits foreseen to date for 2018 is currently lower than in previous years. However, following official completion of the Commission's EU legislation REFIT exercise and related legislative initiatives on passenger ship safety, a new cycle of visits may be requested. According to the new Methodology, this will include organising a pre-cycle workshop probably in 2019, taking into consideration the transposition time.

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)

Annual objectives 2018

- Sound implementation of the Methodology for Visits to Member States.
- Primary focus on port State control, the sulphur content of marine fuels and marine equipment.
- Begin preparation of a new cycle of visits on passenger ship safety legislation.

Expected outcome 2018

Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation in the Member States visited.

Assist EU and EFTA Member States in their understanding of the requirements of EU legislation and the resources needed for its effective implementation.

Planned output 2018

1. 5-6 visits to Member States in respect of Directive 2009/16/EC on port State control and related activities.
2. 4-5 visits on the implementation of the Sulphur Directive and related Commission Implementing Decisions.
3. 3-4 visits in respect of Directive 2014/90/EU on marine equipment.
4. 3-4 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers.
5. 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.
6. Upon request by the EFTA Surveillance Authority other visits to EFTA Member States to monitor the implementation of relevant legislation.

Output Indicators		Result 2016	Target 2018
	number of visits per year	2 (PSC) + 12 (Monitoring implementation of EU maritime legislation)	15-19
Visits	percentage of visit notifications sent to Member States with at least three months' notice	n/a	95
Reports	number of reports per year	2 (PSC) + 13 (Monitoring implementation of EU maritime legislation)	15-19
	percentage of draft reports submitted to the visited Member State within 90 days from end of visit	n/a	95

3.4 MARITIME SECURITY

Input	
Commitment appropriations in EUR	715,895
Payment appropriations in EUR	715,895
Staff	3 AD, 1 SNE, 1 CA

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)

The Agency provides technical assistance to the Commission and to the EFTA Surveillance Authority in the performance of their inspections under Regulation (EC) No. 725/2004 on enhancing ship and port facility security, based on similar Working Arrangements agreed with each of them. Following the latest amendment to EMSA's Founding Regulation, the scope of EMSA's assistance to the Commission covers the full scope of the Regulation, whereas assistance to the EFTA Surveillance Authority is currently limited to ship security. The Agency expects to be requested by the EFTA Surveillance Authority to extend its technical assistance to the full scope of Regulation (EC) 725/2004 but the timing is unknown and depends on the relevant amendment of the EEA Agreement.

The Commission adopts annually at the end of the year a Decision on the maritime security inspections it intends to conduct in the EU the following year. Based on the experience and knowledge gained and information gathered from different sources including previous inspections to monitor Member States' implementation of the Regulation, EMSA provides insights and proposals for the consideration of the Commission when setting its multi-annual strategy and drawing up annual programmes of activities.

When requested, EMSA will also provide advice to the Commission on the follow-up of deficiencies identified during inspections.

The Agency will also follow-up on issues related to maritime cyber-security, as a result of the workshop hosted by EMSA in December 2017, under the German chairmanship of the ECGFF.

Multi-annual strategic objectives

- Adding value from visits and inspections (Strategic Action Area²²).

Annual objectives 2018

- Similar effort of missions as in 2017.
- Provide the Commission and the EFTA Surveillance Authority with timely advice on the level of security implementation by the Member States.

²² Activity 3.4 Maritime Security has no corresponding strategic objective – the reference is therefore to the strategic action area “Adding value from visits and inspections”.

Expected outcome 2018

Provide technical assistance to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime security legislation in the Member States visited and identify any changes that may be needed in the conduct of the Commission inspections in order to improve the overall level of maritime security.

Planned output 2018

1. 10-12 missions to EU Member States, upon request of the Commission.
2. 2-3 missions to Norway and Iceland, upon request of the EFTA Surveillance Authority.
3. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.
4. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.

Output Indicators		Result 2016	Target 2018
Inspections	number of missions per year	12	12-15
Reports	number of reports per year ²³	40	30
	percentage of inspection reports concluded within the deadline agreed with the European Commission	n/a	95

²³ More than one report may be prepared following an inspection mission, e.g. if more than one Member State is inspected.

3.6 HORIZONTAL ANALYSIS AND RESEARCH

Input	
Commitment appropriations in EUR	486,256
Payment appropriations in EUR	486,256
Staff	3 AD ²⁴

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5

Following the completion of a cycle or series of visits or inspections, EMSA conducts horizontal analyses to compare and analyse Member States' implementation of applicable Union law, by drawing general conclusions on the effectiveness and cost-efficiency of the measures in place.

Additional analyses of a more limited scope will be undertaken, where appropriate, part way through a cycle or series of visits and inspections. Following the adoption by the EMSA Administrative Board in November 2015 of a Methodology for Visits to Member States, the horizontal analyses will be complemented by workshops organised with the Commission and the Member States to, inter alia, pursue continuous improvement through feedback on the effectiveness of the maritime legislation and the sharing of best practices.

In 2018, the Agency will continue to conduct horizontal analyses and identify horizontal conclusions, including the identification of good practices, lessons to be learnt and improvements to the current legislation.

Based on current progress of the cycles of visits to Member States, one of these is expected to be a mid-cycle analysis of the second cycle of visits concerning Directive 2008/106/EC, as amended, on the minimum level of training of seafarers. Other horizontal analyses will be decided taking into account the Commission's priorities in this area.

The Agency will also continue to focus on elements of cost-effectiveness of measures in place, as foreseen by its Founding Regulation and the Methodology of Visits to Member States. The subjects of these analyses will depend on the priorities of the Administrative Board, following completion of a trial being carried out in 2016 in respect of port State control.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To support the Commission and the Member States in improving ship safety. (A1) To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate. (A3) To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States' maritime administrations, including sharing best practices. (A4) To continue developing its role as forum for discussion of best practices. (D5) To use available technical knowledge to analyse research projects with a maritime safety or environmental protection interest, where appropriate. (D7)

²⁴ 1 AD for the European cooperation on coast guard functions.

Annual objectives 2018

1. Carry out horizontal analyses of cycles and part cycles of visits and inspections to identify horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place, including the identification of good practices.
2. Hold workshops, as relevant and appropriate, with the Commission and Member States to review the horizontal analyses and provide the Member States with a forum for the sharing of lessons learnt and best practices and identifying possible future training needs.
3. Support the Commission in its assessment of the results of visits and inspections, including follow-up with Member States and, when required, in any wider follow-up action (e.g. consultations with Member States, workshops on best practice, possible changes to Union law including contributions to impact assessments, etc.).
4. Conduct analyses of research projects to assist the Commission, upon request, with preparatory work for updating/developing legislation.
5. Analyse research instrumental to other tasks (especially in relation to environmental protection issues).

Expected outcome 2018

Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation and to identify whether and if so what changes are needed to Union law to improve the level of maritime safety and the prevention of pollution by ships in the EU.

Planned output 2018

1. 1-2 Horizontal Analyses of full or part cycles or series of visits and inspections.
2. Analyses of research projects, upon request, to assist the Commission with preparatory work for updating/developing legislation.
3. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through workshops and seminars.

Output Indicators		Result 2016	Target 2018
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	2	1-2

Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' Maritime Authorities and with the Commission.

4.1 PORT STATE CONTROL & FLAG STATE ENFORCEMENT

Input	
Commitment appropriations in EUR	511,256
Payment appropriations in EUR	511,256
Staff	3 AD

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(d) and 2.4(h). ▪ Amended Directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.

In 2018 EMSA will continue to support the Commission in its participation in all the bodies of the Paris Memorandum of Understanding on Port State Control.

EMSA will support the Member States and the Commission in the implementation of the amended Directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.

EMSA will continue to host, manage and support THETIS, RuleCheck and the e-learning platform MaKCs, thus providing PSC Officers in the Paris MoU area, with access to the inspection database, up to date Rules and Regulations as well to up to date training (see also Section 2.3- THETIS and Section 4.5 – Ship Inspection Support).

Finally, following completion of the REFIT evaluation of Directive 2009/16/EC, and the related fitness check, EMSA may be requested by the Commission to assist at the various stages of the legislative process.

Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ To support the Commission and the Member States in improving ship safety. (A1) ▪ To maximise its support role for an efficient and expanded scope of the PSC regime.(A8) ▪ To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1) ▪ Support EU Strategies on regional sea basins. (D1)

Annual objectives 2018

1. Assist in the publication of information relating to ships (PSC Directive 2009/16/EC as amended).
2. Provide technical assistance as concerns the Paris MoU on Port State Control.
3. Provide technical assistance in the implementation of the Directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
4. Assist the Commission in any development of relevant legislation arising from the fitness check & REFIT evaluation of Directive 2009/16/EC, initiated in 2016.

Expected outcome 2018

The Agency will continue to support the Port State Control system in line with the PSC Directive (2009/16/EC) as amended. The support include inter alia the maintenance and further enhancement of the information system (THETIS), the maintenance and further development of RuleCheck and MaKCs and technical assistance to the Member States and the Commission on matters related to PSC.

The Agency is working towards harmonising Port State Control in and by Member States, by developing and organising common training and common PSC tools. This will contribute to a more harmonized level of PSC in the European Union, establishing a more unified level of maritime safety.

Planned output 2018

1. Management and enhancement of harmonised training tools.
2. Keeping up-to-date the publication of banned vessels.
3. Ensuring the daily publication of the list of poor performing companies.
4. Providing statistics upon request.
5. Supporting the Commission in the implementation of the PSC Directive (2009/16/EC) as amended.
6. Supporting the Commission and the Member States in the implementation of the RoPax Directive (1999/35) for as long as it is still applicable.
7. Providing assistance to Member States and the Commission on the implementation of a Directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
8. Providing technical assistance to the Commission on the deliberations for the amendments of Directive 2009/16/EC on port State control.
9. Participation in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of the Commission.
10. Assistance to the Commission in the potential revision of Annexes of the PSC Directive 2009/16/EC.

4.2 ACCIDENT INVESTIGATION

Input	
Commitment appropriations in EUR	1,207,810
Payment appropriations in EUR	1,240,965
Staff	4 AD, 1 AST, 1 SNE

Legal Basis
<ul style="list-style-type: none">Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)

EMSA supports Member States in the implementation of the Accident Investigation Directive by providing the Secretariat for the Permanent Cooperation Framework (PCF) of Accident Investigation Bodies; training for marine accident investigators to encourage a more uniform approach to accident investigation across the EU; and technical assistance with the EU's Common Methodology for Accident Investigation.

The "European Marine Casualty Information Platform (EMCIP)", a tool to store, share and assist analysis of casualty data and investigation reports submitted by the Member States, continues to be managed by EMSA. Data reported in EMCIP by Member States are used to compile an annual overview of marine casualties and incidents and to provide specific sets of data upon request.

The Agency will continue to sample and verify the quality of data reported in EMCIP, with the aim of facilitating the use of accident investigation data by the Agency, the Commission and the Member States.

Having started the development of a more efficient and user-friendly EMCIP in 2017, the new platform will be delivered to the Accident Investigation bodies by mid-2018. The new EMCIP will be of direct assistance to the investigators and will simplify the analysis of data reported.

The Agency will continue to analyse investigation reports and data collected by the Accident Investigation bodies. Safety indicators and a safety analysis scheme will be developed, in order to better detect safety issues on a regular basis and facilitate trend analysis of accident data.

If requested by a Member State, EMSA may provide operational support for accident investigations. However, EMSA's capacity to provide this assistance is dependent on the expertise available within the Agency at the time and whether any conflict of interest would arise.

Finally the Agency will continue assisting the Commission in the potential revision of the Accident Investigation legislation, following the conclusion of the evaluation of Directive 2009/18/EC.

Multi-annual strategic objectives
<ul style="list-style-type: none">To support the Commission and the Member States in improving ship safety. (A1)To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents. (A9)To support the European Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends. (A10)To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018

- Ensure the proper running of EMCIP throughout the transition to the new platform.
- Have the new EMCIP operational by mid-2018.
- Carry out analysis of the safety investigation data reports made available to EMSA.
- Publish the annual overview of marine casualties and incidents on the basis of EMCIP data.
- Support the Permanent Cooperation Framework set-up under Art.10 of the Directive.
- Continue to support the Commission in the potential revision of the Accident Investigation Directive.

Expected outcome 2018

EMSA's activities will improve the accident investigation capabilities of Member States. By analysing data held in EMCIP, EMSA will add value by identifying relevant lessons learned at an EU level.

Planned output 2018

1. Supporting the Member States and the Commission in the implementation of the Accident Investigation Directive.
2. Providing the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF.
3. Maintaining the current European Marine Casualty Information Platform (EMCIP) until the delivery of the new platform.
4. Completing the development of the new EMCIP, and providing a smooth transition.
5. Monitoring EMCIP data quality through sampling verification.
6. Investigating practical solutions for providing operational support, if requested by Member States, in investigations related to serious or very serious maritime accidents.
7. Analysing data and reports from casualty investigations and proposing any appropriate Safety Recommendations to the Commission.
8. Developing safety indicators and a safety analysis scheme based on casualty data.
9. Publishing the annual overview of marine casualties and incidents on the basis of data provided by the Member States.
10. Assist the Commission in the potential revision of the Accident Investigation legislation.

Output Indicators		Result 2016	Target 2018
EMCIP meetings	number of meetings per year	2	2
PCF meetings	number of meetings per year	2	1

4.3 TRAINING, COOPERATION AND CAPACITY BUILDING

Input	
Commitment appropriations in EUR	2,294,002
Payment appropriations in EUR	2,272,902
Staff	5 AD ²⁵ , 1 AST, 2 SNE

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
EU Funds for Candidate and Potential Candidate Countries	EC, DG NEAR	ongoing n/a	None expected	No extra staff

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b), 2.5 and 2b

Priorities regarding the Agency's training activities take into account national requests as well as the recommendations expressed by the EMSA Consultative Network for Technical Assistance (CNTA) with representatives from the maritime administrations of the 28 EU and 2 EFTA/EEA Member States. In particular in 2018 the outcome of the workshop held in March 2017, where the Agency identified the needs of the national authorities performing coast guard functions falling within its mandate - namely Flag States, Port States and Authorities responsible for the implementation of EU and international legislation for the protection of the Marine Environment – will be used to steer the proposed capacity building actions.

Training sessions and exchange of best practice cover all fields of EMSA's mandate: Flag State responsibilities, port state control, ship and port facility security, passenger ship safety, traffic monitoring, reporting formalities, port reception facilities, marine equipment, marine environment, accident investigation, pollution response, implementation of EU law, etc. Training and workshops will be organised in the areas mentioned above, focussing on the existing EU maritime legislation.

Taking into consideration the growing and vast regulatory framework, as well as the need to reach different competent national authorities in charge of the implementation of the relevant *acquis communautaire*, to learn from each other and exchange best practises, and to keep in the picture the different coast guard functions falling under the remit of the Agency, for which the amended Regulation foresees expressly focus on building capacity, the training delivered at EMSA will be more focussed on case studies, practical exercises, working groups.

With focus on capacity building, in 2018 the Agency will continue to enrich both the portfolio of specialised training on offer and the e-Learning modules to reach a wider audience through distance learning options, with the assistance of the CNTA or following a specific request from the Commission (see Section 4.6) helping the Agency to identify priorities; at the same time the Agency will enhance and develop new tools to support national authorities performing coast guard functions (see Section 4.5 – Ship Inspection Support). Events in the Member States will be offered in a more regular way. In addition, and

²⁵ 2 ADs for the European cooperation on coast guard functions.

in close cooperation with the relevant Services of the Commission, the Agency will develop Best practices & Guidance notes for selected legal acts, in line with the requests and priorities set by the Member States within the framework of the CNTA.

The Agency will continue the implementation of the Harmonized Community Scheme for the training and assessment of competences of port state control inspectors by Member States by organising and delivering training through seminars for Port State Control Officers, and look for opportunities to use this success story as a model to follow for other coast guard functions.

The Agency will also continue to be involved in ad hoc EU funded projects for enlargement countries focussing on technical assistance for the approximation of their maritime legislation to that in force in the EU. EMSA's training services aim to continue meeting the Beneficiaries' needs, for Member States and enlargement countries.

Newly developed training courses, workshops for exchanging best practices and e-learning modules as well as new specific area-related projects, taking into account the potential needs as well as the requests of the various competent authorities in the Member States, will help to increase capacity of national authorities exercising coast guard functions, creating common approaches at EU level, which will ultimately facilitate multinational cooperation and joint operations.

The Agency will also look at new technologies, in particular training in virtual reality and 3D simulation of vessel inspections for training purposes, in order to enhance the services offered to the Member States within the context of capacity building.

Building up on the mapping of needs of relevant end users in charge of coast guard functions falling within the mandate of the Agency, in 2018 the Agency will enhance the support offered to the national authorities through its tools, services and products.

The cooperation with EFCA and Frontex will continue, in order to avoid duplication of efforts and learn from each other. EMSA will cooperate with the Commission, Frontex and EFCA, for the development of a practical handbook on European cooperation on coast guard functions, which will contain guidelines, recommendations and best practices for the exchange of information.

The Agency will continue to participate in the work of the ECGFF and its specific European Coast Guard Functions Academy Network II – ECGFA-Net II for the development of a set of common standards for education across the EU. Support will also be provided to the MED Coast Guard Functions Forum and its Secretariat, through the SAFEMED grant.

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To continue developing its role as forum for discussion of best practices. (D5)
- To consolidate its role as training provider including the use of modern techniques. (D6)

Annual objectives 2018

- Offer an enhanced portfolio of trainings and e-Learning modules for Member States and Enlargement countries.
- Enrich training capabilities with new technologies, such as using virtual reality and 3D simulation of vessel inspections for training purposes
- Development of Best Practices and Guidance Notes as relevant.

- Provision of training to enlargement countries (specific budget provided by the Commission).
- PSC training for countries taking part in the Paris MoU.
- Cooperation with Frontex and EFCA.
- Participation to the work of the European Coast Guard Functions Forum.
- Participation and support to the work of the Mediterranean Coast Guard Functions Forum.

Expected outcome 2018

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

To support the process of approximation to EU maritime safety “acquis” for enlargement countries.

To develop specialised training courses to tackle each all end-users’ pre-defined needs and support national authorities carrying out coast guard functions at national and Union level within the domain of the Agency.

To extend the use of e learning modules and, where applicable, consider the completion of a relevant e-Learning module as a pre-requirement for the participation to specialised house training.

To extend training capabilities with new technologies, such as using virtual reality and 3D simulation of vessel inspections for training purposes.

To organise and deliver training through seminars for Port State Control Officers.

To strengthen cooperation, within their mandate, between EMSA, Frontex and EFCA and with the national competent authorities, to increase maritime situational awareness as well as to support coherent and cost-efficient action. To promote exchange of best practices and increase knowledge and awareness with a cross-sectoral approach for the different coast guard functions.

Planned output 2018

1. Up to 18 training sessions for Member States on the range of topics covered by EMSA’s mandate.
2. Up to 6 sessions for training/technical assistance for officials from enlargement countries related to EU-legislation and EMSA activities.
3. Up to 2 Best Practices and Guidance Notes for the implementation of EU Legal acts (subject to agreement by the Commission where relevant)

Output Indicators		Result 2016	Target 2018
Training for Member States	number of MS training sessions per year	24	Up to 18
	number of MS experts attending per year	636	360

Training for enlargement countries	number of AC training sessions per year	20	Up to 6
	number of AC experts attending per year	150	50
Customer satisfaction	level of customer satisfaction	>70%	>85%

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS (including IMO)

Input	
Commitment appropriations in EUR	1,865,716
Payment appropriations in EUR	2,015,716
Staff	7 AD ²⁶ , 1 AST, 1 SNE

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 2.4(h)

The Agency provides technical assistance to the Commission in the development and implementation of EU legislation concerning marine equipment and ship safety. Support is also provided to the Member States and the Commission for work at the IMO on matters of EU competence.

The Agency updates the list of standards for marine equipment that is subject to flag State approval, and manages the MarED database of such EU approved equipment.

At the Commission's request, EMSA will provide technical advice to the Commission in relation to their "Study on the safety level of specific stability requirements for ro-ro passenger ships", and notably on the potential safety gap between SOLAS 2009 (as amended) and Directive 2003/25/EC (Stockholm Agreement) and the impacts of updating or repealing the Directive.

The Agency will continue to coordinate technical discussions between Member State Administrations and Accident Investigation Bodies on Ro-Ro vehicle deck fire safety, and will ensure the follow-up of the studies that were initiated in 2016 and 2017. If possible, additional work may be undertaken to complete the analysis of additional sources of risk to align with IMO's work programme.

Finally in 2018, and subject to the Commission's request, EMSA expects to finalise relevant actions identified during the REFIT process, that began in 2014, of passenger ship safety legislation, namely: Directive 2009/45/EC on safety rules and standards for passenger ships; Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships; Directive 1998/41/EC on the registration of persons on board; and Directive 1999/35/EC on mandatory surveys of ro-ro ferry and High Speed Craft (HSC) passenger services. This may include fact finding missions facilitating and providing technical assistance to Member States and the Commission in the implementation of legislative amendments and possible further development of the Small Craft Code.

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

²⁶ 1 AD for the European cooperation on coast guard functions.

Annual objectives 2018

- Assist the Commission in finalising the follow-up actions arising from the REFIT on passenger ship safety legislation initiated in 2014 and provide technical assistance in the implementation of amended Directives, i.e. Directives 2009/45/EC on safety rules and standards for passenger ships, 98/41/EC on the registration of persons on board and 1999/35/EC on mandatory surveys of ro-ro ferry and HSC passenger services. Continue to coordinate the technical discussions on Ro-Ro vehicle deck fire safety and have a third FireSafe Study if needed.
- Assist the Commission with technical advice in relation to their “Study on the safety level of specific stability requirements for ro-ro passenger ships”, which aims to provide evidence on the potential safety gap between SOLAS 2009 (as amended) and Directive 2003/25/EC (Stockholm Agreement) and the impacts of updating or repealing the Directive.
- Support the Commission and the Member States in relation to the submissions and work of the technical bodies of the IMO on passenger ship safety and to the Member States' expert group meetings, with regard to matters of Union competence.
- Update the list of standards for marine equipment subject to flag State approval and conduct technical review of safeguard clause cases.
- Support the Commission and the Member States in work arising from the co-ordination group of Notified Bodies, authorised by the Member States to carry out the conformity assessment procedures in accordance with the Marine Equipment Directive.
- Maintenance and enhancement of the MarED database.
- Follow-up of the EU-USA Mutual Recognition Agreement and management of the alert system.
- Analysis of research projects relevant to ship safety.
- Technical support for the implementation, update in line with the development of international legislation and development of Ship Safety and Marine Equipment legislation, including technical review of notified exemptions and derogations.

Expected outcome 2018

The Agency will contribute to the safety of ships and marine equipment at European level by supporting the implementation, update and development of appropriate and harmonised safety standards. It will also contribute to the functioning of the internal market by assessing individual safety problems and market distortions due to differences in application of standards.

Planned output 2018

1. Providing technical support to the Commission and the Member States on the work at IMO in the field of Maritime Safety Standards.
2. In particular, the Agency will provide technical support regarding developments on passenger ship damage stability, fire safety, the ISM code and Goal Based Standards.
3. Providing technical support to the Commission in finalising relevant actions identified during the REFIT process of passenger ship safety legislation (Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships, Directive 1998/41/EC on the registration of persons on board and Directive 1999/35/EC on mandatory survey of ro-ro ferry and HSC passenger services.
4. Facilitating and providing technical assistance in the implementation of amended passenger ship safety legislation.
5. Providing technical assistance in the assessment of notified exemptions and derogations.

6. Preparation of the update to the list of standards for marine equipment that is subject to flag State approval (yearly basis).
7. Examination of safeguard clause cases submitted under the Marine Equipment Directive.
8. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.

Output Indicators		Result 2016	Target 2018
MarED Database	percentage per year availability of MarED DB	99.98	99

4.5 SHIP INSPECTION SUPPORT

Input	
Commitment appropriations in EUR	1,557,033
Payment appropriations in EUR	1,557,033
Staff	5 AD ²⁷ , 1 SNE, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
EQUASIS	Equasis Member States	ongoing n/a	450,000 € expected	No extra staff

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.4(d) ▪ Directive 2000/59/EC Art.12.3 ▪ Regulation (EU) 2015/757 Art.21.6 ▪ Commission Implementing Decision 2015/253 Art.8 ▪ Directive 2009/16/EC as amended ▪ Directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC

EQUASIS is a valuable tool for both public administrations and the shipping industry since it provides objective, accurate and reliable ship safety related information with particular focus on information on port State control inspections, ship related information by classification societies as well as P&I ship specific data. The information is supplied by almost all port State control regions and various industry-based organisations. The data is accessible free of charge on the Internet. In 2018 EQUASIS will seek for more data providers and continue to implement the actions foreseen by its five year strategy adopted in 2016.

The internal MARINFO information system contains worldwide data collected from commercial providers on ships' characteristics, accidents, movements, ownership, and ship's history and is, since 2016, incorporated into the THETIS environment. In 2018 the system will continue to provide valuable information to EMSA staff when preparing for visits and inspections, for the production of statistics and ad hoc analysis for studies, as well as feeding other tools and applications (THETIS-EU, CSD) with raw data.

In 2018 the Agency will continue to provide statistics with respect to the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. These statistics will be extracted from the analysis of reports submitted by the Member States through THETIS-EU.

RuleCheck was originally developed as an information system providing access to Paris MoU PSC officers as regards EU maritime legislation, all IMO and ILO Conventions and Resolutions and accompanying communication and the documents

²⁷ 2 ADs for the European cooperation on coast guard functions.

pertaining to the Paris MoU. In 2016, access to appropriate documentation for each user depending on relevant access rights was provided to SAFEMED III and TRACECA II beneficiary countries, and upon request to EU Accident Investigation Bodies and EU Flag Administrations as relevant. Moreover, as of 2016, relevant information from RuleCheck is fed to the Central Hazmat Database (CHD), which is made available to both SafeSeaNet users and the general public.

Furthermore Member States will be offered to use the new functionality, already added in 2016 to RuleCheck on-line version, that will allow the creation of more and different User Groups, thus offering the option of uploading folders relevant to the work of end-users (for example national legislation folders). In addition in 2018 EMSA will further enhance system functionalities (development of myShipEU functionality) to provide support to national authorities carrying out coast guard functions.

MaKCs is an e learning platform which provides distance learning to the Port State Control officers in the Paris MoU area, as well as to SAFEMED IV and BC Sea beneficiary countries and PSC officers from the Indian Ocean MoU and the Caribbean MoU. In 2018 MaKCs will be further developed to provide dedicated modules to enhance the offer of distance learning options (see also Section 4.3- technical assistance and capacity building).

With focus on capacity building, in 2018 the Agency will continue to enhance existing tools or to develop new ones in order to support national authorities performing coast guard functions falling within the mandate of the Agency. Subject to the agreement of the relevant national authorities, the Agency could enhance further THETIS-EU developing a module in support of Flag State Responsibilities, and in particular the reporting of Flag State Inspections (see Section 2.3 –THETIS). In addition, the Agency will move from a “snapshot” concept of the current “Overview of maritime administrations” to a more inter-active approach by initiating the development of a dynamic portal with added value for the national authorities performing coast guard functions falling within the remit of EMSA.

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To maximise its support for an efficient and expanded scope of the PSC regime. (A8)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018

- Enhance and promote reliable statistics using the MARINFO Project.
- Address complex requests through the MARINFO HelpDesk.
- Increase the number of data providers contributing to Equasis.
- Search for new signatory parties for the Equasis
- Implement the five year strategy of Equasis.
- Promote and disseminate regular maritime-related statistics (possibly a publication) with particular focus on the EU ships and EU waters.
- Support to the Commission by providing reliable statistics.
- Ensure proper operation of RuleCheck and MaKCs for Paris MoU, and ENP beneficiary countries, EU Accident Investigation bodies and EU Flag Administrations.
- Enrich MaKCs with new modules available for end-users beyond the PSC community, thus supporting national authorities in their different coast guard functions.
- Ensure, upon request, the creation of more and different User Groups in RuleCheck, thus offering the option of uploading folders relevant to the work of end-users (national legislation folders).
- Provide the necessary support to the IOMoU and the Caribbean MoU for the use of MaKCs.
- Develop a dynamic portal with added value for the national authorities performing coast guard functions falling within the remit of the Agency.

Expected outcome 2018

Reliable information systems that can significantly contribute towards rationalising and optimising assessment of the compliance with the requirements of International and EU legislation.

Reliable and compatible data support the Agency's tasks in preparing and making use of up-to-date and validated information on maritime safety.

Planned output 2018

1. Management of Equasis.
2. Publishing the annual statistical report on the world merchant fleet in Equasis.
3. Production of statistical products (regular or ad hoc) from the THETIS environment including MARINFO database, as well as analyses, services and publications, for internal and external use, as appropriate.
4. Support data analysis pilot projects.
5. Analysis of statistics on the basis of the reports submitted by the Member States through THETIS-EU, on the appropriate implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels.
6. Further development of RuleCheck and MaKCs in order to support distance learning options for different end-users and national authorities carrying out coast guard functions.
7. Development of a Flag State module in THETIS-EU.
8. Initiating the development of a dynamic portal with added value for the national authorities performing coast guard functions falling under the remit of the Agency.

Output Indicators		Result 2016	Target 2018
EQUASIS - Availability of the system	percentage per year availability	99.98	99.5
EQUASIS - Users	number of users per month	33,552	32,000
EQUASIS - Contributors	number of contributing members	10	9-10
RuleCheck system operational	percentage per year availability	99.05	85
	days maximum continuous downtime	3d	9d
RuleCheck Helpdesk Service	percentage of requests closed in less than 9 days ²⁸	100	75

²⁸ The statistics required to report on this KPI have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support this KPI is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

MaKCs system operational	percentage per year availability	99.99	85
	days maximum continuous downtime	0d	9d
	number of modules developed per year	n/a	4
MaKCs Helpdesk Service	percentage of requests closed in less than 9 days ²⁹	93.02	75

²⁹ The statistics required to report on this KPI have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support this KPI is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

4.6 PREVENTION OF POLLUTION BY SHIPS

Input	
Commitment appropriations in EUR	1,121,426
Payment appropriations in EUR	1,121,426
Staff	5 AD

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)

In 2018 EMSA will continue to provide assistance both to Member States and the Commission in the implementation of international and European legislation in the area of the prevention of pollution by ships. In the EU domain the assistance includes the Port Reception Facilities Directive (2000/59/EC), the Sulphur Directive (2016/802/EU), the Directive on ship-source pollution (2005/35/EC) as amended, the Ship Recycling Regulation 1257/2013, Directive 2009/20/EC on the insurance of shipowners for maritime claims and the Regulation (EU) 2015/757 on the monitoring, reporting and verification of emissions of carbon dioxide from maritime transport and amending Directive 2009/16/EC.

The Agency will continue assisting the Commission in the European Sustainable Shipping Forum (ESSF) and the associated sub-groups, in its capacity as technical secretariat. Finally the Agency will continue to support the Commission in its work on the prevention and management of the introduction and spread of invasive alien species.

In the international domain and in particular in IMO, the Agency will contribute to the work of the Commission for further Technical and Operational Measures for enhancing Energy Efficiency (EE) of International Shipping, on the discussions for the Global Data Collection System for maritime transport covering fuel consumption, greenhouse gas emissions, on the further development of the Energy Efficiency Design Index (EEDI), the 2004 IMO Convention for Control and Management of Ships' Ballast Water and Sediment, MARPOL ANNEX V in relation to port reception facilities and Annex VI, in particular NOx, the discussions in the IMO's Pollution Prevention and Response Subgroup, as well as the Hong Kong Convention on Safe and Sound Recycling of Ships.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1) To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships. (C2) To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3) To contribute to the protection of the marine environment in the EU. (C4) To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)

Annual objectives 2018

- Technical assistance to the Commission in monitoring compliance with the requirements relating to sulphur content in fuel.
- Technical assistance to the Commission in implementing the Directive on Port Reception Facilities, including monitoring the Guidelines and Technical Recommendations. (SafeSeaNet and THETIS-EU evolution in response to amendments of the PRF Directive are covered under the relevant sections 2.1.b. and 2.3).
- Technical assistance to the Commission in the revision of the Directive on Port Reception Facilities, at the various stages of the legislative process.
- Technical assistance to the Commission for further actions related to air quality.
- Provide assistance to Member States mainly by appropriate training of Sulphur inspectors.
- Provide technical assistance to the ESSF and the relevant subgroups.
- Follow-up of international developments in IMO and provide technical assistance to the Commission in IMO.
- Monitoring, Reporting and Verification (MRV) Regulation: Assist the Commission in the implementation of the MRV legislation, including training of national authorities for the use of THETIS-MRV.
- Provide technical assistance to the Commission and to the Member States on the availability, the approval and use of abatement methods for different air pollutants.
- Technical assistance to the Commission for the implementation of Title II of the Ship Recycling Regulation.
- Support the Commission and Member States in matters regarding maritime liability and compensation.
- Support the Commission and the Member States in the implementation of Regulation (EC) 782/2003 on the prohibition of organotin compounds on ships.
- Support as appropriate the Member States in the implementation of the Ballast Water Management Convention.

Expected outcome 2018

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.

Planned output 2018

- 1. Port reception facilities:**
 - Organising workshops for Member State experts to improve the implementation of the existing Directive (guidelines, exchange of information), the reporting and enforcement (guidance on reporting in THETIS-EU), or support to the Commission in the revision of the Directive on PRF at the various stages of the legislative process.
 - Providing assistance to Member States for the uniform implementation of the Directive on the basis of the interpretative guidelines if the amended directive is not yet entered into force.
 - Providing assistance to the PRF ESSF subgroup as technical secretariat.
- 2. Greenhouse gases:**
 - Providing technical assistance to the Commission on the implementation of Regulation (EU) 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport, and amending Directive 2009/16/EC, in particular for the analysis of reports in THETIS-

MRV. Providing technical assistance to the Member States on the implementation of Regulation (EU) 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport, and amending Directive 2009/16/EC, in particular for the use (consultation) of information from THETIS-MRV.

- Providing technical assistance to the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures to reduce greenhouse gases from ships, depending on the regulatory choices made at international or EU level.
- Providing assistance to the Commission in following the international developments, notably in relation to the Energy Efficiency Design Index, its review and its extension to additional ship types.
- Providing assistance to the Commission in following the international developments for the Global Data Collection System for maritime transport covering fuel consumption and greenhouse gas emissions as well as for further technical and operational measures to enhance the energy efficiency of ships.
- Providing technical assistance for the alignment of THETIS-MRV to the Global Data Collection System if the latter is adopted by IMO.

3. Air emissions:

- Providing technical assistance to the Commission in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Assistance could include analysis of the reports submitted by Member States as foreseen by article 7 of the Directive and by the Commission Implementing Decision 2015/253, analysis of the data extracted from THETIS-EU, calculation and monitoring of inspection and sampling obligations of Member States.
- Offering RPAS services to interested Member States aiming at measuring the amounts of sulphur dioxide that are emitted by individual ships travelling into or in the requested Member States' waters as well as integration of the said measurements to THETIS-EU and their subsequent sharing with other Member States.
- Building up on the results of the Emission Inventories project (See also 2.3 Project- Emission Inventories) to support the implementation of Directive 2016/802/EU.
- Providing technical assistance to the Member States in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Assistance could include further enhancement of guidance manuals for control, sampling and analysis, training for Sulphur Inspectors and workshops for the exchange of best practices.
- Providing technical assistance to the Commission and the Member States on the development of alternative emission abatement methods such as alternative fuelling (LNG, methanol, etc.), exhaust gas cleaning systems (scrubber), biofuels and other alternative methods as required by Directive 2016/802/EU as regards the sulphur content of marine fuels.
- Providing assistance to the Commission as technical secretariat of the Air Emissions Sub-Group of the ESSF.
- Providing technical support to the Commission within the context of the Sulphur Committee foreseen by Directive 2016/802/EU.

4. Ship recycling:

- Providing technical assistance to the Commission on the implementation of the Hong Kong Convention by participating in IMO deliberations as technical advisor.
- Organising training and workshops for Flag State and Port State Inspectors with reference to the enforcement provisions of Title II of the SRR.

5. Ballast water and anti-fouling systems:

- Supporting the implementation of the IMO Convention by following and contributing to the development on various issues, notably the TF33 of the Paris MoU.
- Helping Member States implement the Convention as requested by the CNTA (i.e. guidance notes/best practises for sampling).

- Providing technical assistance to the Commission and the Member States regarding the issue of anti-fouling systems, as appropriate.

6. Other:

- Provision of technical assistance and support to the Commission and Member States in the implementation related to other environmental issues such as Maritime Spatial Planning (see Section 4.3) and Conservation and Management Tools in Areas beyond National Jurisdiction.
- Provision of technical assistance and support to the Commission and Member States in the implementation of international conventions in EU law relevant for the area of liability and compensation. This will translate into participation in the IMO meetings, organisation of workshops by EMSA and conducting of relevant studies as necessary.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
SAFEMED IV, EuroMed Maritime Safety Project	EC, DG NEAR	2017-2021 4,000,000 €	2,000,000 € expected	2 CA + ½ SNE ³⁰

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 2.5

This activity supports the EU strategies on regional sea basins. Following the completion of SAFEMED III and building up on its outcome, EMSA will continue providing technical assistance to the beneficiary countries of the new project for assistance in the Mediterranean Sea, namely Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Tunisia and Turkey, in order to assist them to align their national standards and practices with those of the European Union, with the aim of promoting a harmonised approach in the field of maritime safety, security and pollution preparedness/response as well as boosting expertise and organisational capacity of Beneficiaries to implement and enforce obligations that will arise from converging towards EU legislation.

Technical assistance will be offered at regional level through seminars, workshops and exchange of best practices between the beneficiary countries and selected Member States. Bilateral actions will be undertaken to address needs of single countries identified in cooperation with the relevant national authorities. Technical activities will be organised, including one exercise with EMSA Stand-by Oil Spill Response Vessels with the involvement of the Emergency Response Coordination Centre (ERCC). Experts from the EU Member States will be invited to share their expertise with counterparts from the ENP Beneficiaries. These activities will be coordinated with similar activities of the Barcelona Convention of which the EU is a contracting party, in order to achieve synergies and avoid duplications.

Upon request the Agency will also provide support for the preparation of the IMSAS or post audit activities related to capacity building.

Some of EMSA's tools and services will continue to be provided to beneficiaries and, as follow-up of the pilot project on sharing AIS information, it will be explored the possibility of starting sharing T-AIS information between beneficiaries and some selected EU Mediterranean coastal States. The technical support to implement the international maritime legislation will continue to be provided through regional and bilateral actions in order to address specific needs of each single beneficiary.

Finally the Agency, building upon its expertise with Paris MoU, will provide support to the work of the Mediterranean MoU with particular emphasis in developing a harmonized scheme for the training and assessment of competences of port state control inspectors.

Support will also be provided to the beneficiaries in the context of the Mediterranean Coast Guard Functions Forum, including its Secretariat.

³⁰ Project financed activities 7100 and 7400 (SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) will share 1 SNE.

Multi-annual strategic objectives

- To support EU strategies on regional sea basins. (D1)
- To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To consolidate its role as training provider including the use of modern techniques. (D6)

Annual objectives 2018

- Continue with the implementation of the new project for assistance in the Mediterranean Region covering the period between 2017 until 2021.
- Contribute to improvement of cooperation at regional level.
- Continuing to provide Beneficiary countries with access to RuleCheck; developing appropriate modules and providing access to Beneficiary countries for MaKCs for PSCOs.
- Continue with the implementation of the pilot projects to extend the cooperation on AIS related issues and the provision of CleanSeaNet services to interested beneficiary countries according to the project's Terms of Reference.
- Continue to involve beneficiary country in the EMSA's activity on pollution response, particularly with the Network of Stand-by Oil Spill Response Vessels.
- Support the beneficiaries in the context of the Mediterranean Coast Guard Functions Forum, including its Secretariat.
- Support a harmonised scheme for the training and assessment of competences of port state control inspectors.

Expected outcome 2018

Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Mediterranean partner countries in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Planned output 2018

1. Up to 5 technical meetings per year (seminars, workshops, training sessions).
2. Up to 6 activities per year (studies, technical support, exercise, bilateral activities, etc.).
3. Provision of RuleCheck and DLP for relevant authorities of the beneficiaries as relevant.
4. Provision of pilot service on cooperation on AIS matters and CleanSeaNet.

Output Indicators		Result 2016	Target 2018
Implementation of SAFEMED IV, EuroMed Maritime Safety Project	number of training sessions per year	11	Up to 5
	number of activities per year	19	Up to 6
	number of ENP experts attending per year	136	90
	level of customer satisfaction	>70%	>80%

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2018	Staff
BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)	EC, DG NEAR	2016-2021 4,000,000 €	2,000,000 € expected	2 CA + ½ SNE ³¹

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 2.5

The new project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea) builds upon the experience gained by the Agency with TRACECA II and with the similar project for the Mediterranean Sea.

In 2018 the Agency will continue to provide the project's beneficiary countries with technical assistance through activities aiming to promote a harmonised approach in the field of maritime safety, security and pollution preparedness/response as well as boost expertise and organisational capacity of Beneficiaries to implement and enforce obligations arising from the implementation of the maritime international legislation. An additional objective of the project will be to assist the beneficiaries to align their national standards and practices with those of the European Union. Upon request EMSA can also provide support for the preparation of the IMSAS or post audit activities related to capacity building.

Technical actions will be focused on seminars, workshops and exchange of best practices between the beneficiary countries and selected Member States. Projects involving EMSA operational services such as CleanSeaNet and the Network of Stand-by Oil Recovery Vessels will continue to be implemented in line with the interest shown by beneficiary countries thus contributing to improved monitoring and response at regional level in coordination with related activities of the Commission on the protection of the Black Sea against pollution. Technical support will be provided through regional and bilateral actions in order to address specific needs of each single beneficiary. These activities will be coordinated with similar activities of the Bucharest Convention in order to achieve synergies and avoid duplications.

Finally, building upon its expertise with Paris MoU, the Agency will provide support to the work of the Black Sea MoU.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To support EU strategies on regional sea basins. (D1) To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2) To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3) To consolidate its role as training provider including the use of modern techniques. (D6)

³¹ Project financed activities 7100 and 7400 (SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) will share 1 SNE.

Annual objectives 2018

- Continue with the implementation of the new project for technical assistance in the region of the Black and Caspian Seas covering the period between 2017 until 2021.
- Contribute to improvement of cooperation at regional level.
- Continue to provide Beneficiary countries with access to RuleCheck; developing appropriate modules and providing access to Beneficiary countries for the Distant Learning Package (DLP) for PSCOs.
- Launch a pilot project to extend the cooperation on AIS related issues and continue the provision of CleanSeaNet services to interested Beneficiary countries.
- Continue to involve beneficiary country in the EMSA's activity on pollution response, particularly with the Network of Stand-by Oil Spill Response Vessels.

Expected outcome 2018

By providing complementary activities to those implemented by the current DG NEAR contractor the Agency contributes to achieving an improved level of quality by the Beneficiary countries maritime administrations in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Planned output 2018

1. Up to 5 technical meetings per year (seminars, workshops, training sessions).
2. Up to 6 activities per year (studies, technical support, practical exercises etc.).
3. Provision of RuleCheck and DLP for PSCOs as relevant.
4. Provision of CleanSeaNet services.

Output Indicators		Result 2016	Target 2018
Implementation of Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions	number of training sessions per year	3 ³²	Up to 5
	number of activities per year	13	Up to 6
	number of ENP experts attending per year	30	70
	level of customer satisfaction	>70%	>80%

³² These KPIs were based on 4 training courses being held during the whole of 2016, whereas the extension of the TRACECA II project from August 2016 to January 2017 was granted for fact finding missions only.

Pollution preparedness, detection and response

5.1 OPERATIONAL POLLUTION RESPONSE SERVICES³³

Input	
Commitment appropriations in EUR	19,145,127
Payment appropriations in EUR	21,157,140
Staff	10 AD, 2 AST, 1 SNE, 3 CA

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2(b), 2.3(d) and 2.5

The Agency has established an oil spill response capacity around the European coastline, available upon request via the Emergency Response Coordination Centre (ERCC)³⁴, to coastal States – including EU Member States, coastal European Free Trade Association/European Economic Area Contracting Parties, coastal EU Candidate/Accessing Countries, and third countries sharing a regional sea basin with the Union – and the Commission. EMSA's stand-by vessel arrangements and equipment assistance service (EAS) stockpiles cover all European waters. However, as risks differ in regions, the distribution and response capabilities of the operational pollution response services provided by the Agency are based on factors such as environmental sensitivities of sea areas, amount of oil transported in the area, ship traffic density, and existing oil pollution response capacity in coastal States of that region.

In 2018, EMSA's "tool-box" available to support the pollution response mechanisms of coastal States will include:

- The network of stand-by oil spill response vessels around the European coastline, which will remain at the core of EMSA's operational pollution response services.
- The Equipment Assistance Service (EAS) in the Baltic Sea, North Sea and Adriatic Sea offering specialized equipment for Vessels of Opportunity (VOO).
- The sea-borne dispersant application capability, including dispersant stocks and spraying equipment provided by selected vessels arrangements and/or EAS stockpiles for VOO.

In order to improve the reliability of the (ageing) oil spill response equipment and ensure a high quality service to the Member States, in 2018 renewal of selected equipment sets will be carried out either through replacement by newer equipment or the overhauling of the existing systems.

Regarding the implementation of the 'Action Plan for response to marine pollution from oil and gas installations', in 2018 the Agency will review the optimal location and number of response arrangements and continue improving, adapting or upgrading the existing response arrangements, in order to respond efficiently to the broadened pollution response task.

³³ Subject to a common view of EMSA Administrative Board Members concerning the Northern Baltic, to be communicated to the Agency by 15 December 2017, it will be necessary to update this section and adopt by written procedure the revised SPD 2018-2020 including possible re-allocation of resources.

³⁴ The Emergency Response Coordination Centre (ERCC) is the operational centre for the EU Civil Protection Mechanism, to be activated during major disasters. The ERCC is accessible 24 hours a day and is managed and operated by Directorate-General for European Civil Protection and Humanitarian Aid Operations (DG ECHO) of the European Commission.

In order to enhance the operational cooperation with the Member States, in 2018 a specific programme of activities to disseminate the operational capabilities and mobilisation procedures of the pollution response services, both through seminars and e-learning, as well as the provision of “hands-on” training on the operation of complex EAS equipment systems will be implemented.

In the framework of the new mandate for European cooperation on coast guard functions (see the Annual Strategic Plan for 2018 at the beginning of Section III), which includes the sharing of capacity and assets for multipurpose operations, the Agency will further explore in 2018 the possibilities to enhance the operational cooperation with EFCA and FRONTEX .

Multi-annual strategic objectives

- To contribute to the protection of the marine environment in the EU. (C4)
- To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships. (C6)
- Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations. (C7)
- To support EU strategies on regional sea basins. (D1)
- To prepare IPA and ENP countries for association to EMSA’s pollution response services. (D3)
- To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2018

- Support coastal States in case of pollution caused by ships or oil and gas installations, by making available upon request via the ERCC:
 - the network of response vessels;
 - the Equipment Assistance Service (EAS), through the provision of specialised stand-alone equipment;
 - limited stock of dispersants;
 - technical expertise.
- Ensure operational integration of EMSA’s pollution response services within Member State, Regional Agreement and third country response chains through participation in exercises, as well as meetings with end users.

Expected outcome 2018

The network of stand-by oil spill response vessels, the stand-alone equipment available through the EAS and the dispersant stockpiles offer a European tier of pollution response resources to top-up the capacities of coastal States protecting their coastlines from marine pollution caused by ships or oil and gas installations.

In 2018, the operational cooperation with the Member States will be enhanced through a specific programme of activities focussed on the use of the pollution response services.

The Agency will participate in international at sea response exercises and multipurpose operations with Member States as well as with EFCA and FRONTEX within the context of coast guard functions, including joint deployment of pollution response assets, as requested.

Planned output 2018

1. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.
2. Following the expected signature of the Vessel Availability Contract for the Bay of Biscay in 2017, the vessel will undergo the preparation phase in 2018.
3. Retender the stand-by oil spill response service for the East Mediterranean Sea to replace the non-renewable contract ending in 2019.
4. Renewal of four vessel availability contracts covering the Northern North Sea, the Atlantic North, the Adriatic Sea and the Aegean Sea for an additional 4-year period.
5. Manage the Equipment Assistance Service (EAS) contracts for the North Sea, the Baltic Sea and the Adriatic Sea.
6. Renewal of two EAS contracts for the North Sea and the Baltic Sea for an additional 1-year period.
7. Launch procurement procedures for the relocation of the EAS North Sea and the establishment of a second EAS for the Northern Baltic.
8. Management of existing dispersant stockpiles.
9. Enhance the response capacity of existing Vessel Network and EAS arrangements through equipment improvements and/or setting-up of additional dispersant capability.
10. Replace or overhaul ageing or obsolete oil spill response equipment, in line with the 'Equipment Policy' of the Agency.
11. Organise the participation of EMSA's pollution response assets in international exercises, using the mobilisation procedure of the ERCC.
12. Mobilise pollution response assets in case of request for assistance by a Requesting Party.
13. Provide expertise to Member States and/or the European Commission in case of pollution incidents.
14. Support multipurpose operations within the context of coast guard functions, including joint deployment of pollution response assets.

Output Indicators		Result 2016	Target 2018
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	17 ³⁵	18
	number of fully equipped vessels for dispersant application	4	4
New vessels pre-fitting	number of newly contracted vessels pre-fitted	2	1
Equipment Assistance Service (EAS)	number of stockpiles	2	4
Vessel/Equipment replacement/adaptation/upgrade	number of projects completed per year	7	5
Vessel/Equipment drills and exercises	number of Vessel drills (acceptance drills and quarterly drills) per year	72	70
	number of operational exercises per year	12	10
	number of Equipment Assistance Service (EAS) drills	7	9
	number of notification exercises per year	14	10
Training on the use of the Pollution response services	number of seminars and "hands-on" training sessions	N/A	3
Response to requests for vessel/equipment services	mobilisation time in hours	24	24
Dispersant stockpiles	number of stockpiles	4	4
	minimum quantity of dispersants available at any time	800 tonnes	800 tonnes

³⁵ One contract was not renewed as planned by the contractor.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Input	
Commitment appropriations in EUR	8,505,166
Payment appropriations in EUR	8,611,856
Staff	7 AD

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5

The CleanSeaNet service will continue to be provided in line with user requirements, using the Sentinel-1 satellite mission as the main data supplier, followed by Radarsat-2 and TerraSar-X. In addition to routine monitoring for pollution, the CleanSeaNet service will provide additional assistance in the case of emergencies and incidents, and support coastal States undertaking pollution detection exercises. From 2018, the CleanSeaNet service will be accessible via the SafeSeaNet Ecosystem Graphical User Interface (SEG). The Earth Observation data centre (EODC) continues to be the Agency's main system in terms of management and dissemination of EO value added information (oil spill detection, vessel detection, activity detection, etc.) from SAR and optical satellites, providing a wide range of EO services to users in the maritime surveillance and pollution response domains. Earth Observation license and service providers will be procured as appropriate to meet all service user needs.

Having established RPAS based services in 2017, the Agency will provide such operational capability to a (limited number of) interested Member States in relation to pollution detection, monitoring and response with respect to oil spills from ships and/or offshore facilities. These operations will be undertaken in support of and when requested by Member State authorities.

Multi-annual strategic objectives
<ul style="list-style-type: none"> To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1) To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety and security. (B2) Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4) To contribute to the protection of the marine environment in the EU. (C4) To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships. (C6) Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations. (C7)

Annual objectives 2018

- Provide the CleanSeaNet service to Member States, Commission and interested enlargement and ENP countries.
- Further utilise the Sentinel-1 missions as appropriate and phase-in other missions if cost efficient.
- Apply homogeneous quality management across the different data sources.
- Cooperate with existing regional arrangements related to marine pollution.
- Respond to ad hoc requests for assistance in case of pollution emergencies or threat thereof.
- Participate in oil spill response exercises by providing satellite feasibility planning for the operations.
- Provide RPAS based monitoring activities in support of the protection of the marine environment.

Expected outcome 2018

The Agency provides a satellite image based service to support coastal States and the Commission in their efforts to improve the identification and pursuit of ships making unlawful discharges, and to respond to large-scale marine pollution incidents. CleanSeaNet provides a sustainable service upon which users can base their activities for targeting illegal discharges in European waters.

The Earth Observation Data Centre (EODC) also supports other maritime surveillance services, such as detection of targets by satellite radar (Vessel Detection System, VDS). The EODC capabilities will be extended to match new user requirements, not only from CleanSeaNet but from across EMSA's range of maritime services, as these develop.

The Agency provides RPAS based services to support coastal States and the Commission in their efforts to protect the marine environment. With respect to oil spills, operational activities will include routine monitoring of ships and oil and gas installations making potentially unlawful discharges, and to respond to large-scale marine pollution incidents.

Planned output 2018

1. Provide CleanSeaNet satellite images and alerts to coastal States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels.
2. Provide assistance to coastal States and the Commission in case of accidental spills.
3. Participate in oil spill response exercises organized by Member States
4. Provide training to coastal States on CleanSeaNet.
5. Organise meetings of the EMSA CleanSeaNet User Group at least once per year.
6. Develop activities with enforcement authorities to promote effective follow-up to CleanSeaNet detections.
7. Extend the EODC capabilities to support the needs of integrated maritime services.
8. Provide RPASs based services to coastal States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels (see chapter 2).
9. Provide assistance to coastal States and the Commission in case of accidental spills if operationally feasible.

Output Indicators		Result 2016	Target 2018
CleanSeaNet service earth observation (EO) image delivery	percentage per year EO image delivery ratio	n/a	90
Assistance for accidental spills	percentage response rate to assistance requests	100	100
Participation in oil spill response exercises	percentage response rate to requests for participation in oil spill response exercises.	n/a	80
Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	99.74	97.5
RPAS systems available	number of RPAS systems available for environmental protection (pollution and emissions)	n/a	3
RPAS monitoring	number of deployment days per year (pollution monitoring and emission monitoring)	0	135

5.3 COOPERATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Input	
Commitment appropriations in EUR	957,756
Payment appropriations in EUR	947,336
Staff	4 AD

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.3(d)

EMSA provides technical and scientific assistance to the Commission and Member States in the field of preparedness and response to oil and hazardous and noxious substance (HNS) marine spills.

The Agency's Marine Intervention in Chemical Emergencies (MAR-ICE) service, in close cooperation with the chemical industry, provides 24/7 remote expert information and advice on chemical substances in maritime emergencies (MAR-ICE "level 1" type of assistance). The Agency will aim at maintaining the service operational, following appropriate evaluation and review, and will explore the expansion of the service to provide, upon request, expert advice on site during an emergency at a Member State's incident command centre (MAR-ICE "level 2" type of assistance).

The Agency will have completed improvements of and will maintain the MAR-CIS 2 (MARine Chemical Information Sheets) project. The intention is to broaden access to MAR-CIS, allowing its use by Regional Agreements' Secretariats and non-EU governmental marine pollution organisations, thereby contributing to a broader and better preparedness to respond to chemical incidents at sea around Europe.

The Agency will continue providing the Secretariat for the Pollution Response Services (PRS) User Group and the Inter-Secretariat meeting of Regional Agreement Secretariats as well as the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). EMSA will support the Group's work, including the CTG MPPR ongoing activities, such as training and workshops on specific marine pollution related topics.

EMSA will also continue to: provide technical support to the Commission, as part of the European Union delegation, during international and Regional Agreement meetings; develop and disseminate information "tools"; and update lists of marine pollution response capacities available in Europe³⁶.

The Agency will provide assistance for the Commission's activities on the Union Civil Protection Mechanism, regarding maritime incidents.

EMSA will continue to assist the Commission and Member States with the organisation of activities to exchange best practices and discuss further improvements in the area of pollution response.

³⁶ Updates will be done via the database of the Common Emergency Communication and Information System (CECIS).

Multi-annual strategic objectives

- To contribute to the protection of the marine environment in the EU. (C4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)
- To consolidate its role as training provider including the use of modern techniques. (D6)
- To use available technical knowledge to analyse research projects with a maritime safety or environmental, protection interest, where appropriate. (D7)

Annual objectives 2018

- Implementing the HNS Action Plan to ensure the proper operation, maintenance and development of the MAR-ICE service and the MAR-CIS database.
- Cooperate with coastal States and relevant regional cooperation arrangements in coordination with the Commission, in order to facilitate the exchange of best practices and develop added value projects.
- Provide technical assistance to coastal States regarding pollution preparedness and response to contribute to relevant work of technical bodies of the International Maritime Organization (IMO), and relevant Regional Agreements.

Expected outcome 2018

Activities of the Agency support the preparedness structures and response capabilities of Member States with regard to marine pollution incidents, as well as at disseminating best practices and promoting the exchange of information between Member States, the Regional Agreements, IMO and other relevant international bodies.

The Agency aims to disclose as much relevant information as possible regarding chemicals and operational response to chemical spills in the marine environment to assist Member States dealing with spills involving hazardous and noxious substances.

Planned output 2018

1. Implement the HNS Action Plan:
 - Maintain the network of specialised chemical experts (MAR-ICE Network).
 - Maintain and update database/datasheets of chemical substances for marine pollution response (MAR-CIS 2).
2. Maintain and update marine pollution preparedness and response related information, studies, tools, reports and inventories. Maintain the Dispersant Usage Evaluation Tool (DUET).
3. Coordinate the PRS User Group, Inter-Secretariat and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme. The envisaged events under the CTG MPPR include training courses on specific subjects such as maritime surveillance and oil spill sampling ("fingerprinting"), as well as a workshop on risk assessment and response planning.
4. Support activities of the Commission, Regional Agreements, the IMO and other relevant bodies/organisations (including participation in the Arctic Council) where appropriate.

Output Indicators		Result 2016	Target 2018
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.	>75	>75
	percentage of responses within 4 hrs.	<25	<25
Developing datasheets	number of datasheets produced/revised	25	25
Cooperation, coordination and information			
Coordination of the CTG MPPR	number of CTG MPPR/InterSec meetings and workshops	3	3
Coordination of the PRS User Group Meeting	number of meetings	1	1
Development of decision support tools	number of decision support tools	2	1

Horizontal activities

6.5 COMMUNICATION, MISSIONS AND EVENTS SUPPORT

Input	
Commitment appropriations in EUR	1,734,444
Payment appropriations in EUR	1,734,444
Staff	3 AD, 3 AST, 6 CA

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7

Communication is a crucial aspect of EMSA's activities. Four focus areas were defined in the communication strategy for 2014-2020 and will direct the efforts of the communication team throughout 2018.

General communication support: concise, up-to-date information should be readily available on EMSA's activities in English and where relevant in the language of the host country.

Promoting EMSA's activities: while many efforts are being made to provide reliable information and data to various target audiences, efforts are still needed to increase the user friendliness of this information and data.

Rationalisation of resources: given the nature of EMSA activities, data visualisation will be used more extensively to present information in a more engaging and concise way.

Tailored information: EMSA is no exception from other international organisations in that it increasingly needs to communicate in a dense information environment. Information should therefore be tailored to the channel used and information heavy webpages replaced in favour of concise and engaging texts with easy navigation so that users can quickly find information. The focus will mostly be on core stakeholders, and on offering them information in a format that suits their specific needs.

The centralised management of missions and events will continue to support the operational activities of the Agency and seek further efficiency gains.

In the framework of the new mandate for European cooperation on coast guard functions, the Agency will undertake in 2018 the organisation of an EU Coast Guard Functions related event, specifically focused on the EMSA's activities related to the coast guard functions falling under its mandate. The aim of the event will be to discuss with the relevant user communities the way to shape EMSAs' future multiannual strategic objectives related to coast guard functions.

Multi-annual strategic objective

- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2018

- Continue to implement the new communication strategy 2014-2020 aiming to build up effective communication practices.
- Increase EMSA's visibility in the host country.
- Make use of data visualisation to make our activities more easily understood.
- Continue supporting the organisation of events ensuring high quality standards and added value for Member States, industry and the Commission.
- Develop working practices and streamline procedures to allow for further efficiency gains in the field of missions management.

Expected outcome 2018

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).

Planned output 2018

1. Prepare regular publications and completing/updating brochures and leaflets including the new EMSA general brochure.
2. Continue to improve internal communication through the Agency's intranet.
3. Enhance the communication role of EMSA's website through new features and functionalities in line with current developments. Continue implementing the new visual identity for EMSA.
4. Deliver presentations at meetings, exhibitions and conferences.
5. Support the organisation of events/meetings in the Agency.
6. Ensure timely organisation and reimbursement of missions.

Output Indicators		Result 2016	Target 2018
Publications	number of publications/leaflets/brochures produced per year	21.75	16
Events	number of meetings/workshops organised by EMSA per year	54	40
	number of participants at EMSA meetings/workshops per year	1326	1250

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Staff³⁷	
Management/bureau/horizontal tasks	10 AD, 8 AST
Human Resources, Protocol and Document Management	4 AD, 5 AST, 7 CA
Legal and Financial Affairs, facilities and logistics	6 AD, 5 AST ³⁸ , 5 CA
Operations support (ICT)	1 AD, 8 AST, 2 CA

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19

In 2018 the Agency will work on performance monitoring and concentrate efforts on the best possible use of existing resources and efficiency gains. Internal planning and monitoring systems and tools, which support and provide information on the planning and execution of the work programme and the budget, will be further developed and integrated to better support management processes and decisions. The Agency will continue working on a Quality Management System for the visits and inspections activities. Since certification at the end of 2016, activities have entered into a 3-year cycle of annual verification and re-certification. Following the introduction of the new Internal Control Framework (ICF) at the Commission the Agency will adapt its own Internal Controls to the ones adopted at Commission level.

The Administrative Board's key role in planning and monitoring the Agency's activities, in line with the revised Founding Regulation and the new Financial Regulation, will be supported with timely, accurate and appropriate documentation. In this context, the Administrative and Finance Committee will contribute to the streamlining and efficiency the Administrative Board's decision-making process.

In the field of Human Resources, in the light of the revision of the Staff Regulations and the Conditions of Employment of Other Servants, efforts will focus on the implementation of the relevant revised legislative framework. The Agency will foster staff development and staff redeployment policies, in order to enhance the efficiency and flexibility of staff and to address the new priorities. Work to further streamline and automatize human resource management processes in order to achieve efficiency gains will proceed.

Efforts will continue in order to ensure an efficient document and records management policy and an archiving policy within the Agency as well as to implement the change to electronic workflows through a new electronic document management system.

As concerns Legal and Financial affairs, assistance will be provided to the operational units and efforts will be devoted to continuously improving and updating internal rules, guidelines and templates in order to improve efficiency. Measures to simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness will be taken. Training for EMSA staff will continue to be provided in order to ensure utmost quality in finance, procurement and contract management. Additionally further efforts will be engaged to transpose envisaged revisions of the Financial Regulation to internal procedures and to implement e-procurement.

³⁷ Financial resources are not applicable here as they are ventilated across operational activities following the Agency's activity based approach. See Annex I for further information.

³⁸ 1 AST for the European cooperation on coast guard functions.

In the field of Facilities and Logistics, maintenance of the office building and provision of internal services will be provided. Additionally measures to further enhance security and to continue providing a healthy and safe working environment as well as the energy efficiency of the EMSA headquarters will be further pursued. The Agency will analyse possibilities to improve their environmental performance within EU Eco-Management and Audit Scheme.

In the field of ICT, focus will be put on operational / security challenges and striving for improvements in performance and quality and reductions in ICT support costs. The overall task in 2018 will be to ensure efficient, reliable, stable and secure operations with the smooth releases of application/infrastructure enhancements, new applications and pilots, in line with EMSA's evolving ICT landscape.

Cooperation with other Agencies and bodies will continue both in the operational field and in relation to horizontal tasks, in order to avoid duplication of work, foster synergies in relevant fields of activity and rationalise the use of resources. The working relationships developed by the Agency with different bodies at technical level confirm that EMSA is considered a useful and reliable partner.

Multi-annual strategic objectives

- Continuously align EMSA with institutional standards and rules.
- Obtain best value for money from the Agency's assets and from EU family joint resources (e.g. inter-institutional procurement procedures).
- Achieve efficiency gains, streamline organisational structures and build flexibility, agility.
- Further develop effective, innovative and results oriented solutions.
- Ensure good corporate governance and transparency.

Annual objectives 2018

- Monitor the implementation of the annual programme (Section III of the relevant Single Programming Document).
- Further implementation of remaining requirements and principles emanating from the possible revision of the Financial Regulation, the Joint Statement of the European Parliament, the Council of the EU and the European Commission on decentralised agencies (Common Approach, Road-map).
- Development and Implementation of a new Internal Control Framework;
- Development and Implementation of new Implementing Rules giving effect to the Staff Regulations.
- Job screening exercise with the aim of enabling the Agency to take sound decisions on resource allocation. The exercise will contribute to better reporting to stakeholders and increased transparency concerning the utilisation of jobs at EMSA, and will facilitate redeployment.
- Simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness.
- Continue the development of the document management archiving policy and implementation of a tool to support electronic workflows throughout the Agency.
- Maintain good relations with the Portuguese Authorities to allow for a smooth implementation of the existing Protocol between EMSA and the Government of Portugal.
- Ensure business continuity and advanced ICT services.

Expected outcome 2018

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.

Planned output 2018

Management team:

1. Work programme, including staff and budget planning (Single Programming Document).
2. Action Plan for Pollution Preparedness and Response.
3. 5 year Strategy implementation.
4. Annual report (Consolidated Annual Activity Report) and accounts.
5. Preparation of meetings of the Administrative Board, decisions, minutes.
6. Regular monitoring of on-going projects.
7. Quality Management development.
8. Internal Control Standards.
9. Monitoring and reporting on the implementation of the work programme and the budget.
10. Organising and executing transfers.
11. Budget follow-up.

Human resources:

1. Management of the establishment plan (new recruits, redeployment, turnover, etc.).
2. Management of staff related budget.
3. Preparation and Implementation of rules giving effect to the Staff Regulations.
4. Implementation of rights and obligations of EMSA staff members.
5. Improvement and updating of e-HR tools.
6. Implementation and improvement of existing HR policies.
7. Implementation of the Staff Development Policy.
8. Staff Helpdesk on HR matters and communication on staff related issues.
9. Implementation of the National Experts on Professional Training programme and traineeship policy.
10. Implementation of the Protocol Agreement.

Legal Financial and Facilities Support:

1. Providing legal, financial and budgetary advice to the Executive Director and the Units.
2. Legal verification of procurement procedures and legal commitments.
3. Implementation of E-procurement.
4. Verification of commitment and payments files.
5. Preparation and implementation of internal rules, guidelines, templates and procedures; development and maintenance of procurement, contract and budget management tools of the Agency.
6. Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.

Operations support (ICT):

1. Maintaining and enhancing a state-of-the-art Data Centres to host maritime applications.
2. Providing advanced business continuity and ICT security services.

3. Maintain the Business Continuity Facility.
4. Providing 24/7 ICT Operations for hosting of maritime applications.
5. Providing technical expertise to support operational maritime applications.
6. Providing technical support to the development and rollout of new maritime applications and major upgrades to existing ones.
7. Providing Horizontal ICT Service Platforms for Maritime Applications.
8. Providing solutions to share and exchange documents more efficiently and in a secured fashion with the Commission.
9. Providing EMSA's Corporate Services Platforms (email, Electronic Document Management System, file & print, etc.) and associated Business Continuity Platforms and Services.
10. Providing advanced ICT desktop, mobility and collaboration services to staff.

Output Indicators		Result 2016	Target 2018
Audits	ECA recommendations implemented in time	100	as close as possible to 100%
	IAS recommendations implemented in time	100	as close as possible to 100%
Planning	implementation of the Work Programme	<p>The bi-annual Agency-wide exercise to monitor the implementation of the work programme during 2016 did not signal any risks to achieving satisfactory implementation.</p> <p>On the basis of the information provided in the EMSA CAAR 2016, the EMSA Administrative Board concluded in its assessment that "the Agency's objectives were met in accordance with the relevant annual work programme and the overall multi-annual strategic framework."</p>	as close as possible to full implementation
Establishment plan	execution rate establishment plan	98.5 (multi-annual target)	as close as possible to 100% (multi-annual target)
Budget	execution rate commitment appropriations	97.80	as close as possible to 100% and in any case above 95%
	execution rate payment appropriations	97.65	as close as possible to 100% and in any case above 95%

Annexes

Annex I. Resources per Activity

ABB	List of activities 2018	Temporary Agents		SNE	CA	TOTAL	Commitment appropriations	Payment Appropriations
		AD	AST					
2100	Union maritime information and exchange system (integrated maritime services; SafeSeaNet; improving internal market and maritime transport efficiency)	34 ³⁹	12 ⁴⁰	3		49	29,853,839	28,454,952
2200	EU LRIT Cooperative Data Centre and LRIT International Data Exchange	7	7			14	3,651,610	3,793,606
2300	THETIS Information System	5	1	1	1	8	2,022,338	2,166,146
2400	Maritime support Services	5	1	4	4	14	1,681,446	1,764,861
3100	Classification Societies	10	1	1		12	1,905,321	1,905,321
3200	STCW	6	2	1		9	1,529,444	1,529,444
3300	Visits to Member States to monitor the implementation of Union Law	5	2	1		8	1,200,359	1,200,359
3400	Maritime Security	3		1	1	5	715,895	715,895
3600	Horizontal analysis and research	3 ⁴¹				3	486,256	486,256
4100	Port State Control & Flag State Enforcement	3				3	511,256	511,256
4200	Accident investigation	4	1	1		6	1,207,810	1,240,965
4300	Training, cooperation and capacity building	5 ⁴²	1	2		8	2,294,002	2,272,902
4400	Marine equipment and ship safety standards (including IMO)	7 ⁴³	1	1		9	1,865,716	2,015,716
4500	Ship Inspection Support	5 ⁴⁴		1	1	7	1,557,033	1,557,033
4600	Prevention of pollution by ships	5				5	1,121,426	1,121,426
6500	Communication, Missions & Events support	3	3		6	12	1,734,444	1,734,444
5100	Operational Pollution Response Services	10	2	1	3	16	19,145,127	21,157,140

³⁹ 9 AD for the European cooperation on coast guard functions.

⁴⁰ 1 AST for the European cooperation on coast guard functions.

⁴¹ 1 AD for the European cooperation on coast guard functions.

⁴² 2 ADs for the European cooperation on coast guard functions.

⁴³ 1 AD for the European cooperation on coast guard functions.

⁴⁴ 2 ADs for the European cooperation on coast guard functions.

5200	CleanSeaNet and illegal discharges	7				7	8,505,166	8,611,856
5300	Cooperation and information relating to pollution preparedness and response	4				4	957,756	947,336
6100	Management/bureau/horizontal tasks	10	8			18	<i>financial resources distributed across the activities</i>	
6200	Human Resources, Protocol and Document Management	4	5		7	16		
6300	Legal and Financial Affairs, facilities and logistics	6	5 ⁴⁵		5	16		
6400	Operations support (ICT)	1	8		2	11		
n/a	Copernicus staff financed by the EMSA subsidy				3			
SUBTOTALS		152	60	18	33			
TOTAL		212		51		263	81,946,244	83,186,914

- Figures are based on the staff and budget proposed for 2018 which are in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013; and with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency; pending the outcome of the budgetary procedure.
- In 2018 the Agency will have, subject to signature of relevant agreements, 8 additional project-financed CAs (4 CAs for the implementation of a SLA with Frontex, 2 CAs for the implementation of the new project for technical assistance in the Mediterranean Sea and 2 CAs for the implementation of the new project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Seas)).
- The Agency implements an activity based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one operational activity according to the prevailing function of the staff. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct staff allocated to each activity. For the purposes of the ABB exercise, the 3 Contract Agents foreseen for the project-financed activity Copernicus but financed by the EMSA Budget are treated as indirect staff.

⁴⁵ 1 AST for the European cooperation on coast guard functions.

Project financed activities:

ABB Code	Project Financed Activities	Planned Contract Agents	Expected financial input in 2018
7100	SAFEMED IV, EuroMed Maritime Safety Project	2 CA + 1/2 SNE ⁴⁶	2,000,000
7200	FRONTEX SLA	7 CA	12,000,000 -15,000,000
7210	EFCA SLA	-	0
7400	Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions	2 CA +1/2 SNE	2,000,000
7500	COPERNICUS <i>Three CAs foreseen for Copernicus are covered by EMSA's subsidy: they are already included in the preceding table.</i>	-	7,161,000
7600	EQUASIS (R0 FUNDS)	-	450,000
7700	THETIS-EU	-	100,000
7710	THETIS-MRV	-	100,000
7720	Emissions Inventories Project	-	0
7800	EC Funds for candidate and potential candidate	-	0
7901	Single window environment project	-	1,000,000
Total		11 CA + 1 SNE	

⁴⁶ Project financed activities 7100 and 7400 (SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) will share 1 SNE.

Annex II. Financial Resources

Table 1: Expenditure

		Budget 2017		Draft Budget 2018 (Agency proposal)	
		CA	PA	CA	PA
Title 1	Staff Expenditure	22,334,000	22,334,000	23,540,800	23,540,800
	<i>of which Cooperation on Coast Guard Functions</i>	<i>1,034,000</i>	<i>1,034,000</i>	<i>1,423,000</i>	<i>1,423,000</i>
Title 2	Infrastructure & Operating Expenditure	4,125,036	4,125,036	4,323,783	4,323,783
	<i>of which Cooperation on Coast Guard Functions</i>	<i>86,000</i>	<i>86,000</i>	<i>182,000</i>	<i>182,000</i>
Title 1+2	Administrative Expenditure	26,459,036	26,459,036	27,864,583	27,864,583
	<i>of which Cooperation on Coast Guard Functions</i>	<i>1,120,000</i>	<i>1,120,000</i>	<i>1,605,000</i>	<i>1,605,000</i>
Title 3 Total	Operational Expenditure	25,285,933	19,129,262	29,406,661	28,539,049
	<i>of which Cooperation on Coast Guard Functions</i>	<i>16,550,000</i>	<i>9,930,000</i>	<i>21,002,000</i>	<i>19,021,000</i>
	<i>Operational Expenditure excl. Cooperation on Coast Guard Functions</i>	<i>8,735,933</i>	<i>9,199,262</i>	<i>8,404,662</i>	<i>9,518,048</i>
Title 4 Total	Anti-Pollution Measures	22,800,000	20,245,132	24,675,000	26,783,282
Title 5 Total	Project Financed Actions	p.m.	p.m.	p.m.	p.m.
Grand Total		74,544,969	65,833,430	81,946,244	83,186,914

Expenditure	Commitment appropriations						
	Executed Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017 (%)	Envisaged in 2019	Envisaged in 2020
			Agency request	Budget forecast			
Title 1 - Staff expenditure	21,043,764	22,334,000	23,540,800	23,540,800	5.40%		
11 Salaries & allowances	19,467,396	21,089,000	22,268,800	22,268,800	5.59%		
- Of which establishment plan posts	19,467,396	21,089,000	22,268,800	22,268,800	5.59%		
- Of which external personnel							
12 Expenditure relating to Staff recruitment	252,659	410,000	305,000	305,000	-25.61%		
13 Mission expenses	99,697	70,000	75,000	75,000	7.14%		
14 Socio-medical infrastructure	20,689	20,000	22,000	22,000	10.00%		
15 Training	249,964	260,000	260,000	260,000	0.00%		
External Services							
16 Social welfare	926,500	460,000	580,000	580,000	26.09%		
17 Receptions events and representation	17,860	25,000	30,000	30,000	20.00%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	3,843,486	4,125,036	4,323,783	4,323,783	4.82%		
20 Rental of buildings and associated costs	3,206,970	3,246,841	3,409,355	3,409,355	5.01%		
21 Information communication technology and data processing	330,421	447,000	467,428	467,428	4.57%		
22 Movable property and associated costs	43,756	52,500	35,000	35,000	-33.33%		
23 Current administrative expenditure	65,692	122,500	130,500	130,500	6.53%		
24 Postage / Telecommunications	78,647	146,195	156,500	156,500	7.05%		
25 Meeting expenses	118,000	110,000	125,000	125,000	13.64%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	8,644,288	25,285,933	29,406,661	29,406,661	16.30%		
31 Information Services & Databases	4,460,536	4,471,333	4,352,221	4,352,221	-2.66%		
32 Information and Communication	138,885	175,000	170,000	170,000	-2.86%		
33 Operational Workshops & Training	1,358,771	1,369,600	1,228,100	1,228,100	-10.33%		
35 Studies in support of the Agency's operations	530,970	473,000	462,840	462,840	-2.15%		
36 Operational missions	652,156	610,000	615,000	615,000	0.82%		

37 (39 in 2015) L.R.I.T.	1,502,970	1,637,000	1,576,500	1,576,500	-3.70%		
39 Cooperation on Coast Guard Functions		16,550,000	21,002,000	21,002,000	26.90%		
Titles 1, 2 & 3	33,531,8538	51,744,969	57,271,244	57,271,244	10.68%	58,371,128	59,200,642
Title 4 (ch. 38 in 2015) - Anti-pollution measures	20,729,174	22,800,000	24,675,000	24,675,000	8.22%	25,050,000	26,100,000
41 Pollution Response Services	15,891,808	16,315,800	16,939,782	16,939,782	3.82%		
42 CleanSeaNet	4,538,116	6,230,000	7,405,718	7,405,718	18.87%		
43 Co-operation & Co-ordination and Information	299,250	254,200	329,500	329,500	29.62%		
Title 5 (in 2016 and 2017) - Project Financed Actions	17,246978	p.m.	p.m.	p.m.		p.m.	p.m.
51 Maritime Information Services	12,143	p.m.	p.m.	p.m.			
52 Assistance to Candidate and ENP Countries	2,080,116	p.m.	p.m.	p.m.			
53 Surveillance SLAs	9,503,238	p.m.	p.m.	p.m.			
54 CleanSeaNet Services to Third Parties	431,633	p.m.	p.m.	p.m.			
55 COPERNICUS	4,454,000	p.m.	p.m.	p.m.			
56 EQUASIS	586,176	p.m.	p.m.	p.m.			
57 THETIS Modules	179,672	p.m.	p.m.	p.m.			
59 CG Pilot Project		p.m.	p.m.	p.m.			
TOTAL	71,507,690	74,544,969	81,946,244	81,946,244	9.93%	83,421,128	85,300,642

Expenditure	Payment appropriations						
	Executed Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017 (%)	Envisaged in 2019	Envisaged in 2020
			Agency request	Budget forecast			
Title 1 - Staff expenditure	20,859,569	22,334,000	23,540,800	23,540,800	5.40%		
11 Salaries & allowances	19,404,143	21,089,000	22,268,800	22,268,800	5.59%		
- Of which establishment plan posts	19,404,143	21,089,000	22,268,800	22,268,800	5.59%		
- Of which external personnel							
12 Expenditure relating to Staff recruitment	205,035	410,000	305,000	305,000	-25.61%		
13 Mission expenses	94,259	70,000	75,000	75,000	7.14%		
14 Socio-medical infrastructure	9,335	20,000	22,000	22,000	10.00%		
15 Training	232,926	260,000	260,000	260,000	0.00%		
External Services							
16 Social welfare	901,486	460,000	580,000	580,000	26.09%		
17 Receptions events and representation	12,385	25,000	30,000	30,000	20.00%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	3,454,697	4,125,036	4,323,783	4,323,783	4.82%		
20 Rental of buildings and associated costs	2,974,444	3,246,841	3,409,355	3,409,355	5.01%		
21 Information communication technology and data processing	257,750	447,000	467,428	467,428	4.57%		
22 Movable property and associated costs	38,232	52,500	35,000	35,000	-33.33%		
23 Current administrative expenditure	39,569	122,500	130,500	130,500	6.53%		
24 Postage / Telecommunications	41,361	146,195	156,500	156,500	7.05%		
25 Meeting expenses	103,341	110,000	125,000	125,000	13.64%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	8,456,423	19,129,262	28,539,049	28,539,049	49.19%		
31 Information Services & Databases	4,606,306	4,959,076	5,151,693	5,151,693	3.88%		
32 Information and Communication	113,672	175,000	170,000	170,000	-2.86%		
33 Operational Workshops & Training	1,014,514	1,400,186	1,228,100	1,228,100	-12.29%		
35 Studies in support of the Agency's operations	611,263	313,000	696,256	696,256	122.45%		
36 Operational missions	594,175	610,000	615,000	615,000	0.82%		
37 (39 in 2015) L.R.I.T.	1,516,493	1,742,000	1,657,000	1,657,000	-4.88%		

39 Cooperation on Coast Guard Functions		9,930,000	19,021,000	19,021,000	91.55%		
Titles 1, 2 & 3	24,314,266	45,588,298	56,403,632	56,403,632	23.72%	58,637,459	59,471,415
Title 4 (ch. 38 in 2015) - Anti-pollution measures	22,221,241	20,245,132	26,783,282	26,783,282	32.29%	23,833,000	25,175,000
41 Pollution Response Services	18,581,672	13,651,930	18,951,795	18,951,795	38.82%		
42 CleanSeaNet	3,387,277	6,165,290	7,512,407	7,512,407	21.85%		
43 Co-operation & Co-ordination and Information	252,292	427,912	319,080	319,080	-25.43%		
Title 5 (in 2016 and 2017) - Project Financed Actions	9,859,411	p.m.	p.m.	p.m.		p.m.	p.m.
51 Maritime Information Services	12,143	p.m.	p.m.	p.m.			
52 Assistance to Candidate and ENP Countries	1,499,845	p.m.	p.m.	p.m.			
53 Surveillance SLAs	5,916,156	p.m.	p.m.	p.m.			
54 CleanSeaNet Services to Third Parties	338,696	p.m.	p.m.	p.m.			
55 COPERNICUS	1,494,203	p.m.	p.m.	p.m.			
56 EQUASIS	473,856	p.m.	p.m.	p.m.			
57 THETIS Modules	124,512	p.m.	p.m.	p.m.			
59 CG Pilot Project		p.m.	p.m.	p.m.			
TOTAL	64,851,340	65,833,430	83,186,914	83,186,914	26.36%	82,470,459	84,646,415

Table 2: Revenue

REVENUES	2017		2018	
	Revenues estimated by the agency		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
EU contribution	72,358,585	63,857,035	79,686,416	80,898,362
Other Revenue	2,186,384	1,976,395	2,259,829	2,288,552
TOTAL REVENUES	74,544,969	65,833,430	81,946,245	83,186,914

Revenue ⁴⁷	Commitment appropriations						
	Executed Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017 (%)	Envisaged in 2019	Envisaged in 2020
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	381,588	300,000	300,000	300,000	0.00%	300,000	300,000
2 EU CONTRIBUTION	52,281,418	72,358,565	79,686,415	79,686,415	10.13%	81,132,000	82,968,000
- Of which assigned revenues deriving from previous years' surpluses	2,230,340	961,831	790,699	790,699	-17.79%	1,000,000	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,442,967	1,755,404	1,869,829	1,869,829	6.52%	1,899,128	1,942,642
- Of which EEA/EFTA (excl. Switzerland)	1,442,967	1,755,404	1,869,829	1,869,829	6.52%	1,899,128	1,942,642
- Of which candidate countries							
4 OTHER CONTRIBUTIONS⁴⁸	154,739	131,000	90,000	90,000	-31.30%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT	10,924,731	p.m.	p.m.	p.m.			
7 CORRECTION OF BUDGETARY IMBALANCES							
TOTAL	65,185,443	74,544,969			9.93%	83,421,128	85,300,642

⁴⁷ C1 funds except for "4 Other Contributions": C4 funds.

⁴⁸ C4 funds.

Revenue ⁴⁷	Commitment appropriations						
	Executed Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017 (%)	Envisaged in 2019	Envisaged in 2020
			Agency request	Budget forecast			
			81,946,244	81,946,244			

Revenue ⁴⁹	Payment appropriations						
	Executed Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017 (%)	Envisaged in 2019	Envisaged in 2020
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	381,588	300,000	300,000	300,000	0.00%	300,000	300,000
2 EU CONTRIBUTION	52,991,522	63,857,014	80,898,362	80,898,362	26.69%	80,203,340	82,328,920
- Of which assigned revenues deriving from previous years' surpluses	2,230,340	961,831	790,699	790,699	-17.79%	1,000,000	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,462,566	1,545,416	1,898,552	1,898,552	22.85%	1,877,119	1,927,495
- Of which EEA/EFTA (excl. Switzerland)	1,462,566	1,545,416	1,898,552	1,898,552	22.85%	1,877,119	1,927,495
- Of which candidate countries							
4 OTHER CONTRIBUTIONS⁵⁰	156,255	131,000	90,000	90,000	-31.30%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT	7,006,623	p.m.	p.m.	p.m.			
7 CORRECTION OF BUDGETARY IMBALANCES							
TOTAL	61,998,554	65,833,430	83,186,914	83,186,914	26.36%	82,470,459	84,646,415

⁴⁹ C1 funds except for "4 Other Contributions": C4 funds.

⁵⁰ C4 funds.

REVENUES	Commitment appropriations				
	Executed Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017(%)
			Agency request	Budget forecast	
ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)	1,868,246	4,120,000	5,000,000	5,000,000	21.36%
ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.8)	4,454,000	6,771,000	7,161,000	7,161,000	5.76%
TOTAL	6,322,246	10,891,000	12,161,000	12,161,000	11.66%

REVENUES	Payment appropriations				
	Budget 2016	Budget 2017	Draft Budget 2018		VAR 2018/2017 (%)
			Agency request	Budget forecast	
ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)	1,358,584	4,120,000	5,000,000	5,000,000	21.36%
ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.8)	1,494,203	6,771,000	7,161,000	7,161,000	5.76%
TOTAL	2,852,787	10,891,000	5,000,000	5,000,000	21.36%

Table 3: Budget outturn and cancellation of appropriations

Budget outturn	2014	2015	2016
Reserve from the previous years' surplus (+)			
Revenue actually received (+)	57,686,041	64,561,815	71,113,486
Payments made (-)	-52,903,994	- 57,425,469	-65,128,657
Carry-over of appropriations (-)	-5,178,491	- 10,420,250	-14,832,354
Cancellation of appropriations carried over (+)	196,795	153,450	101,511
Adjustment for carry over of assigned revenue appropriation from previous year (+)	2,461,847	4,108,142	9,528,981
Exchange rate differences (+/-)	- 31,858	- 15,857	+7,732
Adjustment for negative balance from previous year (-)	-	-	
TOTAL	2,230,340	961,831	790,699

Annex III. Human Resources

Table 1: Overview of all categories of staff

Staff population		Actually filled as of 31.12.2015 (N-2)	Authorised under EU budget 2016 (N-1)	Actually filled as of 31.12.2016 (N-1)	Authorised under EU budget for year 2017 (N)	2017 draft budget for year 2018 ² (N+1)	Envisaged in 2019 ³ (N+2)	Envisaged in 2020 (N+3)
Officials	AD	3	4	3	3	3	3	3
	AST	0	0	0	0	0	0	0
	AST/SC	0	0	0	0	0	0	0
TA	AD	133	135	133	149	149	149	149
	AST	62	63	59	60	60	60	60
	AST/SC	0	0	0	0	0	0	0
Total		198	202	195	212	212	212	212
		FTE		FTE				
CA GFIV		8.9	16	12.1	19	20	20	20
CA GF III		5.4	6	4.8	7	6	6	6
CA GF II		16.8	16	15.9	16	16	16	16
CA GF I		2	2	2	2	2	2	2
Total CA ¹		33.1	40	34.8	44	44	44	44
SNE ⁴		14.4	18	15.2	19	19	20	20
Structural service providers		n/a	n/a	n/a	n/a	2	2	2
TOTAL								
External staff for occasional replacement		0	2	0	3	3	3	3

Notes:

1.

The total of CAs has been estimated as follows (subject to signature of new relevant agreements for years 2017-2020) :

2015: 30 Contract Agents financed by EMSA budget. 7 Contract Agents financed by external projects: 1 CA FG IV and 0.8 FG III for SAFEMED, 1 FG IV and 0.2 FG III for TRACECA II, 3 FG IV and 1 FG III for FRONTEX.

2016: 33 Contract Agents financed by EMSA budget. 7 Contract Agents financed by external projects: 1 CA FG IV and 0.8 FG III for SAFEMED, 1 FG IV and 0.2 FG III for TRACECA II, 3 FG IV and 1 FGIII for FRONTEX.

2017: 33 Contract Agents to be financed by EMSA budget. 11 Contract Agents financed by external projects: 6 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea)

2018: 33 Contract Agents to be financed by EMSA budget. 11 Contract Agents financed by external projects: 6 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea)

2019: 33 Contract Agents to be financed by EMSA budget. 11 Contract Agents financed by external projects: 6 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea).

2020: 33 Contract Agents to be financed by EMSA budget. 11 Contract Agents financed by external projects: 6 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea).

2 and 3.

2018, 2019 and 2020: in line with the Commission Communication on the "Programming of human and financial resources for the decentralised Agencies" dated July 2013, which provides for a further cut of -4 posts in 2017 and -3 in 2018 linked to the "redeployment pool", in addition to the over 5% cut already implemented by the Agency by 2016; and with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

4.

2017, and 2018: 18 SNEs financed by the EMSA budget and 1 SNE financed by external projects (split between assistance in the Mediterranean Sea and assistance to the eastern EU neighbouring countries (Black and Caspian Sea)).

2019 and 2020: 19 SNEs financed by the EMSA budget and 1 SNE financed by external projects (split between assistance in the Mediterranean Sea and assistance to the eastern EU neighbouring countries (Black and Caspian Sea)).

Table 2: Multi-annual staff policy plan 2018-2020

Category and grade	Establishment plan in EU Budget 2016		Filled as of 31/12/16		Modifications in 2016 in application of flexibility rule		Establishment plan in voted EU Budget 2017		Modifications in 2017 in application of flexibility rule		Establishment plan in Draft EU Budget 2018		Establishment plan 2019		Establishment plan 2020	
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA
AD 16	0	0	0	0			0	0			0	0	0	0	0	0
AD 15	0	1	0	0			0	1			0	1	0	1	0	1
AD 14	0	1	0	2			0	1			0	1	0	1	0	1
AD 13	1	3	0	2			1	4			1	4	1	4	1	4
AD 12	1	10	1	5			1	10			1	10	1	10	1	12
AD 11	0	14	0	10			0	14			0	14	0	17	0	15
AD 10	1	18	1	18			1	19			1	19	1	16	1	16
AD 9	0	28	0	28			0	28			0	28	0	28	0	28
AD 8	1	24	0	28			0	29			0	31	0	31	0	31
AD 7	0	24	1	16			0	26			0	26	0	26	0	28
AD 6	0	12	0	20			0	12			0	8	0	10	0	10
AD 5	0	0	0	4			0	05			0	07	0	05	0	03
Total AD	4	135	3	133			3	149			3	149	3	149	3	149
AST 11	0	0	0	0			0	0			0	0	0	0	0	0
AST 10	0	1	0	0			0	1			0	1	0	1	0	1
AST 9	0	0	0	1			0	0			0	0	0	0	0	0
AST 8	0	1	0	0			0	1			0	1	0	1	0	1
AST 7	0	4	0	2			0	4			0	4	0	6	0	6
AST 6	0	11	0	10			0	15			0	19	0	17	0	17
AST 5	0	18	0	15			0	20			0	20	0	20	0	20
AST 4	0	16	0	18			0	16			0	12	0	12	0	15
AST 3	0	12	0	11			0	3			0	3	0	3	0	0
AST 2	0	0	0	2			0	0			0	0	0	0	0	0
AST 1	0	0	0	0			0	0			0	0	0	0	0	0
Total AST	0	63	0	59			0	60			0	60	0	60	0	60
Total AST/SC	0	0	0	0			0	0			0	0	0	0	0	0
TOTAL	4	198	3	192			3	209			3	209	3	209	3	209

N.B. 2018, 2019 and 2020: in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013, which provides for a further cut of -3 in 2018 linked to the “redeployment pool”, in addition to the over 5% cut already implemented by the Agency by 2016; also in line with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

Annex IV. Human resources – qualitative

A) Recruitment Policy

The Agency has in place the necessary recruitment policies and implementing rules to engage the different categories of personnel allowed for. EMSA's recruitment and selection procedures endeavour to employ personnel of the highest standards of ability, efficiency and integrity from the broadest possible geographical basis among nationals of the EU Member States, Norway and Iceland. No position is reserved for nationals of any specific EU Member State.

EMSA is an equal opportunities employer. Staff is selected without prejudice as to race, political, philosophical or religious beliefs, gender or sexual orientation and without reference to their marital status or family situation. Transparency and equal treatment of the candidates are applied.

EMSA has identified its Temporary Agent positions as long-term positions because they cover tasks of a permanent nature. This allows for building up in-house expertise in sensitive and important areas like procurement, human resources, ICT, contract management, as well as for the operational tasks assigned to the Agency.

The majority of the Contract Agents are assigned to long term positions, in particular for clerical and secretarial tasks.

The Agency uses Seconded National Experts in the technical areas where advanced experience is available in National Administrations (e.g. Port State Control). At the same time, the exchange of expertise through Seconded National Experts contributes to the development of effective and smooth working relationships between Member States' maritime administrations and EMSA.

All published vacancies in 2016 are available on the Agency's website <http://www.emsa.europa.eu/positions-available/previous-vacancies.html>. The call for applications containing the requirements and functions of the post illustrate the technical profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is substantially lower than in Brussels and over the years it has been reduced from 91.7% in 2006 to 80.6% from July 2016. Moreover, partners/spouses are facing difficulties to continue with their professional careers in Portugal, which is further affecting the attractiveness of Lisbon as a place of employment. It should also be highlighted that the Agency needs to recruit people with specialised maritime and other relevant expertise.

Temporary Agents and Officials

The Agency currently employs three Permanent staff (Officials transferred from another EU Institution) who are dealing with issues such as legal affairs and procurement, project coordination and internal control. In general, Permanent staff (Officials) are employed in areas of activity where expertise acquired in another EU institution or body is beneficial to the Agency. Permanent staff are recruited after publication of the vacancy on the inter-institutional market (e.g. Officials from other EU institutions and bodies are invited to apply).

On 25th March 2015, EMSA's Administrative Board adopted a new implementing rule governing the engagement and use of Temporary Agents under Article 2(f) of the Conditions of Employment of Other Servants of the European Union, in line with the ex-ante agreement of the Commission on this matter.

In line with the above mentioned decision, Temporary Agent positions are always published internally. The post can equally be published for the purpose of Inter Agency mobility and/or externally.

All Temporary Agent contracts on long term employment are based on the sequence of 3 years + 3 years + indefinite duration. The only staff member on limited term employment under a Temporary Agent contract is the Executive Director.

In general, long term Temporary Agents are recruited at the levels indicated below:

- AST1 for Administrative Assistants
- AST3 to AST4 for Assistants for technical issues (Finance, HR, ICT, etc.)
- AD5 for Junior Project Officers
- AD6 to AD7 for Project Officers
- AD8 for Senior Project Officers
- AD9 to AD12 for Heads of Unit
- AD12 to AD13 for Heads of Department

In light of the amended Staff Regulations of 2014 a new function group has been created for Temporary Staff: AST/SC: 'Secretary/Clerk' for clerical and secretarial tasks. Currently Secretarial tasks are performed by Contract Agents FG II. The Agency intends to address this issue with the Commission in the future to enquire about the possibility to 'transform' the current FG II indefinite posts into AST/SC.

Contractual Agents

The majority of Contract Agents are recruited for permanent tasks related to support activities in the administrative field.

Indefinite contracts are concluded in accordance with the relevant implementing rule ("Procedure governing the engagement and use of contract staff at EMSA") as adopted by the EMSA's Administrative Board after having the agreement of the Commission. Contract Agents for a long term employment are normally offered a contract for an initial period of 3 years with possibility of renewal (first renewal for 3 years – second renewal for an indefinite period).

The contract duration of Contract Agents working on shifts as ICT Maritime Support Services Duty Officers is limited to a maximum of 6 years. The initial contract is of 3 years duration and the first and final renewal, if applicable, is of an additional 3 years.

The recruitment procedure for Contract Agents is regulated by the above mentioned implementing rule. The Agency can also recruit its Contract Agents from existing EPSO reserve lists. The EPSO lists are mainly used for the recruitment of Administrative Assistants.

Contract Agents could also be assigned to non-permanent tasks such as replacement for long term absences, peaks of work, short term projects and basic administrative tasks.

Seconded National Experts and National Experts on Professional Training

Following the Commission decision of 12th of November 2008 laying down the rules on the secondment to the Commission of National Experts and National Experts in Professional Training (C(2008) 6866), the Administrative Board adopted on 20th of November 2009 new rules for the Secondment of National Experts and for National Experts in Professional Training (NEPT). The rules applicable to Seconded National Experts and National Experts on Professional Training can be found in the Agency's website: <http://www.emsa.europa.eu/recruitment-info/seconded-national-experts.html>.

Various programmes for National Experts in Professional Training have taken place since 2012. The NEPT programme has no substantial financial impact for the Agency.

Seconded National Experts are working in technical areas where the expertise and knowledge lie with Member States. Vacancies are circulated to the Permanent Representations in Brussels which forward them to the National Administrations of the Member States. These secondments are concluded for an initial period of one year and can be extended up to four years (exceptionally six). The recruitment procedure is similar to the one for Temporary Agents.

Interim Staff

Following a successful tender procedure in 2016 for a service provider, the Agency has started using interim staff. This provides for flexible arrangements in order to address service needs and replace statutory staff (e.g. administration) during the various leaves or absences.

B) Appraisal of performance and reclassification/promotions

Table 1: Reclassification of temporary staff/ promotion of officials

Category and grade	Staff in activity at 01.01.2015		How many staff members were promoted/ reclassified in 2016		Average number of years in grade of reclassified/ promoted staff members
	Officials	TA	Officials	TA	
AD 16	0	0	0	0	-
AD 15	0	0	0	0	-
AD 14	0	2	0	0	-
AD 13	0	1	0	1	N/A
AD 12	1	6	0	0	-
AD 11	0	5	0	5	4.4
AD 10	1	16	0	4	3.8
AD 9	0	28	0	8	3.4
AD 8	0	31	0	5	3.5
AD 7	0	15	1	6	2.8
AD 6	1	22	0	2	3.9
AD 5	0	4	0	0	-
Total AD	3	130	1	31	3.7
AST 11	0	0	0	0	-
AST 10	0	0	0	0	-
AST 9	0	1	0	0	-
AST 8	0	0	0	0	-
AST 7	0	2	0	0	-
AST 6	0	5	0	5	3.7
AST 5	0	17	0	5	3.5
AST 4	0	19	0	4	4.0
AST 3	0	15	0	1	N/A
AST 2	0	4	0	0	-
AST 1	0	0	0	0	-
Total AST	0	63	0	15	3.7
Total	3	193	1	46	3.7

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2015	How many staff members were reclassified in 2016	Average number of years in grade of reclassified staff members ⁵¹
CA IV	18	0	0	-
	17	0	0	-
	16	0	0	-
	15	0	0	-
	14	5	1	N/A
	13	3	0	-
CA III	12	0	0	-
	11	1	0	-
	10	0	0	-
	9	1	0	-
	8	3	0	-
CA II	7	2	0	-
	6	5	2	4.3
	5	6	1	N/A
	4	4	0	-
CA I	3	2	0	-
	2	0	0	-
	1	0	0	-
Total		32	4	3.9

In 2015 EMSA adopted General Implementing Rules for the appraisal of officials, temporary and contract agents on the basis of the model decisions provided by the Commission.

EMSA received the model decisions for promotion and reclassification at the beginning of 2016 and they were adopted by the Administrative Board by written procedure on 29 April 2016.

EMSA's promotion/reclassification policy follows the principles of the Commission's policy, based on the consideration of comparative merits, the CDR reports of staff, the use of languages in the execution of their duties (other than the language for which they have produced evidence of thorough knowledge in accordance with Article 28(f) of the Staff Regulations) and the level of responsibilities exercised. The ability to work in a third language was also considered for officials and temporary agents.

The promotion possibilities were provided to the AIPN by the Human Resources Unit. Social dialogue took place between the Staff Committee and the Executive Director regarding the comparison of merits. Staff had the

⁵¹ With regard to the average number of years in grade of reclassified staff members, the average is not shown when only 1 staff member is promoted. The total takes all of the averages into consideration.

possibility to appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification was in place to review the appeals.

The same principles applied to the reclassification of contract agents.

C) Mobility Policy

Mobility within the Agency

Staff are transferred in the interest of the service, mainly in the context of reorganisations. Internal publications are done in a range of grades. The successful candidate retains his/her current grade and step. Internal mobility is therefore not a promotion or reclassification mechanism. Internal mobility was further developed in 2016 and eighteen internal calls for applications were published during 2016.

Mobility amongst agencies (Inter-agency Mobility)

As mentioned previously, on 25th March 2015, EMSA's Administrative Board adopted a new implementing rule governing the engagement and use of Temporary Agents under Article 2(f) of the Conditions of Employment of Other Servants of the European Union. The legal framework for interagency mobility is covered in this decision. Two posts were published using the interagency mechanism during 2016.

Interagency mobility will, in principle, allow EMSA to attract staff members working for other EU agencies, as they will be in a position to move to EMSA while maintaining their grade and career.

Obviously, the mechanism also works in the other direction. Some EMSA staff members have recently found new job opportunities in other EU bodies. The increasing gap in the correction coefficient gives further stimulus.

Mobility between the Agencies and the Institutions

EMSA has a limited number of permanent positions in its establishment plan. These positions are always filled by inter-institutional transfers. EU Officials may apply to an open position and the successful candidate is subsequently transferred. Their career development and seniority continues in the Agency. However, the response from EU Officials is limited for reasons set out before.

In addition, some Temporary Agent positions in EMSA are occupied by Officials of other institutions (mainly the Commission) who applied to an external call for applications published by EMSA. In order to be able to take up duties at EMSA as Temporary Agents Officials need to request leave on personal grounds from their institution of origin. This may not be the best option as their career within their institution of origin will be on hold. However, EMSA sees the mobility between institutions as an advantage as this enables the Agency to benefit from their knowledge of procedures, working practices and their familiarity with the administrative culture within the EU Institutions. With the new Staff Regulations which entered into force on the 1st of January 2014, the possibility of secondment for temporary agents (2f) has been established and should be developed.

D) Gender and geographical balance

Overall, as was the case in 2014 and 2015, at the date of December 2016, women represented 34% of the workforce of the Agency against 66% men.

The table below shows the breakdown of this overall picture:

Status 31.12.2016	Statutory Total	CA	SNE	Grand total	
Men	133	18	11	162	246
	82%	11%	7%	66%	
	162		100%		
Women	62	17	5	84	
	74%	20%	6%	34%	
	84		100%		

82% of men employed occupy statutory positions, whilst 11% occupy Contract Agent positions and 7% occupy Seconded National Experts positions. Within the female category the percentages are different: 74% are occupying statutory posts, 20% contract agent positions and 6% Seconded National Expert positions.

The breakdown of gender representation within the different categories is as follows

Status	Statutory		Statutory Total	CA	SNE	TOTAL
	AD	AST				
31.12.2016						
Men	104	29	133	18	11	162
	76%	49%	68%	51%	69%	66%
Women	32	30	62	17	5	84
	24%	51%	32%	49%	31%	34%
Grand total	136	59	195	35	16	246

The female/male ratio at the moment within the statutory positions (Officials and Temporary Agents) is 34% female and 66% male.

As stated in the table above women are under-represented in the statutory positions, particularly in the Administrators function group. The gender levels are more balanced in the Assistants function group.

Regarding Contract Agents, the ratios are more balanced, 49% are females against 51% males.

Regarding Seconded National Expert positions the ratio is 31% female and 69% male.

In light of the above, EMSA is dedicated to taking action in this regard and plans to draft a policy on equal opportunities to improve diversity in its workplace.

The table below shows the geographical distribution of staff (all categories, including National Experts) working in EMSA at 31 December 2016.

31 December 2016	Statutory			CA	SNE	Total	%
	AD	AST	Total Stat				
Portugal	28	21	49	13	0	62	25.20%
Spain	17	3	20	3	7	30	12.20%
Italy	10	7	17	5	3	25	10.16%
Belgium	6	10	16	4	0	20	8.13%
United Kingdom	9	6	15	2	0	17	6.91%
Greece	10	0	10	1	3	14	5.69%
France	11	1	12	1	0	13	5.28%
Poland	10	2	12	1	0	13	5.28%
Germany	7	1	8	1	0	9	3.66%
Ireland	4	2	6	1	0	7	2.85%
Romania	3	1	4	2	1	7	2.85%
Netherlands	4	1	5	1	0	6	2.44%
Bulgaria	3	0	3	0	0	3	1.22%
Malta	3	0	3	0	0	3	1.22%
Cyprus	1	0	1	0	1	2	0.81%
Czech Republic	1	1	2	0	0	2	0.81%
Denmark	1	1	2	0	0	2	0.81%
Estonia	2	0	2	0	0	2	0.81%
Finland	2	0	2	0	0	2	0.81%
Sweden	1	0	1	0	1	2	0.81%
Austria	1	0	1	0	0	1	0.41%
Hungary	1	0	1	0	0	1	0.41%
Latvia	1	0	1	0	0	1	0.41%
Lithuania	0	1	1	0	0	1	0.41%
Slovakia	0	1	1	0	0	1	0.41%
Grand Total	136	59	195	35	16	246	100.00%

On 31.12.2016 the Agency did not have amongst its staff nationals of Croatia, Luxembourg and Slovenia.

Due to the Agency's location, it is natural that the number of Portuguese staff continues to be high. It should be noted that the correction coefficient affects the attractiveness of Lisbon as a place of employment. In order to remain attractive as an employer for all EU nationalities it is important to offer suitable conditions for families, such as access to multilingual tuition with similar terms to those available for staff in the EU Institutions.

Regarding the nationality of the staff (including CAs and SNEs) who took up duties during 2016, the most represented nationalities were Spanish (22%) and Italians (17%).

E) Schooling

The Administrative Board of the Agency has adopted a Social Measure 'Multilingual tuition for children of EMSA staff in Lisbon.

In March 2008 the Administrative Board amended the decision adopted in June 2005, as experience showed that a more formalised procedure to register staff members' children was necessary in order to implement the measure strictly according to its purpose. The procedure has been in force since, and has proven to be efficient in meeting its objective and in keeping control of expenses.

The primary aim of the decision adopted by the Administrative Board is to facilitate the recruitment of EMSA staff, respecting its obligation to maintain a balance of nationalities. In order to attract or retain staff of different nationalities it is important that their children have access to multi-lingual tuition free of charge.

Following the Administrative Board's decision, the Agency has selected a number of suitable multi-lingual schools and developed detailed administrative rules to implement the decision. These administrative rules provide that children of EMSA staff members have access to multi-lingual tuition and that the school fees are covered through direct agreements between the Agency and the relevant schools.

Subsequent to the assessments of a number of international schools in the Lisbon area and having received the opinion of the EMSA Staff Committee, ten multi-lingual schools with an international character have been included in the social measure.

Most of the languages of EU 15 are well covered. Only for Italian, Finnish and Greek speaking children an immediate solution could not be found. There are currently no schools offering any of the languages of the newer Member States.

For the scholastic year 2016-2017 a total number of 103 children of staff members have been enrolled in the different schools. The number of children has increased in comparison with last year. The distribution of children of EMSA staff by language is as follows:

Language	Number of Children	%
German School	6	5.82%
Spanish School	9	8.74%
English Schools	59	57.28%
French School	27	26.21%
Swedish	2	1.94%
Total	103 children	

The additional cost of having this social measure in place has been of approximately 577,000 € for the budgetary year 2016. It should be noted that the average cost per pupil remains significantly lower than the average cost per pupil in the European School system.

The Agency is exploring with the competent Portuguese Authorities the possibility of setting up an Accredited European School in Lisbon.

Annex V. Building Policy

	Name, location and type of building	Other Comment
Information to be provided per building:	EMSA HQ, Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL.
Surface area (in square metres) Of which office space Of which non-office space	10,667 m ² 10,180 m ² 486.84 m ²	
Annual rent (in EUR)	1,875,000 €	
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Conference Centre (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	2,116.26 m ²	
Annual rent (in EUR)	310,000 €	
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Palacete (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and Lease Agreement between EMCDDA and APL
Surface area (in square metres) Of which office space Of which non-office space	1,933.9 m ²	
Annual rent (in EUR)	90,000 €	
Type and duration of rental contract	Service Level Agreement with EMCDDA	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Underground parking (101 spots), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	145,000 €	

Type and duration of rental contract	Lease agreement signed on 01/05/2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	External parking (49 spots), Lisbon	Current lease agreement with APL temporarily suspended. However APL has reached the agreement with Camera Municipal de Lisboa and it is planned to proceed with construction works of external parking. The definitive date has not been though indicated.
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	n/a	
Type and duration of rental contract	Lease agreement	
Host country grant or support	n/a	
Present value of the building	n/a	

Annex VI. Privileges and immunities

Agency privileges	Privileges granted to staff	
	Protocol of privileges and immunities / diplomatic status	Education / day care
<p>In July 2004, the Protocol between the Government of the Portuguese Republic and EMSA was signed covering the relations between the Agency and Portugal as its host State.</p> <p>Privileges granted:</p> <ul style="list-style-type: none"> ▪ exemption from direct taxes; ▪ exemption from purchase tax on goods and services; ▪ exemption from customs duties and from any taxes on imports and exports; ▪ exemption from any duties and any import restrictions on vehicles of official use; ▪ exemption from road tax for vehicles under “special registration” (diplomatic plates); ▪ exemption from taxation on fuel and lubricants; ▪ replacement of official vehicles every 5 years; ▪ special status of the Agency Headquarters (Similar to Diplomatic mission); ▪ security staff with special authorisation to carry firearms; ▪ exemption from any charges for Visas and other authorisations for EMSA guests. 	<p>Comparable category of the members of diplomatic corps in Portugal;</p> <ul style="list-style-type: none"> ▪ exemption from national taxes on earning, salaries and respective payments paid by the Agency; ▪ immunity from jurisdiction as regards acts carried out by the staff member in official capacity; ▪ exemption from purchase tax on goods and services (VAT); ▪ exemption from customs duties and from any taxes on imports and exports (duty-free); ▪ exemption from any duties and any import restrictions on vehicles of official/private use; ▪ exemption from road tax for vehicles under “special registration” (diplomatic plates); ▪ exemption from taxation on fuel and lubricants; ▪ replacement of official/private vehicles once after 4 years. 	<p>Providing access to schools in the mother tongue of the staff member is an issue that the Agency has taken seriously and therefore in 2005 the Agency has adopted a social measure "multilingual tuition for children of EMSA staff" in Lisbon.</p> <p>Under this social measure EMSA currently assists in providing access to English, French, German, Spanish and Swedish schools. The Agency covers the school fees through direct agreements between the Agency and the relevant schools. This social measure is taken upon the Agency's own initiative and is paid by the Agency budget (no involvement of the hosting State).</p> <p>This social measure is not intended to replace the educational allowance, as provided by the Staff Regulations.</p> <p>Educational allowances are duly determined and paid when due.</p>

Annex VII. Evaluations

In line with the EMSA Financial Regulation, all proposals for programmes, projects or activities occasioning budget expenditure or changes to the work programme for which the overall estimated expenditure exceeds EUR 2 000 000 are subject to an ex ante evaluation. Moreover, where the resources exceed EUR 4 000 000 an interim and/or ex post evaluation is carried out. The outcome of these evaluations might result in recommendations and actions plan to streamline even further future activities. To this end, an internal action plan is being developed.

In accordance with the EMSA Founding Regulation Article 22, which was last revised in 2013, the results of the next five-year evaluation must be available in 2018. Following the initiative of its Chairman, the EMSA Administrative Board initiated the process of commissioning an independent external evaluation on the implementation of the Agency's Founding Regulation in order to complete the process, and notably the adoption of recommendations by the Board to the Commission concerning the Regulation, by the end of 2017.

Annex VIII Risks 2018

Policy and/or legislative developments:

Assumptions have been made concerning policy developments at EU or international level that have an impact on the activities of the Agency. These assumptions are based on information and trends available at the time of writing. Changes in the expected course of these developments could affect the implementation of the annual work programme. In particular:

International

The discussion on LRIT services as developed by IMO may lead to a reformulation of requirements as well as hosting arrangements, in particular regarding the LRIT IDE. Should this materialise, the Agency will have to re-scope its activities in this area (2200). Discussions are also ongoing at IMO level on the potential Global Data Collection System. The outcome will determine whether International and EU standards, notably the MRV Regulation are aligned, and whether THETIS-MRV can be aligned with, connected to or even possibly become the future Global Data Collection System for Greenhouse Gas emissions (7710, 4600). The potential for a very high number of users will be tested against the available resources, notably for the THETIS helpdesk.

The political landscape in third countries can affect the delivery of technical assistance to ENP countries (7100, 7400).

EU

Developments in the relevant EU legal framework could affect the planning of inspections and visits related to the implementation of Union Law, particularly in respect of passenger ship safety, accident investigation, seafarer education, training and certification and maritime security (3200,3300,3400). The EFTA Surveillance Authority for instance is expected to request that EMSA extend technical assistance in the context of security inspections to the full scope of Regulation (EC) 725/2004. However, the timing is unknown and depends on the relevant amendment of the EEA Agreement.

Legislative proposals and amendments have been announced (safe operation of ro-ro ferries and high-speed passenger craft, port State control, port reception facilities). Adjustments to the THETIS Information system and associated modules will be necessary (2300) but timely delivery will be affected by the course of the legislative processes, as will the provision of technical assistance in all related activities (4100, 4400 and 4600).

The independent external evaluation of the Agency completed in mid-2017 will be followed by recommendations of the Administrative Board to the Commission concerning changes to the EMSA Founding Regulation, expected at the end of 2017. The possible adoption by the Administrative Board of an Action Plan to implement the recommendations could have an impact on the Agency's work in 2018.

Partners

Several Agency activities are developed through a range of agreements with partners, such as specific Commission services, the European Space Agency or other EU bodies. Changes in the policy priorities of these partners can have an effect on the activities thus undertaken by the Agency.

In the maritime surveillance sector, based on developments concerning irregular /migration patterns, available budget and perceived effectiveness of the support given, Frontex will formulate the services expected from the Agency towards the end of 2017. A change in policy would have an impact on the Agency, and would lead to a refocus on other users (7200).

In the context of the European cooperation on coast guard functions, achieving efficiency gains and preventing duplication, as well as maintaining relevance for the range of stakeholder levels and communities, will depend not only on EMSA but on the combined efforts and priorities of the three agencies tasked with the cooperation (2100, 4300, 4500).

In the context of the Agency's activities in ENP countries, policies or political situations at national or regional level can have an impact on the implementation of activities and cause changes in the planning (7100, 7400, 5100).

Stakeholder priorities:

The specific objectives and requests of key stakeholders can have a direct impact on the activities of the Agency.

In the area of ship inspection support, RuleCheck has the potential to become the foremost repository of relevant legislation for EU and IMO/ILO legislation as well as national legislation. Whether this happens will depend on the level of interest and therefore requests at national level - as well the Agency's capacity to support this enhanced role (4500).

The emissions inventory functionality in the THETIS information system has the potential for more support to Flag State emissions monitoring and/or enhanced near real time emission monitoring in coastal areas (7720).

The type of enhanced activities that the Agency will be in a position to put in place as concerns capacity building following the revision of its Founding Regulation will vastly depend upon the needs identified by the relevant national authorities exercising coast guard functions falling within its mandate.

The cooperation with Frontex and EFCA will need to be steered in a direction to avoid duplication and foster synergies in fields of common interest.

Planning for visits and inspections, while depending on legislative developments as mentioned above, is also very much subject to the specific requests of the Commission and the EFTA Surveillance Authority (3100, 3300, 3400). This can have an impact on the Agency's planning and resources, as well as on the Member States. The EMSA Methodology for Visits to Member States provides for a coordinated approach, in order to avoid undue burden on Member States.

The implementation of plans to complement satellite imagery with RPAS monitoring services will also depend on the contractual framework created for such services, and the legal framework for RPAS operations to be agreed with relevant EU bodies. It is likely that permission is to be requested on an ad-hoc basis from the relevant authorities (5200).

The number of proposed activities to be undertaken under the umbrella of the CTG MPPR (Consultative Technical Group for Marine Preparedness and Pollution Response) is decreasing, as well as the interest for the EMPOLLEX programme. If these activities have to be discontinued, the resources that may become available will be used to develop additional support tools for Member States to assist in case of threats to the marine environment (5300).

Timeliness and quality of external input:

The Agency is also dependent on external contractors and/or on input from Member States or end-users to deliver products and services. While managed in the most effective way possible, high volume and demand for new functionalities can stretch the capacity of the Agency and contractors, and require prioritisation. The input of end-users and Member States is also important for the development of business requirements, and delays in the process can impact on final delivery, as well as for the quality of the information gathered during visits and inspections or via other data collection tools.

ICT

While the Agency may have reached most of the potential users of integrated maritime services in Member States and in EU bodies already by 2017, the dynamism of the new Copernicus Security Maritime Surveillance and the EU Maritime Security Strategy may lead to continued growth in 2018. In any case, the introduction of new technologies and the improvement of fusion and correlation services will continue, posing a bigger (ICT) challenge. In view of potential delays in the upgrading of infrastructure, which may endanger the performance, scalability and timely introduction of new functionalities the Agency may need to prioritise further which new releases will be addressed first (2100a). The Agency has also encountered serious delayed deliveries by software development companies affecting the release cycle of upgrades. With improved contractual conditions and working more with iterative delivery processes, this risk should be better mitigated, although it cannot completely be avoided.

At the same time, the new ICT infrastructure with a new common interface for all maritime information applications will be in place from 2017, and new information databases for Member States should be consolidated. Possible delays in delivery of new ICT components, including new databases, will be addressed by exploring if pilot projects can still be used as proof of concept in support of new policies and if contractual provisions can be boosted to limit delays as much as possible (2100b).

The modular concept of the THETIS platform provides the potential for supporting different business needs and the enforcement of a range of EU rules and standards. Careful contract management will be required to prevent potential delays due to a single contractor being in charge of the different developments (2300). A potential delay in the delivery of the new EMCIP platform, which would require keeping the old platform for longer than planned, would have a financial impact (4200).

The Agency maintains advanced business continuity and cybersecurity services in order to safeguard the maritime information applications, ICT infrastructure and components, and corporate applications. The Agency's business continuity plan and facility aim to allow EMSA to remain able to perform its critical and essential functions in the event of the most likely cases of crisis, disaster and disruption, and return EMSA to a state of "business as usual" within pre-defined time frames should any of these events occur.

Maritime information services of EMSA depend on ICT applications, software, hardware and internet connections. Although a lot of effort is invested to create redundancy, there are risks leading to unavailability of services, such as loss of internet connections, power failure, software bugs, changed license policies for middleware, etc. As the integration policy leads to more dependencies and links between applications, a problem in one application can affect other applications as well.

Availability and quality of information

The Agency will be supporting new steps to harmonise the national single windows and will establish a service for customs authorities based on the newly established eManifest. A potential threat to this activity is a delay in and/or the readiness of new business requirements to implement new policy steps. Should this materialise, the Agency will explore if with pilot projects technical possibilities in support of new policies can be demonstrated (2100c).

The quality of the horizontal analyses, as well as of the cost-effectiveness analysis, is highly dependent on the data and information gathered from the visits and other tools. The effectiveness of the process using workshops to report back to Member States on the results of a visit cycle through an horizontal analysis, and to get feedback from Member States, will depend also on the availability of information and the active contribution to the discussions by Member States (3600).

The Agency is delivering some services based on satellite information (CSN, Copernicus, IMS, SAT-AIS). Only a few satellites and/or a few companies are able to deliver the required services. Satellites have a limited life time, which cannot really be predicted as most of the satellites are used for service delivery beyond their official life time. This is a dependency. In case of a satellite anomaly or satellite failure the level of service will be reduced or even stopped. The Agency tries to enter into contract with more satellite operators to reduce the risk of failure. As the market is limited the Agency has to depend on a few companies. To limit this impact the Agency tries with diversified procurement, splitting up projects and/or where possible the use of Framework Contracts in cascade, to involve multiple companies to avoid as much as possible single dependencies.

A number of services delivered to Member States depend on contracted industry. The status of the economy and more in particular the fluctuation of oil prices create risks. For example, for the oil recovery vessels, companies have problems either to survive (the Agency already had to deal with a bankruptcy case) or to sustain business in a particular area, when the demand for bunkers or oil products is decreasing or not economically viable anymore. The network of oil recovery vessels as such provide fall-back options: other vessels in the vicinity may be mobilised in case of accidents, however the response time will be longer. The Agency tries to accommodate companies as best as it can, but the level of service (e.g. mobilisation time) should not be affected.

Resources:

Financial and human resource constraints or opportunities can also have an impact on the activities of the Agency.

The Agency's Maritime Support Services is facing a growing number and diversity of services delivered by the Agency, for example, Copernicus, RPAS Data Centre, new functionalities of SSN. Therefore its workload for incident management to restore degraded services and its function as helpdesk to (external) users is increasing and there will be a challenge to keep the different tasks under control and to have enough staff available to continue the 24/7 shifts. Should this materialise, the Agency may have to reduce its service level (2400). Furthermore the MSS has a high rate of staff turnover due to the 24/7 nature of the service.

In the area of inspections of recognised organisations, the planning is based on the current number of recognised organisations. Should the number increase, pressure on resources would require the planning to be revised (3100). In the case of STCW inspections, the need to carry out both visits to Member States and inspections of third countries including additional inspections to confirm the implementation of corrective actions following previous inspections may put pressure on the team and have a negative impact on their ability to conduct enough visits to Member States to avoid unduly long visit cycles (3200).

In the field of accident investigation, as the possibility of operational support upon request has not yet been activated by a Member State, there is no concrete assessment of the feasibility and effectiveness of this option, which will depend on the case and the expertise available at the time in-house (4200).

The future development of RuleCheck will depend first on Member State interest, as mentioned above, but also on the resources available for the additional administration and maintenance of the tool that a potential increase in coverage (EU, IMO/ILO and national legislation) would imply (4500).

Future developments in the field of capacity building and the possible increase in the number of maritime related functions/tasks/users supported by the tools hosted by the Agency may also have an impact on the resources needed for enhancements and helpdesk functions.

Annex IX. Indicative Procurement Plan 2018

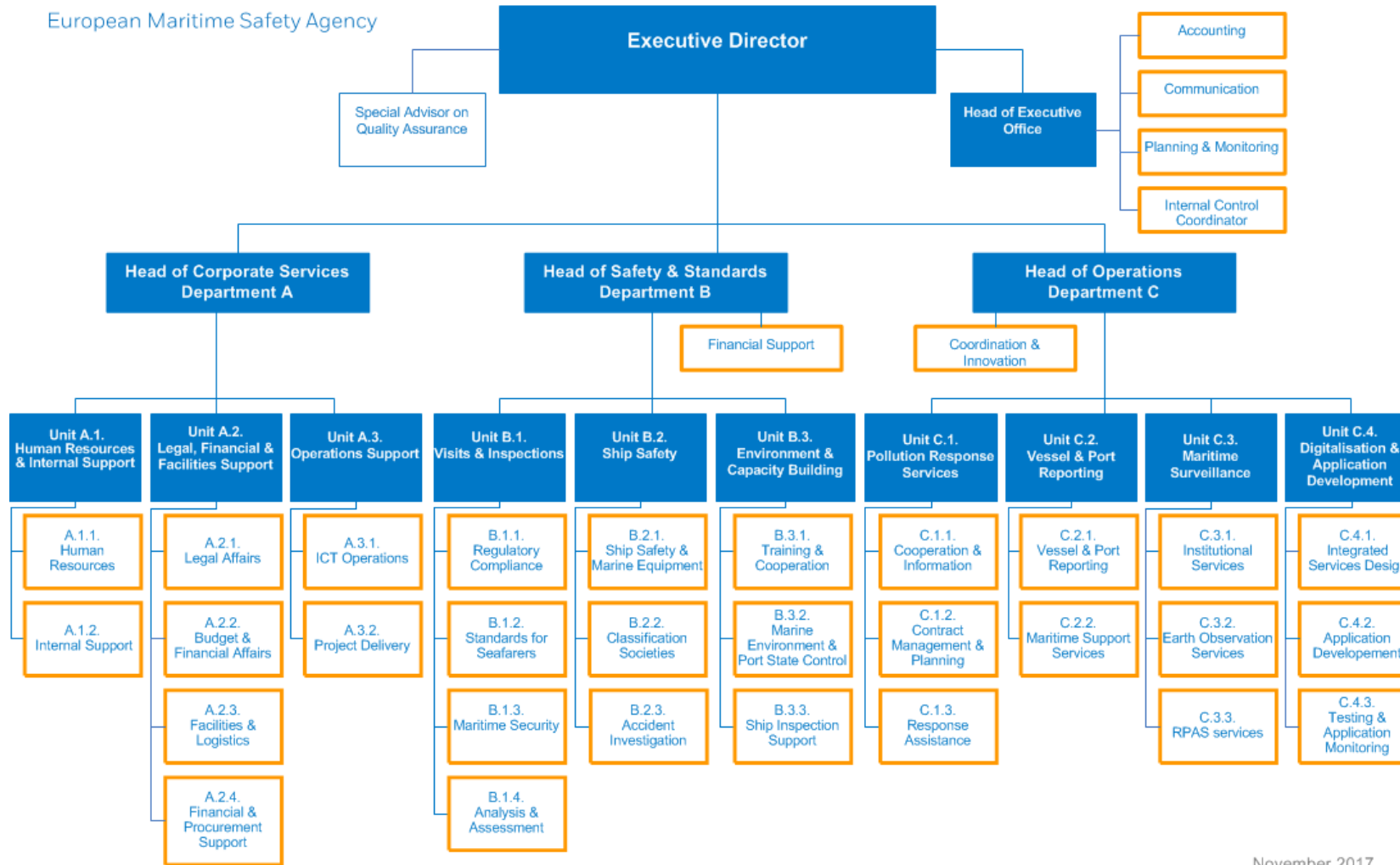
Title	ABB Code - Activity Name	Number of Contracts*	Tentative timeframe**	Estimated value in EURO***
	2100 - EU vessel traffic monitoring	18	Q1-Q4	21,563,245.33
	2123 - ICT operational support	3	Q1-Q4	2,013,000.00
	2200 - EU LRIT Data Centre and LRIT IDE	9	Q1-Q4	1,576,500.00
	2300 - THETIS Information System	4	Q1, Q2 & Q4	465,000.00
	3200 - STCW	1	Q2	45,000.00
	4200 - Accident investigation	1	Q3	200,000.00
	4300 - Capacity building	6	Q1, Q2 & Q4	429,100.00
	4400 - Marine equipment and ship safety standards (including IMO)	4	Q1, Q2 & Q4	434,650.00
	4500 - Ship inspection support	5	Q1,Q3 & Q4	541,968
	4600 - Prevention of pollution by ships	2	Q1	180,000.00
	6500 - Communication, Protocol, Missions & Events support	1	Q1-Q4	65,000.00
Title 3		54		27,513,463.33
	5100 - Operational pollution response services	15	Q1-Q4	16,859,781.84
	5200 - CleanSeaNet and illegal discharges	8	Q1, Q3 & Q4	7,300,718.00
	5300 - Cooperation and information (APM, HNS)	5	Q2 & Q4	72,100.00
Title 4		28		24,232,599.84
	TOTAL	82		51,746,063.17

* Includes any type of contract or other legal commitment, as well as clusters of contracts/legal commitments.

**Tentative timeframe for launching tenders.

***Estimated Commitments 2018.

Annex X. Organisation chart



November 2017

Legislative references

Legislative References in EMSA Single Programming Document 2018-2020	Short name or phrase (where applicable)
Directive 2009/45/EC on safety rules and standards for passenger ships as amended by Commission Directive 2010/36/EU and Commission Directive (EU) 2016/844	Domestic Passenger Ship Directive
Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Directive on the registration of persons on board
Directive 96/98/EC on marine equipment, repealed by Directive 2014/90/EU	Marine Equipment Directive
Directive 2016/802/EU relating to a reduction in the sulphur content of certain liquid fuels (codified)	Sulphur Directive
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services as amended by Directive 2002/84/EC, Regulation (EC) No 219/2009 and Directive 2009/18/EC	Ropax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues, as amended by Directive 2002/84/EC, Regulation (EC) No 1137/2008 and Commission Directive (EU) 2015/2087	PRF Directive
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC as amended by Directive 2009/17/EC, Directive 2009/18/EC, Commission Directive 2011/15 and Commission Directive 2014/100/EU	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	
Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC	Reporting Formalities Directive

Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2012/33/EU as regards the sulphur content of marine fuels amending Council Directive 1999/32/EC	
Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	New Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations	
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Regulation on the liability of carriers of passengers
Regulation (EC) No 725/2004 on enhancing ship and port facility security	
Regulation (EU) No 100/2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) No 528/2012 concerning the making available on the market and use of biocidal products	Biocides Regulation
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation
Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/	MRV Regulation
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation (EU) No 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation
Regulation (EU) No 2016/1625 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	