

Lisbon, 14 April 2021

**60th Meeting of the EMSA Administrative Board
Lisbon, Video Conference, 17 March 2021****SUMMARY OF DECISIONS****17 March 2021****1. Welcome from the Chairman and adoption of the draft agenda**

In view of the virtual nature of the meeting a roll call was conducted to establish and confirm the presence of the quorum of 2/3 of the voting Members.

New Board Members/alternates were welcomed, as listed below.

The Agenda was adopted. No conflicts of interest were declared.

MS	New Board Member	New Alternate Board Member
EC		Ms Fotini Ioannidou, Head of Unit DG MOVE D2.
Spain		Mr Javier Fernández Abad, Head of the Support Unit, DG de la Marina Mercante
Hungary		Dr. György Skelec, Head of the Department of Waterway Transport

Proxies/absences

Austria	No representation, no proxy
Bulgaria	No representation, no proxy
Czech Republic	No representation, no proxy
The Netherlands	No representation, no proxy

2. Minutes of the last meeting

The Administrative Board **approved** the draft minutes and decisions of the last meeting, which took place on 10 and 11 November 2020 by video conference.

3. (a) and (b) EMSA Consolidated Annual Activity Report 2020 and the Administrative Board's assessment

The Administrative Board **adopted** the EMSA Consolidated Annual Activity Report 2020, in accordance with Articles 15(2)(d) and 10(2)(b) of the EMSA Founding Regulation and **provided its assessment** of the EMSA Consolidated Annual Activity Report 2020, in accordance with Article 48 of the EMSA Financial Regulation., taking into account the European Court of Auditors' observations of previous years and subject to the preliminary observations of the European Court of Auditors.

On behalf of the EMSA Administrative Board the Chairman wished to convey profound appreciation to the entire EMSA staff for its commitment to ensuring EMSA business continuity and quality throughout a very challenging year.

4. Update on Agency's activities

The Administrative Board **took note** of the information provided by the Agency on:

- (a) 2021 budget execution in the field of the European cooperation on coast guard functions**
- (b) Relevant tenders and developments in the field of Anti-Pollution Measures**
- (c) Pilot project for an EU Seafarers' Certification Platform.**

5. Draft Administrative Arrangements

The Administrative Board **considered** and did not object to the following Amendments to Service Level Agreements and Cooperation Agreements, enabling the Executive Director to proceed with their signature.

- (1) Amendment Nr.1 to the Service Level Agreement between the Norwegian Coastal Administration (NCA) and EMSA for the hosting, maintenance and operation of the North Sea/North Atlantic and the HELCOM regional AIS servers and their connection with SSN

and

Amendment Nr.1 to the Service Level Agreement between the Italian Coast Guard (ICG) and EMSA for the hosting, maintenance and operation of the Mediterranean regional AIS server (MAREΣ) and its connection with SSN

- (2) Cooperation Agreement between the European Commission Directorate-General for Health and Food Safety (DG SANTE) and EMSA for the support of the implementation of Council Regulation (EC) 1/2005 of 22 December 2004 on the protection of animals during transport and related operations
- (3) Cooperation Agreement EMSA and EUNAVFOR.

The Administrative Board and the Agency **took note** of the exceptional nature of the short deadline for the written procedure for the consideration of the Tripartite Working Arrangement on the Interagency cooperation on coast guard functions, which was ending today in time to replace the expiring arrangement with a new arrangement, the final draft of which was made available to the Agencies on 8th March.

5. EMSA Anti-Fraud Strategy 2021-2024

The Administrative Board **adopted** the new EMSA Anti-Fraud Strategy 2021-2024.

6. International Cooperation

The Administrative Board **took note** of the planned capacity building actions, namely training on MARPOL Annex VI, for Sierra Leone port State Control authorities, in line with the EMSA Strategy for cooperation with third countries and/or international organisations.

7. Adoption of the list of "A" items

The Administrative Board took note of the following "A" items:

- (a) EMSA Financial Statement for 2020 – took note.**
- (b) School Arrangement – Annual Report 2020 – took note.**
- (c) 2021 Appropriations cashed – took note.**
- (d) Monitoring of findings and recommendations from internal and external audits and EMSA follow up (ECA, IAS) – took note** of the information provided on findings and recommendations from internal and external audits and the EMSA follow-up.

The Commission welcomed the Agency's extensive monitoring of budget execution throughout 2020, as well as regular reporting to the Administrative Board and the successful result.

8. Any Other Business

The Administrative Board **took note** of the update provided by the Agency on the EMTER report.

Dates of next EMSA's Administrative Board Meeting

Administrative and Finance Committee: **Tuesday 22 June 2021 (morning)**

Administrative Board: **Wednesday 23 June 2021 and Thursday 24 June 2021**

(subject to availability of the Slovenian Presidency Council calendar of meetings)

Administrative and Finance Committee: **Week of 22-26 November 2021**

Administrative Board: **Week of 22-26 November 2021**

DETAILED MINUTES

1. Welcome from the Chairman and adoption of the draft agenda

In view of the virtual nature of the meeting and in order to establish and confirm the quorum of 2/3 of the voting Members, a roll call was conducted by the Chairman of the EMSA Administrative Board, Mr Andreas Nordseth.

The Chairman also congratulated the Irish and Italian members respectively for St Patrick's Day and for the 160th anniversary of the Unification of Italy which were to be celebrated on the same day of the meeting.

New alternate representatives were welcomed, as listed below:

- **European Commission:** Ms Fotini Ioannidou, Head of Unit DG MOVE D2.
- **Spain:** Mr Javier Fernández Abad, Head of the Support Unit, DG de la Marina Mercante.
- **Hungary:** Dr György Skelecz, Head of the Department of Waterway Transport.

The following Member States were not represented and had not provided proxies: **Austria, Bulgaria, Czech Republic and the Netherlands.**

The Agenda was adopted. No conflicts of interest were declared.

2. Minutes of the last meeting

The Administrative Board approved the draft minutes and decisions of the last meeting, which took place on 11-12 November 2020 via video conference.

3. EMSA Consolidated Annual Activity Report 2020

The Administrative Board adopted the EMSA Consolidated Annual Activity Report 2020, in accordance with Articles 15(2)(d) and 10(2)(b) of the EMSA Founding Regulation and provided its assessment of the EMSA Consolidated Annual Activity Report 2020, in accordance with Article 48 of the EMSA Financial Regulation, taking into account the European Court of Auditors' observations of previous years and subject to the preliminary observations of the European Court of Auditors.

On behalf of the EMSA Administrative Board the Chairman wished to convey profound appreciation to the entire EMSA staff for its commitment to ensuring EMSA business continuity and quality throughout a very challenging year.

(a) Consideration and Adoption by the Administrative Board

The Executive Director Ms Maja Markovčić Kostelac highlighted the uniqueness of 2020, acknowledging both the commitment of staff and the support of the Administrative Board. Despite all the challenges related to COVID-19, 2020 was a very successful year for EMSA.

The staff were given the floor in the now traditional EMSA annual report video and in their own languages. The video was warmly welcomed by the Chairman and EMSA staff were thanked for a comprehensive and enlightening perspective into EMSA 2020 activities.

Mr Andrea Tassoni, Head of the Executive Office, introduced the report, which was identical in structure to the report of last year and in line with relevant requirements stemming both from the EMSA Financial Regulation and the subsequent Commission guidelines issued in April 2020. The dynamic in place now for the third year in a row was recalled: the Draft EMSA CAAR 2020 was submitted for consideration and adoption to the Administrative Board taking into account the European Court of Auditors' observations of previous years and subject to the preliminary observations of the European Court of Auditors. The

Administrative Board's adoption and assessment would be subsequently confirmed by written procedure if there were no substantial changes or revisited at the June meeting if there were, once the preliminary observations were available.

The Head of the Executive Office also recalled that the Assessment of the CAAR – the following agenda item to be discussed – was the prerogative of the Administrative Board and that it followed the structure developed by the EU Agencies' Performance Development Network: with parts a) and b), respectively strategic and operational achievements, followed by part c) management, the latter being part of the mandate of the Administrative and Finance Committee as a point "B" for which the Committee would provide its opinion.

Having to leave the meeting due to other commitments, the Commission representative from DG Environment, Ms Veronica Manfredi, praised the work of the Agency in 2020, stating that the document reflected very well EMSA's strong contribution through the '5S' to the Commission priorities for 2019-2024, highlighting support in relation to the Green Deal and the Marine Strategy Framework Directive and for the preparation of the Zero Pollution Action Plan to be adopted in May 2021. Thanks to the support provided by EMSA under different angles, the Sulphur Directive was one of the best enforced. The curriculum to be developed for Sulphur inspectors could be used as a test case to be expanded to other areas. The Agency's technical support and expertise on the difficult issue of ship recycling were very much appreciated as well as the excellent cooperation with the European Environment Agency in the context of the European Maritime Transport Environmental Report (EMTER).

Members were invited to comment on the report per chapter.

Concerning the validity of the agreement with DG DEFIS on Copernicus ending by mid-2021, the Executive Director reassured Poland that the Agency was in constant dialogue with the Commission and hoped for a prompt conclusion of the negotiations, including on the financial resources.

In response to Cyprus on the monitoring of remote survey practices of Recognised Organisations also at international level, the Executive Director confirmed that work was ongoing at technical level for a submission by the Commission on behalf of the European Union aiming at proposing a new output related to regulating remote surveys at the IMO and that the ongoing inspection campaign by EMSA with focus on remote surveys would feed into expected future discussions on this topic at international level. A reference would be added in the document that monitoring of remote surveys was initiated in 2020.

The representative from the professional sector, Mr Henrik Ringbom, invited the Agency to clarify in the document the concept of Cost-Effectiveness Analysis in the context of the assessment of the level of implementation of the Marine Equipment Directive. Ms Manuela Tomassini, Head of Department "Sustainability" recalled that, in line with the Founding Regulation and the relevant Methodology presented and endorsed by the Administrative Board, the CEA was an integral part of each new cycle of visits and confirmed a definition would be added in a footnote.

(b) Assessment by the Administrative Board

The Chairman invited the Board to comment on the document, stating that EMSA deserved a lot of praise for its accomplishments in this unusual year in which the Agency nevertheless ran at full speed.

The Commission representative from DG MOVE Ms Magda Kopczynska took the floor to support Ms Veronika Manfredi's earlier commendations. While she welcomed the document, she suggested a shorter and more compact version for the future.

The Chairman agreed with a shorter assessment for the future, with better focus on efficiency. Mr Ilkka Salmi, the Commission representative from DG ECHO, also wished to thank the Agency, in particular in the area of pollution preparedness, detection and response activities in support of the Emergency Response Coordination Centre. He also underlined any cybersecurity initiatives as a key area of interest for DG ECHO for the future.

Mr Henrik Ringbom from the professional sector suggested the sub-headings under the operational achievements to be renamed in order to better reflect the actual activities of the CAAR. In response to Poland who supported the expressed views on the structure and the length of the document,

Mr Nordseth confirmed the adoption of parts a) and b) of the document and highlighted that adjustments would be taken into account for the future.

The Chairman of the Administrative and Finance Committee, Mr Benito Núñez Quintanilla (Spain) was invited to take the floor. He confirmed that the necessary quorum for the meeting had been in place with the participation in the meeting of all its Members and the Committee had been able to perform its role in relation to the “A” and “B” points. Reporting to the Administrative Board on the discussions held the previous day at the Administrative and Finance Committee meeting on part c) Management, Mr Núñez Quintanilla confirmed a favourable opinion on behalf of the Committee on the text.

The Chairman confirmed the adoption of the Assessment of the Consolidated Annual Activity Report 2020, greatly valuing the excellent performance of the EMSA staff in carrying out the tasks of the Agency. Mr Nordseth in particular expressed his sincere appreciation for the strong commitment of the Agency to maintaining the activities throughout a historically challenging period, enhancing maritime safety, security and prevention of pollution and paving the way for the use of new technology for the benefit of the European maritime community.

Mr Nordseth also thanked the EMSA staff through Mr Lorenzo Fiamma, Chairman of the EMSA Staff Committee, also present at the meeting.

The Executive Director thanked the Administrative Board for their positive assessment and motivating words not only at this forum but also for the Agency’s staff and assured the same level of delivery for the future.

4. Update on Agency’s activities

a) 2021 budget execution in the field of the European cooperation on coast guard functions

The Administrative Board took note of the 2021 budget execution in the field of the European cooperation on coast guard functions.

Concerning the European cooperation on coast guard functions, the Executive Director outlined the main achievements in the areas of:

Information Sharing: substantial investments were being made towards progress in moving the Integrated Maritime Services to the Cloud. The Long-Term Storage (LTS), as part of the wider High Performance – IMS project, in order to make accessible vessels and area centric queries to users far more in the past (5 years of positions) are expected to be available from July 2022. This would ensure better understanding of shifting patterns of maritime traffic, improved quality of the traffic density maps produced, better risk profiling of specific maritime areas, as well as improved capabilities for stakeholders to extract large volumes of historical data based (for example) on ship types, flags and other criteria. Currently the project involved a

limited number of users from Member States, EFCA and MAOC-N, aiming at receiving appropriate feedback and gaining experience in running an operational application on the Cloud.

RPAS: the Agency continued delivering four RPAS services initiated in 2020. Operations in the Black Sea from Romania and Bulgaria which will be part of the inter-agencies MMO organized with EFCA and Frontex, and in the Baltic Sea with Finland, Estonia, and most likely Latvia were also being organised, and discussions had started with Denmark and Sweden. The Agency was also in the process of resuming its operation in Italy, from a different location at the request of the Italian Coast Guard, close to the border with France.

The new EASA rules and changes in procedures, although beneficial in longer term, as they should make it easier to get the permit-to-fly for the aircrafts, had led to some delays.

Capacity Building: the Agency will further enhance its toolbox with the **Virtual Reality Environment for Ship Inspection (VRESI)**, that will offer an innovative and immersive learning experience integrated in the portfolio of courses offered by the Agency; **MAKCs 2020**, the EMSA new eLearning Platform, built on an open source platform Moodle and integrated with VRESI; the **eLaboratory**, set up already in 2020, will be available to staff for their use in support of the learning activities under development, with video production.

The Executive Director further informed the Administrative Board on the development of methodologies and procedures for training needs assessment, assessment of existing training material, curriculum design and development, production of learning activities' material and curriculum delivery, the first one being for the sulphur inspectors, followed by the Flag State inspectors curriculum. Specific training courses would be delivered on the basis of the needs expressed by the Member States, for the time being remotely, due to COVID-19 related restrictions. The Database of Experts, to be populated through an open call for expression of interest, was about to be launched and should facilitate the identification of profiles that could support the Agency for identifying layers of expertise needed.

In terms of budget implementation, Ms Markovčić Kostelac informed the Board that the budget was expected to be very close to fully implemented by year end, both in commitment and payment appropriations.

In clarification for Poland in relation to whether the RPAS DC included also data from Frontex, as a possible new element of the future Tripartite Working Arrangement, the Executive Director indicated that for the time being, unfortunately, only EMSA missions were included. Nevertheless, the current agreement on the information to be supplied depended on the scope of the mandate of the agencies. This meant that if Frontex would identify pollution during their missions, they should provide the information to EMSA.

Information on the 2021 budget execution in the field of the European cooperation on coast guard functions had been provided and discussed, and positively received by the Committee. **The Committee could provide a positive opinion to the Administrative Board.**

b) relevant tenders and developments in the field of Anti-Pollution Measures

The Administrative Board took note of relevant tenders and developments in the field of Anti-Pollution Measures.

Concerning APM, Ms Markovčić Kostelac gave an overview of the current network of vessels and equipment assistance service, CleanSeaNet activities, including developments in pollution response activities, such as the response simulation tool and HNS equipment kits to be available from EAS arrangements. In terms of

exercises and trainings, some were scheduled although the pandemic may lead to cancellation or postponement. She further reported that, following successful RPAS emissions monitoring operations in 2020, three operations were scheduled to be completed by October 2021: in Lithuania, Spain and France.

The Executive Director also introduced the new type of RPAS service developed for the monitoring of non-accessible areas in ports. Very satisfied with this service that begun in 2020, the Port Authority of Antwerp requested an extension for 2021 to start in March.

In terms of budget implementation, Ms Markovčić Kostelac outlined the budget executed was expected to reach full implementation.

Mr Ilkka Salmi, Commission representative from DG ECHO, informed the Administrative Board that a political agreement had been reached in February on the revised Union Civil Protection Mechanism (UCPM) Decision, expected to be finalised in April and in force by May. The EMSA Administrative Board would be particularly interested in the new provision for transport assistance in case of environmental disasters, with a broader scope, covering up to 100% of transport costs when requested by the affected or assisting Member State. The possibility of assistance to third countries by Member States was also foreseen, and support would be available for EMSA in case of a request for assistance from Member States in that context.

In response to Poland on the response simulation tool, Ms Manuela Tomassini, Head of Department 1 Sustainability, recalled that, as requested by the Member States during the stress-test, this would be a tool available to competent authorities to simulate the impact of the use of assets, i.e. a decision-making support tool to assess the risks and costs of different pollution response scenarios.

c) Pilot project for an EU Seafarers' Certification Platform

The Administrative Board took note of the Pilot project for an EU Seafarers' Certification Platform.

The Executive Director explained the main goal of this pilot project: the EU seafarers' certification platform to be developed intended to support the transition of the EU maritime sector to a paperless environment, including facilitating the issuing of e-certificates to seafarers, in a faster, greener and more secure process.

The Platform would also be available to Member States to facilitate issuing and managing seafarers' e-certificates, for all those involved: administrations, shipping companies and seafarers, as an alternative to the redesigning or enhancement of national register systems with all the involved costs. The responsibility for the issue and registration of the certificates would continue to belong exclusively to the competent authorities of the Member States but the on-line application functionality would make the whole process easier and faster. In addition, an on-line verification tool would be developed making it possible for all interested parties to have a single point of search to confirm the authenticity and the validity of the seafarers' certificates issued by the interested Member States.

Ms Markovčić Kostelac further presented the benefits: less burden for Member States as interested competent authorities, both as issuing Member State and as enforcing authority through PSC; more security, efficiency and effectiveness; and, subject to the number of Member States interested to use the platform, updated statistics in real time on seafarers in the EU.

She also clarified that the Agency would closely involve interested Member States in the process of identifying in which way the platform could best address their needs, through a workshop and a questionnaire. A correspondence group would be established, open to the experts of all interested Member States. This exercise would contribute to define the technical specifications and business requirements of

the new system and she hoped many Member States would take part in the project to shape the platform in the best possible way, for the benefit of both the competent authorities and for the seafarers.

The project was warmly appreciated and welcomed by the Member States (Ireland, Luxembourg), specifically during the global pandemic (Poland). Some Member States also underlined the need for a module for the certification of national qualifications for countries without their own system (Poland) and for full compliance also internationally (Poland, Latvia, Denmark). Ensuring secure exchange of data between Member States was also pointed out as a benefit (Denmark).

The Commission representative Ms Magda Kopczynska also welcomed the project as well as the participation of Member States which would ensure their obligations were met. Related Directives were in process of being revised (Port State, Flag State and Accident investigation directives) and she hoped experience gained from this specific pilot project would be beneficial in that respect.

5. Draft Administrative Arrangements

The Administrative Board considered and did not object to the following Amendments to Service Level Agreements and Cooperation Agreements, enabling the Executive Director to proceed with their signature.

- (1) *Amendment Nr.1 to the Service Level Agreement between the Norwegian Coastal Administration (NCA) and EMSA for the hosting, maintenance and operation of the North Sea/North Atlantic and the HELCOM regional AIS servers and their connection with SSN and Amendment Nr.1 to the Service Level Agreement between the Italian Coast Guard (ICG) and EMSA for the hosting, maintenance and operation of the Mediterranean regional AIS server (MAREΣ) and its connection with SSN*
- (2) *Cooperation Agreement between the European Commission Directorate-General for Health and Food Safety (DG SANTE) and EMSA for the support of the implementation of Council Regulation (EC) 1/2005 of 22 December 2004 on the protection of animals during transport and related operations*
- (3) *Cooperation Agreement EMSA and EUNAVFOR.*

Mr Peter Kirov, Head of Department 3 Digital Services and Simplification explained the draft amendments to existing Service Level Agreements and the draft Cooperation Agreements:

- (1) **Amendment Nr.1 to the Service Level Agreement between the Norwegian Coastal Administration (NCA)** and EMSA for the hosting, maintenance and operation of the North Sea/North Atlantic and the HELCOM regional AIS servers and their connection with SSN

and **Amendment Nr.1 to the Service Level Agreement between the Italian Coast Guard (ICG)** and EMSA for the hosting, maintenance and operation of the Mediterranean regional AIS server (MAREΣ) and its connection with SSN.

Current agreements between the Agency and the Italian Coast Guard and the Norwegian Coastal Administration were based on agreements signed in 2018, both for a period of one year and automatically renewed for the next periods 2019-2020 and 2020-2021.

These SLAs defined operational, administrative, and technical requirements for the cooperation between the regional AIS server hosting authority and EMSA and cover the provisions of the mandatory (basic) services and additional services provided on ad-hoc bases.

Amendments for consideration by the Board related to additional tasks as listed in the cover note document, with increased workload and responsibilities, with also revised prices (from 58K to 80K in both cases).

(2) The draft Cooperation Agreement between the European Commission Directorate-General for Health and Food Safety (DG SANTE) and EMSA for the support of the implementation of Council Regulation (EC) 1/2005 of 22 December 2004 on the protection of animals during transport and related operations

In February 2019 an informal demonstration of THETIS-EU was provided by EMSA for staff of DG SANTE as well as representatives of the Portuguese competent authority for Animal Health and Welfare.

In October 2020 DG MOVE was formally approached by DG SANTE exploring the possibility to indeed use the THETIS-EU concept, through a dedicated module, for the control and enforcement of the maritime part of Regulation (EC) 1/2005 on the protection of animals during transport and related operations. DG MOVE subsequently addressed the Agency.

The EMSA analysis of the Regulation in terms of technical detail led to the understanding that THETIS-EU can be readily configured to create a new module with core elements, with further development to occur afterwards to cater for detailed requirements, thanks to its flexible nature.

The budget of the agreement to be paid by DG SANTE was of € 100,000 and the execution of all tasks would be managed by existing personnel in EMSA.

(3) Cooperation Agreement EMSA and EUNAVFOR.

Mr Kirov recalled the Technical Cooperation Agreement with EUNAVFOR Somalia - Operation Atalanta – that started in April 2011 for the delivery of an integrated maritime monitoring service, with a dedicated operation in the SafeSeaNet Ecosystem Graphical User Interface (SEG) that had been developed and included piracy specific vessel information and additional LRIT data provided by EUNAVFOR system-to-system.

In January 2021, the mandate for EUNAVFOR Operation Atalanta was renewed and extended both in terms of geographical area of operations as well as the types of activity to be implemented. Whereas the old mandate was focused on piracy control as main task with ancillary tasks like local fisheries control and World Food Programme vessel protection, the new mandate activities include narcotics, weapons and charcoal smuggling, as well as monitoring Illegal, Unreported and Unregulated (IUU) fishing vessels. Mr Kirov further explained the main changes in the new Cooperation Agreement: the latest EMSA legal template had been used in order to reflect current best practice including a financing clause for any EUNAVFOR contribution as appropriate; clauses deepening the cooperation and references to reflect the new mandate of EUNAVFOR-Atalanta.

Italy took this opportunity to highlight the importance of the Mediterranean regional AIS server, with a steady enlargement also to the African side of the Mediterranean.

Clarifying for Ireland on concerns on the data to be shared with DG SANTE, Mr Kirov explained that only data related to animals' health and the suitability of ships for this particular purpose would be used, with no possibility of re-usage of data. The Agency would keep the Administrative Board informed on developments and would follow the Paris MoU rules in terms of data sharing.

The Commission representative Ms Magda Kopczynska stressed that DG MOVE was quite content when DG SANTE asked them to use some of the functionalities of EMSA to create specific requirements for inspections of ships with live animals, and was much convinced of the added value, while relying on the Agency's expertise. She also highlighted that this did not fully constitute an information system.

She also expressed appreciation – not only on behalf of the Commission and also for other communities - for the fight against piracy and efforts deployed by EMSA with the EUNAVFOR Atalanta agreement, as well as for the extension of the current agreement.

The Executive Director took this opportunity to inform the Board of the invitation received on behalf of the Portuguese Presidency to show the Agency's capabilities in this area in view of a possible pilot project in the Gulf of Guinea. More information would be provided in due time in case this project materializes.

The Executive Director recalled the written procedure for consideration by the Administrative Board of the Tripartite Working Arrangement on the Interagency cooperation on coast guard functions between EFCA, FRONTEX and EMSA which was ending at the end of the day.

The Administrative Board and the Agency took note of the exceptional nature of the short deadline for the written procedure for the consideration of the Tripartite Working Arrangement on the Interagency cooperation on coast guard functions, which was ending today in time to replace the expiring arrangement with a new arrangement, the final draft of which was made available to the Agencies on 8th March 2021.

6. EMSA Anti-Fraud Strategy 2021-2024

The Administrative Board adopted the new EMSA Anti-Fraud Strategy 2021-2024.

Ms Markovčić Kostelac recalled that the Agency's first Fraud Prevention and Detection Strategy, fully based upon the European Commission Anti-Fraud Strategy (CAFS) was adopted in November 2015, with the overall objective to improve prevention, detection and conditions for investigations of fraud at Agency level.

Following the update of the European Commission Anti-Fraud Strategy, Agencies were requested to adapt their existing Fraud Prevention and Detection Strategies in order to align them with the new Commission methodology and guidelines. The EMSA Anti-Fraud Strategy for 2021-2024 was therefore based in particular on the Anti-Fraud Strategy of DG MOVE/SRD.

The Executive Director highlighted that the EMSA Anti-Fraud Strategy was part of the Internal Control Framework already in place. Changes compared to the previous Anti-Fraud Strategy were minimal and of a technical nature: the list of fraud related risks identified had been updated and a new Anti-Fraud Action plan had been developed to be implemented during the course of the year.

While acknowledging the technical nature of the new Anti-Fraud Strategy, the Commission representative from DG SRD Ms Anne Montagnon pointed out that it presented a good opportunity to raise staff awareness on this important issue.

The Chairman of the Administrative and Finance Committee reported on the discussion held on the previous day and confirmed a favourable opinion on the adoption of the document.

7. International Cooperation

The Administrative Board took note of the planned capacity building actions, namely training on MARPOL Annex VI, for Sierra Leone port State Control authorities, in line with the EMSA Strategy for cooperation with third countries and/or international organisations.

Ms Markovčić Kostelac recalled the principles included in the Agency's Strategy for cooperation with third countries and/or international organisations, as adopted in the Single Programming Document 2021-2023:

- compatibility with EU policies;
- added value for the EU;
- assessment of resources needed;
- coordination with relevant EU institutions.

The Executive Director further explained that the Agency was approached in November 2020 by the European External Action Services (EEAS) proposing a training action in support of Port State Control officers of Sierra Leone, with a focus on the implementation of MARPOL Annex VI. EEAS highlighted the potential EU added value of such initiative to strengthen the capacity of the relevant authorities in Sierra Leone, and to promote environmental awareness and enforcement of rules and regulations at national and international levels.

EEAS also stressed that enhanced compliance with international treaties and protocols concerning the environment, could feature as one of the priority areas in the programming of future cooperation between the EU and Sierra Leone. DG MOVE was also consulted and confirmed the added value from an EU perspective.

EMSA assessed the request, in particular in relation to the impact on resources, with no direct costs involved. Therefore, a four-day training as synchronous live session would be delivered, complemented by a limited access to the dedicated module on MARPOL Annex VI available in MaKCs.

8. Adoption of the list of "A" items

The Administrative Board took note of the following "A" items, examined in detail by the Administrative and Finance Committee, on the basis of the recommendation by the Chairman of the Committee.

The Chairman of the Administrative and Finance Committee reported that the necessary quorum for the meeting had been in place with the participation in the meeting of the representatives from Spain, Germany, Poland, Sweden, Belgium and the Commission.

Relevant EMSA management were also present. The Committee had reviewed all the "A" points and could recommend that the Administrative Board take note of them "en bloc".

(a) EMSA Financial Statement for 2020 – *took note of the information provided by the Agency.*

The Commission congratulated the Agency on the excellent 2020 budget execution, especially given the circumstances created by the pandemic.

The Commission representative, Ms Anne Montagnon, underlined the close monitoring of RPAS operations in particular and thanked the Agency acknowledging difficulties for precise forecasts in this area. She looked forward to continued close monitoring in good cooperation with the Commission, as uncertainties remained.

(b) School Arrangement – Annual Report 2020 – *took note of the information provided by the Agency.*

Ms Dominika Lempicka-Fichter, Head of Department 4 Corporate Services first of all thanked the Administrative Board for setting up the mechanism for the social measure for the children of EMSA Staff and its importance for recruitments.

The Committee took note of the Annual Report 2020 on School Arrangements in Lisbon for the academic year 2020/21 with a total number of 116 children of staff members enrolled in the different schools, and for a total budget amounting to € 663,000, which was still below the cost per pupil of the European Schools.

The Committee members were informed that efforts towards setting up an Accredited European School in Lisbon continued, and that in December 2019 the European School Board of Governors approved the General Interest file for the creation of an Accredited European School in Lisbon.

The next step for the Portuguese authorities was the submission of a Dossier of Conformity to the Board of Governors laying down the specific details for the setting up and functioning of the school.

(c) 2021 Appropriations cashed – *took note of the appropriations cashed in the current year.*

The Committee was informed by the Head of the Executive Office of cash payments of earmarked revenues, which until receipt are recorded as “p.m.” in the budget, amounting to a total of € 6,350,000 € received since the beginning of the year consisting of pre-financing (Frontex and CISE) and the Equasis contribution from France.

Once cashed, such revenues were automatically loaded into the Agency’s budget. The Agency regularly informed the Administrative Board of such amounts, which would be taken into account at the end of the calendar year in the usual final budget amendment submitted for adoption by the Administrative Board.

(d) Monitoring of findings and recommendations from internal and external audits and EMSA follow up (ECA, IAS) – *took note of the information provided by the Agency on findings and recommendations from internal and external audits and the EMSA follow-up.*

The usual summary table (of which a revised version had been provided to the Board ahead of the meeting) outlining the recommendations/findings, their current status and the EMSA actions planned or undertaken was presented by the Executive Director. 8 recommendations were ‘closed’ and 1 was ‘ready for review’. The revised table also contained an update on the information regarding the late payments.

9. Any Other Business

Ms Markovčić Kostelac updated the Administrative Board on the status of the EMSA collaboration with the European Environmental Agency on the production of the first European Maritime Transport Environmental Report, or EMTER.

The report provided a comprehensive overview of the environmental aspects of European maritime transport. The report covered the current situation but also provided an outlook for the coming years, although it aimed at being an informative report in support of different Commission’s initiatives, such as the EU Green Deal and the recently published Sustainable and Smart Mobility Strategy.

In December 2020, a targeted consultation was launched with a workshop attended by over 180 participants from more than 100 organisations.

The number of comments received through the written part of the consultation was a further confirmation of the interest, importance and relevance of the EMTER report.

Comments received were taken into account and the report was currently in the publication phase, a process that would take approximately 3 months.

She further informed that two options were being explored for the launching of the report: an event in June, combined with a High-level event under the Portuguese Presidency of the Council of the EU, or in early September.

The Transport Commissioner Ms Vălean had already shown interest, if feasible, to mark the importance of this event with her contribution, and possibly presence.

Mr Nordseth thanked the Executive Director and her Staff for the preparation of the Administrative Board meeting and recalled the previously agreed dates for the remaining meetings in 2021, hoping for an Administrative Board meeting in Lisbon in November.

Dates of next EMSA's Administrative Board Meeting

Administrative and Finance Committee: **Tuesday 22 June 2021 (morning)**

Administrative Board: **Wednesday 23 June 2021 and Thursday 24 June 2021**

(subject to availability of the Slovenian Presidency Council calendar of meetings)

Administrative and Finance Committee: **Week of 22-26 November 2021**

Administrative Board: **Week of 22-26 November 2021**

Signed:

A handwritten signature in blue ink, appearing to read "A. Nordseth".

Andreas Nordseth

Chairman of the Administrative Board

Lisbon, 23 June 2021

EUROPEAN MARITIME SAFETY AGENCY (EMSA)

60th Meeting of the Administrative Board, Lisbon, Video Conference, 17 March 2021

LIST OF ATTENDANCE

MEMBER STATES	
BELGIUM	
Peter Claeysens	Alternate Member
CROATIA	
Siniša Orlić	Board Member
Zdravko Seidel	Alternate Member
CYPRUS	
Ioannis Efstratiou	Board Member
DENMARK	
Andreas Nordseth	Board Member - Chairman of the Board
Niels Peter Fredslund	Alternate Member
Mette Festersen Jensen	Expert
ESTONIA	
Marek Rauk	Board Member
Tarmo Ots	Alternate Member
FINLAND	
Juha-Matti Korsi	Board Member
FRANCE	
Vincent Denamur	Alternate Member
GERMANY	
Achim Wehrmann	Board Member
GREECE	
Christos Kontorouchas	Board Member
Spyros Syrigos	Alternate Member
HUNGARY	
Csaba Bellyei	Board Member
György Skelec	Alternate Member
IRELAND	
Deirdre O'Keeffe	Board Member

ITALY	
Piero Pellizzari	Alternate Member
LATVIA	
Janis Krastins	Board Member
LITHUANIA	
Linas Kasparavicius	Board Member
LUXEMBOURG	
Robert Biwer	Board Member
MALTA	
Ivan Sammut	Board Member
POLAND	
Wojciech Zdanowicz	Alternate Member
PORTUGAL	
Paolo Pamplona	Alternate Member
ROMANIA	
Dorel Constantin Onaca	Board Member
SLOVAKIA	
Josef Mrkva	Board Member
SLOVENIA	
Vladimir Vladović	Alternate Member
SPAIN	
Benito Núñez Quintanilla	Board Member – Chairman of the Administrative and Finance Committee
Javier Fernández Abad	Alternate Member
SWEDEN	
Pernilla Wallin	Board Member
Maria Gelin	Alternate Member
EUROPEAN COMMISSION	
Magda Kopczynska	Board Member
Ilkka Salmi	Board Member
Fotini Ioannidou	Alternate Member
Barbara Sellier	Alternate Member

Veronica Manfredi	Alternate Member
Anne Montagnon	Alternate Member
Rosa Antidormi	Expert
Asta Mackeviciute	Expert
Adriano Addis	Expert
Maria Dimitrova	Expert
EFTA STATES	
NORWAY	
Einar Vik Arset	Board Member
Lars Alvestad	Alternate Member
ICELAND	
Jon Gunnar	Board Member
PROFESSIONAL SECTOR	
Thomas Kazakos	Board Member
Henrik Ringbom	Board Member
Dorotea Zec	Board Member
EMSA	
Maja Markovčić Kostelac	Executive Director
Manuela Tomassini	Head of Department 1 Sustainability
Leendert Bal	Head of Department 2 Safety, Security & Surveillance
Peter Kirov	Head of Department 3 Digital Services & Simplification
Dominika Lempicka-Fichter	Head of Department 4 Corporate Services
Andrea Tassoni	Head of Unit Executive Office, Board Secretariat
Frédéric Hébert	Head of Unit 1.1
Mario Mifsud	Head of Unit 1.2
Georgios Christofi	Head of Unit 1.3
Ioannis Mispinas	Head of Unit 2.1
Helena Ramon Jarraud	Unit 2.2
Lukša Čičovački	Head of Unit 3.1
Ivo Kupsky	Head of Unit 3.2
Lazaros Aichmalotidis	Head of Unit 3.3

Cristina Romay Lopez	Head of Unit 4.1
Lorenzo Fiamma	Chairman, EMSA Staff Committee
Brian Elliott	EMSA Staff Committee
Tom van Hees	Internal Control Coordinator
Davide Mola	Accountant
Henning Stelter	Senior Budget Officer – Planning and Monitoring
Soraya Obura	Senior Assistant for Planning and Reporting – Planning and Monitoring
Selena Matic	Senior Administrative Assistant – Planning and Monitoring