

# EMSA Single Programming Document 2020-2022

## Document history

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# Contents

|   |           |
|---|-----------|
| Mission.....  | 4         |
| <b>SECTION I: General context .....</b>   | <b>5</b>  |
| <b>SECTION II: Multi-annual programming.....</b>  | <b>8</b>  |
| 1. Multi-annual objectives.....   | 8         |
| 2. Human and financial resources.....   | 12        |
| 2.1. Human resources.....   | 13        |
| 2.2. Financial resources .....  | 14        |
| 2.3. Evolution of tasks and staff policy .....  | 16        |
| A) New tasks .....  | 16        |
| B) Growth of existing tasks.....  | 18        |
| C) Efficiency gains.....  | 21        |
| D) Negative priorities/decrease of existing tasks.....  | 22        |
| E) Redeployment.....  | 22        |
| F) Summary.....   | 22        |
| <b>SECTION III: Work programme 2020.....</b>  | <b>23</b> |
| Executive Summary.....  | 23        |
| List of EMSA activities 2020 .....  | 24        |
| Interagency cooperation with Frontex and EFCA on coast guard functions .....  | 26        |
| <b>Maritime Transport and Surveillance - information on ships, cargoes and ship movements.....</b>  | <b>28</b> |
| 2.1. THE UNION MARITIME INFORMATION AND EXCHANGE SYSTEM .....   | 28        |
| a. Integrated Maritime Services.....  | 28        |
| b. Remotely Piloted Aircraft services .....   | 33        |
| c. SafeSeaNet .....   | 34        |
| d. European Maritime Single Window.....   | 37        |
| Project: Promotion of interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment (Interoperability project) .....                                | 39        |
| Project: EFCA Service Level Agreement with EMSA .....   | 41        |
| Project: FRONTEX Service Level Agreement with EMSA.....   | 43        |
| 2.2 EU LONG RANGE IDENTIFICATION AND TRACKING (LRIT) COOPERATIVE DATA CENTRE (CDC) AND LRIT INTERNATIONAL DATA EXCHANGE (IDE) .....   | 45        |
| 2.3 THETIS and its modules.....   | 47        |
| Project: THETIS-MRV .....   | 51        |
| 2.4 MARITIME SUPPORT SERVICES.....  | 53        |
| Project: CISE Transitional Phase .....  | 55        |
| Project : COPERNICUS MARITIME SURVEILLANCE SERVICE .....  | 58        |
| <b>Visits and Inspections to monitor the implementation of EU legislation.....</b>  | <b>60</b> |
| 3.1 CLASSIFICATION SOCIETIES .....  | 60        |
| 3.2 STCW.....   | 62        |
| 3.3 VISITS TO MEMBER STATES TO MONITOR THE IMPLEMENTATION OF UNION LAW.....   | 65        |
| 3.4 MARITIME SECURITY .....   | 67        |
| 3.5 HORIZONTAL ANALYSIS AND RESEARCH.....   | 69        |
| <b>Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' Maritime Authorities and with the Commission. ....</b> | <b>71</b> |
| 4.1 PORT STATE CONTROL & FLAG STATE ENFORCEMENT .....   | 71        |
| 4.2 ACCIDENT INVESTIGATION.....   | 74        |
| 4.3 TRAINING, COOPERATION AND CAPACITY BUILDING.....  | 76        |
| 4.4 MARINE EQUIPMENT, AND SHIP SAFETY STANDARDS (including IMO) .....   | 79        |
| 4.5 ENFORCEMENT AND CAPACITY BUILDING TOOLS .....   | 82        |
| 4.6 PREVENTION OF POLLUTION BY SHIPS .....  | 86        |
| Project: SAFEMED IV, EuroMed Maritime Safety Project .....  | 91        |
| Project: Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions (BC SEA) .....   | 94        |
| <b>Pollution preparedness, detection and response .....</b>   | <b>96</b> |
| 5.1 OPERATIONAL POLLUTION RESPONSE SERVICES.....  | 96        |
| 5.2 POLLUTION SURVEILLANCE .....  | 99        |
| a. CleanSeaNet and illegal discharges.....  | 99        |

|  |            |
|--|------------|
| b. RPAS.....   | 101        |
| 5.3 COOPERATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE..... | 103        |
| Horizontal activities .....  | 106        |
| 6.5 COMMUNICATION, MISSIONS AND EVENTS SUPPORT .....                                 | 106        |
| 6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS .....                                | 108        |
| <b>Annexes.....</b>  | <b>112</b> |
| <b>Annex I. Resources per Activity 2020 .....</b>                                    | <b>113</b> |
| <b>Annex II. Financial Resources .....</b>   | <b>116</b> |
| Table 1: Expenditure .....   | 116        |
| Table 2: Revenue .....   | 121        |
| Table 3: Budget outturn and cancellation of appropriations.....                      | 123        |
| <b>Annex III. Human Resources.....</b>   | <b>124</b> |
| Table 1: Overview of all categories of staff.....                                    | 124        |
| Table 2: Multi-annual staff policy plan 2020-2022 .....                              | 125        |
| Table 3: Overview of project financed staff.....                                     | 126        |
| <b>Annex IV. Human resources – qualitative.....</b>                                  | <b>127</b> |
| A) Recruitment Policy .....  | 127        |
| B) Appraisal of performance and reclassification/promotions.....                     | 129        |
| C) Mobility Policy .....   | 131        |
| D) Gender and geographical balance.....  | 132        |
| E) Schooling .....   | 134        |
| <b>Annex V. Building Policy.....</b>   | <b>135</b> |
| <b>Annex VI. Privileges and immunities.....</b>                                      | <b>137</b> |
| <b>Annex VII. Evaluations.....</b>   | <b>138</b> |
| <b>Annex VIII Risks 2020 .....</b>   | <b>140</b> |
| <b>Annex IX. Indicative Procurement Plan 2020.....</b>                               | <b>144</b> |
| <b>Annex X. Organisation chart.....</b>  | <b>148</b> |
| <b>Legislative references .....</b>  | <b>149</b> |
| <b>List of acronyms .....</b>  | <b>151</b> |

## Mission

|                    |  |
|--------------------|--|
| <b>Vision</b>      | EMSA's vision is to be the centre of excellence for a safe and sustainable EU maritime sector  |
| <b>Mission</b>     | <p>EMSA's mission is to serve EU maritime interests for a safe, secure, green and competitive maritime sector and act as a reliable and respected point of reference in the maritime sector in Europe and worldwide</p> <p>EMSA capitalizes on its unique know-how to position itself as an essential player in the maritime cluster in Europe and beyond</p> <p>EMSA works on maritime safety, security, climate, environment and single market issues and tasks, first as a service provider to Member States and the Commission, but also as an innovative and reliable partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally</p> |
| <b>Values</b>      | Quality, credibility, efficiency, effectiveness, transparency, flexibility, and being smart and gender balanced  |
| <b>Legal basis</b> | <i>Article 1 of the EMSA Founding Regulation states that the purpose of the Agency is to ensure a high, uniform and effective level of maritime <b>safety</b>, maritime <b>security</b>, prevention of, and response to, <b>pollution</b> caused by ships as well as response to marine pollution caused by oil and gas installations and, where appropriate, to contribute to the overall efficiency of maritime traffic and maritime transport so as to facilitate the establishment of a <b>European Maritime Transport Space without Barriers</b>.</i>   |

## 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 and operational assistance to non-EU countries.

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, sustainable growth and Blue economy, as well as contribute to the EU's security agenda and international profile.

The role of the Union Maritime Information and Exchange System hosted by the Agency in the digitalisation of maritime transport is increasing. EMSA assists the Commission in discussions for developing technical solutions for simplified reporting formalities and interoperable IT solutions. The Agency is providing technical assistance for the implementation of the Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (repealing Directive 2010/65/EU), in particular supporting the Member States, where requested.

At the same time, the Integrated Maritime Services, bringing together and exploiting 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 safety and security purposes.

From an environmental perspective, EMSA has an important role to play in providing support to EU policies through the development of guidance and best practices, training and special modules of THETIS, notably for the implementation of the MRV regulation, the sulphur directive, the PRF directive and the Ship Recycling Regulation. 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 available if requested by a Member State.

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

The upgrade of the Agency's Earth Observation Data Centre and the development of new Earth Observation based surveillance products will be finalised, giving better support to CleanSeaNet pollution detection services but also to other services, including those for Copernicus, Frontex and EFCA. This will be done in part under the umbrella of the Copernicus Maritime Surveillance service, for which EMSA is the Entrusted Entity and has been implementing activities for three years now.

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, standards for seafarers, 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 and protecting the marine environment. 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 maritime information systems hosted by the Agency, will support relevant national authorities and EU Bodies. The support provides 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, objects of interest and specific activities at sea. The current information sources will be completed further in terms of access to historical data for analysis, behaviour monitoring and alert tools, data range (Satellite AIS, EO imagery) and detection means (Remotely Piloted Aircraft Systems (RPAS) services). Support to 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, together with Frontex and EFCA, will support the Commission regarding the development and updates of a practical handbook on European cooperation on coast guard functions, which will contain 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, leading to improved and new services, capitalising on new IT capabilities such as cloud processing and machine learning to support further simplification and digitalisation. The Agency also tries to acquire new data sources to add granularity to the maritime picture. 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 at national level. Digitalisation and eCertificates will be areas where the Agency will act as a facilitator, building up on the tools hosted in-house, thus offering assistance to the competent authorities of the Member States in their capacity as Flag and Port States.

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 technical solutions and support efforts towards a coordinated and uniform approach throughout the EU.

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 working on cyber security in different ways: to improve the safe use, storage and distribution of data handled by its systems and to contribute to the wider debate in the maritime community on these issues, which are becoming more prominent due to cyber-attacks and autonomous technologies, which acceptance will partly depend on the safe use of systems.

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 2020-2022.

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 July 2014 on the 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 2020-2024 as adopted by the EMSA Administrative Board in November 2019.
- The Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013 which applies to 2020 (from 2021 onwards the resources available to the Agency will be determined by the ongoing discussion on the next MFF 2021-2027).

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.

Finally, at the time of writing, a series of important administrative, financial and political issues are outstanding and will have an impact on EMSA in the medium to long term. These are highlighted in the multiannual section that follows. In particular, and of some concern, the ongoing process for the next multi-annual financial framework suggests the possibility that resources in real terms beyond 2020 may be decreasing. The programming of activities after 2020 is therefore entirely indicative, until further information on the evolution of negotiations becomes available.

## SECTION II: Multi-annual programming

### EMSA 5-year Strategy 2020-2024

The EMSA 5-year Strategy 2020-2024 was adopted at the end of 2019. The new EMSA Executive Director took office in January 2019. The process for developing the Agency's next 5-year Strategy began shortly afterwards, starting with a workshop in March 2019 involving the EMSA Administrative Board. After this consultation with its key stakeholders, the Agency produced a first draft for discussion at the Administrative Board meeting in June 2019. A revised draft, taking into account the comments of the Member States and the Commission, was formally transmitted to the Commission for its opinion ahead of submission to the Administrative Board for adoption, in accordance with the applicable rules<sup>1</sup>. A final draft was agreed and adopted at the 56<sup>th</sup> Administrative Board meeting in November 2019.

### The new European Parliament and the incoming European Commission

The EMSA 5-year Strategy was aligned as far as possible to the new political and policy landscape.

### Brexit

At the time of writing the impact of Brexit remains unknown; any necessary adjustment stemming from it will be reflected timely and accordingly in this document.

### MFF 2021-2017

The next multi-annual financial framework, which will define funding for EMSA from 2021 onwards, is still under negotiation. Therefore, the programming of resources for 2021 and 2022 is purely indicative.

### 1. Multi-annual objectives

The EMSA 5-year Strategy 2020-2024 proposes an overall strategic framework consisting of five strategic priorities delivered through four key roles. The five strategic priorities cover the areas in which EMSA is active: sustainability, safety, security, simplification and surveillance. The four key roles emphasize the functions that the Agency fulfils in relation to its stakeholders: EMSA as a service provider, as a reliable partner, as an international reference and as a knowledge hub.

The Agency has identified **36 multi-annual strategic objectives** divided between the priorities and roles. An overview of the EMSA 5-year Strategy is provided below, followed by an explanation of how the achievement of the multi-annual objectives will be measured.

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<sup>1</sup> 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".



## EMSA's strategic framework:



## Modern organisational management efficient, stakeholder oriented, smart, transparent and gender balanced

### Sustainability

*Contribute to the European green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges*



1. Support the development and implementation of relevant EU and international climate and environmental legislation
2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster
3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change
4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations
5. Prepare for response to new, evolving and diversified environmental challenges

### Safety

*Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss.*



6. Lead expertise and support the development, implementation and enforcement of safety standards
7. Support Maritime Administrations in their Flag State implementation effort
8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally
9. Intensify work on ships for which the risk and impact of accidents are potentially higher
10. Explore further work on safety standards for vessels not covered by relevant international conventions
11. Become the technical facilitator in relation to autonomous ships
12. Enhance role in relation to the human component of shipping

## Security

*Strengthen maritime security in Europe and globally where there is a European interest*

13. Support proper implementation of EU and International maritime security legislation
14. Provide further information services to protect the EU merchant fleet worldwide
15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster
16. Develop robust solutions to protect its maritime applications and information services
17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy



## Simplification

*Facilitate the simplification of EU shipping by supporting EU-wide digital maritime solutions*

18. Support further simplification, harmonisation and rationalisation of reporting formalities
19. Support the transition of the EU maritime sector to a paperless environment including e-certificates
20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible



## Surveillance

*Strengthen EMSA's role as the core information management hub for maritime surveillance*

21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system
22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission
23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation
24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU
25. Support Search & Rescue efforts of Member States
26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services



In addition, EMSA has identified the following **functions** through which it intends to continue shaping its interactions with its stakeholders and its profile to support the strategic priorities and better fulfil its mission:

### Service provider

27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation
28. Extend and formalize EMSA training schemes
29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability

### Reliable partner

30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions
31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice
32. Seek synergies with complementary EU bodies and communities to add more value for the EU
33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards

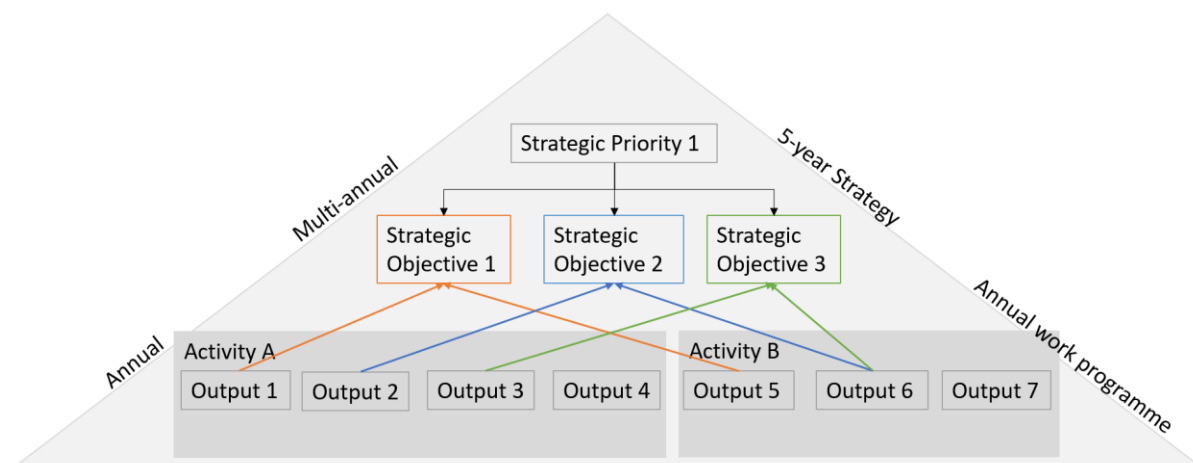
### International reference

34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies

### Knowledge hub

35. Provide the central EU maritime information hub and access point for open data
36. Support innovation and development of new technologies

This programming document establishes the link between the multi-annual strategic objectives listed above and the concrete annual activities and outputs described in SECTION III, where the relevant strategic objectives are indicated for each activity.



#### **Measuring the achievement of the multi-annual objectives:**

1. Annually, the Agency will assess **the contribution of the annual activities and outputs to the multi-annual strategic objectives**. This will be a qualitative assessment, based on the data reported in the Consolidated Annual Activity Report (CAAR) combined with other potentially relevant indicators. Where available, case stories can also be used to illustrate the Agency's relevance and added value. Other indicators such as requests to use EMSA tools or requests for EMSA engagement as technical partner, the evolution of project financed activities etc. may also contribute to assessing the achievement of certain objectives.
2. Towards the end of the period covered by the 5-year Strategy, the Agency will assess **the achievement of the multi-annual strategic priorities**. This exercise will be twofold, taking into account the achievement of the multi-annual strategic objectives over successive years on the one hand, and the views of EMSA stakeholders on the other. The satisfaction and perception of stakeholders in relation to the strategic priorities will be measured through a **survey** in order to assess the quality of the Agency's interactions and its profile in relevant sectors.

## 2. Human and financial resources

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 last amendment in 2016 brought a broad package of support to national authorities carrying out coast guard functions.

The geographical spread of its technical assistance capabilities has increased over time: 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.

Recently launched activities in the fields of environmental legislation, maritime surveillance, and satellite applications, as well as increasing levels of cooperation with other Agencies and institutions<sup>2</sup>, 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 and resources. This is reflected in the EMSA 5-year Strategy 2020-2024, which has been prepared with the involvement of the Administrative Board during the course of 2019 and has been submitted to the Commission for opinion (10/09/2019) and to the Board for adoption (09/10/2019).

In order to fulfil its objectives, it remains essential for the Agency to attract and retain highly qualified staff with specialised knowledge and experience. Offering a long-term perspective to staff assists the Agency to achieve this.

Following the staff reductions that took place over the period 2013-2018, possibilities for internal redeployment of staff are combined with the best possible use of Contract Agents, while task forces will continue to be fully exploited. The organisational structure of the Agency will also be aligned with the evolving business needs. 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 2021 and 2022 have to be considered as indicative.**

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<sup>2</sup> For example, Frontex, EFCA, EUNAVFOR, MAOC-N, and the European Space Agency (ESA).

## 2.1. Human resources

At the present time, the outlook in terms of statutory staff until 2020 is stability. 2021 and 2022 will have to be assessed when a new multi-annual financial framework is in place.

Overall, the Agency 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.2.E “Redeployment”).

The additional cuts above the initial 5% on existing tasks were implemented in 2017 and 2018, in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013. During the period 2017-2018, the Agency phased in the new posts granted for the European cooperation on coastguard functions tasks, in line with Regulation (EU) No 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

Since 2019 there has been zero variance in the total number of posts proposed for the establishment plan, and the same approach is foreseen for 2020, 2021 and 2022. **However, figures for 2021 and 2022 are purely indicative until further information is available on the future multiannual financial framework.**

|      | Establishment Plan - total statutory posts | Variance compared to previous year           |                  |
|------|--|--|------------------|
|      |  | Additional posts for new tasks               | Implemented cuts |
| 2013 | 213  | + 2 for new tasks                            | - 2              |
| 2014 | 210  |  | -3               |
| 2015 | 207  |  | -3               |
| 2016 | 202  |  | -5               |
| 2017 | 212  | + 14 for cooperation coast guard functions   | - 4              |
| 2018 | 212  | + 3 for cooperation on coast guard functions | - 3              |
| 2019 | 212  |  | 0                |
| 2020 | 212  |  | 0                |
| 2021 | 212  |  | 0                |
| 2022 | 212  |  | 0                |

## 2.2. Financial resources

The budget proposed for 2020 in Title 1, 2 and 3 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 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.

Subject to their final adoption by the budgetary authority, the figures provided for 2020 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 2020.

### ❖ Revenue

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

|   | 2020              | 2021**            | 2023**            |
|---|-------------------|-------------------|-------------------|
| EU contribution   | 79,434,610        | 82,968,000        | 84,700,000        |
| <i>Of which assigned revenues deriving from previous years' surpluses</i> | 6,029,204         | 1,000,000         | 1,000,000         |
| of which Anti-Pollution Measures  | 26,100,000        |                   |                   |
| of which European Cooperation on Coast Guard Functions                    | 19,528,084        | n/a               | n/a               |
| EFTA Contribution (2.45% from 2020 onwards)                               | 1,798,432         | 2,008,216         | 2,050,650         |
| Other revenues: L.R.I.T.  | 300,000           | 300,000           | 300,000           |
| Other revenues: Miscellaneous Revenue                                     | 90,000            | 90,000            | 90,000            |
| Total "Other revenues"  | 390,000           | 390,000           | 390,000           |
| <b>TOTAL REVENUE</b>  | <b>81,623,042</b> | <b>85,366,216</b> | <b>87,140,650</b> |

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; the Agency considers only the income from the EMCDDA for renting the conference centre as certain.

\*\* - The next multi-annual financial framework, which will define funding for EMSA from 2021 onwards, is still under negotiation. Therefore, the programming of resources for 2021 and 2022 is purely indicative.

❖ Expenditure

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

|  |  | 2020              | 2021*             | 2022*             |
|--|--|-------------------|-------------------|-------------------|
| <b>Title 1</b>                         | <b>Staff Expenditure</b>                             | 26,965,000        |                   |                   |
|  | <i>of which Cooperation on Coast Guard Functions</i> | 1,408,000         |                   |                   |
| <b>Title 2</b>                         | <b>Infrastructure &amp; Operating Expenditure</b>    | 4,352,492         |                   |                   |
|  | <i>of which Cooperation on Coast Guard Functions</i> | 190,000           |                   |                   |
| <b>Title 3</b>                         | <b>Operational Expenditure</b>                       | 24,205,550        |                   |                   |
|  | <i>of which Cooperation on Coast Guard Functions</i> | 17,930,084        |                   |                   |
| <b>Traditional Titles 1, 2 &amp; 3</b> |  | 55,523,042        |                   |                   |
| <b>Title 4</b>                         | <b>Anti-Pollution Measures</b>                       | 26,100,000        |                   |                   |
| <b>Title 5</b>                         | <b>Project Financed Actions</b>                      | p.m.              |                   |                   |
| <b>TOTAL EXPENDITURE</b>               |  | <b>81,623,042</b> | <b>85,366,216</b> | <b>87,140,650</b> |
|  | <i>of which Cooperation on Coast Guard Functions</i> | 19,528,084        |                   |                   |

\* - The next multi-annual financial framework, which will define funding for EMSA from 2021 onwards, is still under negotiation. Therefore, the programming of resources for 2021 and 2022 is purely indicative.

## 2.3. Evolution of tasks and staff policy

### A) New tasks

New tasks resulting from legislative proposals are not foreseen at this stage. However, it is important to recognise that the last two revisions of the Agency's mandate continue to have an impact on the evolution of tasks, namely: the 2016 revision which tasks EMSA, in cooperation with Frontex and EFCA, each within their own mandate, to support national competent authorities carrying out coast guard functions; and the 2013 revision which provided the framework, as outlined below, for certain new tasks to be performed by the Agency, subject to the approval of the EMSA Administrative Board. The inter-Agency cooperation is an increasing resource demanding activity which is expected to continue in the foreseeable future.

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.

As foreseen by the 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.

#### ❖ 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.

At the time of writing it is not known if there will be new requests for technical assistance during the period 2019-2021.

Again, as foreseen by the 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. The need to assess possible impact on staff levels would depend on the number and type of requests that the Agency receives.



#### ❖ Performance of Ancillary tasks

The Founding Regulation also provides for additional so-called ancillary tasks that could be requested by the Commission or by the Commission and the Member States. 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 possible the 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 (as quoted from the revised Regulation) 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 ships<sup>3</sup>, in particular in following up ongoing international developments;
- c) as concerns the "Global Monitoring for Environment and Security" (GMES<sup>4</sup>), 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.

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<sup>3</sup> 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.

<sup>4</sup> GMES is now known as "Copernicus". This ancillary task has been activated and accepted. EMSA is the Entrusted Entity for the Copernicus Maritime Surveillance Service based on a Delegation Agreement with the Commission.

## 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. The incoming data is growing in terms of volume and in terms of variety of sources. The number of users of these data sets is also continuously growing.

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.

### ❖ 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 ship safety, and in the field of greenhouse gas emissions, hazardous materials and alternative fuels.

### ❖ 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 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 could implement this new task, if requested, by proposing solutions taking into account availability of expertise and resources.

### ❖ Marine Equipment Directive (MED) – new database (MarED DB) and Technical Secretariat

The MED Implementing Regulations (EU 2018/608) introduce a technical requirement for electronic tagging of marine equipment. The Commission and EMSA have agreed to use the new requirements as an opportunity to develop a new MED database, able to manage the electronic tagging and the associated enhancements. Together with the new MED DB, EMSA will also take over the management of the Technical Secretariat of the MarED co-ordination group for the Notified Bodies.

### ❖ New approach for Capacity Building and training activities

The Agency, in 2020, will work on a new structured and modular approach for capacity building, with focus on schemes and paths that could support professional development and training for the staff of competent authorities of the Member States in charge of different functions. The main novelty of this integrated concept, that would make use of relevant tools such as eLearning and virtual reality, would be the shift from the current "single-act oriented" learning activity to professional development pathways. This will support the acquisition of skills, knowledge and competencies about both single activities and topics (e.g. ISM Code, MARPOL Annex I) or functions relevant for the competent authorities of the Member States (e.g. PSC Officer, Flag State Inspector, Auditor, Accident Investigator, etc.).

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

Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service entered into force at the end of 2017 and will be implemented by Member States as from 21 December 2019.

The Agency has incorporated in its PSC activities (refer to section 4.1) the PSC provisions of this Directive and has enhanced THETIS as appropriate (refer to section 2.3). In addition, the Agency will provide support to MSs for the newly introduced requirements on 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 (refer to section 4.1). The support will entail workshops, training, development of guidance notes as well as a new module in THETIS-EU (refer to section 2.3) for the required inspection database in line with the provisions of Article 10 of the Directive.

The revised PRF Directive was adopted in the Summer of 2019 and in accordance with the revised text EMSA needs to develop a dedicated module in THETIS-EU 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 module should also foresee a Union risk-based targeting mechanism for the selection of ships to be inspected (refer to activity 2.3).

❖ **THETIS and its modules: Further developments to support enforcement of EU legislation (THETIS-EU) and other reporting obligations**

In 2020 THETIS will already be 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).

The dedicated module THETIS-EU, developed in 2015 to cater for the provisions of the Sulphur Directive, was then enhanced in 2017, 2018 and 2019 to support the PSC requirements stemming from the Port Reception Facilities Directive (2000/59/EC) and later on in Regulation (EU) 1257/2013 on Ship Recycling as concerns Title II (Flag State and Port State Obligations) and Regulation (EC) No 725/2004 on enhancing ship and port facility security, to report their inspection activity on a voluntary basis in respect of maritime security. In 2020 the new module to support the Flag State elements foreseen by Directive (EU) 2017/2110 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<sup>5</sup> should be operational and support the enforcement provisions of the said Directive.

In addition, in 2020, EMSA needs to develop a dedicated module in THETIS-EU 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 the revised PRF Directive. This module should also foresee a Union risk-based targeting mechanism for the selection of ships to be inspected.

Finally, in 2020, THETIS will be further enhanced to receive eCertificates as defined by FAL.5/Circ.39/Rev.2 of 20 April 2016 on Guidelines for the use of electronic certificates, adding to the submitted data the Unique Tracking Number<sup>6</sup>.

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<sup>5</sup> The Directive entered into force on 20 December 2017 and the transposition period is two years (Member State shall apply the new Directive from 21 December 2019).

<sup>6</sup> A string of numbers, letters or symbols used as an identifier to distinguish an electronic certificate issued by an Administration or its representative from any other electronic certificate issued by the same Administration or its representative

#### ❖ Third country requests to access the Agency's tools for capacity building

With the aim of fostering harmonization and approximation of standards, Agency's tools have been made accessible to third countries as a cost-effective and efficient way to give support on their PSC activities through special agreements between EMSA and interested parties.

A dedicated procedure was adopted by the EMSA Administrative Board for providing access to these tools, which foresees that EMSA will not engage in development, adaptation or adjustment of the content and functionalities, unless the interested party is ready to cover any additional cost and subject to the agreement of the Commission and EU Member States through the EMSA Administrative Board. By implementing such approach there will be no impact on EMSA resources, since access will be granted only to the existing tools and their functionalities while on the same time interested parties will have access to the same tools as those of the colleagues in EU, thus increasing approximation of standards and ensuring level playing field.

The procedure has already been implemented and access to RuleCheck was granted to two PSC Regimes namely the Caribbean and Indian Ocean MoU.

A dedicated module (inspection database) to support the work of the MeD MoU on PSC is under development and is expected to be operational in 2020.

#### ❖ SafeSeaNet Version 5

In light of new and revised EU legislation, EMSA will continue to develop and evolve SafeSeaNet to support the changes that are needed as a result of the legal requirements of the Regulation 2019/1239 on the European Maritime Single Window, the amended Directive 98/41/EC on registration of persons on board passenger ships, and Directive EU 2019/883 on port reception facilities for the delivery of waste from ships (repealing Directive 2000/59/EC). SSN version 5 will enable reporting and exchange of (1) information on persons on board passenger ships (crew and passenger lists) for search and rescue purposes; (2) the revised waste notification and receipt, and the subsequent transmission to THETIS-EU (EMSA operated inspection database on port reception facilities and on compliance verifications for the sulphur content of marine fuels). Additionally, SSN version 5 will look into the reuse of data as required by different legal acts and will provide the possibility for including proposals to improve Incident Reporting and the link with Common Emergency Communication and Information System (CECIS).

#### ❖ European Maritime Single Window environment (EMSWe) and Central Databases

As a result of the adoption of Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (EMSWe), additional changes will be made to SafeSeaNet and further support will be given to the Commission and Member States. With the actual implementation date set for 2025, the necessary preparatory work is expected to take place in the 2020-2022 period. When it is required, the relevant data elements reported to the maritime National Single Windows of one Member State shall be made available to other maritime National Single Windows via SafeSeaNet. The respective EMSWe data set will be defined through a delegated act that shall be adopted by 15 August 2021. Additionally, in line with the Regulation (EU) 2019/1239, the central databases operated by EMSA will be scaled up to support the services required within the EMSWe environment, and a new Central Ship Database will be added for the purposes of this Regulation.

#### ❖ Integrated Maritime Services (IMS)

The maritime information exchange platform in EMSA (Integrated Maritime Services) will continue to be developed to support the services it provides through a unique graphical user interface to the increasing number of users from all EU Member State authorities, EU bodies or other EU stakeholders. Present services will be refined and further developed in line with evolving operational needs based on feedback from users. New functionalities will be explored such as in the field of ship related pollution (emissions and protection of the marine environment), access to integrated data flows, more options for data visualisation, support to Search & Rescue authorities will be strengthened such as the integration of SAR drift modelling tools within the IMS service. EMSA will increase the number of available IMS services and functionalities offered via system-to-system interfaces.

#### ❖ Remotely Piloted Aircraft services (RPAS)

Following several successful RPAS operations based on user requests, EMSA will organise additional RPAS operations for Member States and EU Agencies including for EFCA and FRONTEX. These RPAS Operations consist of EMSA providing a full-scale service including aircraft provision, piloting services, communication means, and data disseminations integrated with the integrated maritime data available in the other EMSA systems. It is planned that EMSA will increase the duration of the RPAS services to allow for EU or National authorities to be able to take full advantage of this new technology by integrating the service in their maritime surveillance procedures. In order to allow further integration of data in the maritime picture of the RPAS data flows, including those of other aerial assets, in 2020 the RPAS Data Centre will be upgraded.

#### ❖ CleanSeaNet (CSN)

EMSA provides the European satellite-based operational oil spill monitoring and vessel detection service CleanSeaNet through which the Agency supports all EU Member States, EFTA/EEA Member States and Accessing and Candidate countries in the monitoring of European maritime areas using satellite images. In addition to the wide range of EO services offered to users in the maritime surveillance and pollution response domains, the Agency will assess the feasibility of using automated algorithms to detect both oil spills and vessels from SAR and optical data. EMSA also plans to explore how the Earth Observation information can be used to extend the current CSN service to enable the quantification of oil through the use of optical imagery. Additionally, EMSA will also assess how satellite-based information can be used to monitor marine debris, with particular emphasis on plastic, and how the use of automated algorithms can assist in the detection of both oil spills and vessels from SAR and optical data.

### 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:

Efforts to increase efficiency in overhead/horizontal functions by centralising and/or automatizing administrative and support functions are continuous. The most recent developments are towards more paperless processes by implementing electronic workflows through the document management system (ARES) and rolling out an e-procurement application.

#### ❖ 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. The implementation of tasks under the European cooperation on coast guard functions, for instance, which brings together staff and expertise from different parts of the Agency, is coordinated by a task force. Following the requirements of the so-called "Archives Regulation", EMSA has established focal points across the Agency to handle the disposal actions of its legacy files.

#### ❖ Screening and benchmarking:

The current 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 annual job screening exercise will be carried out at EMSA in January 2020 to cover the year 2019. 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 mandate for European cooperation on coast guard functions EMSA shares information, expertise, procedures, training material and tools in particular with Frontex and EFCA. Specific SLAs are in place with annual implementation plans in particular regarding the exchange of maritime information and services.

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).

EMSA and the EMCDDA work 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, security and safety and ICT and several joint initiatives have already been taken in these domains. A back-up mechanism to ensure the continuity of the accounting function has been set up with EFCA.

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 certain administrative areas in case of need. The Agency has reached a stage of maturity, but also continues to be confronted with new demands for support and services. EMSA's highly qualified and professional staff represents the Agency's strength in the face of the challenge of delivering high-quality and ever-improving and evolving services in an essentially zero growth and potentially negative growth context. If under the next Multi-annual Financial Framework (year 2021 and onwards) the Agency is not able to keep its budget stable in real terms, operational services will have to be downscaled in order to stay within the budgetary limits.

#### E) Redeployment

The Agency cannot foresee its approach in this area until further information becomes available on the next multiannual financial framework and its impact on priorities for the relevant period.

#### F) Summary

The total number of posts proposed for the 2020 establishment plan is 212, zero variance compared to 2019 and 2018. The same zero growth approach is foreseen for 2021 and 2022, which would imply an establishment plan for both years of 212. These figures are indicative until further information is available on the future multiannual financial framework.

## SECTION III: Work programme 2020

### Executive Summary

The annual programme for 2020 contains the concrete actions and outputs that the Agency plans to undertake and deliver in 2020 towards achieving the multi-annual objectives presented in Section II.1, taking into account the resource structure outlined in Section II.2, which remains subject to the outcome of the budgetary procedure for 2020 and indicative for 2021 and 2022, 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. Human and financial resources per activity are provided per activity. Project-financed activities 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 continuous assessment of the internal control components, 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.



List of EMSA activities 2020

| Area   | Activity-Based Budgeting (ABB) code |      | Activity name  | Project Financed Activities (PFA) |
|--|-------------------------------------|------|--|-----------------------------------|
|  |                                     |      | <i>Interagency cooperation with Frontex and EFCA on coast guard functions<sup>7</sup> – Annual Strategic Plan 2020</i>   |                                   |
| Traffic monitoring and information on ships and cargoes                | 2100                                | 7901 | Union maritime information and exchange system (Integrated Maritime Services; Remotely Piloted Aircraft Services; SafeSeaNet; European Maritime Single Window) | Interoperability Project          |
|  |                                     | 7210 |  | EFCA SLA                          |
|  | 7200                                |      |  | Frontex SLA                       |
|  | 2200                                |      | EU LRIT Cooperative Data Centre and International LRIT Data Exchange   |                                   |
|  | 2300                                | 7700 | THETIS Information System  | THETIS-EU                         |
|  |                                     | 7710 |  | THETIS-MRV                        |
|  | 2400                                |      | Maritime Support Services  |                                   |
|  | 7500                                |      |  | Copernicus Maritime Surveillance  |
|  | 7902                                |      |  | <i>CISE Transitional Phase</i>    |
| 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  |                                   |
|  | 3500                                |      | Horizontal analysis and research   |                                   |

<sup>7</sup> 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 | Enforcement and capacity building tools   | Equasis (R0 funds)                 |
|  | 4600                                |      | Prevention of pollution by ships  |                                    |
|  | 7100                                |      |   | SAFEMED IV                         |
|  | 7400                                |      |   | BC Sea                             |
| Pollution preparedness detection and response  | 5100                                |      | Operational Pollution Response Services   |                                    |
|  | 5200                                |      | Pollution Surveillance (CleanSeaNet and illegal discharges; Remotely Piloted Aircraft Services) |                                    |
|  | 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.

## Interagency cooperation with Frontex and EFCA on coast guard functions

EMSA is chairing the Interagency cooperation on coast guard functions until April 2020. In this capacity, EMSA will host the Annual Coast Guard Event in its headquarters in Lisbon in April 2020. The Annual Coast Guard Event is a consultation mechanism put in place by the Steering Committee under the Tripartite Working Arrangement (TWA) within which national authorities performing coast guard functions and other EU and international partners can provide consultation and feedback on the Agencies' cross-sectoral and cross-border cooperation activities. The event gathers more than 100 participants from the extended stakeholder communities of the three Agencies.

*The common Annual Strategic Plan 2020 was agreed by the three Agencies in June 2019 as follows:*

### Introduction

In 2016, the co-legislator enshrined in the founding regulation of EFCA, EMSA and Frontex a common article describing how the three agencies would work together *to support national authorities carrying out Coastguard functions at national and Union level, and where appropriate at international level*. Three years later, the interagency cooperation has become part of the daily work of the three agencies. The *modus operandi* has been codified in a Tripartite Working Arrangement (TWA) and both EFCA, EMSA and Frontex present now the same section in their working programme and respective annual report on Coastguard cooperation.

Conscious that cross sector initiatives performed by two or three agencies can benefit a wider number of authorities around EU and beyond, EFCA, EMSA and Frontex are hereby presenting their Annual Strategic Plan on Coastguard cooperation setting the objectives for the year to come in the 5 areas explicitly referred to in the common article. The Plan is being submitted for consultation and approval by the respective governing board of the three agencies.

The objectives presented in the next pages are the result of the discussions between the three competent agencies on how to best serve the needs for cross sectoral activities. Another element of paramount importance is the feedback of the national authorities referred to in the common article.

Throughout the last year there were several opportunities for interaction between EFCA, EMSA and Frontex and the final users of the agencies' services: joint training, national and regional initiatives covering more than one coastguard functions, the three ECGFF/EU agencies co-organised events, all helped to fine tune and increase the added value of the cross sectoral services delivered. Last and very important, during the Annual European Coast Guard event held in Swinoujscie in April 2019, the relevant stakeholders were given the opportunity to provide input on the five areas for cooperation: information sharing, surveillance and communication services, capacity building, risk analysis and capacity sharing.

### Priorities for 2020 (outline)

#### Horizontal

- To hold the annual joint European Coast Guard event under the coordination of EMSA in line with the experience gained at the previous annual events, while enhancing interaction between participants.
- To promote further European cooperation with national authorities on coast guard functions at EU, EU sea basins and national level.
- To ensure the annual joint participation of the agencies in the European Maritime Day.
- To produce a set of communication tools (brochures, videos etc.) promoting EU inter-agency Cooperation and make it available to the three agencies for dissemination.
- To organise a joint hearing at the European Parliament in 2020 on the outcome of inter-agency cooperation.

### ***Information sharing***

- Exchange of vessel position and earth observation data between the three agencies based on the SLA's in place, complete the mapping of data sets, analyse the usefulness to identifying of cooperative and non-cooperative objects at sea and to take one area, SAR, for which all three agencies have an interest, to work together to support the Member States SAR Community, to improve the awareness of Member States of the data available and to improve the exchange of information with them.
- Visualisation and identification of assets participating in operations in the maritime picture, where possible.
- Continue to explore machine learning/artificial intelligence applied to the maritime picture to the benefit of MS national authorities.
- To explore how to structure enhanced cooperation between EU agencies and Member States, for example with Maritime Rescue Coordination Centres, for exchange of operational information in real time and other provisions related to responses.

### ***Surveillance and communication services***

- To analyse the possibility to increase specific surveillance and communication services to relevant stakeholders and to identify additional opportunities.
- To avoid duplication and overlap of surveillance and communication services, in particular in the area of RPAS services.
- For EMSA to continue to offer RPAS services to Frontex and EFCA communities in support of coast guard functions.
- Where possible, data should be exchanged between the agencies generated by RPAS deployments.

### ***Capacity building***

- To finalise and keep updated the Handbook on European Cooperation on Coastguard Functions.
- To ensure an appropriate follow-up by the agencies of the outcome of the relevant components of the ECGFA Network Project.
- To offer the following joint cross-sectoral training to Member State national authorities:
  - Search and Rescue (MRCC personnel);
  - Maritime surveillance;
  - Fishing vessels safety/Fisheries control.
- To jointly develop future EU capacity building cooperation programmes with third countries in Coast guard function, where relevant.

### ***Risk Analysis***

- To further enhance cooperation on cross-sector risk management between the EU agencies and Member States authorities by:
  - Providing procedures/methods to perform a combined (where possible) risk assessment at strategic level covering the areas of competence of each Agency (safety, security, environment, fishery, border, etc);
  - Providing options to share the outcomes of risk assessments;
  - Providing options for the establishment of a multi-risk sea picture, at a sea basin level with integrated analytical outcome.

### ***Capacity sharing***

- To further identify opportunities between EU agencies on capacity sharing for assets to support different coast guard functions, such as the operation of the EFCA vessel which has been equipped and trained by EMSA for antipollution purposes.
- To develop a common understanding between EU Agencies of the concept for European Multipurpose Maritime Activities, including new identified elements, such as the capacity sharing with the use of multinational crews/experts and assets for the implementation of Multipurpose Maritime Operations (MMOs) in various basins of European Union.
- To develop guidelines for multipurpose operations implemented by EU agencies based on the related existing regimes including relevant legal frameworks.

## 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 | 26,569,132   |
| Payment appropriations in EUR    | 28,395,081   |
| Staff                            | 37 AD <sup>8</sup> , 13 AST <sup>9</sup> , 3 SNE, 1 CA |

The Union maritime information and exchange system, SafeSeaNet, shall enable the receipt, storage, retrieval and exchange of information for the purpose of maritime safety, port and maritime security, marine environment protection and the efficiency of maritime traffic and maritime transport in accordance with Directive 2002/59 as amended.

EMSA was entrusted with the operation and maintenance of the information systems and associated services in coordination with Member States and the European Commission. As the services are operational and used by large community of users, a large part of the EMSA tasks relate to operation, maintenance, helpdesk and support for the different services and applications to ensure their performance and 24/7 availability.

#### a. Integrated Maritime Services

| Legal Basis  |
|--|
| <ul style="list-style-type: none"><li>Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b</li></ul> |

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 electronic exchange and sharing through the SafeSeaNet system. The central SafeSeaNet, the EU LRIT data centre, the CleanSeaNet and Copernicus maritime Surveillance services become therefore an integrated part of the maritime information exchange platform in EMSA (Integrated Maritime Services), whose access is provided through a unique graphical user interface, available to users for all desktop, laptop and mobile devices.

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 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 European Union Agency for Law Enforcement Cooperation (Europol), EU Naval Forces (EUNAVFOR Atalanta and Sophia), 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 and EU bodies 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. Integrated Maritime Service

<sup>8</sup> 8 AD for the European cooperation on coast guard functions.

<sup>9</sup> 1 AST for the European cooperation on coast guard functions.

(IMS) Group User Consultation Meetings. New functionalities will be explored in particular to support the implementation of new rules at national level in the field of ship related pollution (emissions and protection of the marine environment). Provision of services to other European or national entities will be explored and developed as appropriate.

The Graphical User Interface for IMS established in 2018 to support all maritime applications and services will see a continued improvement. By 2020 it will have fully replaced all previous specific interfaces per application. New functionalities will enable users to further benefit from improvements to the current service, such as access to integrated data flows and more options for data visualisation. Services will evolve in response to user needs, legal requirements and technological impetus (e.g. the VHF Data Exchange System when it becomes operational).

Support to Search & Rescue authorities will be strengthened. In addition to the existing functionalities (Enhanced SARSURPIC), EMSA will work together with Member States on the integration of SAR drift modelling tools within the IMS service. These developments will be managed through a dedicated Correspondence Expert Group under the auspices of the IMS Group. In addition, in cooperation with Frontex and EFCA, EMSA will develop a Search & Rescue training module aiming specifically at increasing Member State Search & Rescue authorities' capacity in the use of IMS tools and functionalities for SAR purposes. EMSA will organise a workshop for Member States focusing on how IMS and Copernicus could further support communication and information sharing between the various actors responsible for and involved in SAR operations.

The IMS service provides Automated Behaviour Monitoring (ABM) tools, i.e. computer-based systems analysing real time vessel position reports for the detection of abnormal and/or user specific behaviours. EMSA will continue the existing ABMs operations for 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. Of specific focus will be the exploitation of historical data as well as the functionality to combine different ABMs to detect interlinked situations. An ABM tool will be developed to provide better means for higher level monitoring of MASS operations. ABMs related to Earth observation products may also be further explored. The so called "chaining" of ABMs has the potential to be a powerful analytical tool. In the same vein, the Agency is also exploring within the IMS framework the suitability and feasibility of exploiting further big data analysis techniques, machine learning and artificial intelligence technologies to provide added operational insight for users using a cloud environment. These improvements will be implemented over a two-year period (2020-2021).

Data analytics, intended as the process of analysing high volume raw datasets to provide more meaningful insights and conclusions about that information, can be used to extract information for various maritime domains, including safety, security, environmental monitoring and protection, law enforcement, and fisheries monitoring. This data analytics module is part of a wider development using cloud-based computer services to upgrade the performance of EMSA systems and computer-based services, offering higher performance, bigger capacities to process big data volumes and more functionalities.

The further development of the ABM tools and the analysis of which "big-data" analytics techniques and products can support the IMS community will be conducted through the dialogue within the "Automated Behaviour Monitoring and Advanced Analytics" working group, the dedicated forum for IMS Member States and EU Bodies representatives and stakeholders.

The maritime picture is a core product, which is the basis for a large number of services to a wide variety of end users. EMSA will continue working on improving the current limitations of the system as implemented. This includes the implementation in the cloud of a long-term storage component where 5-year archive of global vessel position reporting data will be accessible online by users, which is currently not possible to offer. New services for IMS users allowing for online maritime data analysis based on both real time and historical maritime data will be developed to support their evidence-based decision making. The expected growth of vessel position data also necessitates using a cloud solution to process and deliver this data to end users, with a similar or better latency and without having the risk of having an overload of data stopping the services. This endeavour is called "HP-

IMS", high performant integrated maritime services. Main purpose is to keep offering a robust and reliable maritime picture.

Additionally, EMSA will increase the number of available IMS services and functionalities offered via system-to-system interfaces. This is in line with the needs of Member States to integrate IMS data and information within their own national systems. The new system-to-system interfaces will include, amongst others, ABM alerting and configuration, Earth observation-based Vessel Detection Service targets and correlation with vessel identity data, oil spill detections and the streaming of integrated vessel position data.

The IMS Mobile App will be further developed and preparatory work will start on a new public version which can be made available to all citizens, once all legal issues are cleared by the Commission. This new public app could provide a Public Maritime Picture (PMP) consisting of the following information: EU Member State Terrestrial AIS vessel position data; Vessel Tracks (last 24 hours); Basic vessel info (MMSI, IMO number, Call Sign, Name, Flag, Vessel Type); Link to EQUASIS information; Vessel photographs, and; Nautical charts.

The latest developed service regarding Traffic Density Maps (TDMs) was launched in August 2019 as a web service 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 uses aggregated historical data of ship positions (T-AIS and S-AIS) as the source to create the service for the following areas: North Sea; North Atlantic; Atlantic; Mediterranean Sea; Black Sea; Baltic Sea and All Europe. TDMs are available per month, season and year, and for ship type ranges: Passenger; Cargo, Tanker; Fishing; All Other; All Traffic. An SLA with DG MARE is in place to provide TDMs as raster files based on aggregated data and provide them electronically to the EMODnet Human Activities portal, which is available to the public.

The service will be gradually developed further, considering technological possibilities and evolving user requirements. A future phase of the TDM project will also include the development of an air Emissions Density Mapping Service (EDMS) to calculate the air emissions produced by ships in EU waters.

EMSA will continue providing extensive training and capacity building support to all IMS users in Member States and EU bodies. This support includes, national and regional information sessions and trainings, EMSA based trainings as well as the very successful Webinars, which have been greatly appreciated by IMS Member State users over the last years.

In the area of cybersecurity, EMSA continues to develop its maritime applications by adhering and using best practice security design methodologies in order to protect its information services and underlying data. This is being done in cooperation with EU bodies such as CERT-EU and ENISA. For SafeSeaNet a new security study has been launched as part of the interoperability project (see under SSN).

In the field of exploring new technologies for setting up new added value services for Member States, the cooperation with the European Space Agency is focusing on the latest AIS technological advancements, based on the VHF Data Exchange System (VDES). ESA and EMSA will be exploring the benefits of VDES through a joint project which will consist of a number of activities including a VDES-SAT demonstrator. The VDES consists of a new high-speed robust digital radio-communication system operating in Very High Frequency (VHF) and it offers worldwide coverage. Depending on how VDES evolves (e.g. spectrum allocations and regulatory provisions by the 2019 World Radiocommunication Conference of the International Telecommunication Union, and the technology that will eventually be used for transmitting and receiving digital data), it could provide a means for the exchange of maritime digital data between ships, satellites and shore on a global basis thus reinforcing EMSA's services.

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

The integrated information 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 further support distant Search and Rescue operations and other coast guard functions.

The issue of autonomous ships / Maritime Autonomous Surface Ships (MASS) 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 an 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. In the meantime, the Agency will monitor the unfolding discussions at IMO in light of the regulatory scoping exercise for the use of MASS (and impacts on international and European legislation) and will provide input at the ad hoc expert sub-group on MASS, created under the HLSG of the Commission. From a MASS perspective, the Agency will be collaborating with ESA, by exploring the possibility of identifying issues and potential solutions in relation to, amongst others, autonomous navigation and communication systems including space-based technology that can be used for MASS. This will be done through a study ESA will be conducting on space-based services for Cyber Security, which will be also considering MASS.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Security</b>                   | 14. Provide further information services to protect the EU merchant fleet worldwide  |
|                                   | 16. Develop robust solutions to protect its maritime applications and information services   |
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system   |
|                                   | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission                                    |
|                                   | 23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation |
|                                   | 24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU |
|                                   | 25. Support Search & Rescue efforts of Member States   |
|                                   | 26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services  |
| <b>Reliable partner</b>           | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |
| <b>Service provider</b>           | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability   |
| <b>Knowledge hub</b>              | 35. Provide the central EU maritime information hub and access point for open data   |

| Annual objectives 2020   |
|--|
| <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Explore and analyse new technologies and information products to enhance and complement the Integrated Maritime Services portfolio, in terms of capacity by using cloud-based solutions and in terms of data sources).</li> <li>▪ Advance the collaboration with the IMS Member State and EU bodies within the context of the “Automated Behaviour Monitoring and Advanced Analytics” Working Group, to further develop the portfolio of ABM services and define the requirements for Data Analytics tools and products.</li> <li>▪ 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.</li> </ul> |

### Expected outcome 2020

Provision of Integrated Maritime Services to EU Member States authorities executing functions in the maritime domain, EU bodies and/or third countries will continue. New data streams from national or commercial sources will be included where available and when feasible.

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.

Member States will be provided with new IMS functionalities, ABMs and system-to-system interfaces.

Member States will share experiences gained on MASS trails/ testing areas and will be given the opportunity to discuss issues and potential solutions in relation to autonomous navigation and routing from the perspective of monitoring, management and control.

### Planned output 2020

1. Provide Integrated Maritime Services for Member States and other EU stakeholders with maritime related tasks / functions.
2. Host and manage the "IMS Group User Consultation Meetings", including related working groups ("Automated Behaviour Monitoring and Advanced Analytics" and "Correspondence Expert Group on Drift Modelling"), under the auspices of the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).
3. Further development of the platform for the provision of Integrated Maritime Services, including enhancement of the long-term storage of vessel position reports and related data in the cloud (HP-IMS); developing Search & Rescue functionalities (collaborative chat and drift modelling tools); new ABM and further look into data analytics exploitation tools; and air emission monitoring functionalities. Training support for end-users and stakeholders provided as appropriate, for individual systems or combined data services.
4. Procure new development services to ensure continuity of for the SafeSeaNet IMS common interface and the IMS mobile application further developments.
5. Process, store, and distribute global satellite AIS data to end-users. Continue to procure SAT-AIS global data to ensure continuity of SAT-AIS data services of good quality.
6. Explore the VTS challenge of managing autonomous vessels / MASS.
7. Host the EU Satellite-AIS Collaborative Forum at least once per year.
8. Provide support and input to the *ad hoc* expert sub-group on MASS created under the HLSG of the Commission and collaborate with ESA on space-based applications related to MASS.

| Output Indicators                         |  | Result 2018 | Target 2020 |
|---|--|-------------|-------------|
| Integrated Maritime Services Availability | percentage per year availability to Member States                | 99.58       | 99          |
|   | percentage per year availability to EUNAVFOR Atalanta            | 99.58       | 99          |
|   | percentage per year availability to IMS mobile application users | 99.79       | 99          |
| SAT-AIS                                   | global data stream availability                                  | 99.57       | 99          |



## b. Remotely Piloted Aircraft services

Based on user requests, which Member States were encouraged to provide as from mid-2019, and within the limits of the budget made available for this task, RPAS operations will be organised for Member States and EU Agencies with EMSA providing a full service including aircraft provision, piloting services, communication means and data disseminations integrated with the integrated maritime data available in the other EMSA systems.

Based on the previous experience and user requests, EMSA will endeavour to increase the duration of the RPAS services allowing EU or National authorities to fully integrate the service in their maritime surveillance procedures and taking full advantage of this new technology. Regional RPAS operations sharing this capability will be promoted, provided that multiple Permits to Fly will be made available through EASA by the national aviation authorities. The RPAS services for maritime surveillance are also available to EFCA and FRONTEX, as the purpose is to support all national and EU authorities implementing coast guard functions.

In 2020 the RPAS Data Centre will be upgraded, allowing for a further integration of data in the maritime picture of the RPAS data flows, including those of other aerial assets.

Cooperation will continue with EASA for improving the efficiency of the process for obtaining the permits to fly and safe integration of the RPAS flights in Member States' airspace.

| Multi-annual strategic objectives |   |
|-----------------------------------|---|
| <b>Security</b>                   | 13. Support proper implementation of EU and International maritime security legislation   |
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system  |
|                                   | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission   |
|                                   | 24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU                    |
|                                   | 25. Support Search & Rescue efforts of Member States  |
| <b>Reliable partner</b>           | 30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions |

| Annual objectives 2020   |
|--|
| <ul style="list-style-type: none"> <li>▪ Offer maritime surveillance services with Remotely Piloted Aircraft Systems (RPAS).</li> <li>▪ Explore the feasibility of longer deployments with a regional or sea basin approach, whereby one RPAS can be used to cover surveillance needs of a number of neighbouring coastal states.</li> <li>▪ Further develop the EMSA RPAS Data centre to integrate and interface the data received from the RPAS missions with that available in the EMSA IMS and THETIS systems.</li> <li>▪ Promote the exchange of best practices among EU and National authorities in the use of RPAS for civil maritime surveillance purposes, in particular through the EMSA RPAS User group.</li> <li>▪ Reinforce cooperation with EASA under the SLA agreement to promote safe and efficient RPAS services.</li> <li>▪ Explore other remote sensing technologies such as mobile detection sensors and platforms such as HAPS (High Altitude Pseudo Satellites).</li> </ul> |

#### Expected outcome 2020

RPAS operations will be continued to be offered as a service to interested Member States and EU Agencies.

Member States will be given the opportunity to share experiences, identify, develop and implement 'best practice' for RPAS operations used for maritime surveillance.

#### Planned output 2020

1. Provide RPAS Services for Member States and EU Agencies executing coast guard functions, including improved satellite communications capacities.
2. Maintain and develop as appropriate the RPAS DC capabilities to support the needs of integrated maritime services.
3. Host and manage the EMSA RPAS User Group by meeting at least once per year.

| Output Indicators |   | Result 2018 | Target 2020 |
|-------------------|---|-------------|-------------|
| RPAS operations   | number of RPAS available for deployment for multipurpose operations | 6           | 4           |
|                   | number of deployment days per year                                  | 226         | 300         |
|                   | RPAS DC availability  | n/a         | 95%         |

#### c. 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 Member States with using SafeSeaNet. The Agency will closely follow developments in Member States regarding testing and data quality issues and identify potential technical and operational improvements to both central and national SafeSeaNet systems. Through bilateral meetings with interested Member States, EMSA will continue to support developments at national level and improve the quality of the information exchanged through SafeSeaNet.

SSN continues to evolve and supports new and revised EU rules. SSN version 5 will be the next major release of SSN to support the changes in the legal requirements of the amended Directive 98/41/EC on registration of persons on board passenger ships, and Directive EU 2019/883 on port reception facilities for the delivery of waste from ships (repealing Directive 2000/59/EC). SSN version 5 will enable reporting and exchange of (1) information on persons on board passenger ships (crew and passenger lists) for search and rescue purposes; (2) the revised waste notification and receipt, and the subsequent transmission to THETIS-EU (EMSA operated inspection database on port reception facilities and on compliance verifications for the sulphur content of marine fuels). In addition, SSN version 5 will include the proposals from the Working Group for improving Incident Reporting, and the link with Common Emergency Communication and Information System (CECIS).

The business requirements for SSN version 5 are being drafted with the support of Member States experts through dedicated working groups under the HLSG mandate. The technical requirements will be concluded in 2020 and developments and roll-out planned for 2021.

SSN version 5 will require detailed information on the persons on board to be exchanged through SSN, therefore additional security measures will be put in place to ensure secure exchange of SSN information at both central and national levels. Furthermore, the exchange of personal information will require the implementation of the General Data Protection Regulation (GDPR) which implies changes to the data protection rules currently implemented. These measures, along with measures to protect against cybersecurity threats will be implemented (with the support of ENISA) based on the outcome of the “Security and Interoperability Solutions Study” launched in 2019, under the Interoperability project.

The adoption of Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (EMSWe), requires consequential changes to SafeSeaNet. The preparatory work will be done in the 2020-2022 period, with the actual implementation taken place by 2025. When necessary, the relevant data elements reported to the maritime National Single Windows of one Member State shall be made available to other maritime National Single Windows via SafeSeaNet. The EMSWe data set will be defined through a delegated act that should be adopted by 15 August 2021.

EMSA and the Member States will continue to enhance the Central Ship Database (CSD) and promote its use. The CSD will be further developed to be used as a reference database by national systems such as the national single window. Such services will be developed to share accurate and up-to-date data with national maritime applications with the aim of reducing reporting burden, enhancing data quality and developing new uses.

Pending the confirmation of the HLSG, on-going enhancements of THETIS inspection database and associated web services will allow the reuse of ship particulars information from e-Certificates/e-Registers for enrichment of the CSD. Examples of this data are “number of lifeboats”, “minimum crew and composition”, “insurance provider”, “tanks for sludge and / or bilge water” etc.

The Agency will continue to provide training and technical support on SSN to MS through training courses organised at EMSA or MS premises, and remotely through webinars and eLearning. The eLearning platform will continue to develop new training courses for users of SafeSeaNet as well as other operational services from EMSA, for example the Copernicus Maritime Surveillance Service. This platform allows authorised users, external and internal to EMSA, to access other eLearning courses developed by the Agency on the Internet.

In addition, training sessions will be organised to familiarise users with EMSA’s operational services including the vessel traffic monitoring and reporting system SafeSeaNet (SSN), the EU Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC), the oil spill monitoring service CleanSeaNet (CSN), Integrated Maritime Services (IMS), Automated Behaviour Monitoring tools and associated databases, as well as the Copernicus Maritime Surveillance service and the Remotely Piloted Aircraft Systems (RPAS) Data Centre

The Central Hazmat Database (CHD) on dangerous and polluting goods, the Central Locations Database (CLD) on locations and port facilities codes and the Central Organisations Database (COD) on authorities and organisations will be further developed in line with proposals of the Member States and industry following their experience in using these databases.

EMSA will assist the Commission and Member States in the continuation of the work on improving the 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 CHD, will remain the main point of reference for the decision-making process as laid down in the EU Operational Guidelines on Places of Refuge.

#### Multi-annual strategic objectives

|                 |  |
|-----------------|--|
| <b>Safety</b>   | 11. Become the technical facilitator in relation to autonomous ships                       |
| <b>Security</b> | 16. Develop robust solutions to protect its maritime applications and information services |

|                         |   |
|-------------------------|---|
| <b>Simplification</b>   | 20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible   |
| <b>Surveillance</b>     | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system                  |
|                         | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission |
|                         | 25. Support Search & Rescue efforts of Member States  |
| <b>Service provider</b> | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability      |
| <b>Reliable partner</b> | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards   |
| <b>Knowledge hub</b>    | 35. Provide the central EU maritime information hub and access point for open data  |

### Annual objectives 2020

- Ensure that the SafeSeaNet central service is available on a 24/7 basis, and provide operational support to all users, including necessary training, technical guidance 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.
- 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.
- Provide operational/technical training for users of SSN. Develop further courses on the eLearning platform as well as webinars for SafeSeaNet.
- Refine and improve the central databases: CHD, CLD and COD, build an additional CSD for the purposes of the EMSW Regulation.
- Support users' statistical needs (MS and Eurostat).
- Provide support to the MS cooperation group on Places of Refuge.

### Expected outcome 2020

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 supported by new eLearning and webinar training tools. 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 2020

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. Host and manage the "SSN User Group meetings" and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements.
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems and improve data quality on related national databases.
5. Develop SafeSeaNet version 5 based on the agreed schedule by the HLSG.
6. Maintain, and upgrade as needed, the Traffic Density Map service.

| Output Indicators                        |   | Result 2018 | Target 2020 |
|--|---|-------------|-------------|
| SafeSeaNet system: Service Operation     | percentage per year availability of central SafeSeaNet system   | 99.47       | 99          |
|  | hours maximum continuous downtime of central SafeSeaNet system  | 05h:49min   | max 12      |
| SafeSeaNet system: Reporting Performance | percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements                       | 100         | 99          |
|  | percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements | 100         | 99          |

#### d. European Maritime Single Window

| 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 Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU has been adopted in July 2019. The regulation will establish a common, harmonised and interoperable environment for ships reporting port call information. Full implementation must be achieved by summer 2025 (six years after entry into force). Before this, the Commission has to establish the relevant technical specifications with delegated and implementing acts. The majority of these acts should be ready by summer 2021 in order to leave time for the implementation of the respective systems.

The Commission has drafted the EMSWe Regulation Implementation plan laying out the tasks and responsibilities of the different services (EMSA, MOVE, TAXUD, and DIGIT) to be involved in the implementation of the Regulation. EMSA will be involved in several tasks including the establishment of the EMSWe dataset, identification of data to be exchanged via SafeSeaNet, elaboration of technical specifications (e.g. harmonised reporting interface module, common functionalities for graphical user interfaces, common spreadsheet templates), development of common ship, hazmat and locations databases and upgrade of SafeSeaNet for data exchange services between National Single Windows.

EMSA will continue to assist the Commission in monitoring the implementation of the existing Directive 2010/65 and in implementing measures to further achieve simplification, harmonisation and rationalisation of reporting formalities. EMSA will contribute to the maintenance of the IMO compendium on facilitation and electronic business which aims at defining a harmonised dataset and message structures for maritime single windows. For that purpose, EMSA will participate to the IMO Expert Group on Data Harmonization (EGDH). EMSA will continue providing assistance for the implementation of Directive (EU) 2017/2109 amending Directive 98/41/EC on the registration of persons on board. In line with the Regulation (EU) 2019/1239, of the central databases operated by EMSA (CLD, and CHD) will be scaled up to support services of the EMSWe environment. A separate additional CSD will be developed for the declarants to input their data as required under the EMSW Regulation. To assess the impact of these requirements EMSA launched two studies (Security and Interoperability Solutions Study and Study on the Dataset for the European Maritime Single Window environment - EMSWe) planned to be completed in 2020.

EMSA will continue to co-operate with EUROSTAT. This co-operation will enable cross-checking of data received from Member States and will contribute to the development of guidelines and standardised correspondence tables between classifications/code lists used in SSN/NSW. The implementation of pilot projects on the use of SSN and NSW data to enhance the quality and completeness of EU-wide maritime statistics is also foreseen.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Simplification</b>             | 20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible                                    |
|                                   | 18. Support further simplification, harmonisation and rationalisation of reporting formalities                               |
|                                   | 19. Support the transition of the EU maritime sector to a paperless environment including e-certificates                     |
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system             |
| <b>Reliable partner</b>           | 31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice     |
| <b>Service provider</b>           | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability |

#### Annual objectives 2020

- Assist the Commission where possible with the implementation of Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU.
- Contribute to the maintenance of the IMO Compendium.
- Provide technical assistance in the implementation of Directive (EU) 2017/2109 amending 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.

#### Expected outcome 2020

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 2020

1. Assist the Commission in implementation of the new EMSWe Regulation and with the Reporting Formalities Regulation currently in force, including helping to define the data set and start building a new CSD and upgrading other central data bases.
2. Assist Member States and the Commission in the implementation of Directive (EU) 2017/2109 amending Directive 98/41/EC on registration of persons on board, including organisation of workshops.

| Output Indicators               |  |
|---------------------------------|--|
| SafeSeaNet system data exchange | <i>The information exchange is covered by the SafeSeaNet indicators.</i> |

Project: Promotion of interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment (Interoperability project)

| Project financed input <sup>10</sup> |                |                            |                      |                |
|--------------------------------------|----------------|----------------------------|----------------------|----------------|
| Project                              | Funding source | Time frame and envelope    | Financial input 2020 | Staff          |
| Interoperability project             | DG MARE        | 2018 - 2021<br>3,000,000 € | 1,094,000 € 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 is based on a grant agreement between EMSA and DG MARE signed in September 2018 for a period of 36 months. The project aims at engaging EMSA in further developing interoperability solutions allowing for seamless information exchange between the EU and national authorities' systems. In accordance with the grant agreement, the management of the project is overseen by a Steering Committee composed of the relevant Commission DGs (MOVE, MARE, DIGIT and TAXUD) and EMSA.

The objective of the project is to assist Member States in improving their NSWs solutions and the interfaces with SafeSeaNet in accordance with the requirements of Directive 2010/65/EU in order to establish a more harmonised baseline in the EU on NSW systems. In addition the project aims at enhancing the overall functionalities of SafeSeaNet, as well as examining how interoperability with other EU 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. On VDES, EMSA will collaborate with Norway and ESA through a joint project to test the feasibility of ship reporting through VDES by using Norway's NorSat-2 LEO satellite with a VDES test-payload and VDES equipment on board a (test) vessel.

More specifically, the project should allow Member States' authorities to automatically receive and integrate information services provided by EMSA within their own systems and fuse this data with additional information only available at national level, in order to reduce ship reporting formalities.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Simplification</b>             | 20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible                |
|                                   | 18. Support further simplification, harmonisation and rationalisation of reporting formalities           |
|                                   | 19. Support the transition of the EU maritime sector to a paperless environment including e-certificates |

| Annual objectives 2020   |
|--|
| <p>The project will demonstrate over a three-year period how to achieve:</p> <ul style="list-style-type: none"> <li>▪ a more efficient data exchange between different authorities of Member States using SafeSeaNet, including exchange of cargo information.</li> <li>▪ better connectivity among all relevant authorities and end-users in the different Member States.</li> <li>▪ Specific interoperability solutions contributing to the development of an EMSW environment.</li> <li>▪ Improved information exchange between ship to shore using VHF Data Exchange-satellite (VDE-SAT) communications. Where possible EMSA will cooperate with Norway and ESA using the Norwegian's</li> </ul> |

<sup>10</sup> Expected project financed human and financial resources are provided at this stage and will be updated as necessary in the next iterations of this document.

satellite with a VDE-SAT payload for testing and validation to explore the potential use of VDES for ship-to-shore reporting and other maritime applications.

#### Expected outcome 2020

The outcome of the project has to be achieved by 2021. The benefits of using VDES technology will be demonstrated particularly in respect of exchanging maritime digital data on a global basis in support of ship-to-shore reporting of operational voyage information.

#### Planned output 2020

The Steering Committee has agreed on the following output for 2020:

- Facilitation of MRS and VTS reporting.
- Use of reference databases to support MS authorities and EU agencies.
- Definition of the EMSWe processes.
- Assessment of EMSWe data exchanges via SSN.

| Output Indicators               |  | Expected result 2018 | Target 2020  |
|---------------------------------|--|----------------------|--|
| Pilot project and study reports | Outcome and results of pilot projects and studies executed in cooperation with the Commission, Member States and Industry. | n/a                  | Number of reports: 4 (see topics under Planned output above) |



| Project financed input |                |   |  |                |
|------------------------|----------------|---|--|----------------|
| Project                | Funding source | Time frame and envelope   | Financial input 2020   | Staff          |
| EFCA SLA               | EFCA           | SLA: Automatic renewal since 2015<br>IMS for EFCA project: 2019-2020: 150,000 Euros | 70,000 € expected.<br><br>(Contribution to Annual Implementation Plan to address specific requirements for fisheries control purposes) | No extra staff |

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

EMSA supports the European Fisheries Control Agency (EFCA) in coordinating fisheries monitoring campaigns e.g. EU Joint Deployment Plans or ICCAT (International Commission for the Conservation of Atlantic Tunas). The Service Level Agreement (SLA) between EFCA and EMSA signed in 2015 is automatically renewed annually.

Cooperation under this SLA mainly consists of providing EFCA and National authorities in charge of fisheries monitoring, in particular Member State Fisheries Monitoring Centres (FMCs), with customised integrated maritime services (IMS) operated by EMSA. Earth Observation (EO) imagery and added value products such as Vessel Detection Service (VDS) data are part of this service and are provided free of charge to EFCA. Costs for the EO element are funded through the Copernicus Maritime Surveillance Service managed by EMSA. In addition, the service includes access to all IMS Automated Behaviour Monitoring (ABM) algorithms and associated alerts.

In 2019, after collecting Member State requirements, EFCA requested the development of new functionalities. To that effect, a dedicated project, partially funded by EFCA, was launched in 2019 and will continue in 2020. The enhanced service is expected to become operational by the end of 2020.

The SLA also covers the sharing of capacity for operational services, such as Remotely Piloted Aircraft Services (RPAS) or vessel chartering. Such activities are undertaken in the general framework of the European cooperation on coast guard functions between EMSA, EFCA and Frontex.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Surveillance</b>               | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission                                    |
|                                   | 23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation |
|                                   | 24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU |
| <b>Sustainability</b>             | 1. Support the development and implementation of relevant EU and international climate and environmental legislation   |
| <b>Reliable partner</b>           | 32. Seek synergies with complementary EU bodies and communities to add more value for the EU   |

### Annual objectives 2020

- Continue implementing the Service Level Agreement signed between EMSA and EFCA.
- Service delivery based on the SLA and associated (annual) specific agreement signed with EFCA.
- Following identification of appropriate business needs, further develop services for EFCA and their end users in Member States.
- Evaluate possible needs for sharing of resources (pollution response vessels, equipment and dispersants).
- RPAS operations will continue to be offered as a service to EFCA.

### Expected outcome 2020

EMSA Integrated Maritime Services (IMS) are offered to EFCA in accordance with their user requirements and their end users in the Member States and the Commission, and EFCA VMS data transmitted by EFCA is integrated in the Integrated Maritime Services (IMS).

The IMS service for EFCA will be further developed in 2020, in response to specific requirements provided by EFCA. These include an overhaul of the user interaction with the SEG user interface, the ability to independently display all last VMS position reports, as well as access to the 5-year archive of vessel position data through the Long Term Storage (LTS).

Earth observation information (including images and value-added products) obtained via the Copernicus Maritime Surveillance service continues to be shared by EFCA with Frontex.

EFCA capacity regarding their fishery control activities will be improved. EFCA, with EMSA support, will share their RPAS experience identify, develop and implement 'best practice' for RPAS operations in the fisheries control domain.

Sharing of operational capacities and services (vessels, Earth observation services, maritime traffic picture, RPAS) for multipurpose activities will be further intensified.

### Planned output 2020

1. Provision of integrated maritime services under the existing EFCA-EMSA SLA framework, including training and support
2. Provision of the version 2 of the IMS service for EFCA.
3. Provision of RPAS services to support EFCA operations
4. Provide operational and training support to users.
5. Possible additional areas of cooperation in the sharing of operational resources (dispersants, pollution response equipment).

| Output Indicators            |  | Result 2018 | Target 2020 |
|------------------------------|--|-------------|-------------|
| Integrated Maritime Services | percentage per year availability to EFCA | 99.60       | 99          |

| Project financed input |                |   |                       |       |
|------------------------|----------------|---|-----------------------|-------|
| Project                | Funding source | Time frame and envelope (expected)          | Financial input 2020  | Staff |
| Frontex SLA            | Frontex        | Open ended SLA<br>2019-2021<br>45,000,000 € | 12,000,000 € expected | 9 CA  |

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

EMSA supports the European Border and Coast Guard 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 amended in 2018 for an indefinite period. The SLA defines the conditions under which EMSA provides surveillance tools and services to support Frontex activities, including for the implementation of the EUROSUR framework.

Cooperation under this SLA mainly consists of providing Frontex, on a system to system basis, and in turn its user community, customised Integrated Maritime Services (IMS) as operated by EMSA i.e. approximately 15-20 million vessel positions per day and associated tools to extract useful information like ship type, current voyage characteristics, historical voyages etc. In addition, EMSA's services include the access and use of all IMS Automated Behaviour Monitoring (ABM) algorithms (referred to as anomaly detection in the Frontex service portfolio) and delivery of associated alerts to the users.

Services to Frontex include a strong Earth Observation (EO) component. The EO services delivered include vessel detection (VDS), i.e. analysis of satellite images to identify potential vessels at sea and subsequent correlation with vessel reporting information (IMS). This allows the identification of vessels that are not reporting their position and the consequent prioritisation of follow-up activities. Also included is the delivery of very high-resolution optical imagery for monitoring areas of interest whether at sea, on the coast or in a port. Whilst Frontex fund the acquisition of many images, a significant proportion of the EO products are made available for free through the sharing of acquisitions made for EFCA / fisheries control and the VDS information available through the pollution monitoring service (CleanSeaNet) for MS authorities.

All services, tools, functionalities and diverse datasets provided to Frontex are based on the Integrated Maritime Service and hence are highly dependent on the IMS platform and data availability. If requested by Frontex, EMSA intends to continue to provide MALE type RPAS services to Frontex for long range and long endurance maritime surveillance in the framework of inter-agency cooperation to support of Coast Guard functions. In the same vein, EMSA can make its RPAS data centre (RPAS-DC) available to Frontex for their aerial operations and thus avoid duplication of effort.

Activities for 2020 will be refined and/or developed based on the SLA Annual Programme and associated service product description that will be finalised at the end of 2019.

While the SLA is the tool for the practical implementation of system to system and RPAS services, the aforementioned activities can be seen are part of the general European Cooperation on Coast Guard Functions between EMSA, EFCA and Frontex.

### Multi-annual strategic objectives

|                         |  |
|-------------------------|--|
| <b>Surveillance</b>     | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission                                    |
|                         | 23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation |
|                         | 24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU |
|                         | 25. Support Search & Rescue efforts of Member States   |
| <b>Reliable partner</b> | 32. Seek synergies with complementary EU bodies and communities to add more value for the EU   |

### Annual objectives 2020

- Continue implementing 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.
- If so requested, RPAS operations will continue to be offered as a service to Frontex.

### Expected outcome 2020

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

Frontex capacity regarding their border control activities will be improved. Frontex, with EMSA support, will develop 'best practice' approaches to use RPAS in the border control domain.

### Planned output 2020

1. Provision of Integrated Maritime Services and training under the existing Frontex-EMSA SLA framework, which includes support regarding development and operation of new ABMs and the implementation of the EUROSUR regulation.
2. If so requested, provision of RPAS services to support Frontex operations.
3. Sharing of operational capacities and services (vessels, Earth observation services, RPAS) for multipurpose activities will be further explored.

| Output Indicators             |  | Result 2018 | Target 2020 |
|-------------------------------|--|-------------|-------------|
| Frontex Service platform      | percentage per year availability to Frontex      | 99.51       | 99          |
|                               | Hours of maximum continuous downtime             | 0           | n/a         |
| Frontex operational Exercises | minimum number of exercises EMSA participates in | 5           | 2           |

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

| Input                            |             |
|----------------------------------|-------------|
| Commitment appropriations in EUR | 3,827,537   |
| Payment appropriations in EUR    | 3,791,326   |
| Staff                            | 7 AD, 7 AST |

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

EMSA will continue to operate and monitor 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.

United Kingdom and Gibraltar, British Virgin Islands and Falkland Islands left the EU LRIT CDC during the first quarter 2019. Tunisia and Georgia joined the EU LRIT CDC as third countries in July 2019. The EU LRIT CDC may integrate new third countries complying with §8 of the Council Resolution of 9 December 2008.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Security</b>                   | 13. Support proper implementation of EU and International maritime security legislation                          |
|                                   | 14. Provide further information services to protect the EU merchant fleet worldwide                              |
|                                   | 16. Develop robust solutions to protect its maritime applications and information services                       |
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system |
|                                   | 25. Support Search & Rescue efforts of Member States   |

| Annual objectives 2020  |
|---|
| <ul style="list-style-type: none"> <li>Continue operation and maintenance of the LRIT IDE and the EU LRIT CDC in accordance with IMO performance standards.</li> <li>Provide operational support to all users of the EU LRIT CDC, including training and helpdesk activities.</li> <li>Provide LRIT services to new participants wishing to join the EU LRIT CDC.</li> <li>Organise regular meetings with relevant LRIT users.</li> <li>Provide training on EU LRIT CDC to LRIT users.</li> <li>Meet legal and financial obligations concerning the exchange of LRIT data.</li> </ul> |

| Expected outcome 2020   |
|---|
| <p>The Agency will continue to operate the LRIT IDE and 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 2020

1. Continued operations and ongoing maintenance of the LRIT IDE and the LRIT CDC.
2. Perform necessary upgrading of the EU LRIT CDC, as requested by EU LRIT CDC Participating Countries or IMO.
3. Perform necessary upgrading of the LRIT IDE, as requested by IMO.
4. Support EU LRIT CDC Participating Countries for use of the EU LRIT CDC.
5. Quality of the services maintained.

| Output Indicators                         |   | Result 2018 | Target 2020 |
|---|---|-------------|-------------|
| <b>EU LRIT DATA CENTRE</b>                |   |             |             |
| System operational                        | percentage per month availability   | 99.93       | 99          |
|   | hours maximum continuous downtime   | 0h:52min    | max 4       |
| EU CDC reporting performance              | percentage position reports delivered in accordance with IMO requirements (periodic reports: 15 min; polls: 30 min) | 99.59       | 99          |
| Web user interface                        | percentage per year availability to users   | 99.73       | 99          |
| <b>LRIT - IDE</b>                         |   |             |             |
| LRIT-IDE System operational <sup>11</sup> | percentage per year availability of LRIT IDE in accordance with IMO requirements                                    | 99.95       | 99.9        |
|   | hours maximum continuous downtime of LRIT IDE   | 2h:30min    | max 4       |

<sup>11</sup> Discussions on the hosting of the LRIT-IDE are on-going. The service is listed nevertheless, pending their outcome. As long as the service is running at EMSA the output indicators continue to apply, with respective annual targets of 99.9% availability and maximum downtime of 4h. After the completion of the hand-over process these indicators will be deleted.

## 2.3 THETIS and its modules

| Input                            |             |
|----------------------------------|-------------|
| Commitment appropriations in EUR | 1,886,529   |
| Payment appropriations in EUR    | 2,211,705   |
| Staff                            | 4 AD, 1 AST |

| Project financed input |  |                         |                      |                |
|------------------------|--|-------------------------|----------------------|----------------|
| Project                | Funding source                               | Time frame and envelope | Financial input 2020 | Staff          |
| THETIS-EU              | EC, DG ENV as concerns the Sulphur Directive | 2018-2021               | None expected        | No extra staff |

| Legal Basis  |
|--|
| <ul style="list-style-type: none"> <li>▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a), 2.2.(b) and 2.5</li> <li>▪ Directive (EU) 2017/2110, Art.10</li> <li>▪ Directive 2009/16/EC as amended</li> <li>▪ Directive (EU) 2016/802</li> <li>▪ Directive (EU) 2017/210</li> <li>▪ Directive 2000/59/EC</li> <li>▪ Directive (EU) 2019/883 (PRF)</li> </ul> |

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/EC as amended.

In 2020 the new functionalities in THETIS to cater for the PSC provisions of the Directive (EU) 2017/2110 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 be in operation.

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 (EU) 2016/802). In 2020 the additional functionalities for the Sulphur module (integration of Energy Community States in THETIS-EU, development of a functionality to help EU sulphur inspectors in ports to check compliance under the Directive at open sea), under a revised cooperation agreement with the Commission covering the years 2018-2021, will be in operation. This will be complemented by the RPAS based service for monitoring of gas emissions from individual ships.

In addition, in 2020 the new module in THETIS-EU to cater for the Flag State provisions of the new Directive (EU) 2017/2110 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 be operational. Through this module 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, will be available to the competent authorities of the Member States.

Furthermore, in 2020 the dedicated voluntary module for Member States to report security inspections under Regulation (EC) 725/2004 will be further enhanced if requested by the MARSEC.

Moreover, THETIS-EU will need to be enhanced with a new dedicated module 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 Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC. This module should also foresee a Union risk-based targeting mechanism for the selection of ships to be inspected.

Following a request of the Member States, a dedicated module in THETIS-EU to support the PSC enforcement provisions of Regulation 1257/2013 on ship recycling will be developed in 2019 and made operational in 2020.

In 2018 a new web service was developed allowing both ROs and flag States to submit data fields (eCertificates) to THETIS. In 2020 interested Member States in their capacity as flag States will be invited to submit relevant data fields to THETIS. In addition, and subject to the outcome of discussions with the competent authorities of the Member States and to the outcome of a pilot project to be held in 2019, Member States may opt to reduce time spent for checking certificates while on board during PSC inspections, using an automated control functionality to be developed in 2020 as well as a new functionality allowing Flag States and ROs to submit eCertificates as defined by FAL.5/Circ.39/Rev.2 of 20 April 2016 on Guidelines for the use of electronic certificates, adding to the submitted data the Unique Tracking Number.

In addition, in 2020 the work of the TF 6 lead by EMSA within the context of Paris MoU aiming at developing a standard for the data fields to be submitted in THETIS (eCertificates) is expected to be completed.

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, available since August 2017 (see also Project: THETIS-MRV), will provide the European Commission with the relevant information required for the publication of the annual figures foreseen by the MRV Regulation.

Finally, a new module to support the MeD MoU with an inspection database, as a result of an agreement of the MeD MoU Committee will be in operation. The development will be funded by the SAFEMED IV project (see also Project: SAFEMED IV).

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 6. Lead expertise and support the development, implementation and enforcement of safety standards  |
|                                   | 8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally                                      |
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system                             |
| <b>Reliable partner</b>           | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |
| <b>International reference</b>    | 34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies                                       |



## Annual objectives 2020

- 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, including the development of best practises and guidance.
- Ensure regular meetings with relevant end users.

## Expected outcome 2020

The Agency operates the Port State Control information system (THETIS) 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 ((EU) 2017/2110), 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 and the calculation of frequency of inspections and samples and the future targeting system.

THETIS-EU supports as a voluntary module Member States in reporting security inspections in accordance with Regulation 725/2004; supports the Port Reception Facilities Directive (2000/59/EC for 2020 and 2021 and Directive (EU) 2019/883 from 2021 and onwards); caters for the Flag State elements 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 on Port State Control.

THETIS-MRV caters for the provisions of Regulation (EU) 2015/757 and may cater for the reporting obligations stemming from the international level.

THETIS-MED supports as a dedicated inspection database the work of the Med MoU.

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 2020

1. Information System THETIS: operational, maintained and under continuous enhancement to meet new requirements. Enhanced to support the PSC provisions of Directive (EU) 2017/2110 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 (EU) 2017/2110 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, Regulation 1257/2013 on Ship Recycling, Regulation 725/2004 on maritime security and Directive 206/802/EU and Directive 200/59/EC on Port Reception Facilities for as long as it will be valid and Directive (EU) 2019/883 when it comes into force including the foreseen Union risk based targeting mechanism for the selection of ships to be inspected.
3. Interface with SafeSeaNet operational.
4. Web Service connecting Flag States and or ROs with THETIS operational.
5. Interfaces with remote sensing installations in the Member States operational.
6. THETIS-MRV operational and maintained.
7. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the THETIS system, including the development of a standard for eCertificates.
8. Cooperation with a number of Member States (PSC and Flag States) to verify efficiency gains by controlling eCertificates through THETIS.

9. THETIS-MED operational and maintained (see also Project: SAFEMED IV). Cooperation with the Med MoU for the operation and further enhancement of THETIS-MED to support the MeD MoU.
10. Cooperation with the Commission, COSS, the Sulphur Committee, the Ship Recycling Committee and MARSEC Committee to supervise, verify and validate the operation and further enhancement of THETIS-EU as relevant.

| Output Indicators  |   | Result 2018 | Target 2020 |
|--------------------|---|-------------|-------------|
| System operational | availability in percentage                                      | 99.65       | 96          |
|                    | hours maximum continuous downtime                               | 4           | max 6       |
| Helpdesk Service   | percentage of requests closed in less than 5 days <sup>12</sup> | n/a         | 75          |

<sup>12</sup> 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 has been re-established during the 1<sup>st</sup> quarter of 2019.

| Project financed input |                |                         |                      |                |
|------------------------|----------------|-------------------------|----------------------|----------------|
| Project                | Funding source | Time frame and envelope | Financial input 2020 | Staff          |
| THETIS-MRV             | EC, DG CLIMA   | 2016-2020<br>500,000 €  | None expected        | No extra staff |

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

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 1<sup>st</sup> January 2018, companies will use the system to monitor and report data on each ships CO<sub>2</sub> emissions, fuel consumption and other parameters foreseen by the MRV Regulation. In 2019 the system will enable the submission of the satisfactorily verified emission reports and the relevant documents of compliance. Finally in 2019 the Commission will use the information provided by the system in order to publish the information on CO<sub>2</sub> emissions as well as all other information foreseen by Article 21 of the MRV Regulation. In 2020 the Agency will continue to ensure the operation of THETIS-MRV, including its technical helpdesk.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Sustainability</b>             | <ol style="list-style-type: none"> <li>Support the development and implementation of relevant EU and international climate and environmental legislation</li> <li>Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster</li> <li>Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change</li> </ol> |
| <b>Safety</b>                     | <ol style="list-style-type: none"> <li>Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally</li> <li>Support Maritime Administrations in their Flag State implementation effort</li> </ol>   |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation   |
| <b>Knowledge hub</b>              | 35. Provide the central EU maritime information hub and access point for open data   |

### Annual objectives 2020

- 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 2020

THETIS- MRV operational. Subject to the outcome of ongoing discussions, development of a web-based application, using available data from the THETIS-MRV, to support the reporting obligations of the Member States to the IMO Global Data Collection System (DCS).

### Planned output 2020

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

| Output Indicators |  | Result 2018  | Target 2020   |
|-------------------|--|--|---|
| THETIS-MRV        | timely delivery of tasks foreseen by the cooperation Agreement | THETIS-MRV operational:<br>yes<br><br>Companies able to register activity data in the system as from 1 <sup>st</sup> January 2018: yes | THETIS-MRV operational.<br><br>System to provide the necessary data to support the publication of information foreseen by the MRV Regulation. |

## 2.4 MARITIME SUPPORT SERVICES

| Input                            |                   |
|----------------------------------|-------------------|
| Commitment appropriations in EUR | 1,396,242         |
| Payment appropriations in EUR    | 1,396,242         |
| Staff                            | 3 AD, 4 SNE, 4 CA |

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

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.

The MSS will continue to evolve and adapt to support evolving EMSA services.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system   |
|                                   | 25. Support Search & Rescue efforts of Member States   |
| <b>Sustainability</b>             | 4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations |

| Annual objective 2020   |
|---|
| <ul style="list-style-type: none"> <li>Ensure timely and appropriate helpdesk and monitoring services.</li> </ul> |

| Expected outcome 2020   |
|---|
| <p>Users of the vessel traffic and maritime information services benefit from timely and appropriate helpdesk and monitoring services.</p> <p>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.</p> |

## Planned output 2020

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 every 2 years.
  - 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 2018 | Target 2020 |
|--|--|-------------|-------------|
| Maritime Support Services available 24/7 <sup>13</sup> | average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests | n/a         | <2          |
|  | average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions                     | n/a         | <8          |
| MSS Data Quality Reports                               | reporting on the SafeSeaNet /LRIT implementation and data quality (overall and per Member State)   | 25 Reports  | 20 Reports  |

<sup>13</sup> 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 has been re-established during the 1<sup>st</sup> quarter of 2019.

## Project: CISE Transitional Phase

| Project financed input  |                |                          |  |       |
|-------------------------|----------------|--------------------------|--|-------|
| Project                 | Funding source | Time frame and envelope  | Financial input 2020                       | Staff |
| CISE Transitional phase | EC, DG MARE    | 2019-2021<br>3,500,000 € | pre-financing in 2020 1,500,000 € expected | 5 CA  |

### Legal Basis

Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)

The 2014 Communication on better situational awareness by enhanced cooperation across maritime surveillance authorities<sup>14</sup> identifies the main characteristics of the Common Information Sharing Environment (CISE) as follows:

- CISE is a voluntary collaborative process in the EU seeking to further enhance and promote relevant information exchange between authorities involved in maritime surveillance;
- CISE is promoting a decentralised framework for these exchanges;
- CISE should bring added value and complementarity to existing maritime data system, services and sharing processes, while avoiding duplication. It should be seen as part of a more comprehensive information and exchange framework across the EU and its implementation should work towards coherence with this framework;

Furthermore, the 2014 Communication highlighted the need to improve cross border and sector information exchange, in particular between civilian and military authorities.

This task builds on the project "European test bed for the maritime Common Information Sharing Environment in the 2020 perspective" (hereinafter "EUCISE2020") aimed at achieving the pre-operational information sharing between maritime authorities of the EU Member States EUCISE2020 has developed a pre-operational network based on a set of common software components and has validated the CISE concept and interoperability specifications by interconnecting real maritime surveillance systems and using real data. It has thus demonstrated the technical feasibility of CISE, with the successful test of nine national nodes connecting up to eighteen national legacy systems.

At technical level, the interoperability solutions developed by EUCISE2020 should be considered as a prototype. Several military authorities from Member States have been involved in EUCISE2020, showing the potential interest of the military community for CISE.

In 2018 the Commission set the ground to prepare the full implementation of CISE and to support the transition into operations. In line with what was decided by the Council in its conclusions of June 2018 and with the revised Action Plan on the EUMSS (notably actions A.2.1 and A.2.2), the Commission proposed to involve EMSA for setting up and coordinating the actions envisaged for the transitional phase, in view of its specific role on maritime surveillance in the framework of the interagency cooperation, and on the basis of its relevant ancillary task as provided for in the mandate of the Agency.

The transitional phase was agreed with the Member States and the Commission and is detailed in the documents "CISE Transitional Phase: Activities" and "CISE Transitional Phase: Governance Structure. Moreover, since the CISE task was subject to the approval of the EMSA's Administrative Board, a written procedure (N.2/2019) was launched. In April 2019 the Board approved the involvement of EMSA through a Grant Agreement to be signed between the Agency and the Commission.

<sup>14</sup> Communication from the Commission to the European Parliament and the Council: Better situational awareness by enhanced cooperation across maritime surveillance authorities: next steps within the Common Information Sharing Environment for the maritime domain - COM(2014)451 final

The main objective of the transitional phase is to:

- Turn the research project into an EU wide operating system, widening the participation of Member States and also having EU Agencies participating;
- Support Member States to implement the CISE interoperability building blocks into their systems, on the basis of the elements developed and tested by EUCISE2020 (pre-operational project finished in March 2029).

The governance of the transitional phase ensures that all stakeholders have a say in the further developments of CISE, through a dedicated CISE Stakeholders Group coordinated by EMSA, and where appropriate through the MSEsG and the FoP. This model of governance could be a test case for developing the governance of a fully operational CISE.

It is likely that DG MARE will offer an additional Grant Agreement to EMSA to:

- Support all Member States showing an interest in participating in CISE (the first Grant Agreement gave room for having two additional CISE nodes, however 7 Member States and 3 EU Agencies have expressed interest to join;
- Study the impact of exchanging classified information
- Set up thematic nodes.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Security</b>                   | 17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy   |
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system   |
|                                   | 24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU |
| <b>Reliable partner</b>           | 32. Seek synergies with complementary EU bodies and communities to add more value for the EU   |
| <b>Knowledge hub</b>              | 35. Provide the central EU maritime information hub and access point for open data   |

#### Objectives 2019-2021 (24-month period starting after signature of the grant agreement)

Following the initial evaluation of the EUCISE2020 deliverables, the specific objectives for the transitional phase would imply pursuing the following:

- to facilitate technical, operational and administrative coordination among the CISE stakeholders, as well as other concerned parties;
- to support technical and operational activities for the CISE stakeholders;
- to enable the deployment of relevant CISE information services complementary with existing EU maritime surveillance systems;
- to maintain and refine the CISE interoperability building blocks within the overall maritime surveillance framework at national and EU level;
- to increase the number of authorities participating in CISE (beyond the ones involved in EUCISE2020);
- to define CISE's operating procedures, taking into account the "responsibility to share" principle;
- to enable the evolution of the CISE components and interoperability requirements.

#### Expected outcome 2020

Progress will be discussed and agreed with the CISE Stakeholder Group. Objectives as described above should be reached by the end of the project in 2021.



Planned output 2020

1. The outcome of the “Lessons learnt from EUCISE2020” should be covered by a report. The report shall be presented to the CISE Stakeholder Group and it should be used to further finetune the priorities for the Transitional Phase.
2. The expected results for the action “Coordination of the CISE Stakeholders Group” are defined in the governance structure of the Stakeholder Group. Furthermore, a collaborative platform shall be established and managed to share documents (project library) among the project stakeholders.
3. The CISE Project Plan will constitute the tangible results of the action “Project Management”. When relevant the project plan, its status and the outstanding risks will be discussed during the Stakeholder Group meetings.
4. EMSA shall implement the “EMSA adaptor”, install a node to enable data exchange through the CISE network.
5. Establish the technical and operative framework to maintain and carry out the evolutive maintenance of the CISE building blocks.
6. EMSA shall put in place legal support to address the administrative frameworks which need to be in place at the beginning of the operational phase and to cover any legal issue that may arise during the transitional phase.

| Output Indicators |  | Expected result 2018 | Target 2020 |
|-------------------|--|----------------------|-------------|
| CISE nodes        |  | 9                    | 11          |

Project: COPERNICUS MARITIME SURVEILLANCE SERVICE

| Project financed input |                |                           |                         |                    |
|------------------------|----------------|---------------------------|-------------------------|--------------------|
| Project                | Funding source | Time frame and envelope   | Financial input 2020    | Staff              |
| Copernicus             | EC, DG GROW    | 2015-2020<br>40,000,000 € | 9,600,000 €<br>expected | 3 CA <sup>15</sup> |

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

EMSA's role as Entrusted Entity of the Copernicus Maritime Surveillance service (CMS) is regulated by a Delegation Agreement valid until end of 2020. By aggregating space and in-situ data from global observations over land and seas, Copernicus makes a significant contribution to Union security needs by providing information in response to Europe's security challenges, improving crisis prevention, preparedness and response capacities.

The CMS service supports users by providing a better understanding and improved monitoring of activities at sea that have an impact on areas such as:

- fisheries control;
- maritime safety and security;
- law enforcement;
- customs;
- marine environment (pollution monitoring);
- cooperation with international organisations and other activities.

EMSA through the CMS will continue to provide timely, relevant, targeted information and alerts to authorities in Member States and EU bodies entrusted with civilian surveillance activities. Satellite data acquired through Copernicus is combined with a wide range of other data, both from EMSA's maritime information applications and from external sources. Information will continue to be delivered in a customised way through the EMSA common Integrated Maritime Services interface. The CMS service is also available to relevant international organisations, in consultation with and based on the approval of DG GROW and the European External Action Service, reinforcing the role of Europe as a global actor.

EMSA will offer the Copernicus products to further extend the geographical scope and enhance the types of maritime information available to the maritime authorities, thereby contributing to an overall improvement of maritime domain awareness.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Surveillance</b>               | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system<br>24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU |
| <b>Reliable partner</b>           | 31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice   |
| <b>Service provider</b>           | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability   |

<sup>15</sup> These positions are covered by EMSA's subsidy.

**International reference**

34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies

**Annual objectives 2020**

- Implement the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan for 2020.
- Support the function areas as defined in the delegation agreement, including:
  - Fisheries control;
  - Maritime safety and security;
  - Law enforcement;
  - Customs;
  - Marine environment (pollution monitoring);
  - Cooperation with international organisations and other activities.
- Develop EMSA's portfolio of Earth observation products and services in areas relevant for Copernicus activities.
- Increase user awareness, foster user uptake and refine user requirements.
- Deliver training sessions for CMS users to provide a basic introduction and overview of the capabilities and limitations of EO products, and how they can be used in different operational contexts, with a hands-on component related to using the EMSA interfaces.
- Organise the CMS user group and function specific user workshops.
- Phase in previously identified new satellite data sources relevant to the service (i.e. satellite video, thermal infra-red, radio frequency detection, etc).

**Expected outcome 2020**

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 2020**

1. Provision of CMS services to the six functions areas defined in the Annual Implementation Plan.
2. Increase in the number of organisations served by CMS.
3. Organising the CMS annual user group meeting.
4. Delivery of planned training and user uptake activities.

| Output Indicators  |   | Result 2018 | Target 2020 |
|--|---|-------------|-------------|
| Copernicus Maritime Surveillance service Earth observation (EO) image delivery | percentage per year EO image delivery ratio   | 94          | 90          |
| Number of user organisations registered  | Number of Member States National Administrations, EU institutions and international organisations using the service | 29          | 40          |

## Visits and Inspections to monitor the implementation of EU legislation

### 3.1 CLASSIFICATION SOCIETIES

| Input                            |                     |
|----------------------------------|---------------------|
| Commitment appropriations in EUR | 2,154,341           |
| Payment appropriations in EUR    | 2,154,341           |
| Staff                            | 10 AD, 1 AST, 1 SNE |

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

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 on common rules and standards for ship inspection and survey organisations. EMSA will inspect the ROs on the Commission's behalf against the Regulation's requirements and provide reports of each inspection and consolidated 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 annual 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 (QACE) set up by the ROs under Article 11 of Regulation (EC) No 391/2009.

At the request of a Member State, the Agency will provide 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.

Challenges may include providing additional support to Member States and the Commission as a result of a possible amendment to Article 8(1) of Regulation (EC) No 391/2009 in response to Brexit or supporting the Commission in the inspection of any candidate ROs within the inspection programme, for the time being without additional resources.

Further to the amendment to Article 8(1) of Regulation (EC) No 391/2009 adopted in 2019, discussions have started for a new working arrangement regarding Member States' participation in the inspections of Recognised Organisations and dissemination of inspection reports. The Agency will continue to support the Commission and the Member States in such discussions and then implement the new working arrangement in its inspection programme of Recognised Organisations. This may include a periodical workshop with the Member States to exchange information and discuss best practises.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 6. Lead expertise and support the development, implementation and enforcement of safety standards<br>7. Support Maritime Administrations in their Flag State implementation effort |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation                                       |

### Annual objectives 2020

- Maintain the same inspection effort per RO as in 2019.
- 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 including the implementation of a new working arrangement to be put in place by the Commission.
- Support and implement ideas for more effective sharing of information on inspections.
- Assist the Commission in the periodic assessment of QACE.
- Provide draft assessment reports to support the Commission's assessments of Recognised Organisations.

### Expected outcome 2020

Based on the reports submitted by the Agency, the Commission should be able to make a sound assessment of the ROs and QACE 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 2020

1. 16-20 inspections of Recognised Organisations' offices.
2. Upon request of the Commission, initiate 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. Provide draft assessment reports to assist the Commission in its preparation of the assessments of Recognised Organisations and their follow-up.
5. Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 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. Assist the Commission in the development and implementation of a new working arrangement for the participation of authorising Member States in EMSA inspections and dissemination of inspection results,
7. Organise a workshop with the Commission and the Member States with focus on the new working arrangement for the monitoring of the ROs.

| Output Indicators <sup>16</sup> |                                   | Result 2018      | Target 2020 |
|---------------------------------|-----------------------------------|------------------|-------------|
| Inspections                     | number of RO inspections per year | 16               | 16-20       |
| Reports                         | number of reports per year        | 15 <sup>17</sup> | 16-20       |
| Draft assessment reports        | number of reports per year        | 5                | 5-7         |

<sup>16</sup> Indicators exclude inspections and reports of candidate ROs and ad hoc ship visits.

<sup>17</sup> The number of reports produced was one below target. This was because the inspections were concentrated in the latter part of the year and the associated reports have deadlines for completion in 2019.

### 3.2 STCW

| Input                            |                    |
|----------------------------------|--------------------|
| Commitment appropriations in EUR | 1,761,530          |
| Payment appropriations in EUR    | 1,939,500          |
| Staff                            | 6 AD, 2 AST, 1 SNE |

| Project financed input <sup>18</sup>   |                |                         |  |                |
|--|----------------|-------------------------|--|----------------|
| Project  | Funding source | Time frame and envelope | Financial input 2020                       | Staff          |
| Participation of developing countries in the international workshop on MLC 2006 on 18-20 February 2019 | IMO            | 2019-2020<br>85,000 USD | 77,000 € expected as pre-financing in 2019 | No extra staff |

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

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 2020, 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.

In the light of ongoing work on the review of the STCW–F Convention, EMSA will assist the Commission with the development of proposals that could be submitted for consideration at IMO.

Within the context of renewed momentum in the debate between the human element in ship safety and the maritime labour dimension, EMSA will assist the Commission with efforts to enhance this dialogue, including the organisation of an international workshop, together with IMO and ILO, on the implementation of the MLC 2006 and facilitating the participation of selected developing countries in the workshop.<sup>19</sup>

<sup>18</sup> Subject to the positive opinion of the EMSA Administrative Board on the draft agreement between EMSA and the IMO for the provision of financial support for the participation of developing countries in the International Workshop on the Maritime Labour Convention, 2006 (18-20 February 2020). If confirmed, relevant information will be included under Annex I.

<sup>19</sup> See previous note.

### Multi-annual strategic objectives

|                         |  |
|-------------------------|--|
| <b>Safety</b>           | 6. Lead expertise and support the development, implementation and enforcement of safety standards  |
|                         | 7. Support Maritime Administrations in their Flag State implementation effort  |
| <b>Service provider</b> | 12. Enhance role in relation to the human component of shipping  |
|                         | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |
|                         | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability                 |
| <b>Knowledge hub</b>    | 35. Provide the central EU maritime information hub and access point for open data   |

### Annual objectives 2020

- Similar effort of visits and inspections as in 2019.
- 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 new legislation regarding the training, certification and working conditions of seafarers and fishermen.

### Expected outcome 2020

Based on the reports submitted by the Agency, the Commission should be in a position 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 implementation of the revised Directive should contribute to better legislation within the EU, as well as to the incorporation in the EU legislation of the most recent amendments to the STCW Convention.

### Planned output 2020

1. 3-4 inspections to third countries.
2. 4-5 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.
4. Organise a workshop on the implementation of MLC 2006 and facilitate the participation of selected third countries.

| Output Indicators      |   | Result 2018 | Target 2020 |
|------------------------|---|-------------|-------------|
| 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   | 100                | 95  |
| Reports                 | number of reports per year   | 8                  | 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 | 87.5 <sup>20</sup> | 95  |
| STCW Information System | percentage per year availability   | 99.61              | 96  |

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<sup>20</sup> One draft report missed the deadline in Q1.



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

| Input                            |                    |
|----------------------------------|--------------------|
| Commitment appropriations in EUR | 1,460,430          |
| Payment appropriations in EUR    | 1,460,430          |
| Staff                            | 5 AD, 3 AST, 1 SNE |

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

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. These 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 2020, visits will 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. The current cycles of visits in respect of four EU Directives will continue. A new cycle of visits on the new EU Passenger Ship Safety package, including the amendments to Directives 98/41/EC, 2003/25/EC and 2009/45/EC that must be applied by Member States as from 21 December 2019, will be added. Four to five visits are expected to be carried out in 2020. The scope of these visits is being discussed with the Commission, prior to a pre-cycle workshop, organised by EMSA, to be held with Member States by the end 2019/beginning 2020.

Of the four current cycles of visits, the third cycle on Port State Control, which started in 2017, will see four to five visits being carried out. From 2020, these visits will also address Directive 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ferries and high-speed passenger craft in regular service.

The cycle of visits 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 with four to five visits being carried out.

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

Finally, the new cycle of visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers, which started in 2018, will continue with four to five visits being carried out.

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

### Multi-annual strategic objectives

|                         |  |
|-------------------------|--|
| <b>Safety</b>           | 6. Lead expertise and support the development, implementation and enforcement of safety standards  |
| <b>Service provider</b> | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |

### Annual objectives 2020

- Sound implementation of the Methodology for Visits to Member States.
- Primary focus on port State control, the sulphur content of marine fuels safe loading and unloading of bulk carriers and marine equipment.
- Prepare and start a new cycle of visits on passenger ship safety legislation.

### Expected outcome 2020

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 2020

1. 4-5 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. 5-6 visits in respect of Directive 2014/90/EU on marine equipment.
4. 4-5 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers.
5. 4-5 visits in respect of Directives 2017/2018, 2017/2109 and 2017/2110 related to passenger ship safety.
6. 1 visit to an EFTA Member State in respect of Directive 2000/59/EC on port reception facilities.
7. Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.
8. Upon request by the EFTA Surveillance Authority other visits to EFTA Member States to monitor the implementation of relevant legislation.
9. 1 pre-cycle workshop for the new cycle of visits on Passenger Ship Safety.

| Output Indicators |  | Result 2018 | Target 2020 |
|-------------------|--|-------------|-------------|
| Visits            | number of visits per year  | 19          | 22-27       |
|                   | percentage of visit notifications sent to Member States with at least three months' notice         | 100         | 95          |
| Reports           | number of reports per year   | 18          | 19-24       |
|                   | percentage of draft reports submitted to the visited Member State within 90 days from end of visit | 95          | 95          |

### 3.4 MARITIME SECURITY

| Input                            |                   |
|----------------------------------|-------------------|
| Commitment appropriations in EUR | 808,593           |
| Payment appropriations in EUR    | 808,593           |
| Staff                            | 3 AD, 1 SNE, 1 CA |

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

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. Under 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 still 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.

To assist the Member States in the recording and reporting of maritime security inspections on board ships carried out by Duly Authorised Officers, EMSA has developed a new reporting module in THETIS-EU (see also Section 2.3 THETIS and its modules).

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

The Agency will continue to follow-up on issues related to maritime cyber security, including the participation in the transport working group set up by ENISA and other ongoing initiatives within the context of the MARSEC Committee. Building on the Table Top Exercise that took place in 2019 the Agency will start the planning of the Table Top Exercise scheduled for 2021 in cooperation with the Commission, stakeholders and competent authorities of the Member States.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Security</b>                   | 13. Support proper implementation of EU and International maritime security legislation  |
|                                   | 15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster          |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |

### Annual objectives 2020

- Similar effort of missions as in 2019.
- Provide the Commission and the EFTA Surveillance Authority with timely advice on the level of security implementation by the Member States.

### Expected outcome 2020

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 2020

1. 14-16 missions to EU Member States, upon request of the Commission.
2. 1-2 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 2018         | Target 2020 |
|-------------------|--|---------------------|-------------|
| Inspections       | number of missions per year  | 12                  | 15-18       |
| Reports           | number of reports per year <sup>21</sup>   | 24 <sup>22</sup>    | 35          |
|                   | percentage of inspection reports concluded within the deadline agreed with the European Commission | 92.22 <sup>23</sup> | 95          |

<sup>21</sup> More than one report may be prepared following an inspection mission, e.g. if more than one Member State is inspected.

<sup>22</sup> There were fewer individual inspections than expected during the missions undertaken. In addition, in the case of 2 missions, EMSA did not write a report for every inspection carried out.

<sup>23</sup> The inspection reports of 3 missions were delayed, due to the increased workload because only one inspector was available to carry out inspections during part of the year.

### 3.5 HORIZONTAL ANALYSIS AND RESEARCH

| Input                            |                    |
|----------------------------------|--------------------|
| Commitment appropriations in EUR | 547,710            |
| Payment appropriations in EUR    | 559,710            |
| Staff                            | 3 AD <sup>24</sup> |

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

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 2020, 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 planning of the cycles of visits to Member States, the two horizontal analyses that are foreseen for 2020 will be a mid-cycle analysis related to the cycle of visits concerning the bulk carriers (Directive 2001/96/EC) and another on the second cycle of visits on marine equipment (Directive 2014/90/EU).

Meanwhile, work will continue on the other cycles of visits currently underway. This consists of collating information from the Member States and from other sources, process analysis, the monitoring of problematic areas, the analysis of findings and the identification of major issues arising from the visits as they are carried out. Within this context, EMSA will also continue to focus on cost-effectiveness analyses (CEAs) of measures in place by Member States, as foreseen by its Founding Regulation and the Methodology of Visits to Member States. In particular, work will continue under this respect in relation to the implementation of the Sulphur, Marine Equipment and Bulk Carriers Directive. Work will be carried out also in relation to the new cycle of visits on the new EU passenger ships safety package, both in relation to the shaping of the cycle and the possible cost effectiveness analysis to perform.

Regarding research, the Agency will continue to follow closely several projects relevant to the objectives of the Agency within the framework of horizon 2020.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 6. Lead expertise and support the development, implementation and enforcement of safety standards                            |
|                                   | 8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally                      |
|                                   | 7. Support Maritime Administrations in their Flag State implementation effort  |
| <b>Service provider</b>           | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability |

<sup>24</sup> 1 AD for the European cooperation on coast guard functions.

|                      |  |
|----------------------|--|
|                      | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |
| <b>Knowledge hub</b> | 36. Support innovation and development of new technologies   |

### Annual objectives 2020

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. Participate in on-going research projects relevant to the mandate of the Agency.
5. Analyse research instrumental to other tasks (especially in relation to ship safety and environmental protection issues).

### Expected outcome 2020

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 2020

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 2018 | Target 2020 |
|--|--|-------------|-------------|
| 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 | 400,140 |
| Payment appropriations in EUR    | 400,140 |
| Staff                            | 2 AD    |

| Legal Basis   |
|---|
| <ul style="list-style-type: none"> <li>▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(d) and 2.4(h).</li> <li>▪ Directive 2017/2110 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.</li> </ul> |

In 2020 EMSA will continue to support the Commission in its participation in all the bodies of the Paris Memorandum of Understanding on Port State Control. In addition, EMSA will work closely with the Paris MoU Secretariat to develop a more structured and modular approach for the professional development and training of the PSCOs using as a basis the Paris MoU regulatory context. Furthermore, the Agency and the Paris MoU Secretariat will cooperate in order to modernize and update the regulatory context (MoU text, instructions, circulars) thus improving the support to the MoU members and PSCOs in their PSC work. EMSA will support the Member States and the Commission in the implementation of the Directive (EU) 2017/2110 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, both for its PSC and Flag State elements.

The new Directive has introduced two regimes 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:

- 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 (see section 4.1 and 2.3).
- Flag State Inspections before a vessel carrying out regular ro-ro passenger ship and high-speed passenger craft services are 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 and who are trading domestic between ports of the same Member State.

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 in 2019 has enhanced THETIS and make available the new module in THETIS-EU to support the enforcement provisions of Directive (EU) 2017/2110 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 section 2.3). In addition, in 2020 the Agency will support the Commission and the Member States in order to facilitate the FS provisions of the Directive. The support will entail workshops for the competent authorities,

development of training in relation to the guidance notes developed by the Agency in 2019 and relevant eLearning modules.

EMSA will continue to host, manage and support THETIS, RuleCheck and the eLearning 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, in particular for the revision of Directives 2009/16/EC and 2009/21/EC.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 6. Lead expertise and support the development, implementation and enforcement of safety standards                    |
|                                   | 7. Support Maritime Administrations in their Flag State implementation effort  |
|                                   | 8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally              |
| <b>Sustainability</b>             | 1. Support the development and implementation of relevant EU and international climate and environmental legislation |
| <b>International reference</b>    | 34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies               |
| <b>Reliable partner</b>           | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards                              |

| Annual objectives 2020  |
|---|
| <ol style="list-style-type: none"> <li>1. Assist in the publication of information relating to ships (PSC Directive 2009/16/EC as amended and Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service).</li> <li>2. Provide technical assistance as concerns the Paris MoU on Port State Control.</li> <li>3. Provide technical assistance in the implementation of the PSC provisions of the Directive (EU) 2017/2110 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.</li> <li>4. Provide technical assistance in the implementation of the Flag State provisions of the Directive (EU) 2017/2110 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.</li> <li>5. Assist the Commission in any development of relevant legislation arising from the fitness check &amp; REFIT evaluation of Directives 2009/16/EC and 2009/21/EC.</li> </ol> |

| Expected outcome 2020   |
|---|
| <p>The Agency will continue to support the Port State Control system in line with the PSC Directive (2009/16/EC) as amended. The support includes 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.</p> <p>The Agency is working towards harmonising Port State Control in and by Member States, by developing a more structured and modular approach for the professional development and training of the PSCOs using as a basis the</p> |



Paris MoU regulatory context 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.

The Agency will support the modernization and update of the regulatory context (MoU text, instructions, circulars) thus improving the support to the MoU members and PSCOs in their PSC work.

The Agency will support the implementation of the Flag State provisions of the Directive (EU) 2017/2110 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/ The support include inter alia the enhancement of the information system (THETIS-EU), the training of officials from competent authorities, the development of relevant eLearning modules in MaKCs and technical assistance to the Member States and the Commission on relevant issues.

The Agency will work towards harmonising inspections by competent authorities foreseen by the Directive establishing a more unified level of maritime safety.

The Agency will support Member States in implementing PSC provisions not falling within the context of Directive 2009/16/EC, such as the provisions of Directive (EU) 2016/802, the Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC and Regulation (EU) No 1257/2013.

The Agency will support the Commission in the preparatory measures for the revision of Directives 2009/16/EC and 2009/21/EC.

#### Planned output 2020

1. Management and enhancement of harmonised training tools.
2. Developing a more structured and modular approach for the professional development and training of the PSCOs using as a basis the Paris MoU regulatory context.
3. Supporting the Paris MoU Secretariat in order to modernize and update the regulatory context (MoU text, instructions, circulars) thus improving the support to the MoU members and PSCOs in their PSC work.
4. Keeping up-to-date the publication of banned vessels.
5. Ensuring the daily publication of the list of poor performing companies.
6. Providing statistics upon request.
7. Supporting the Commission in the implementation of the PSC Directive (2009/16/EC) as amended.
8. Providing assistance to Member States and the Commission on the implementation of the PSC provisions of the Directive (EU) 2017/2110 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.
9. Providing assistance to Member States in implementing PSC provisions not falling within the context of Directive 2009/16/EC, such as the provisions of Directive (EU) 2016/802, the Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC and Regulation (EU) No 1257/2013.
10. Providing assistance to Member States and the Commission on the implementation of the FS provisions of the Directive (EU) 2017/2110 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.
11. Participation in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of the Commission.
12. Assistance to the Commission in the potential revision of Directive 2009/16/EC on PSC and Flag State Directive 2009/21/EC.

## 4.2 ACCIDENT INVESTIGATION

| Input                            |             |
|----------------------------------|-------------|
| Commitment appropriations in EUR | 904,581     |
| Payment appropriations in EUR    | 891,581     |
| Staff                            | 3 AD, 1 SNE |

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

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, safety analysis 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.

Following the release of the new EMCIP in 2018, EMSA is enhancing the platform by developing functionalities to aid the reporting of data and its use in analysis, with focus in particular to the data retrieval and export process, to a dedicated graphical interface and to the integrated Business Intelligence Tool. Further development will include a system-to-system interface supporting the connection between EMCIP and external systems such as national databases.

Moreover, EMCIP will continue to support the dissemination of investigation data reported by the EU/EEA MS at a global level with its connection to the Global Integrated Shipping Information System (GISIS) managed by the International Maritime Organisation without any duplication of effort for the MS.

The Agency will continue to analyse investigation reports and data collected by the Accident Investigation bodies. Safety analysis of EMCIP data will be performed, 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, staff constraints and whether any conflict of interest would arise.

Finally, the Agency will assist the Commission in the potential revision of the Accident Investigation legislation, following the fitness check of the evaluation of Directive 2009/18/EC.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 10. Explore further work on safety standards for vessels not covered by relevant international conventions |
|                                   | 12. Enhance role in relation to the human component of shipping  |
|                                   | 6. Lead expertise and support the development, implementation and enforcement of safety standards          |

|                         |  |
|-------------------------|--|
|                         | 9. Intensify work on ships for which the risk and impact of accidents are potentially higher   |
| <b>Knowledge hub</b>    | 35. Provide the central EU maritime information hub and access point for open data   |
| <b>Service provider</b> | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |
|                         | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability                 |

### Annual objectives 2020

- Ensure the proper running of the new EMCIP.
- Enhance the new EMCIP.
- 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.
- Support the Commission in the potential revision of the Accident Investigation Directive.

### Expected outcome 2020

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 2020

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 new European Marine Casualty Information Platform (EMCIP) released in 2018.
4. Enhancing EMCIP by developing new functionalities.
5. Monitoring EMCIP data quality through sampling verification.
6. Analysing casualty data and reports from safety investigations and proposing, when relevant, any appropriate Safety Recommendations to the Commission.
7. Publishing the annual overview of marine casualties and incidents on the basis of data provided by the Member States.
8. Assist the Commission in the potential revision of the Accident Investigation legislation.

| Output Indicators |                                  | Result 2018 | Target 2020 |
|-------------------|----------------------------------|-------------|-------------|
| EMCIP meetings    | number of meetings per year      | 6           | 2           |
| PCF meetings      | number of meetings per year      | 2           | 1           |
| New EMCIP         | percentage per year availability | n/a         | 98          |

#### 4.3 TRAINING, COOPERATION AND CAPACITY BUILDING

| Input                            |   |
|----------------------------------|---|
| Commitment appropriations in EUR | 2,687,573                               |
| Payment appropriations in EUR    | 2,516,636                               |
| Staff                            | 6 AD <sup>25</sup> , 1 AST, 1 SNE, 1 CA |

| Project financed input                                   |                |                         |                      |                |
|--|----------------|-------------------------|----------------------|----------------|
| Project  | Funding source | Time frame and envelope | Financial input 2020 | Staff          |
| EU Funds for Candidate and Potential Candidate Countries | EC, DG NEAR    | ongoing<br>n/a          | None expected        | No extra staff |

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

In 2020, the Agency will work on a new structured and modular approach for capacity building, with focus on schemes and paths that could support professional development and training for the staff of competent authorities of the Member States in charge of different functions. The main novelty of this integrated concept, that would make use of relevant tools such as eLearning, virtual reality, would be the shift from the current “single-act oriented” learning activity to professional development pathways. This will support the acquisition of skills, knowledge and competencies about both single activities and topics (e.g. ISM Code, MARPOL Annex I) or functions relevant for the competent authorities of the Member States (e.g. PSC Officer, Flag State Inspector, Auditor, Accident Investigator, etc.).

Member States will be closely associated to the work of the Agency and contribute actively to the development of schemes, taking into consideration national priorities and needs linked to the professional development of their staff. Subject to discussions with the experts from the Member States, the Agency could focus in 2020 on the development of a Flag State Inspectors (FSI) professional development program for individuals performing Flag State inspections covered by the international conventions and relevant EU Maritime legislation.

2020 will be a transition year and EMSA will continue to offer trainings and seminars largely based on the “single legal-act” approach, following as usual a bottom-up approach that takes into consideration the priorities expressed by the Member States.

Taking into consideration the 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 expressly foresees a focus on building capacity, the training delivered at EMSA in 2020 will be more focussed on case studies, practical exercises and working groups.

<sup>25</sup> 2 AD for the European cooperation on coast guard functions.

In addition, in 2020 the Agency will develop 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 and provide different tools to support the professional development of the staff from the Member States' competent authorities.

Events in the Member States will be offered in a more regular way. Especially in 2020, EMSA will offer national trainings for IMSAS preparation.

In 2020, and for as long as it will be required to finalise the Port State Control Officers professional development program under the new capacity building approach, the Agency will continue the implementation of the current 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 and look for opportunities to use this approach 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 the one already in force in the EU. EMSA's training services aim to continue meeting the Beneficiaries' needs for Member States and enlargement countries.

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. In addition, the three Agencies will assess the ECGFA (European Coast Guard Functions Academy) Network project results and ensure the appropriate follow-up.

The Agency will continue to participate in the work of the ECGFF. Support will also be provided to the MED Coast Guard Functions Forum and its Secretariat, through the SAFEMED grant.

#### Multi-annual strategic objectives

|                                |   |
|--------------------------------|---|
| <b>Safety</b>                  | 6. Lead expertise and support the development, implementation and enforcement of safety standards   |
| <b>Sustainability</b>          | 1. Support the development and implementation of relevant EU and international climate and environmental legislation<br>2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster |
| <b>International reference</b> | 34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies  |
| <b>Reliable partner</b>        | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards   |
| <b>Service provider</b>        | 28. Extend and formalize EMSA training schemes  |

#### Annual objectives 2020

- Offer an enhanced portfolio of trainings and eLearning 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.

- Assess the ECGFA Network project results as being relevant and opted to be continued and sustained in the future under the framework of the TWA shall be allocated into different work streams, each of them under the coordination of one of the three Agencies.
- Develop a structured and modular approach to professional development and training with focus on functions relevant for the competent authorities of the Member States.

#### Expected outcome 2020

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 professional development of staff of maritime administrations in relation to functions falling under the mandate of the Agency.

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

To develop specialised training courses to tackle 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 eLearning modules and, where applicable, consider the completion of a relevant eLearning 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 2020

1. Up to 11 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).
4. Development of the Dynamic Overview of National Authorities (DONA)
5. Development of up to two professional development schemes in cooperation with Member States and other interested parties (e.g. Paris MoU secretariat)
6. Develop a Virtual Reality Environment to support EMSA capacity building activities.

| Output Indicators                  |   | Result 2018 | Target 2020 |
|------------------------------------|---|-------------|-------------|
| Training for Member States         | number of MS training sessions per year | 24          | Up to 11    |
|                                    | number of MS experts attending per year | 603         | 320         |
| Training for enlargement countries | number of AC training sessions per year | 21          | Up to 6     |
|                                    | number of AC experts attending per year | 77          | 50          |
| Customer satisfaction              | level of customer satisfaction          | >85%        | >90%        |
| Professional Schemes               | Number of schemes                       |             | Up to 2     |

#### 4.4 MARINE EQUIPMENT, AND SHIP SAFETY STANDARDS (including IMO)

| Input                            |                                   |
|----------------------------------|-----------------------------------|
| Commitment appropriations in EUR | 2,232,201                         |
| Payment appropriations in EUR    | 2,414,721                         |
| Staff                            | 8 AD <sup>26</sup> , 1 AST, 1 SNE |

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

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.

In 2019, EMSA commissioned a study (STEERSAFE), to analyse and, potentially, update the international steering and manoeuvrability requirements in view of modern steering systems. The study will be concluded in 2020 and EMSA will assist the Commission and Member States in bringing forward possible proposals to the IMO.

The Agency updates the list of standards for marine equipment that is subject to flag State approval and manages the MarED database of EU approved equipment. From January 2020, EMSA will manage the new marine equipment database and will take over the MarED Technical Secretariat. The new database is expected to bring-in new features, including the ability to support the implementation of electronic tagging for marine equipment and the possibility to have system to system interfaces to upload data. Based on the experience gathered with the new system and the feedback from the users, further developments could be envisaged during 2020.

Following the results of EMSA projects FIRESAFE I and II, the IMO approved interim Guidelines on ro-ro vehicle deck fire safety. In 2020, the Agency will support the Commission and Member States in their work at IMO with regard to proposing associated amendments.

In view of the latest accidents, there is a growing concern regarding container ship safety. EMSA will carry out a safety analysis on this subject and, if relevant, provide initial feedback to Member States and Commission.

The Agency will also continue its activity on Maritime Autonomous Surface Ships (MASS). EMSA has commissioned an initial study in 2019 (SAFEMASS) on this subject and a follow-up is envisaged in 2020. In addition, EMSA acts as technical facilitator in order to support the Commission and the Member States through, for example, the organisation of a dedicated workshop with the competent authorities of the Member States. Finally, EMSA will continue actively participating in the regulatory scoping exercise initiated by IMO.

EMSA will continue to support the Commission on delivering related actions identified during the REFIT process, namely the review of Directive 2003/25/EC, assessment of the need for common EU requirements for tenders and sailing vessels and possible further development of the Small Passenger Ship Guide as well as assessing exemption notifications in this field.

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<sup>26</sup> 1 AD for the European cooperation on coast guard functions.

### Multi-annual strategic objectives

|                         |  |
|-------------------------|--|
| <b>Safety</b>           | 10. Explore further work on safety standards for vessels not covered by relevant international conventions                                   |
|                         | 11. Become the technical facilitator in relation to autonomous ships   |
|                         | 6. Lead expertise and support the development, implementation and enforcement of safety standards  |
|                         | 7. Support Maritime Administrations in their Flag State implementation effort  |
| <b>Knowledge hub</b>    | 9. Intensify work on ships for which the risk and impact of accidents are potentially higher   |
|                         | 35. Provide the central EU maritime information hub and access point for open data   |
| <b>Service provider</b> | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |

### Annual objectives 2020

- 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 person sailing on board passenger ships.
- Provide technical support and contribution for the technical discussions on IMO concerning ro-ro vehicle deck fire safety, promoting the results of the work already carried out and potential update of steering and manoeuvrability requirements.
- Continue the work and assist the Commission in the follow-up actions arising from the REFIT on passenger ship safety legislation.
- Support the Commission and the Member States in relation to the submissions and work of the technical bodies of the IMO on ship safety and to the Member States' expert group meetings for passenger ship safety, with regard to matters of Union competence and interest.
- Support the Commission and the Member States in relation to Maritime Autonomous Surface Ships (MASS).
- Update the list of standards for marine equipment subject to flag State approval, conduct technical review of safeguard clause cases and facilitate the Market Surveillance action/cooperation in this area.
- 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.
- Implementation and further development of the new Marine Equipment Database able to support electronic tagging for marine equipment.
- Act as the MARED Technical Secretariat and support the work of the MarED co-ordination group of Notified Bodies.
- Follow-up of the EU-USA Mutual Recognition Agreement and management of the alert system.
- 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 2020

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 2020**

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 Maritime Autonomous Surface Ships (MASS), fire safety, updating steering and manoeuvrability standards, the ISM code, using, where appropriate, the Goal Based Standards methodology.
3. Providing technical support to the Commission in delivering relevant actions identified during the REFIT process of passenger ship safety legislation.
4. Facilitating and providing technical assistance in the implementation of amended passenger ship safety legislation including technical assistance in the assessment of notified exemptions and derogations.
5. Initial analysis of potential container ship safety issues.
6. Preparation of the update to the list of standards for marine equipment that is subject to flag State approval (yearly basis).
7. Technical review 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 2018 | Target 2020 |
|-------------------|--|-------------|-------------|
| MED Database      | percentage per year availability of MED DB | 99.83       | 95          |

#### 4.5 ENFORCEMENT AND CAPACITY BUILDING TOOLS

| Input                            |                            |
|----------------------------------|----------------------------|
| Commitment appropriations in EUR | 1,707,192                  |
| Payment appropriations in EUR    | 1,684,062                  |
| Staff                            | 5 AD <sup>27</sup> , 2 SNE |

| Project financed input |                       |                         |                      |                |
|------------------------|-----------------------|-------------------------|----------------------|----------------|
| Project                | Funding source        | Time frame and envelope | Financial input 2020 | Staff          |
| EQUASIS                | Equasis Member States | ongoing<br>n/a          | 450,000 € expected   | No extra staff |

| Legal Basis  |
|--|
| <ul style="list-style-type: none"> <li>▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.4(d)</li> <li>▪ Directive 2000/59/EC Art.12.3</li> <li>▪ Directive (EU) 2019/883, Art. 11</li> <li>▪ Regulation (EU) 2015/757 Art.21.6</li> <li>▪ Commission Implementing Decision 2015/253 Art.8</li> <li>▪ Directive 2009/16/EC as amended</li> <li>▪ Directive (EU) 2017/2110</li> </ul> |

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 2020 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 2020 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 - such as support to DG ENV in the discussion on the recycling capacity needs of the EU shipping industry - as well as feeding other tools and applications (THETIS-EU, CSD) with raw data. In addition, data from the MARINFO information system will be used to provide regular statistics to Member States through DONA.

In 2020, the Agency will proceed with the development of a new tool, namely the Dynamic Overview of National Authorities (DONA). This new tool could serve three different purposes:

- Country Profile: publicly available and accessible part of DONA. The content of the country profile was agreed with the Member States and the Commission in a dedicated workshop in 2019.
- Reporting Gate: restricted area of DONA, available only to designated users from the MSs, being granted relevant access rights by the national focal point. A single-entry point where Member States will report to the European Commission as foreseen by the EU maritime Legislation and in accordance with pre agreed list and templates, with the Agency uploading data in the reporting gate from various tools

<sup>27</sup> 2 AD for the European cooperation on coast guard functions.

and sources thus reducing the administrative burden for the MS for legal acts agreed with Member States and the Commission.

- **Regular Statistics:** restricted area of DONA, available only to designated users from the MSs, being granted relevant access rights by the national focal point. The statistics could retrieve data from sources available in EMSA and could support Member States in their capacity as Flag, Port and Coastal States and could enhance their monitoring activities as well when measuring their performance. A first set of data to be provided was agreed with Member States and the Commission.

In 2020 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 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. As of 2018, following a decision of the EMSA Administrative Board, RuleCheck was made available to a number of PSC MoUs around the globe, in an effort to harmonise PSC standards, upgrade enforcement in certain parts of the world and ensure level playing field for EU ships when calling to these areas.

Furthermore Member States can use the user group 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), as well as the myShipEU functionality. In 2020, the Agency is expected to upgrade RuleCheck with a mobile application.

MaKCs is an eLearning 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 2020 the Agency will continue updating all existing modules (see also Section 4.3 Training, cooperation and capacity building). In 2020, the Agency will also explore new potential technology for the MaKCs platform, thus being able to support the new capacity building approach as well as interface with the Virtual Reality tool.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 6. Lead expertise and support the development, implementation and enforcement of safety standards  |
|                                   | 8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally                                      |
| <b>Knowledge hub</b>              | 35. Provide the central EU maritime information hub and access point for open data   |
| <b>Reliable partner</b>           | 31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice                     |
|                                   | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |
|                                   | 28. Extend and formalize EMSA training schemes   |

### Annual objectives 2020

- 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 (through DONA) 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, EU Flag Administrations, and PSC MoUs with access granted through specific agreements.
- Provide training, day to day instruction and operational support for RuleCheck, MaKCs and Equasis to facilitate end-users of these applications.
- Update existing eLearning 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).
- Upgrade RuleCheck with a mobile App.
- Develop "DONA" (Dynamic Overview of National Authorities) with added value for the national authorities performing coast guard functions falling within the remit of the Agency.

### Expected outcome 2020

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 2020

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. Upgrading RuleCheck with mobile App.
8. Linking MaKCs platform with the Virtual Reality tool.
9. Development of DONA with added value for the national authorities performing coast guard functions falling under the remit of the Agency.

| Output Indicators                    |   | Result 2018       | Target 2020 |
|--------------------------------------|---|-------------------|-------------|
| EQUASIS - Availability of the system | percentage per year availability                  | 99.94             | 99.5        |
| EQUASIS - Users                      | number of users per month                         | 34 360            | 32 000      |
| EQUASIS - Contributors               | number of contributing members                    | 10                | 9-10        |
| RuleCheck system operational         | percentage per year availability                  | 99.91             | 85          |
|                                      | days maximum continuous downtime                  | 0                 | 9d          |
| RuleCheck Helpdesk Service           | percentage of requests closed in less than 9 days | n/a <sup>28</sup> | 75          |
| MaKCs system operational             | percentage per year availability                  | 98.91             | 85          |
|                                      | days maximum continuous downtime                  | 0                 | 9           |
|                                      | number of modules developed per year              | 7                 | n/a         |
| MaKCs Helpdesk Service               | percentage of requests closed in less than 9 days | n/a <sup>29</sup> | 75          |

<sup>28</sup> 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 has been re-established during the 1<sup>st</sup> quarter of 2019.

<sup>29</sup> See above.

#### 4.6 PREVENTION OF POLLUTION BY SHIPS

| Input                            |             |
|----------------------------------|-------------|
| Commitment appropriations in EUR | 1,234,321   |
| Payment appropriations in EUR    | 1,223,221   |
| Staff                            | 5 AD, 1 SNE |

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

In 2020 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) for as long as it is still in force as well as the revised one entering into force in 2021 (Directive (EU) 2017/210), 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. In particular for the revised PRF Directive the Agency will support to the work of the for its swift transposition and implementation by the Member States in accordance with an agreed implementation plan. The Agency will also enhance its support to the Commission for the review of the Ship-Source pollution Directive

The Agency will continue assisting the Commission in the European Sustainable Shipping Forum (ESSF) and the associated sub-groups (Waste from Ships, Port Reception Facilities and Ship Source Pollution, Ship Energy Efficiency and Sustainable Alternative Power for Shipping) in its capacity as technical secretariat. EMSA will also provide assistance to the European Ports Forum (EPF) sub-group on Sustainable Ports (SPS) and participate as appropriate, developing in parallel a Technical Guidance for On-Shore Power Supply (OPS) to Port Authorities and Administrations. 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 as well as in the drafting of a Strategy Plan for the reduction of Marine Plastic Litter pollution from international shipping, a new IMO initiative which is expected to create the necessary framework conditions, and ambition levels, for the implementation of the Action plan to address marine plastic litter from ships (resolution MEPC.310(73)), approved in 2018.

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.

EMSA is a part of the Global Stakeholder Committee (GSC) assisting with the implementation of the EU/IMO funded Project Capacity Building for Climate Mitigation in the Maritime Shipping Industry, commonly known as Global Maritime Network project. Inter alia, the Committee will have the responsibility to provide technical input on pilot projects, such as the pilot-scale system for data collection and reporting. The relevant Commission services (DG DEVCO, DG CLIMA and DG MOVE) given the critical role of EMSA in designing and managing the THETIS – MRV, the data collection system in support of the MRV Regulation, have supported and proposed the participation of the Agency to this project. The contribution of the Agency would be to support to the effort of the GSC to provide technical assistance to regional MTCCs towards the IMO GHG Strategy deliveries. In particular

EMSA could share knowledge and experience from developing THETIS-MRV and assist MTCCs on their Data Collection Projects through webinars or dedicated workshops.

EMSA was requested by DG MOVE to develop a European Maritime Environmental Report along the lines of the European Aviation Environmental Report, published by EASA in 2019. In this respect the Agency will work closely with relevant Commission services, the European Environmental Agency (EEA) and the Innovation and Networks Executive Agency (INEA) in order to deliver the first report (for 2019) by May 2020. The report would represent a comprehensive repository of data and information on current status of EU maritime transport impact on the marine Environment, the regulatory framework (EU and International) as well as information not accessible or administered by EMSA through extended partnership with EEA and INEA (Evaluations of H2020 projects, technology, research and development, marine litter data, etc)

| Multi-annual strategic objectives |   |
|-----------------------------------|---|
| <b>Sustainability</b>             | 1. Support the development and implementation of relevant EU and international climate and environmental legislation                                      |
|                                   | 2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster |
|                                   | 3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change                                |
| <b>Knowledge hub</b>              | 35. Provide the central EU maritime information hub and access point for open data  |
| <b>Reliable partner</b>           | 31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice                                  |
|                                   | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards   |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation              |
|                                   | 28. Extend and formalize EMSA training schemes  |

| Annual objectives 2020   |
|--|
| <ul style="list-style-type: none"> <li>▪ Technical assistance to the Commission in monitoring compliance with the requirements relating to sulphur content in fuel.</li> <li>▪ Technical assistance to the Commission related to the new Directive on Port Reception Facilities ('PRF') and in particular for its swift transposition and implementation by the Member States.</li> <li>▪ Technical assistance to the Commission for further actions related to air quality.</li> <li>▪ Technical assistance to the Commission for the review of the Ship-source Pollution Directive</li> <li>▪ Provide assistance to Member States mainly by appropriate training of Sulphur inspectors.</li> <li>▪ Provide technical assistance to the ESSF and the relevant subgroups.</li> <li>▪ Follow-up of international developments in IMO and provide technical assistance to the Commission in IMO.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ Technical assistance to the Commission for the implementation of Title II of the Ship Recycling Regulation.</li> <li>▪ Support the Commission and Member States in matters regarding maritime liability and compensation.</li> <li>▪ Support the Commission and the Member States in the implementation of Regulation (EC) 782/2003 on the prohibition of organotin compounds on ships.</li> <li>▪ Support as appropriate the Member States in the implementation of the Ballast Water Management Convention.</li> </ul> |

- Further activities related to marine pollution prevention by deterrent effect of monitoring and detection based on satellite and remotely piloted aircrafts sensing services are also addressed in Sections 2.5 (Copernicus Maritime Surveillance) and 5.2 (Pollution surveillance).

#### Expected outcome 2020

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 2020

##### 1. Port reception facilities:

- Supporting the Commission in preparing the Implementing act foreseen by Directive (EU) 2019/883 to define the methods to be used for the calculation of the sufficient storage capacity.
- Supporting the Commission in preparing the Implementing act to define the criteria for determining that a ship meets the requirements of article 8(5)b ('green ship') of Directive (EU) 2019/883 in relation to the ship's on-board waste management.
- Supporting the Commission in preparing the Implementing act to define the detailed elements of the Union risk-based targeting mechanism to provide for uniform conditions for selecting ships for inspection (Article 11(2) of Directive (EU) 2019/883).
- Organisation of exchanges of experience between the MS authorities and experts, including those from the private sector, civil society and trade unions on the application of the Directive (Article 17 of Directive (EU) 2019/883).
- Providing assistance to the ESSF Sub-group on Waste from Ships (Port Reception Facilities and Ship Source Pollution) thus acting as technical secretariat, liaising with the Commission, the co-chair and the rapporteur of the subgroup, providing technical advice to the Commission and contributing with technical papers and presentations to the work of the sub-group.

##### 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 as well as the Preparation of the annual report on CO2 information from ships to be published by DH CLIMA.
- 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 potential alignment of THETIS-MRV to the Global Data Collection System.
- Providing assistance to the ESSF Sub-group on Ship Energy Efficiency thus acting as technical secretariat, liaising with the Commission, the co-chair and the rapporteur of the subgroup, providing



technical advice to the Commission and contributing with technical papers and presentations to the work of the sub-group.

### **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.
- Integration of the measurements of Sulphur dioxide as captured by the RPAS services to THETIS-EU and their subsequent sharing with other Member States.
- 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.), on the sustainability of exhaust gas cleaning systems (scrubber) in view of IMO developments, biofuels and other alternative methods as required by Directive 2016/802/EU as regards the sulphur content of marine fuels.
- Providing assistance to the ESSF Sub-group on Air Emissions Sub-Group Ship Energy Efficiency, for as long as it stands and to the Sub-group on Sustainable Alternative Power for Shipping thus acting as technical secretariat, liaising with the Commission, the co-chair and the rapporteur of the subgroup, providing technical advice to the Commission and contributing with technical papers and presentations to the work of the sub group.
- Providing technical support to the Commission within the context of the Sulphur Committee foreseen by Directive 2016/802/EU.
- Providing technical assistance to the Commission and the Member States to support effective and consistent implementation of the 0.50% global limit on the sulphur content of fuel oil which will apply from 1 January 2020.
- Providing assistance to the EPF sub-group on Sustainable Ports (SPS) and participate as appropriate.
- Developing a Technical Guidance for On-Shore Power Supply (OPS) to Port Authorities and Administrations.

### **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, using as a basis the guidance note developed by the Agency in 2019.
- Providing technical assistance to the Commission on the discussion on the recycling capacity needs of the EU shipping industry.
- Providing, upon request of Member States, operational support such as satellite monitoring in support of investigations by law enforcement authorities into dumping of end-of-life vessels (through the Copernicus Maritime Surveillance service).

### **5. Ballast water and anti-fouling systems:**

- Supporting Member States in the implementation of the IMO Convention by organising training and/or workshops as relevant.
- 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:**

- Develop a European Maritime Environmental Report in cooperation with the European Commission, the European Environmental Agency (EEA) and the Innovation and Networks Executive Agency (INEA) (for 2019) by May 2020.
- Provision, upon request, of technical assistance and support to the Commission and Member States in the implementation of the Marine Strategy Framework Directive and Maritime Spatial Planning.
- Support the Commission in its contribution to the IMO Strategy Plan for the reduction of Marine Plastic Litter pollution from international shipping. This new IMO initiative is expected to create the necessary framework conditions, and ambition levels, for the implementation of the Action plan to address marine plastic litter from ships (resolution MEPC.310(73)), approved in 2018.
- Support the Commission for the review of the Ship-source Pollution Directive.
- Support the work of the correspondence group on Member State reporting obligations under the Ship-source Pollution Directive.
- Provision, upon request, of technical assistance and support to the Commission and the Member States on issues of underwater noise

| Project financed input                      |                |                          |                      |                            |
|---|----------------|--------------------------|----------------------|----------------------------|
| Project                                     | Funding source | Time frame and envelope  | Financial input 2020 | Staff                      |
| SAFEMED IV, EuroMed Maritime Safety Project | EC, DG NEAR    | 2017-2021<br>4,000,000 € | 583,828 € expected   | 2 CA + ½ SNE <sup>30</sup> |

#### Legal Basis

- 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 and Tunisia, in order to assist them to align their national standards and practices with those of the European Union and of IMO Conventions, 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, taking also into account the policies and activities of the Barcelona Convention, to which the EU as a Contracting Party, provides substantial political and financial support.

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.

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.

Integrated Maritime Services (IMS), including CleanSeaNet oil spill and vessel detection services, are delivered through the SAFEMED IV project to those countries that have signed CleanSeaNet Conditions of Use (Jordan, Tunisia, Morocco, and Libya at end 2019). The services delivered are similar to those delivered to EU and EFTA coastal States and include Earth observation images and the related value-added products (including oil spill detection and polluter identification) as well as alert reports.

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, as well as a dedicated inspection database, namely THETIS-MED. The said inspection database is expected to be operational in 2020.

<sup>30</sup> Project financed activities 7100 and 7400 (SAFEMED IV and BC Sea) will share 1 SNE.

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

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Safety</b>                     | 6. Lead expertise and support the development, implementation and enforcement of safety standards  |
| <b>Security</b>                   | 13. Support proper implementation of EU and International maritime security legislation  |
| <b>Sustainability</b>             | 1. Support the development and implementation of relevant EU and international climate and environmental legislation                         |
| <b>International reference</b>    | 34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies                                       |
| <b>Reliable partner</b>           | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |
| <b>Service provider</b>           | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |

#### Annual objectives 2020

- 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.
- Continue 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.
- Continue to provide Integrated Maritime Services and CleanSeaNet services to interested beneficiary countries according to the 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 2020

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 2020

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. Host, maintain and enhance the inspection database (THETIS-MED) to support the PSC MeD MoU.
5. Provision of pilot service on cooperation on AIS matters
6. Provision of IMS/CleanSeaNet services.

| Output Indicators   |  | Result 2018 | Target 2020 |
|---|--|-------------|-------------|
| Implementation of SAFEMED IV, EuroMed Maritime Safety Project | number of training sessions per year     | 12          | Up to 5     |
|   | number of activities per year            | 21          | Up to 6     |
|   | number of ENP experts attending per year | 207         | 90          |
|   | level of customer satisfaction           | >80%        | >85%        |

Project: Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions (BC SEA)

| Project financed input   |                |                          |                      |                            |
|--|----------------|--------------------------|----------------------|----------------------------|
| Project  | Funding source | Time frame and envelope  | Financial input 2020 | Staff                      |
| BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) | EC, DG NEAR    | 2016-2021<br>4,000,000 € | None expected        | 2 CA + ½ SNE <sup>31</sup> |

#### Legal Basis

- 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 2020 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 the Integrated Maritime Services (IMS), including CleanSeaNet oil spill and vessel detection service, 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.

With regard to the CleanSeaNet service, this is delivered to those Black and Caspian Sea countries that have signed CleanSeaNet Conditions of Use (Azerbaijan, Georgia and Iran at end 2019). The services delivered are similar to those delivered to EU and EFTA coastal States and include Earth observation images and the related value-added products (including oil spill detection and polluter identification) as well as alert reports.

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, in particular by developing and delivering harmonised training to PSCOs.

#### Multi-annual strategic objectives

|                 |   |
|-----------------|---|
| <b>Safety</b>   | 6. Lead expertise and support the development, implementation and enforcement of safety standards |
| <b>Security</b> | 13. Support proper implementation of EU and International maritime security legislation           |

<sup>31</sup> Project financed activities 7100 and 7400 (SAFEMED IV and BC Sea) will share 1 SNE.

|                                |  |
|--------------------------------|--|
| <b>Sustainability</b>          | 1. Support the development and implementation of relevant EU and international climate and environmental legislation                         |
| <b>International reference</b> | 34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies                                       |
| <b>Reliable partner</b>        | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |
| <b>Service provider</b>        | 27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation |

### Annual objectives 2020

- 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
- Continue to provide Integrated maritime Services and the CleanSeaNet service 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 2020

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 2020

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 MaKCs for PSCOs as relevant.
4. Provision of IMS/CleanSeaNet services.

| Output Indicators   |  | Result 2018 | Target 2020 |
|---|--|-------------|-------------|
| Implementation of Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions | number of training sessions per year     | 14          | Up to 5     |
|   | number of activities per year            | 10          | Up to 6     |
|   | number of ENP experts attending per year | 205         | 70          |
|   | level of customer satisfaction           | >80%        | >85%        |

## Pollution preparedness, detection and response

### 5.1 OPERATIONAL POLLUTION RESPONSE SERVICES<sup>32</sup>

| Input                            |                           |
|----------------------------------|---------------------------|
| Commitment appropriations in EUR | 21,016,605                |
| Payment appropriations in EUR    | 19,441,712                |
| Staff                            | 10 AD, 2 AST, 1 SNE, 2 CA |

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

The Agency has established an oil spill response capacity around the European coastline, available upon request via the Emergency Response Coordination Centre (ERCC)<sup>33</sup>, 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.

In 2020, 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) arrangements, offering specialized equipment for Vessels of Opportunity (VOO);
- The sea-borne dispersant application capability, including dispersant stocks and spraying equipment provided by selected vessels and EAS arrangements and also available for VOO.

As risks differ in regions, the distribution and response capabilities of the operational pollution response services provided by the Agency are based on environmental sensitivities of sea areas, amount of oil transported in the area, ship traffic density, existing oil pollution response capacity in coastal States of that region, etc. Following a review of the distribution and number of response arrangements, in 2020 the geographical scope of the services will be optimised.

In order to ensure a high-quality service to the Member States, in some Vessel and EAS arrangements selected oil spill response equipment systems will be either replaced or upgraded. Moreover, in 2020 the Agency will continue strengthening existing response arrangements considering latest developments of state-of-the-art equipment. Taking into account the feedback received from Member States, EMSA will continue diversifying the range of equipment available through the EAS.

| Multi-annual strategic objectives |  |
|-----------------------------------|--|
| <b>Sustainability</b>             | 1. Support the development and implementation of relevant EU and international climate and environmental legislation |

<sup>32</sup> Subject to the outcome of the oil spill response vessels and EAS procurements, it may be necessary to update this section.

<sup>33</sup> 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.



|                         |  |
|-------------------------|--|
|                         | 4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations |
|                         | 5. Prepare for response to new, evolving and diversified environmental challenges  |
| <b>Reliable partner</b> | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |

### Annual objectives 2020

- 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;
  - 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 2020

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 2020 the Agency will continue implementing a programme aiming at the enhanced operational cooperation with the Member States through seminars, eLearning modules and the provision of "hands-on" training on the operation of complex EAS equipment systems. Moreover, EMSA will explore opportunities for sharing operational resources with EFCA and FRONTEX within the framework of cooperation on Coast Guard Functions), as well as with industry.

The Agency will participate in international at sea response exercises and multipurpose operations with Member States, as requested.

### Planned output 2020

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 Contracts for the West and Central Mediterranean and Adriatic Sea in 2019, the vessels will become operational in 2020.
3. Retender three stand-by oil spill response service contracts for the Central and Western Mediterranean Sea and the Southern Atlantic coast to replace the non-renewable contracts ending in 2021.
4. Renewal of two vessel availability contracts covering the Baltic Sea, and the Canary Islands and Madeira for an additional 4-year period.
5. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.
6. Following the expected signature of the EAS contracts for the Southern Baltic Sea and the North Sea in 2019, the arrangements will become operational in 2020.
7. Retender the EAS contract in the Adriatic Sea to replace the non-renewable contract ending in 2021.
8. .
9. Complete procurement procedure for the purchase of equipment to complement the different types already offered to Member States.

10. Management of the existing dispersant stockpiles in the Black Sea, Adriatic Sea, East and Central Mediterranean Sea, Canary Islands and Madeira, Southern Atlantic and North Sea.
11. Improve the response capacity of certain Vessel and EAS arrangements through equipment upgrades.
12. Enhance the detection capability for oil pollution in a number of suitable oil spill response vessels to be equipped with light RPAS systems.
13. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency.
14. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC.
15. Arrange for "hands-on" training in the use of EAS equipment for Member States' operators.
16. Mobilise pollution response assets in case of request for assistance by a Requesting Party.
17. Provide expertise to Member States and/or the European Commission in case of pollution incidents.
18. Support member states pollution response operations through the provision of equipment and training for EFCA and FRONTEX multipurpose vessels, within the context of cooperation on coast guard functions.

| Output Indicators                                      |   | Result 2018 | Target 2020 |
|--|---|-------------|-------------|
| Stand-by Oil Spill Response Vessel Network             | number of fully equipped vessels for mechanical recovery                  | 17          | 17          |
|  | number of vessels equipped for dispersant application                     | 4           | 6           |
|  | number of vessels equipped with RPAS                                      | n/a         | 8           |
| New vessels pre-fitting                                | number of newly contracted vessels pre-fitted                             | 2           | 3           |
| Equipment Assistance Service (EAS)                     | number of stockpiles  | 3           | 3           |
| Vessel/Equipment replacement/adaptation/upgrade        | number of projects completed per year                                     | 8           | 5           |
| Vessel/Equipment drills and exercises                  | number of Vessel drills (acceptance drills and quarterly drills) per year | 74          | 68          |
|  | number of operational exercises per year                                  | 14          | 10          |
|  | number of Equipment Assistance Service (EAS) drills                       | 23          | 16          |
|  | number of notification exercises per year                                 | 34          | 12          |
| Training on the use of the Pollution response services | number of seminars and "hands-on" training sessions                       | 4           | 2           |
| Response to requests for vessel/equipment services     | mobilisation time in hours  | 24          | 24          |
| Dispersant stockpiles                                  | number of stockpiles  | 6           | 6           |
|  | minimum quantity of dispersants available at any time                     | 1400 tonnes | 1600 tonnes |

## 5.2 POLLUTION SURVEILLANCE

| Input                            |                    |
|----------------------------------|--------------------|
| Commitment appropriations in EUR | 8,165,168          |
| Payment appropriations in EUR    | 8,699,662          |
| Staff                            | 6 AD <sup>34</sup> |

### a. CleanSeaNet and illegal discharges

| Legal Basis   |
|---|
| <ul style="list-style-type: none"><li>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</li></ul> |

EMSA will continue to provide the European satellite-based operational oil spill monitoring and vessel detection service CleanSeaNet: images, mainly from synthetic aperture radar (SAR) but also from optical missions, will be analysed to:

- Detect possible oil on the sea surface, including illegal discharges of mineral oil,
- Identify potential polluters, and
- Monitor the spread of oil during maritime emergencies.

CleanSeaNet is supporting on a routine basis all EU Member States, EFTA/EEA Member States and Acceding and Candidate countries based on the regular and widespread monitoring of European maritime areas using satellite images.

CleanSeaNet images are analysed in order to detect oil spills and vessels. When a possible oil spill is detected an alert message is sent to the relevant coastal State within 20 minutes of the satellite acquiring the image. The national authority then may send an aircraft or patrol vessel to verify the detection, and potentially to obtain confirmation that an illegal discharge is taking place or request an inspection at the next port of call. Vessels detected in the image may also be correlated with vessel position reports from other EU sources, increasing the likelihood of identifying the potential polluter and providing relevant authorities with valuable information to take further action, such as requesting an inspection in the next port of call.

The Agency's 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. Part of the evolution of these services will be to assess the feasibility of using automated algorithms to detect both oil spills and vessels from SAR and optical data.

EMSA will explore how the Earth Observation information can be used to extend the current CleanSeaNet service, to enable not only the detection of oil spills but also the quantification of oil through the use of optical imagery. Additionally, EMSA will assess how satellite-based information can be used to monitor marine debris, with particularly emphasis on plastic.

Support for monitoring illegal ship-source discharges outside European waters but in areas of European interest can be requested via the CMS service (see section 2.5).

It can also address other forms of marine pollution besides illegal discharges of oil by ships and oil spills in case of accidents. Integration of the pollution sightings information from vessels and aircraft at sea into the CleanSeaNet system will also be addressed.

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<sup>34</sup> 1 AD for the European cooperation on coast guard functions.

The Agency will continue to dialogue with the relevant prosecutor networks to promote follow-up actions in the field of deliberate discharges following CleanSeaNet detections. EMSA will support the Commission in monitoring the implementation of Directive 2005/35/EC on ship-source pollution and the introduction of penalties, including criminal penalties for pollution offences on ship, through the work of the Correspondence Group established in 2018 to improve the EU reporting under the Directive. Furthermore, EMSA may support the Commission in its work in assessing and evaluating the need to revise or extend the scope of Directive 2005/35/EC.

#### Multi-annual strategic objectives

|                         |  |
|-------------------------|--|
| <b>Surveillance</b>     | 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system   |
|                         | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission  |
| <b>Sustainability</b>   | 1. Support the development and implementation of relevant EU and international climate and environmental legislation   |
|                         | 4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations |
|                         | 5. Prepare for response to new, evolving and diversified environmental challenges  |
| <b>Reliable partner</b> | 33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards  |
| <b>Service provider</b> | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability   |

#### Annual objectives 2020

- 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.
- Explore how Earth Observation based services can further address other forms of marine pollution.
- Explore how reporting on pollution sightings, from other sources than satellite can be further integrated in the CSN system.

#### Expected outcome 2020

The Agency provides a routine and emergency 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), activity detection and change detection. 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.

### Planned output 2020

1. Maintain, upgrade and provide CleanSeaNet services, mainly based on 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 if operationally feasible.
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.

| Output Indicators   |  | Result 2018 | Target 2020 |
|---|--|-------------|-------------|
| CleanSeaNet service Earth observation (EO) image delivery | percentage per year EO image delivery ratio  | 94          | 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.              | 100         | 80          |
| Earth Observation Data Centre operational availability    | EODC availability (alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service | 98.32       | 97.5        |

### b. RPAS

#### Legal Basis

- 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 Agency will complement satellite imagery by offering RPAS monitoring services to interested Member States:

EMSA chartered pollution response vessels will be gradually equipped when technically and operationally possible with light RPAS that in case of a pollution related incident can be piloted from the vessels to support recovery operations.

Additionally, RPAS with gas sensors (“sniffers”) will be deployed on request of Member States to fly in the plume of passing merchant vessels through their waters and make measurements of the amount of Sox versus CO<sub>2</sub>. This will allow for detection of individual vessels using heavy fuel for propulsion exceeding the EU sulphur limits, alerting coastal authorities and next port of call authorities through the THETIS-S system where the measurements will be recorded.

### Multi-annual strategic objectives

|                         |   |
|-------------------------|---|
| <b>Surveillance</b>     | 22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission   |
| <b>Sustainability</b>   | 1. Support the development and implementation of relevant EU and international climate and environmental legislation<br>4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations<br>5. Prepare for response to new, evolving and diversified environmental challenges |
| <b>Service provider</b> | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability  |

### Annual objectives 2020

- Provide RPAS based monitoring activities in support of the protection of the marine environment, including emissions monitoring and pollution response.

### Expected outcome 2020

The Agency provides RPAS based services to support coastal States and the Commission in their efforts to protect the marine environment.

### Planned output 2020

- Provide RPAS based services to coastal States, depending on available capacity, for the monitoring of seas, emissions by vessels and detection of illegal discharges and polluting vessels (see chapter 2).
- Provide assistance to coastal States and the Commission in case of accidental spills if operationally feasible.

| Output Indicators      |   | Result 2018      | Target 2020 |
|------------------------|---|------------------|-------------|
| RPAS systems available | number of RPAS systems available for environmental protection (pollution and emissions) | 6                | 8           |
| RPAS monitoring        | number of deployment days per year (pollution monitoring and emission monitoring)       | 62 <sup>35</sup> | 180         |

<sup>35</sup> Annual target not reached because of non-readiness of contractors and the need to cancel one contract.

### 5.3 COOPERATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

| Input                            |           |
|----------------------------------|-----------|
| Commitment appropriations in EUR | 1,060,112 |
| Payment appropriations in EUR    | 1,175,512 |
| Staff                            | 4 AD      |

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

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 including oil and chemical spills fate and trajectory modelling.

The Agency's Marine Intervention in Chemical Emergencies (MAR-ICE) service provides expert information and advice on chemical substances in maritime emergencies available 24/7. The Agency will aim at maintaining the service operational, following appropriate evaluation and review. The Agency will maintain and improve MAR-CIS (MARine Chemical Information Sheets).

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 the annual CTG MPPR meetings, dedicated workshops and training on specific topics identified by the CTG MPPR members.

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" (including eLearning tools); and update lists of marine pollution response capacities available in Europe<sup>36</sup>.

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.

| Multi-annual strategic objectives |   |
|-----------------------------------|---|
| <b>Sustainability</b>             | 1. Support the development and implementation of relevant EU and international climate and environmental legislation                                      |
|                                   | 2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster |
|                                   | 5. Prepare for response to new, evolving and diversified environmental challenges   |
| <b>Knowledge hub</b>              | 36. Support innovation and development of new technologies  |
| <b>Service provider</b>           | 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability                              |

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

## Annual objectives 2020

- 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 2020

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 2020

1. Implement the HNS Action Plan:
  - Maintain the network of specialised chemical experts (MAR-ICE Network) and establish a MAR ICE level 2 by which Member States could receive the technical support from the chemical industry at their command centre.
  - Maintain and update database/datasheets of chemical substances for marine pollution response (MAR-CIS).
  - Maintain oil and chemical spills fate and trajectory modelling capabilities.
7. Maintain and update marine pollution preparedness and response related information, studies, tools, reports and inventories. Maintain the Dispersant Usage Evaluation Tool (DUET) and the response calculator, as appropriate.
8. 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 pollution reporting, HNS and oil spill sampling.
9. Based on the outcome of the “stress tests” conducted in 2019 and the ongoing work within the Regional Agreements to update their risk assessments and risk management capabilities, follow up with the Member States at regional level to determine how best EMSA can assist in closing the identified gaps.
10. 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 2018 | Target 2020 |
|---|--|-------------|-------------|
| HNS operational support                                 |  |             |             |
| Response to requests for assistance to MAR-ICE          | percentage of responses within 2 hrs.              | 100         | >75         |
|   | percentage of responses within 4 hrs.              | 0           | <25         |
| Developing datasheets                                   | number of datasheets produced/revised              | 34          | 25          |
| Cooperation, coordination and information               |  |             |             |
| Coordination of the CTG MPPR meetings and workshops     | number of CTG MPPR/InterSec meetings and workshops | 6           | 3           |
| Coordination of the CTG MPPR trainings                  | Number of CTG MPPR trainings                       | n/a         | 1           |
| Coordination of the PRS User Group Meeting              | number of meetings                                 | 1           | 1           |
| Development of decision support tools/eLearning courses | number of decision support tools                   | 0           | 1           |

## Horizontal activities

### 6.5 COMMUNICATION, MISSIONS AND EVENTS SUPPORT

| Input                            |                   |
|----------------------------------|-------------------|
| Commitment appropriations in EUR | 1,803,105         |
| Payment appropriations in EUR    | 1,803,105         |
| Staff                            | 3 AD, 3 AST, 7 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 2020. The communication strategy will also be updated in 2020 to reflect the Agency's future communication priorities.

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. Further engaging with local authorities and communities in Portugal is also important.

Promoting EMSA's activities: efforts will continue to ensure reliable information and data is available to the Agency's target audiences in a user-friendly way.

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 an information-dense 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 be mainly 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.

#### Multi-annual strategic objective

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

#### Annual objectives 2020

- 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 & events management.

#### Expected outcome 2020

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 2020

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 & participants to EMSA's events.

| Output Indicators |  | Result 2018 | Target 2020      |
|-------------------|--|-------------|------------------|
| Publications      | number of publications/leaflets/brochures produced per year      | 18          | 16               |
| Events support    | total number of meetings/workshops organised by EMSA per year    | 98          | 80 <sup>37</sup> |
|                   | total number of participants at EMSA meetings/workshops per year | 2553        | 2000             |

<sup>37</sup> The increase in the target number of events and participants reflects the inclusion from 2019 of all supported events, including events under project financed activities.

## 6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

| Staff   |                                  |
|---|----------------------------------|
| Management/bureau/horizontal tasks                    | 12 AD, 8 AST, 1 CA               |
| Human Resources, Protocol and Document Management     | 3 AD, 5 AST, 7 CA                |
| Legal and Financial Affairs, Facilities and Logistics | 6 AD, 6 AST <sup>38</sup> , 4 CA |
| Operations support (ICT)                              | 1 AD, 7 AST, 2 CA                |

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

The Agency's new multi-annual strategy for the period 2020-2024 was adopted in November 2019. In 2020, the Agency's Management team will start the process of translating the strategy into actions in order to accomplish the strategic objectives, in line with the priorities of the Commission.

In 2020 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 and ensure efficient budget management by operational units. The Agency has certified the Quality Management System for the Visits and Inspections activities in the beginning of 2017, for a 3-year cycle and this will be extended in 2020 for another 3-years. In parallel, the Agency has started the development the Quality Management System for all services provided by the Agency.

The Administrative Board's key role in planning and monitoring the Agency's activities, in line with the Founding Regulation and 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 of the Administrative Board's decision-making process.

In the field of Human Resources, efforts will continue focusing on the development & implementation of the relevant implementing rules. The Agency will implement the newly adopted learning & development policy and staff redeployment policies, in order to enhance the efficiency and flexibility of staff, and to address new priorities. Work to further streamline and automatize human resource-related processes in order to achieve efficiency gains will proceed.

Efforts will continue in order to ensure and maintain an efficient document and records management policy and an archiving policy within the Agency as well as to continue the implementation of the change to electronic workflows through the records management system (ARES). In addition, additional work will be undertaken in order to fulfil the obligations under the so-called Archive Regulation with regard to 'historical' files.

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

<sup>38</sup> 1 AST for the European cooperation on coast guard functions.

ensure utmost quality in finance, procurement and contract management. Further efforts will be engaged to further enhance EMSA e-procurement and e-invoicing.

In the field of Facilities and Logistics, maintenance of the office building and provision of internal services will be provided. Measures to further enhance security, safety 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 further engage to improve its environmental performance aiming at registration within EU Eco-Management and Audit Scheme (EMAS).

In the field of ICT, increasing focus will be placed on the use of both Public and Private Cloud technologies, Cybersecurity and Business Continuity. The overall task will be to continue ensuring 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, fostering 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 EU 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, inter-agency recruitments).
- Achieve efficiency gains, streamline organisational structures and build flexibility, agility.
- Further develop effective, innovative and result-oriented solutions.
- Ensure good corporate governance and transparency.

#### Annual objectives 2020

- Monitor the implementation of the annual programme 2020 (Section III of the Programming Document 2020-2022).
- Implementation of the new EMSA 5-year Strategy, adopted in November 2019.
- Continue to develop quality management across the range of services provided by the Agency.
- Further implementation of requirements and principles emanating from the applicable Framework 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 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 streamline the use of 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.
- Continuously improve the Agency's environmental performance.
- Ensure business continuity and advanced ICT services.

### Expected outcome 2020

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 both the Financial and the Staff Regulations.

### Planned output 2020

#### **Management team:**

1. Work programme, including staff and budget planning (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 (re-certification for Visits & Inspections and development across other services).
8. IT Service Management System certification.
9. Internal Control Framework.
10. Monitoring and reporting on the implementation of the work programme and the budget.
11. Organising and executing transfers.
12. Budget follow-up and further development of budget planning and management tools.

#### **Human resources & Internal Support:**

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 and the EMSA Central Register.
6. Implementation and improvement of existing HR policies.
7. Implementation of the Learning & 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.
11. Implementation of the EMSA Records Management Policy & Procedures.

#### **Legal, Financial and Facilities Support:**

1. Providing legal, financial and budgetary advice to the Executive Director and the different EMSA entities.
2. Legal and financial verification of procurement procedures and legal commitments.
3. Further development of EMSA E-procurement including a tool for contract management.
4. Legal and financial verification of commitment and payments files.
5. Preparing and implementing 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.
7. Planning and implementing measures for environmental improvement in all EMSA's activities
8. Preparation of the Agency for registration within EU Eco-Management and Audit Scheme (EMAS).

#### **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. Maintaining the Business Continuity Facility.
4. Providing 24/7 ICT Operations for hosting and running of maritime applications in-house and in the cloud.
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 2018   | Target 2020  |
|--------------------|--|---|--|
| 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     | <i>High level of implementation except for RPAS services delay. A budget amendment was adopted to return unused subsidy to EU budget.</i> | as close as possible to full implementation            |
| Establishment plan | execution rate establishment plan        | 98.58   | as close as possible to 100% and in any case above 95% |
| Budget             | execution rate commitment appropriations | 99  | as close as possible to 100% and in any case above 95% |
|                    | execution rate payment appropriations    | 93 <sup>39</sup>  | as close as possible to 100% and in any case above 95% |

<sup>39</sup> The payment execution is rated at 92.84 % when only counting C1 funds; after taking into account automatic carry-overs of PA (C8 funds: appropriations carried over automatically), the Agency reached 93.47 % of payment execution, equalling a cancellation of 6.55 % and is thereby not meeting the target set by the Commission (less than 5% cancellation). The calculation takes into consideration the decrease of payment appropriations related to the European Cooperation on Coast Guard Functions which the Administrative Board approved via the 2018 1st amending budget. The under consumption of payment appropriations is mainly related to the setting up of an EU RPAS service.

## Annexes



## Annex I. Resources per Activity 2020

| ABB  | List of activities 2020  | Temporary Agents |                  | SNE | CA | TOTAL | Commitment appropriations | Payment Appropriations |
|------|--|------------------|------------------|-----|----|-------|---------------------------|------------------------|
|      |  | AD               | AST              |     |    |       |                           |                        |
| 2100 | Union maritime information and exchange system (Integrated Maritime Services; Remotely Piloted Aircraft Services; SafeSeaNet; Improving internal market and maritime transport efficiency) | 37 <sup>40</sup> | 13 <sup>41</sup> | 3   | 1  | 54    | 26,569,132                | 28,395,081             |
| 2200 | EU LRIT Cooperative Data Centre and LRIT International Data Exchange   | 7                | 7                |     |    | 14    | 3,827,537                 | 3,791,326              |
| 2300 | THETIS Information System  | 4                | 1                |     |    | 5     | 1,886,529                 | 2,211,705              |
| 2400 | Maritime Support Services  | 3                |                  | 4   | 4  | 11    | 1,396,242                 | 1,396,242              |
| 3100 | Classification Societies   | 10               | 1                | 1   |    | 12    | 2,154,341                 | 2,154,341              |
| 3200 | STCW   | 6                | 2                | 1   |    | 9     | 1,761,530                 | 1,939,500              |
| 3300 | Visits to Member States to monitor the implementation of Union Law   | 5                | 3                | 1   |    | 9     | 1,460,430                 | 1,460,430              |
| 3400 | Maritime Security  | 3                |                  | 1   | 1  | 5     | 808,593                   | 808,593                |
| 3500 | Horizontal analysis and research   | 3 <sup>42</sup>  |                  |     |    | 3     | 547,710                   | 559,710                |
| 4100 | Port State Control & Flag State Enforcement  | 2                |                  |     |    | 2     | 400,140                   | 400,140                |
| 4200 | Accident investigation   | 3                |                  | 1   |    | 4     | 904,581                   | 891,581                |
| 4300 | Training, cooperation and capacity building  | 6 <sup>43</sup>  | 1                | 1   | 1  | 9     | 2,687,573                 | 2,516,636              |
| 4400 | Marine equipment and ship safety standards (including IMO)   | 8 <sup>44</sup>  | 1                | 1   |    | 10    | 2,232,201                 | 2,414,721              |
| 4500 | Ship Inspection Support  | 5 <sup>45</sup>  |                  | 2   |    | 7     | 1,707,192                 | 1,684,062              |
| 4600 | Prevention of pollution by ships   | 5                |                  | 1   |    | 6     | 1,234,321                 | 1,223,221              |
| 6500 | Communication, Missions & Events support   | 3                | 3                |     | 7  | 13    | 1,803,105                 | 1,803,105              |
| 5100 | Operational Pollution Response Services  | 10               | 2                | 1   | 2  | 15    | 21,016,605                | 19,441,712             |
| 5200 | Pollution Surveillance (CleanSeaNet and illegal discharges; RPAS)  | 6 <sup>46</sup>  |                  |     |    | 6     | 8,165,168                 | 8,699,662              |
| 5300 | Cooperation and information relating to pollution preparedness and response  | 4                |                  |     |    | 4     | 1,060,112                 | 1,175,512              |

<sup>40</sup> 8 AD for the European cooperation on coast guard functions.

<sup>41</sup> 1 AST for the European cooperation on coast guard functions.

<sup>42</sup> 1 AD for the European cooperation on coast guard functions.

<sup>43</sup> 2 ADs for the European cooperation on coast guard functions.

<sup>44</sup> 1 AD for the European cooperation on coast guard functions.

<sup>45</sup> 2 ADs for the European cooperation on coast guard functions.

<sup>46</sup> 1 AD for the European cooperation on coast guard functions.

|                  |   |            |                 |           |           |            |  |
|------------------|---|------------|-----------------|-----------|-----------|------------|--|
| 6100             | Management/bureau/horizontal tasks                    | 12         | 8               |           | 1         | 21         | <i>financial resources<br/>distributed across the activities</i> |
| 6200             | Human Resources, Protocol and Document Management     | 3          | 5               |           | 7         | 15         |  |
| 6300             | Legal and Financial Affairs, facilities and logistics | 6          | 6 <sup>47</sup> |           | 4         | 16         |  |
| 6400             | Operations support (ICT)                              | 1          | 7               |           | 2         | 10         |  |
| n/a              | Copernicus staff financed by the EMSA subsidy         |            |                 |           | 3         | 3          |  |
| <b>SUBTOTALS</b> |   | <b>152</b> | <b>60</b>       | <b>18</b> | <b>33</b> |            |  |
| <b>TOTAL</b>     |   | <b>212</b> |                 | <b>51</b> |           | <b>263</b> | <b>81,623,042</b> <b>82,967,280</b>                              |

- Figures are based on the staff and budget proposed for 2019 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.
- 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.

<sup>47</sup> 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 2020 |
|--------------|---|------------------------------|----------------------------------|
| 7100         | SAFEMED IV<br>EuroMed Maritime Safety Project   | 2 CA + 1/2 SNE <sup>48</sup> | 583,828                          |
| 7200         | FRONTEX SLA   | 9 CA                         | 12,000,000                       |
| 7210         | EFCA SLA  | -                            | 70,000                           |
| 7400         | BC Sea<br>Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions                                   | 2 CA +1/2 SNE                | 0                                |
| 7500         | COPERNICUS<br><i>Three CAs foreseen for Copernicus are covered by EMSA's subsidy: they are already included in the preceding table.</i> |                              | 9,600,000                        |
| 7600         | EQUASIS (R0 FUNDS)  |                              | 450,000                          |
| 7700         | THETIS-EU   |                              | 0                                |
| 7710         | THETIS-MRV  |                              | 0                                |
| 7800         | EC Funds for candidate and potential candidate  |                              | 0                                |
| 7901         | Interoperability project  |                              | 1,094,000                        |
| 7902         | CISE Transitional Phase   | 5 CA                         | 1,500,000                        |
| <b>Total</b> |   | <b>18 CA + 1 SNE</b>         | <b>25,297,828</b>                |

<sup>48</sup> 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

|                      |   | Amended Budget 2019 <sup>49</sup> |                   | Draft Budget 2020<br>(Budget Forecast by the Commission) |                   | Variation 2020/2019 |               |
|----------------------|---|-----------------------------------|-------------------|--|-------------------|---------------------|---------------|
|                      |   | CA                                | PA                | CA   | PA                | CA                  | PA            |
| <b>Title 1</b>       | Staff Expenditure   | 26,047,261                        | 26,047,261        | 26,965,000   | 26,965,000        | 3.52%               | 3.52%         |
|                      | <i>of which Cooperation on Coast Guard Functions</i>                      | 1,423,000                         | 1,423,000         | 1,408,000  | 1,408,000         | -1.05%              | -1.05%        |
| <b>Title 2</b>       | Infrastructure & Operating Expenditure                                    | 4,218,981                         | 4,218,981         | 4,352,492  | 4,352,492         | 3.16%               | 3.16%         |
|                      | <i>of which Cooperation on Coast Guard Functions</i>                      | 182,000                           | 182,000           | 190,000  | 190,000           | 4.40%               | 4.40%         |
| <b>Title 1+2</b>     | Administrative Expenditure  | 30,266,242                        | 30,266,242        | 31,317,492   | 31,317,492        | 3.47%               | 3.47%         |
|                      | <i>of which Cooperation on Coast Guard Functions</i>                      | 1,605,000                         | 1,605,000         | 1,598,000  | 1,598,000         | -0.44%              | -0.44%        |
| <b>Title 3 Total</b> | Operational Expenditure   | 21,399,600                        | 25,560,149        | 24,205,550   | 26,474,788        | 13.11%              | 3.58%         |
|                      | <i>of which Cooperation on Coast Guard Functions</i>                      | 21,002,000                        | 19,021,000        | 17,930,084   | 17,862,658        | -14.63%             | -6.09%        |
|                      | <i>Operational Expenditure excl. Cooperation on Coast Guard Functions</i> | 397,600                           | 6,539,149         | 6,275,466  | 8,612,130         | 1,478.34%           | 31.70%        |
| <b>Title 4 Total</b> | Anti-Pollution Measures   | 29,246,256                        | 23,839,256        | 26,100,000   | 25,175,000        | -10.76%             | 5.60%         |
| <b>Title 5 Total</b> | Project Financed Actions  | 6,998,000                         | 6,998,000         | p.m.   | p.m.              |                     |               |
| <b>Grand Total</b>   |   | <b>87,910,098</b>                 | <b>86,663,647</b> | <b>81,623,042</b>  | <b>82,967,280</b> | <b>-7.15%</b>       | <b>-4.27%</b> |

<sup>49</sup> EMSA 2019 Amended Budget (14 June 2019)

| Expenditure   | Commitment Appropriations |                     |                   |                   |                   |                   |                   |
|---|---------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|   | Budget 2018 executed      | Amended Budget 2019 | Draft Budget 2020 |                   | VAR 2020/2019 (%) | Envisaged in 2021 | Envisaged in 2022 |
|   |                           |                     | Agency request    | Budget forecast   |                   |                   |                   |
| <b>Title 1 - Staff expenditure</b>                          | <b>24,899,710</b>         | <b>26,047,261</b>   | <b>26,965,000</b> | <b>26,965,000</b> | <b>3.52%</b>      |                   |                   |
| 11 Salaries & allowances                                    | 23,189,475                | 24,670,261          | 25,590,663        | 25,590,663        | 3.73%             |                   |                   |
| - Of which establishment plan posts                         | 23,189,475                | 24,670,261          | 25,590,663        | 25,590,663        | 3.73%             |                   |                   |
| - Of which external personnel                               |                           |                     |                   |                   |                   |                   |                   |
| 12 Expenditure relating to Staff recruitment                | 318,938                   | 330,000             | 327,337           | 327,337           | -0.81%            |                   |                   |
| Employer's pension contributions                            |                           |                     |                   |                   |                   |                   |                   |
| 13 Mission expenses   | 95,026                    | 90,000              | 90,000            | 90,000            | 0.00%             |                   |                   |
| 14 Socio-medical infrastructure                             | 22,972                    | 35,000              | 35,000            | 35,000            | 0.00%             |                   |                   |
| 15 Training   | 216,335                   | 230,000             | 230,000           | 230,000           | 0.00%             |                   |                   |
| External Services   |                           |                     |                   |                   |                   |                   |                   |
| 16 Social welfare   | 1,035,000                 | 670,000             | 670,000           | 670,000           | 0.00%             |                   |                   |
| 17 Receptions events and representation                     | 21,965                    | 22,000              | 22,000            | 22,000            | 0.00%             |                   |                   |
| Other Staff related expenditure                             |                           |                     |                   |                   |                   |                   |                   |
| <b>Title 2 - Infrastructure and operating expenditure</b>   | <b>4,217,457</b>          | <b>4,218,981</b>    | <b>4,330,471</b>  | <b>4,352,492</b>  | <b>3.16%</b>      |                   |                   |
| 20 Rental of buildings and associated costs                 | 3,338,906                 | 3,429,481           | 3,515,581         | 3,505,581         | 2.22%             |                   |                   |
| 21 Information communication technology and data processing | 557,269                   | 455,000             | 465,390           | 508,504           | 11.76%            |                   |                   |
| 22 Movable property and associated costs                    | 47,045                    | 28,000              | 33,000            | 33,000            | 17.86%            |                   |                   |
| 23 Current administrative expenditure                       | 59,766                    | 101,500             | 101,500           | 101,500           | 0.00%             |                   |                   |
| 24 Postage / Telecommunications                             | 71,646                    | 80,000              | 90,000            | 78,907            | -1.37%            |                   |                   |
| 25 Meeting expenses   | 142,824                   | 125,000             | 125,000           | 125,000           | 0.00%             |                   |                   |
| Running costs in connection with operational activities     |                           |                     |                   |                   |                   |                   |                   |
| Information and publishing                                  |                           |                     |                   |                   |                   |                   |                   |
| Studies   |                           |                     |                   |                   |                   |                   |                   |
| Other infrastructure and operating expenditure              |                           |                     |                   |                   |                   |                   |                   |
| <b>Title 3 - Operational expenditure</b>                    | <b>26,622,342</b>         | <b>21,399,600</b>   | <b>27,953,466</b> | <b>24,205,550</b> | <b>13.11%</b>     |                   |                   |
| 31 Information Services & Databases                         | 7,539,004                 | 4,394,131           | 5,164,996         | 5,324,996         | 21.18%            |                   |                   |
| 32 Information and Communication                            | 148,542                   | 145,000             | 175,000           | 175,000           | 20.69%            |                   |                   |
| 33 Operational Workshops & Training                         | 1,048,420                 | 1,255,060           | 1,146,800         | 1,146,800         | -8.63%            |                   |                   |

|  |                    |                   |                   |                   |                |                   |                   |
|--|--------------------|-------------------|-------------------|-------------------|----------------|-------------------|-------------------|
| 35 Studies in support of the Agency's operations | 517,910            | 423,070           | 393,100           | 393,100           | -7.08%         |                   |                   |
| 36 Operational missions                          | 701,982            | 664,000           | 680,000           | 680,000           | 2.41%          |                   |                   |
| 37 (39 in 2015) L.R.I.T.                         | 1,479,529          | 1,576,000         | 1,596,000         | 1,436,000         | -8.88%         |                   |                   |
| 39 Cooperation on Coast Guard Functions          | 15,186,956         | 12,942,339        | 18,797,570        | 15,049,654        | 16.28%         |                   |                   |
| <b>Traditional Titles 1, 2 &amp; 3</b>           | <b>55,739,510</b>  | <b>51,665,842</b> | <b>59,248,937</b> | <b>55,523,042</b> | <b>7.47%</b>   |                   |                   |
| <b>Title 4 - Anti-pollution measures</b>         | <b>25,331,843</b>  | <b>29,246,256</b> | <b>26,100,000</b> | <b>26,100,000</b> | <b>-10.76%</b> |                   |                   |
| 41 Pollution Response Services                   | 20,099,064         | 21,800,084        | 19,594,589        | 18,650,000        | -14.45%        |                   |                   |
| 42 CleanSeaNet                                   | 4,944,617          | 6,696,172         | 5,805,411         | 7,100,000         | 6.03%          |                   |                   |
| 43 Co-operation & Co-ordination and Information  | 288,163            | 750,000           | 700,000           | 350,000           | -53.33%        |                   |                   |
| <b>Title 5 - Project Financed Activities</b>     | <b>33,338,035</b>  | <b>6,998,000</b>  | <b>p.m.</b>       | <b>p.m.</b>       |                |                   |                   |
| 51 Maritime Information Services                 | 18,000             | 2,000,000         | p.m.              | p.m.              |                |                   |                   |
| 52 Assistance to Candidate and ENP Countries     | 3,453,849          | p.m.              | p.m.              | p.m.              |                |                   |                   |
| 53 Surveillance SLAs                             | 17,189,193         | p.m.              | p.m.              | p.m.              |                |                   |                   |
| 54 CleanSeaNet Services to Third Parties         | 102,846            | p.m.              | p.m.              | p.m.              |                |                   |                   |
| 55 COPERNICUS                                    | 11,471,138         | 4,698,000         | p.m.              | p.m.              |                |                   |                   |
| 56 EQUASIS                                       | 746,819            | 300,000           | p.m.              | p.m.              |                |                   |                   |
| 57 THETIS Modules                                | 356,190            | p.m.              | p.m.              | p.m.              |                |                   |                   |
| 59 CG Pilot Project                              |                    | p.m.              | p.m.              | p.m.              |                |                   |                   |
| <b>TOTAL</b>                                     | <b>114,409,388</b> | <b>87,910,098</b> | <b>85,348,937</b> | <b>81,623,042</b> | <b>-7.15%</b>  | <b>85,366,216</b> | <b>87,140,650</b> |

| Expenditure   | Payment Appropriations |                     |                   |                   |                   |                   |                   |
|---|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|   | Budget 2018 executed   | Amended Budget 2019 | Draft Budget 2020 |                   | VAR 2020/2019 (%) | Envisaged in 2021 | Envisaged in 2022 |
|   |                        |                     | Agency request    | Budget forecast   |                   |                   |                   |
| <b>Title 1 - Staff expenditure</b>                          | <b>24,739,469</b>      | <b>26,047,261</b>   | <b>26,965,000</b> | <b>26,965,000</b> | <b>3.52%</b>      |                   |                   |
| 11 Salaries & allowances                                    | 23,149,091             | 24,670,261          | 25,590,663        | 25,590,663        | 3.73%             |                   |                   |
| - Of which establishment plan posts                         | 23,149,091             | 24,670,261          | 25,590,663        | 25,590,663        | 3.73%             |                   |                   |
| - Of which external personnel                               |                        |                     |                   |                   |                   |                   |                   |
| 12 Expenditure relating to Staff recruitment                | 270,889                | 330,000             | 327,337           | 327,337           | -0.81%            |                   |                   |
|   |                        |                     |                   |                   |                   |                   |                   |
| 13 Mission expenses   | 87,684                 | 90,000              | 90,000            | 90,000            | 0.00%             |                   |                   |
| 14 Socio-medical infrastructure                             | 9,510                  | 35,000              | 35,000            | 35,000            | 0.00%             |                   |                   |
| 15 Training   | 181,903                | 230,000             | 230,000           | 230,000           | 0.00%             |                   |                   |
| External Services   |                        |                     |                   |                   |                   |                   |                   |
| 16 Social welfare   | 1,027,711              | 670,000             | 670,000           | 670,000           | 0.00%             |                   |                   |
| 17 Receptions events and representation                     | 12,680                 | 22,000              | 22,000            | 22,000            | 0.00%             |                   |                   |
| Other Staff related expenditure                             |                        |                     |                   |                   |                   |                   |                   |
| <b>Title 2 - Infrastructure and operating expenditure</b>   | <b>3,805,201</b>       | <b>4,218,981</b>    | <b>4,330,471</b>  | <b>4,352,492</b>  | <b>3.16%</b>      |                   |                   |
| 20 Rental of buildings and associated costs                 | 3,079,520              | 3,429,481           | 3,515,581         | 3,505,581         | 2.22%             |                   |                   |
| 21 Information communication technology and data processing | 483,987                | 455,000             | 465,390           | 508,504           | 12.75%            |                   |                   |
| 22 Movable property and associated costs                    | 33,756                 | 28,000              | 33,000            | 33,000            | 17.86%            |                   |                   |
| 23 Current administrative expenditure                       | 48,099                 | 101,500             | 101,500           | 101,500           | 0.00%             |                   |                   |
| 24 Postage / Telecommunications                             | 41,296                 | 80,000              | 90,000            | 78,907            | -1.37%            |                   |                   |
| 25 Meeting expenses   | 118,542                | 125,000             | 125,000           | 125,000           | 0.00%             |                   |                   |
| Running costs in connection with operational activities     |                        |                     |                   |                   |                   |                   |                   |
| Information and publishing                                  |                        |                     |                   |                   |                   |                   |                   |
| Studies   |                        |                     |                   |                   |                   |                   |                   |
| Other infrastructure and operating expenditure              |                        |                     |                   |                   |                   |                   |                   |
| <b>Title 3 - Operational expenditure</b>                    | <b>16,671,219</b>      | <b>25,560,149</b>   | <b>30,249,735</b> | <b>26,474,788</b> | <b>3.58%</b>      |                   |                   |
| 31 Information Services & Databases                         | 6,363,279              | 5,566,899           | 6,187,055         | 6,226,555         | 11.85%            |                   |                   |
| 32 Information and Communication                            | 145,709                | 145,000             | 175,000           | 175,000           | 20.69%            |                   |                   |
| 33 Operational Workshops & Training                         | 787,661                | 1,080,000           | 1,075,980         | 1,019,128         | -5.64%            |                   |                   |
| 35 Studies in support of the Agency's operations            | 811,325                | 452,910             | 293,100           | 593,100           | 30.95%            |                   |                   |

|   |                   |                   |                   |                   |               |                   |                   |
|---|-------------------|-------------------|-------------------|-------------------|---------------|-------------------|-------------------|
| 36 Operational missions                         | 627,794           | 558,000           | 680,000           | 680,000           | 21.86%        |                   |                   |
| 37 (39 in 2015) L.R.I.T.                        | 1,440,805         | 1,575,000         | 1,610,600         | 1,328,346         | -15.66%       |                   |                   |
| 39 Cooperation on Coast Guard Functions         | 6,494,646         | 16,182,340        | 20,228,000        | 16,452,658        | 1.67%         |                   |                   |
| <b>Traditional Titles 1, 2 &amp; 3</b>          | <b>45,215,888</b> | <b>55,822,391</b> | <b>61,545,206</b> | <b>57,792,280</b> | <b>3.53%</b>  |                   |                   |
| <b>Title 4 - Anti-pollution measures</b>        | <b>26,371,163</b> | <b>23,839,256</b> | <b>25,175,000</b> | <b>25,175,000</b> | <b>5.60%</b>  |                   |                   |
| 41 Pollution Response Services                  | 22,030,126        | 15,138,194        | <b>19,257,946</b> | 17,075,107        | 12.79%        |                   |                   |
| 42 CleanSeaNet                                  | 4,162,905         | 7,907,562         | <b>5,170,054</b>  | 7,634,493         | -3.38%        |                   |                   |
| 43 Co-operation & Co-ordination and Information | 178,132           | 793,500           | <b>747,000</b>    | 465,400           | -41.35%       |                   |                   |
| <b>Title 5 - Project Financed Activities</b>    | <b>19,218,569</b> | <b>6,998,000</b>  | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 51 Maritime Information Services                |                   | 2,000,000         | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 52 Assistance to Candidate and ENP Countries    | 1,269,845         | p.m.              | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 53 Surveillance SLAs                            | 9,993,688         | p.m.              | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 54 CleanSeaNet Services to Third Parties        | 25,771            | p.m.              | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 55 COPERNICUS                                   | 7,075,612         | 4,698,000         | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 56 EQUASIS                                      | 501,878           | 300,000           | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 57 THETIS Modules                               | 351,775           | p.m.              | <b>p.m.</b>       | p.m.              |               |                   |                   |
| 59 CG Pilot Project                             |                   | p.m.              | <b>p.m.</b>       | p.m.              |               |                   |                   |
| <b>TOTAL</b>                                    | <b>90,805,620</b> | <b>86,663,647</b> | <b>86,720,206</b> | <b>82,967,280</b> | <b>-4.27%</b> | <b>85,125,421</b> | <b>87,140,650</b> |



Table 2: Revenue

| REVENUES              | 2019                      |                        | 2020                      |                        |
|-----------------------|---------------------------|------------------------|---------------------------|------------------------|
|                       | Amended Budget            |                        | Budget Forecast           |                        |
|                       | Commitment appropriations | Payment appropriations | Commitment appropriations | Payment appropriations |
| EU contribution       | 78,632,000                | 77,415,000             | 79,434,610                | 80,746,701             |
| Other Revenue         | 9,278,098                 | 9,248,647              | 2,188,432                 | 2,220,579              |
| <b>TOTAL REVENUES</b> | <b>87,910,098</b>         | <b>86,663,647</b>      | <b>81,623,042</b>         | <b>82,967,280</b>      |

| Revenue <sup>50</sup>   | Commitment Appropriations |                     |                   |                   |                   |                   |                   |
|---|---------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|   | Budget 2018 executed      | Amended Budget 2019 | Draft Budget 2020 |                   | VAR 2020/2019 (%) | Envisaged in 2021 | Envisaged in 2022 |
|   |                           |                     | Agency request    | Budget forecast   |                   |                   |                   |
| <b>1 REVENUE FROM FEES AND CHARGES</b>  | 307,731                   | 300,000             | 300,000           | 300,000           | 0.00%             | 300,000           | 300,000           |
| <b>2 EU CONTRIBUTION</b>  | 78,880,669                | 78,632,000          | 83,093,970        | 79,434,610        | 1.02%             | 82,968,000        | 84,700,000        |
| - Of which assigned revenues deriving from previous years' surpluses                                      | 790,699                   | 952,587             | 6,029,204         | 6,029,204         | 532.93%           | 1,000,000         | 1,000,000         |
| <b>3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)</b>                            | 1,869,472                 | 1,879,842           | 1,864,967         | 1,798,432         | -4.33%            | 2,008,216         | 2,050,650         |
| - Of which EEA/EFTA (excl. Switzerland)   | 1,869,472                 | 1,879,842           | 1,864,967         | 1,798,432         | -4.33%            | 2,008,216         | 2,050,650         |
| - Of which candidate countries  |                           |                     |                   |                   |                   |                   |                   |
| <b>4 OTHER CONTRIBUTIONS</b><br><sup>51</sup>   | 13,482                    | 100,256             | 90,000            | 90,000            | 0.00%             | 90,000            | 90,000            |
| <b>5 ADMINISTRATIVE OPERATIONS</b>  |                           |                     |                   |                   |                   |                   |                   |
| - Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58) |                           |                     |                   |                   |                   |                   |                   |
| <b>6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT</b>  | 18,395,047                | 300,000             | p.m.              | p.m.              |                   | p.m.              | p.m.              |
| <b>7 CORRECTION OF BUDGETARY IMBALANCES</b>   |                           |                     |                   |                   |                   |                   |                   |
| <b>TOTAL</b>  | <b>99,466,401</b>         | <b>81,212,098</b>   | <b>85,348,937</b> | <b>81,623,042</b> | <b>0.51%</b>      | <b>85,366,216</b> | <b>87,140,650</b> |

<sup>50</sup> C1 funds except for "4 Other Contributions": C4 funds.

<sup>51</sup> C4 funds.

| Revenue <sup>52</sup>   | Payment Appropriations |                     |                   |                   |                   |                   |                   |
|---|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|   | Budget 2018 executed   | Amended Budget 2019 | Draft Budget 2020 |                   | VAR 2020/2019 (%) | Envisaged in 2021 | Envisaged in 2022 |
|   |                        |                     | Agency request    | Budget forecast   |                   |                   |                   |
| <b>1 REVENUE FROM FEES AND CHARGES</b>  | 307,731                | 300,000             | 300,000           | 300,000           | 0.00%             | 300,000           | 300,000           |
| <b>2 EU CONTRIBUTION</b>  | 69,626,154             | 77,415,000          | 84,432,838        | 80,746,701        | 4.30%             | 82,968,000        | 84,700,000        |
| - Of which assigned revenues deriving from previous years' surpluses                                      | 790,699                | 952,587             | 6,029,204         | 6,029,204         | 532.93%           | 1,000,000         | 1,000,000         |
| <b>3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)</b>                            | 1,650,140              | 1,850,391           | 1,897,368         | 1,830,579         | -1.07%            | 2,008,216         | 2,050,650         |
| - Of which EEA/EFTA (excl. Switzerland)   | 1,650,140              | 1,850,391           | 1,897,368         | 1,830,579         | -1.07%            | 2,008,216         | 2,050,650         |
| - Of which candidate countries  |                        |                     |                   |                   |                   |                   |                   |
| <b>4 OTHER CONTRIBUTIONS</b><br><sup>53</sup>   | 3,026                  | 100,256             | 90,000            | 90,000            | 0.00%             | 90,000            | 90,000            |
| <b>5 ADMINISTRATIVE OPERATIONS</b>  |                        |                     |                   |                   |                   |                   |                   |
| - Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58) |                        |                     |                   |                   |                   |                   |                   |
| <b>6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT</b>  | 10,873,112             | 300,000             | p.m.              | p.m.              |                   | p.m.              | p.m.              |
| <b>7 CORRECTION OF BUDGETARY IMBALANCES</b>   |                        |                     |                   |                   |                   |                   |                   |
| <b>TOTAL</b>  | <b>82,460,163</b>      | <b>79,965,647</b>   | <b>86,720,206</b> | <b>82,967,280</b> | <b>3.75%</b>      | <b>85,366,216</b> | <b>87,140,650</b> |

<sup>52</sup> C1 funds except for "4 Other Contributions": C4 funds.

<sup>53</sup> C4 funds.

| REVENUES  | Commitment Appropriations |                     |                   |                   |                   |
|---|---------------------------|---------------------|-------------------|-------------------|-------------------|
|   | Budget 2018 executed      | Amended Budget 2019 | Draft Budget 2020 |                   | VAR 2020/2019 (%) |
|   |                           |                     | Agency request    | Budget forecast   |                   |
| ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)         | 3,471,849                 |                     | 1,677,828         | 1,677,828         |                   |
| ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.7) | 11,471,138                | 6,698,000           | 10,984,000        | 9,600,000         | 43.33%            |
| <b>TOTAL</b>  | <b>14,942,987</b>         | <b>6,698,000</b>    | <b>12,661,828</b> | <b>11,277,828</b> | <b>68.38%</b>     |

| REVENUES  | Payment Appropriations |                     |                   |                   |                   |
|---|------------------------|---------------------|-------------------|-------------------|-------------------|
|   | Budget 2018 executed   | Amended Budget 2019 | Draft Budget 2020 |                   | VAR 2020/2019 (%) |
|   |                        |                     | Agency request    | Budget forecast   |                   |
| ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)         | 1,269,845              |                     | 1,677,828         | 1,677,828         |                   |
| ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.7) | 7,075,612              | 6,698,000           | 10,984,000        | 9,600,000         | 43.33%            |
| <b>TOTAL</b>  | <b>8,345,457</b>       | <b>6,698,000</b>    | <b>12,661,828</b> | <b>11,277,828</b> | <b>68.38%</b>     |

Table 3: Budget outturn and cancellation of appropriations

| Budget outturn   | 2016           | 2017           | 2018             |
|--|----------------|----------------|------------------|
| Reserve from the previous years' surplus (+)                                       |                |                |                  |
| Revenue actually received (+)  | 71,113,486     | 78,297,956     | 102,934,980      |
| Payments made (-)  | -65,128,657    | -71,562,000    | -90,808,231      |
| Carry-over of appropriations (-)   | -14,832,354    | -20,175,391    | -25,676,576      |
| Cancellation of appropriations carried over (+)                                    | 101,511        | 132,498        | 141,140          |
| Adjustment for carry over of assigned revenue appropriation from previous year (+) | 9,528,981      | 14,259,414     | 19,441,983       |
| Exchange rate differences (+/-)  | +7,732         | +109           | -4,092           |
| Adjustment for negative balance from previous year (-)                             |                |                |                  |
| <b>TOTAL</b>   | <b>790,699</b> | <b>952,587</b> | <b>6,029,204</b> |

## Annex III. Human Resources

Table 1: Overview of all categories of staff

| Staff population <sup>1</sup>                                |        | Actually filled as of 31.12.2017 (N-2) | Authorised under EU budget 2018 (N-1) | Actually filled as of 31.12.2018 (N-1) <sup>2</sup> | Authorised under EU budget for year 2019 (N) | 2019 draft budget for year 2020 <sup>3</sup> (N+1) | Envisaged in 2021 <sup>4</sup> (N+2) | Envisaged in 2022 <sup>4</sup> (N+3) |
|--|--------|--|---------------------------------------|---|--|--|--------------------------------------|--------------------------------------|
| Officials  | AD     | 3                                      | 3                                     | 3   | 3  | 3  | 3                                    | 3                                    |
|  | AST    | 0                                      | 0                                     | 0   | 0  | 0  | 0                                    | 0                                    |
|  | AST/SC | 0                                      | 0                                     | 0   | 0  | 0  | 0                                    | 0                                    |
| TA   | AD     | 147                                    | 149                                   | 147   | 149  | 149  | 149                                  | 149                                  |
|  | AST    | 59                                     | 60                                    | 60  | 60   | 60   | 60                                   | 60                                   |
|  | AST/SC | 0                                      | 0                                     | 0   | 0  | 0  | 0                                    | 0                                    |
| Total  |        | 209                                    | 212                                   | 210   | 212  | 212  | 212                                  | 212                                  |
|  |        | FTE                                    |                                       | FTE   |  |  |                                      |                                      |
| CA GFIV  |        | 8.45                                   | 12                                    | 8.9   | 11   | 11   | 11                                   | 11                                   |
| CA GF III  |        | 3.66                                   | 3                                     | 3   | 3  | 3  | 3                                    | 3                                    |
| CA GF II   |        | 15.58                                  | 16                                    | 15.62   | 17   | 17   | 17                                   | 17                                   |
| CA GFI   |        | 2                                      | 2                                     | 2   | 2  | 2  | 2                                    | 2                                    |
| Total CA   |        | 29.69                                  | 33                                    | 29.52   | 33   | 33   | 33                                   | 33                                   |
| SNE  |        | 15.3                                   | 18                                    | 16.7  | 18   | 18   | 18                                   | 18                                   |
| <i>Structural service providers</i>                          |        | n/a                                    | 1                                     | 1   | 2  | 2  | 2                                    | 2                                    |
| <b>TOTAL</b>   |        |  |                                       |   |  |  |                                      |                                      |
| <i>External staff for occasional replacement<sup>5</sup></i> |        | 2.75                                   | 3                                     | 4.75  | 3  | 3  | 3                                    | 3                                    |

1. Please note that the methodology used in Table 1 has changed compared to previous years in order to provide a more accurate overview of staff financed through EMSA's budget. From here on staff financed on the basis of different agreements and projects are reported separately under Table 3: "Overview of project financed staff". The breakdown of staff per activity (EMSA budget and project financed) is provided in Annex 1 "Resources per activity".

2. The filled posts include 1 employment offer letter for a temporary agent which has already been issued (1 AD5).

3. Figures for 2020 are in line with the Commission Communication on the "Programming of human and financial resources for the decentralised Agencies" dated July 2013.

4. Figures for 2021 and 2022 are indicative and cannot be confirmed until further information is available on the relevant multiannual financial framework.

5. Due to the short and punctual nature of their contracts, external staff for occasional replacement are always counted as full time equivalents.

Table 2: Multi-annual staff policy plan 2020-2022

| Category and grade  | Establishment plan in EU Budget 2018 |            | Filled as of 31/12/18* |            | Modifications in 2018 in application of flexibility rule |    | Establishment plan in voted EU Budget 2019 |    | Modifications in 2019 in application of flexibility rule |    | Establishment plan in Draft EU Budget 2020 |            | Establishment plan 2021 |    | Establishment plan 2022 |            |          |            |          |            |
|---------------------|--------------------------------------|------------|------------------------|------------|--|----|--|----|--|----|--|------------|-------------------------|----|-------------------------|------------|----------|------------|----------|------------|
|                     | officials                            | TA         | officials              | TA         | officials  | TA | officials                                  | TA | officials  | TA | officials                                  | TA         | officials               | TA | officials               | TA         |          |            |          |            |
| AD 16               | 0                                    | 0          | 0                      | 0          | N/A  |    | 0  | 0  | N/A  |    | 0  | 0          | 0                       | 0  | 0                       | 0          |          |            |          |            |
| AD 15               | 0                                    | 1          | 0                      | 1          |  |    | 0  | 1  |  |    | 0  | 1          | 0                       | 1  | 0                       | 1          | 0        | 1          | 0        | 1          |
| AD 14               | 0                                    | 1          | 0                      | 1          |  |    | 0  | 2  |  |    | 0  | 2          | 0                       | 2  | 0                       | 2          | 0        | 2          | 0        | 2          |
| AD 13               | 1                                    | 4          | 0                      | 4          |  |    | 1  | 4  |  |    | 1  | 4          | 1                       | 4  | 1                       | 5          | 1        | 5          | 1        | 5          |
| AD 12               | 1                                    | 10         | 1                      | 5          |  |    | 1  | 10 |  |    | 1  | 10         | 1                       | 10 | 1                       | 12         | 1        | 17         | 1        | 17         |
| AD 11               | 0                                    | 14         | 1                      | 14         |  |    | 0  | 17 |  |    | 0  | 17         | 0                       | 17 | 0                       | 20         | 0        | 20         | 0        | 20         |
| AD 10               | 1                                    | 19         | 0                      | 15         |  |    | 1  | 16 |  |    | 1  | 16         | 1                       | 20 | 1                       | 30         | 1        | 30         | 1        | 30         |
| AD 9                | 0                                    | 28         | 0                      | 34         |  |    | 0  | 33 |  |    | 0  | 33         | 0                       | 40 | 0                       | 35         | 0        | 35         | 0        | 35         |
| AD 8                | 0                                    | 31         | 0                      | 22         |  |    | 0  | 27 |  |    | 0  | 27         | 0                       | 31 | 0                       | 24         | 0        | 24         | 0        | 24         |
| AD 7                | 0                                    | 26         | 1                      | 25         |  |    | 0  | 24 |  |    | 0  | 24         | 0                       | 18 | 0                       | 15         | 0        | 11         | 0        | 11         |
| AD 6                | 0                                    | 8          | 0                      | 8          |  |    | 0  | 10 |  |    | 0  | 10         | 0                       | 3  | 0                       | 3          | 0        | 2          | 0        | 2          |
| AD 5                | 0                                    | 7          | 0                      | 18         |  |    | 0  | 5  |  |    | 0  | 5          | 0                       | 3  | 0                       | 2          | 0        | 2          | 0        | 2          |
| <b>Total AD</b>     | <b>3</b>                             | <b>149</b> | <b>3</b>               | <b>147</b> |  |    |  |    |  |    | <b>3</b>                                   | <b>149</b> |                         |    | <b>3</b>                | <b>149</b> | <b>3</b> | <b>149</b> | <b>3</b> | <b>149</b> |
| 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        | 2          |
| AST 8               | 0                                    | 1          | 0                      | 1          |  |    |  |    |  |    | 0  | 1          |                         |    | 0                       | 3          | 0        | 3          | 0        | 7          |
| AST 7               | 0                                    | 4          | 0                      | 2          |  |    |  |    |  |    | 0  | 6          |                         |    | 0                       | 8          | 0        | 13         | 0        | 15         |
| AST 6               | 0                                    | 19         | 0                      | 14         |  |    |  |    |  |    | 0  | 17         |                         |    | 0                       | 20         | 0        | 22         | 0        | 19         |
| AST 5               | 0                                    | 20         | 0                      | 21         |  |    |  |    |  |    | 0  | 20         |                         |    | 0                       | 18         | 0        | 15         | 0        | 13         |
| AST 4               | 0                                    | 12         | 0                      | 13         |  |    |  |    |  |    | 0  | 12         |                         |    | 0                       | 10         | 0        | 6          | 0        | 3          |
| AST 3               | 0                                    | 3          | 0                      | 7          |  |    |  |    |  |    | 0  | 3          |                         |    | 0                       | 0          | 0        | 0          | 0        | 0          |
| AST 2               | 0                                    | 0          | 0                      | 0          |  |    |  |    |  |    | 0  | 0          |                         |    | 0                       | 0          | 0        | 0          | 0        | 0          |
| AST 1               | 0                                    | 0          | 0                      | 1          |  |    |  |    |  |    | 0  | 0          |                         |    | 0                       | 0          | 0        | 0          | 0        | 0          |
| <b>Total AST</b>    | <b>0</b>                             | <b>60</b>  | <b>0</b>               | <b>60</b>  |  |    |  |    |  |    | <b>0</b>                                   | <b>60</b>  |                         |    | <b>0</b>                | <b>60</b>  | <b>0</b> | <b>60</b>  | <b>0</b> | <b>60</b>  |
| <b>Total AST/SC</b> | <b>0</b>                             | <b>0</b>   | <b>0</b>               | <b>0</b>   |  |    |  |    |  |    | <b>0</b>                                   | <b>0</b>   |                         |    | <b>0</b>                | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   |
| <b>TOTAL</b>        | <b>3</b>                             | <b>209</b> | <b>3</b>               | <b>207</b> |  |    |  |    |  |    | <b>3</b>                                   | <b>209</b> |                         |    | <b>3</b>                | <b>209</b> | <b>3</b> | <b>209</b> | <b>3</b> | <b>209</b> |

\*The filled posts include 1 employment offer letter for a temporary agent which has already been issued (1 AD5).

\* Figures for 2021 and 2022 are indicative and cannot be confirmed until further information is available on the relevant multiannual financial framework

Table 3: Overview of project financed staff

| Staff population<br>(headcount, except<br>for external staff) | In place as of<br>31.12.2017<br>(N-2) | Envisaged in<br>2018<br>(N-1) | In place as of<br>31.12.2018<br>(N-1) | Envisaged in<br>2019<br>(N) | Envisaged in<br>2020 (N+1) | Envisaged in<br>2021<br>(N+2) | Envisaged in<br>2022<br>(N+3) |
|---|---------------------------------------|-------------------------------|---------------------------------------|-----------------------------|----------------------------|-------------------------------|-------------------------------|
| CA GFIV   | 8                                     | 8                             | 8                                     | 10                          | 10                         | 6                             | 6                             |
| CA GF III   | 2                                     | 3                             | 3                                     | 6                           | 6                          | 2                             | 2                             |
| CA GF II  | 0                                     | 1                             | 1                                     | 2                           | 2                          | 1                             | 1                             |
| CA GFI  | 0                                     | 0                             | 0                                     | 0                           | 0                          | 0                             | 0                             |
| <b>Total CA</b>   | <b>10</b>                             | <b>12</b>                     | <b>12</b>                             | <b>18</b>                   | <b>18</b>                  | <b>9</b>                      | <b>9</b>                      |
| SNE   | 1                                     | 1                             | 1                                     | 1                           | 1                          | 0                             | 0                             |
| External staff for<br>occasional<br>replacement (FTE)         | 1.58                                  | 0                             | 0                                     | 0                           | 0                          | 0                             | 0                             |

## 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, with the exception of contract agent staff working for the Maritime Support Services.

The Agency uses Seconded National Experts in the technical areas where advanced experience is available in National Administrations (e.g. Port State Control, Maritime Support Services, etc.). 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 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 82.4 % from July 2017. Following the publication of the Eurostat report on 31 October 2018, which increased the coefficient to 85.7% from July 2018, there are indications that this trend may have reached a turning-point. However, the coefficient remains comparatively low compared to Brussels. Moreover, partners/spouses are facing difficulties to continue with their professional careers in Portugal, which further affects 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 25<sup>th</sup> 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**

Contract Agents are recruited for permanent tasks related to support activities in the Agency such as legal affairs, finance, human resources and ICT as well as more operational profiles.

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 12<sup>th</sup> 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 20<sup>th</sup> 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 (NEPT) 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**

Since 2016, the Agency has been 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 01.01.2017 |            | Staff members promoted/ reclassified in 2018 |           | 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                               | 2          | 0  | 2         | 8.7  |
| AD 12              | 1                               | 5          | 0  | 2         | 4.0  |
| AD 11              | 0                               | 13         | 1  | 4         | 3.5  |
| AD 10              | 1                               | 15         | 0  | 5         | 4.5  |
| AD 9               | 0                               | 39         | 0  | 2         | 4.3  |
| AD 8               | 0                               | 21         | 0  | 4         | 2.6  |
| AD 7               | 1                               | 20         | 0  | 6         | 2.6  |
| AD 6               | 0                               | 12         | 0  | 0         | -  |
| AD 5               | 0                               | 3          | 0  | 0         | -  |
| <b>Total AD</b>    | <b>3</b>                        | <b>132</b> | <b>1</b>                                     | <b>25</b> | <b>3.9</b>   |
| AST 11             | 0                               | 0          | 0  | 0         | -  |
| AST 10             | 0                               | 0          | 0  | 0         | -  |
| AST 9              | 0                               | 1          | 0  | 0         | -  |
| AST 8              | 0                               | 0          | 0  | 1         | N/A  |
| AST 7              | 0                               | 2          | 0  | 1         | N/A  |
| AST 6              | 0                               | 11         | 0  | 4         | 4.2  |
| AST 5              | 0                               | 20         | 0  | 5         | 2.6  |
| AST 4              | 0                               | 16         | 0  | 3         | 3.8  |
| AST 3              | 0                               | 9          | 0  | 0         | -  |
| AST 2              | 0                               | 0          | 0  | 0         | -  |
| AST 1              | 0                               | 0          | 0  | 0         | -  |
| <b>Total AST</b>   | <b>0</b>                        | <b>59</b>  | <b>0</b>                                     | <b>14</b> | <b>3.5</b>   |
| <b>Total</b>       | <b>3</b>                        | <b>191</b> | <b>1</b>                                     | <b>39</b> | <b>3.7</b>   |

**Table 2: Reclassification of contract staff**

| Function Group | Grade | Staff in activity at 01.01.2017 | Staff members reclassified in 2018 | Average number of years in grade of reclassified staff members <sup>54</sup> |
|----------------|-------|---------------------------------|------------------------------------|--|
| CA IV          | 18    | 0                               | 0                                  | -  |
|                | 17    | 0                               | 0                                  | -  |
|                | 16    | 0                               | 0                                  | -  |
|                | 15    | 1                               | 0                                  | -  |
|                | 14    | 7                               | 0                                  | -  |
|                | 13    | 3                               | 0                                  | -  |
| CA III         | 12    | 1                               | 0                                  | -  |
|                | 11    | 0                               | 1                                  | N/A  |
|                | 10    | 1                               | 0                                  | -  |
|                | 9     | 3                               | 0                                  | -  |
|                | 8     | 0                               | 0                                  | -  |
| CA II          | 7     | 5                               | 0                                  | -  |
|                | 6     | 3                               | 0                                  | -  |
|                | 5     | 6                               | 0                                  | -  |
|                | 4     | 2                               | 0                                  | -  |
| CA I           | 3     | 2                               | 0                                  | -  |
|                | 2     | 0                               | 0                                  | -  |
|                | 1     | 0                               | 0                                  | -  |
| <b>Total</b>   |       | <b>34</b>                       | <b>1</b>                           | <b>N/A</b>   |

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 is 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 possibility to

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<sup>54</sup> 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 the averages into consideration.

appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification Committee 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. Five internal calls for applications were published during 2018.

In addition, the Agency launched its first call for expression of interest for internal mobility within the Agency. Following this exercise four staff members were transferred internally to different units.

#### **Mobility amongst agencies (Inter-agency Mobility)**

As mentioned previously, on 25<sup>th</sup> 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. One post was published using the interagency mechanism during 2018.

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.

#### **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 continue in the Agency. However, the response from EU Officials is limited due to the reasons set out previously.

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 2016 and 2017, at the date of December 2018, women represented 36% of the workforce of the Agency against 64% men.

The table below shows the breakdown of this overall picture:

| Status 31.12.2018 | Statutory Total | CA  | SNE  | Grand total |     |
|-------------------|-----------------|-----|------|-------------|-----|
| Men               | 139             | 18  | 15   | 172         | 269 |
|                   | 82%             | 10% | 9%   | 64%         |     |
|                   | 172             |     | 100% |             |     |
| Women             | 70              | 24  | 3    | 97          |     |
|                   | 72%             | 25% | 3%   | 36%         |     |
|                   | 97              |     | 100% |             |     |

82% of men employed occupy statutory positions, whilst 10% occupy Contract Agent positions and 9% occupy Seconded National Experts positions. Within the female category the percentages are different: 72% are occupying statutory posts, 25% contract agent positions and 3% 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 |                 |     |     |       |
| 31.12.2018  |           |     |                 |     |     |       |
| Men         | 111       | 28  | 139             | 18  | 15  | 172   |
|             | 74%       | 47% | 67%             | 43% | 83% | 64%   |
| Women       | 38        | 32  | 70              | 24  | 3   | 97    |
|             | 26%       | 53% | 33%             | 57% | 17% | 36%   |
| Grand total | 149       | 60  | 209             | 42  | 18  | 269   |

The female/male ratio at the moment within the statutory positions (Officials and Temporary Agents) is 33% female and 67% 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, with 57% are females against 43% males.

Regarding Seconded National Expert positions, the ratio is 17% female and 83% male.

An "Action Plan for Gender Balance at EMSA" was put in place in July 2018. The plan provides statistics on the current situation and outlines a series of actions aimed at promoting values of non-discrimination on the basis of gender, striving for equal opportunities in attracting and recruiting staff, and retaining women.

The table below shows the geographical distribution of staff (all categories, including National Experts) working in EMSA at 31 December 2018.

| 31 December 2018 <sup>55</sup> | Statutory  |           |            | CA        | SNE       | Total      | %              |
|--------------------------------|------------|-----------|------------|-----------|-----------|------------|----------------|
|                                | AD         | AST       | Total Stat |           |           |            |                |
| Portugal                       | 34         | 22        | 56         | 16        | 0         | 72         | 26.77%         |
| Spain                          | 20         | 3         | 23         | 4         | 7         | 34         | 12.64%         |
| Italy                          | 14         | 7         | 21         | 5         | 4         | 30         | 11.15%         |
| Belgium                        | 6          | 10        | 16         | 6         | 0         | 22         | 8.18%          |
| Poland                         | 12         | 2         | 14         | 0         | 0         | 14         | 5.20%          |
| France                         | 10         | 1         | 11         | 0         | 0         | 11         | 4.09%          |
| United Kingdom                 | 6          | 2         | 8          | 3         | 0         | 11         | 4.09%          |
| Greece                         | 8          | 0         | 8          | 2         | 0         | 10         | 3.72%          |
| Germany                        | 87         | 1         | 8          | 1         | 0         | 9          | 3.35%          |
| Romania                        | 5          | 1         | 6          | 1         | 2         | 9          | 3.35%          |
| Ireland                        | 5          | 2         | 7          | 0         | 1         | 8          | 2.97%          |
| Netherlands                    | 5          | 1         | 6          | 1         | 0         | 7          | 2.60%          |
| Finland                        | 2          | 0         | 2          | 1         | 2         | 5          | 1.86%          |
| Bulgaria                       | 3          | 0         | 3          | 1         | 0         | 4          | 1.49%          |
| Malta                          | 3          | 1         | 4          | 0         | 0         | 4          | 1.49%          |
| Cyprus                         | 2          | 0         | 2          | 0         | 1         | 3          | 1.12%          |
| Estonia                        | 3          | 0         | 3          | 0         | 0         | 3          | 1.12%          |
| Czech Republic                 | 1          | 1         | 2          | 0         | 0         | 2          | 0.74%          |
| Denmark                        | 1          | 1         | 2          | 0         | 0         | 2          | 0.74%          |
| Hungary                        | 1          | 1         | 2          | 0         | 0         | 2          | 0.74%          |
| Slovakia                       | 0          | 2         | 2          | 0         | 0         | 2          | 0.74%          |
| Sweden                         | 0          | 1         | 1          | 0         | 1         | 2          | 0.74%          |
| Croatia                        | 0          | 0         | 0          | 1         | 0         | 1          | 0.37%          |
| Latvia                         | 1          | 0         | 1          | 0         | 0         | 1          | 0.379%         |
| Lithuania                      | 0          | 1         | 1          | 0         | 0         | 1          | 0.37%          |
| <b>Grand Total</b>             | <b>149</b> | <b>60</b> | <b>209</b> | <b>42</b> | <b>18</b> | <b>269</b> | <b>100.00%</b> |

On 31.12.2018 the Agency did not have amongst its staff nationals of Austria, Luxembourg and Slovenia.

Due to the Agency's location, the number of Portuguese staff continues to be high, although it remained stable in 2018. It should be noted that the correction coefficient affects the attractiveness of Lisbon as a place of employment. The latest indications that the downward trend has ended are positive in this respect. 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 2018, the most represented nationalities were Italians (24%) and Portuguese (21%).

<sup>55</sup> The nationality of future staff members is only officially registered once they enter into service. Therefore, unlike Table 1, Annex III, this data does not include employment offer letters already issued by the date indicated (of which there was one at 31.12.2018).

## 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 ever 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 2018-2019 a total number of 117 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   | 10                  | 8.55%  |
| Spanish School  | 11                  | 9.40%  |
| English Schools | 68                  | 58.12% |
| French School   | 26                  | 22.22% |
| Swedish         | 2                   | 1.71%  |
| <b>Total</b>    | <b>117 children</b> |        |

The additional cost of having this social measure in place has been of approximately 675,000 € for the budgetary year 2018. 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 continues its efforts towards the goal offsetting up an Accredited European School in Lisbon. It is to be noted that the final decision and initiative lies with the Portuguese Authorities and is beyond the control of the Agency.

## Annex V. Building Policy

|   | <b>Name, location and type of building</b>                              | <b>Other Comment</b>   |
|---|---|--|
| Information to be provided per building:  | <b>EMSA HQ, Lisbon</b>  | Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL.              |
| Surface area (in square metres)<br>Of which office space<br>Of which non-office space | 10,667 m <sup>2</sup><br>10,180 m <sup>2</sup><br>486.84 m <sup>2</sup> |  |
| Annual rent (in EUR)  | 1,880,618.35  | 2019 estimated costs based on 2% increase  |
| 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   |  |
|   | <b>Name, location and type of building</b>                              | <b>Other Comment</b>   |
| Information to be provided per building:  | <b>Conference Centre</b> (shared with EMCDDA), Lisbon                   | Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL               |
| Surface area (in square metres)<br>Of which office space<br>Of which non-office space | 2,116.26 m <sup>2</sup>   |  |
| Annual rent (in EUR)  | 313,322.41€   | 2019 estimated costs based on 2% increase  |
| 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   |  |
|   | <b>Name, location and type of building</b>                              | <b>Other Comment</b>   |
| Information to be provided per building:  | <b>Palacete</b> (shared with EMCDDA), Lisbon                            | Including indexation. Calculations based on SLA with EMCDDA and Lease Agreement between EMCDDA and APL |
| Surface area (in square metres)<br>Of which office space<br>Of which non-office space | 1,933.9 m <sup>2</sup>  |  |
| Annual rent (in EUR)  | 90,129.92€  | 2019 estimated costs based on 2% increase  |
| 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   |  |
|   | <b>Name, location and type of building</b>                              | <b>Other Comment</b>   |
| Information to be provided per building:  | <b>Underground parking</b> (101 spots), Lisbon                          | Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL               |
| Surface area (in square metres)<br>Of which office space<br>Of which non-office space | n/a   |  |

|   |   |  |
|---|---|--|
| Annual rent (in EUR)  | <b>149,913.6</b>  | 2019 estimated costs based on 2% increase  |
| 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   |  |
|   | <b>Name, location and type of building</b>                    | <b>Other Comment</b>   |
| Information to be provided per building:  | <b>External parking</b> (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)<br>Of which office space<br>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"> <li>▪ exemption from direct taxes;</li> <li>▪ exemption from purchase tax on goods and services;</li> <li>▪ exemption from customs duties and from any taxes on imports and exports;</li> <li>▪ exemption from any duties and any import restrictions on vehicles of official use;</li> <li>▪ exemption from road tax for vehicles under “special registration” (diplomatic plates);</li> <li>▪ exemption from taxation on fuel and lubricants;</li> <li>▪ replacement of official vehicles every 5 years;</li> <li>▪ special status of the Agency Headquarters (Similar to Diplomatic mission);</li> <li>▪ security staff with special authorisation to carry firearms;</li> <li>▪ exemption from any charges for Visas and other authorisations for EMSA guests.</li> </ul> | <p>Comparable category of the members of diplomatic corps in Portugal;</p> <ul style="list-style-type: none"> <li>▪ exemption from national taxes on earning, salaries and respective payments paid by the Agency;</li> <li>▪ immunity from jurisdiction as regards acts carried out by the staff member in official capacity;</li> <li>▪ exemption from purchase tax on goods and services (VAT);</li> <li>▪ exemption from customs duties and from any taxes on imports and exports (duty-free);</li> <li>▪ exemption from any duties and any import restrictions on vehicles of official/private use;</li> <li>▪ exemption from road tax for vehicles under “special registration” (diplomatic plates);</li> <li>▪ exemption from taxation on fuel and lubricants;</li> <li>▪ replacement of official/private vehicles once after 4 years.</li> </ul> | <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.

Subsequent to the revision of the Founding Regulation in 2013, and in accordance with its Article 22a, five-year evaluation was completed by 2018. Following the initiative of its Chairman, the EMSA Administrative Board commissioned an independent external evaluation on the implementation of the Agency's Founding Regulation. The EMSA Administrative Board approved the final Report on the external evaluation in June 2017<sup>56</sup>.

On the EU added value, the overall conclusions drawn by the evaluators are the following:

“The evaluation identifies many areas and mechanisms through which **EMSA is reinforcing EU or national initiatives** by coordinating and aggregating expertise and knowledge (e.g. information systems, trainings, visits), harmonising the implementation of legislation and practices (e.g. inspections), and topping up the Member States' capabilities (e.g. oil pollution response).

Overall, the evaluation finds that the results of **EMSA's work could not have been fully achieved through efforts made at a national and/or international level**. This is particularly the case in the area of Monitoring, Surveillance, and Information Sharing. The findings are more nuanced in the area of Environmental Challenges and Response, where until recently the tasks have been carried out solely by the Member States.

While EMSA is providing relatively greater value to the small Member States than to the large ones, (contributing to a more uniform level of maritime safety) this **evaluation concludes that, overall, by working at an EU level, EMSA is providing added value in all its areas and for all its stakeholders.**”

In their Final Assessment, evaluators conclude:

“The challenges faced by the maritime sector cannot be overcome at national level. By operating at EU level, EMSA is providing significant added value to the Member States. **EMSA has become an important and respected player in the maritime community, providing world-class services that enhance the ability of stakeholders to respond to the challenges and, ultimately, make the EU maritime sector safer and more secure.**

**In the absence of EMSA, the activities the Agency undertakes would not be carried out at the same level (or would not be conducted at all). A discontinuation or reduction of EMSA's mandate would have significant negative impacts on maritime safety and security in Europe: standards and practices in the field would be significantly less harmonised, there would be less sharing of data, information and practices, and this would ultimately have a negative impact on maritime safety and security.**”

More in particular, in relation to efficiency and cost effectiveness, the evaluation assesses that:

“**EMSA's subsidy from the European Commission has remained relatively static over the years, despite an increase in the scope of the tasks allocated to the Agency. The evaluation finds that the efficiency of the Agency has been increasing, as evidenced by a lower share of overhead expenditure, the take-up of new tasks without additional resources.** This improvement is partially due to the positive effect of the performance management system used by the Agency, which sets multiannual objectives and

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<sup>56</sup> The full evaluation report can be found on the agency's website: <http://emsa.europa.eu/who-are-we/admin-board/evaluation-activities.html>

quarterly KPI indicators as one element in the periodic monitoring of the implementation of the annual work programmes.

The cost effectiveness of the Agency's activities is assessed positively: A number of activities provide high value for money compared to alternative models of provision at the national or regional level. EMSA's activities also contribute to reducing the administrative burden for Member States and to improving Member States' efficiency in implementing their legal obligations. **None of EMSA's activities have been assessed as redundant, and EMSA's work is generally assessed as being complementary to that of the Member States.**

As a result, the evaluation concludes that **EMSA's services and products are cost-effective and that EMSA provides value for money within the context of the EU maritime sector and within all areas of work."**

The Administrative Board also issued its recommendations to the Commission concerning the Regulation in November 2017. The Agency developed an action plan for their implementation in early 2018 and will be providing annual updates to the Administrative Board.

## Annex VIII Risks 2020

### 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*

Following the conclusion of discussions at IMO level on the Global Data Collection System, the issue of the possible alignment between the International obligations and the EU legislation may have an impact on THETIS-MRV, including the possible support from EMSA to the EU Member States to fulfil their international obligations (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*

There is a potential impact of Brexit on the activities of the Agency, the extent to which will depend on the type of Brexit that will occur. On the one hand there are a substantial number of users in the UK of EMSA services and on the other hand there are some British companies that have contracts with the Agency.

The next multiannual financial framework may bring a downward trend in the budget availability to cover the tasks of the Agency for the years to come. This could lead to the execution of fewer tasks or of executing tasks to a lesser extent, which may have an impact on the ability of the Agency to fulfil its mandate and to react in a satisfactory manner to maritime safety issues.

Developments in the relevant EU legal framework could affect the planning of inspections and visits related to the implementation of Union Law. The changes to Union law adopted following the REFIT exercise will see a new cycle of Passenger Ship Safety visits starting in 2020, following a request by the Commission. These visits will need to be preceded by a pre-cycle workshop and accompanied by sufficient budgetary and staff resources. The shaping of the cycle, covering different pieces of legislation and different competent authorities may be challenging. In addition, the Methodology limits the number of possible visits to any Member State per year, which in turn restricts the number of cycles that can be conducted concurrently (3300), thus limiting the possibility of new cycles.

In relation to maritime security, the EFTA Surveillance Authority is expected to request EMSA to 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 (3400).

In the area of ship safety, the support to Member States and the Commission can depend on events including major casualties, developments at international level and EU priorities, and the programme may have to be adjusted accordingly (4400).

#### *Partners*

Several Agency activities are developed through a range of agreements with partners, such as specific Commission services, the European Space Agency, EU bodies, and cooperation with regional 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. Continuity of service is subject to timely signature of the SLA and subsequent establishment of contractual frameworks. At the same time, a change in policy would have an impact on the Agency and would lead to a refocus on other users (7200). This also applies to the cooperation with EFCA which has grown significantly in scale during the last 2-3 years (7210).

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 and the willingness to respect the division of labour between them (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 new approach for capacity building may require additional resources (4300).

In the framework of cooperation on coastguard functions, the type of enhanced activities that the Agency will be in a position to put in place as concerns capacity building will vastly depend upon the needs identified by the relevant national authorities exercising coast guard functions falling within its mandate.

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. A revised Working Arrangement between EMSA and the Commission in respect of maritime security was signed in 2018 and will enhance cooperation and optimise the use of available resources. It is expected to result in an increase in EMSA's assistance with maritime security inspections and other ancillary activities in 2020 and beyond (3400).

Demand for and implementation of RPAS based services (including technical capabilities of the contractor and the ability to obtain the permission to fly) will be significant factors. 2020 will be the third year of full operations. Users (Member States and EU entities) and service providers will continue to build their experience and should show effective utilisation of such services (2100a).

For the deployment of RPAS services the Agency is dependent on the permission to fly to be issued by national aviation authorities and ultimately –for some categories or when requested by the operator or National aviation authority- by EASA. The level of cooperation and the expedience with which requests are being handled, have a serious impact on the ability of the Agency to deliver these services, with a sequential impact on the budget execution (3900).

#### **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, the dynamism of the new data and services, among them Copernicus Security Maritime Surveillance as well as the ABMs; may lead to continued growth. 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 has been in place since 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 capabilities and if contractual provisions can be boosted to limit delays as much as possible (2100b).

In general, the Agency has to do more effort in terms of staff and budget to stay at the forefront of ICT developments and to keep offering state-of-the-art services to a growing number of users. This could become more problematic with a fragmented organisational structure and a decreasing budget.

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 different developments (2300).

The new EMCIP operates within the Agency's ICT environment, however the impact of a request for provision of operational support would depend on the nature and extent of support required and has not been tested as no requests have been received to date. (4200).

The new MARED database will be the first EMSA tool hosted in the cloud. The maintenance costs will need to be carefully monitored.

The Agency maintains advanced business continuity 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. The mandatory upgrade cycle of ICT components and licences is creating more tension as the ICT budget remains at the same level. At the same time the Agency depends more and more on its ICT capacity to deliver services to Member States and the Commission.

#### *Availability and quality of information*

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, as well as other tools and information sources, the quality of which may not always be under EMSA's control. The effectiveness of the process using workshops to report back to Member States on the results of a visit cycle through a 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 data in the STCW-IS and in EMCIP rely on input by Member States over which EMSA has no control, which may have an impact on the statistics compiled on the basis of those information systems (3200, 4200).

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. Furthermore, the limited number of satellite missions with near real time capability compromises the fulfilment of user requirements. Contracts with multiple satellite providers aim to reducing these risks but given the limited market and few companies, the Agency also applies diversified procurement, splitting up projects and/or where possible using 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. The Agency started to use as an alternative the Equipment Assistance Service, stand-alone equipment which can be requested by Member States and used on Vessels of Opportunity.

Regarding the Common Information Sharing Environment (CISE) the project can be further delayed (with the risk of under-execution) because of the Intellectual Property Rights which should be handed over from the research project to the European Commission (and from the European Commission to EMSA). The CISE project depends on the willingness of Member States to cooperate and to establish civil-military exchange of information.

#### **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 and used for operations at National or EU level, including Copernicus, RPAS Data Centre, and new functionalities of SSN and of the integrated maritime Information systems (IMS). Therefore, its workload for incident management, helpdesk, training and restoration of degraded services and its function as helpdesk to (external) users is increasing. Management of the different tasks and guaranteeing sufficient properly trained staff available to continue offering high quality services on a 24/7 basis may become a challenge (2400).

The ROs inspection programme relies on having a low turnover within the inspection team as it takes some time to train new inspectors in the EMSA inspection process. Additional workload due to requests for inspection of potential new ROs can significantly increase the workload and threaten the routine programme. Similarly, the need to respond to particular events such as the merger of ROs can affect the normal inspection programme (3100).

In the case of STCW inspections, efforts are being distributed between Member State visits and third country inspections (including additional inspections to confirm the implementation of corrective actions following previous inspections). Given the limited resources, if additional priority visits/inspections were required, EMSA may not be able to respond without deferring already agreed visits/inspections (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, on the interest of other EU bodies and third countries 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 2020

| ABB  | PLANNED PROJECT/CONTRACT  | PLANNED CONTRACT TYPE                                      | TENTATIVE TIMEFRAME* | ESTIMATED VALUE IN EUR |
|------|---|--|----------------------|------------------------|
| 2100 | 2020- C4 B3102- MSS Videowall (New Tender)  | ICT Framework Contract                                     | 15-07-2020           | 200,000.00             |
|      | 2020-C4 -B3102 MSS Night shifts services  | Specific Contract under FWC                                | 15-05-2020           | 25,000.00              |
|      | 2020-C4-BL3102 Periodic enterprise architecture review  | Specific Contract under FWC                                | 15-09-2020           | 30,000.00              |
|      | 2020-C4-BL3102 ABMV2 (new statistics-based ABM solution, and pilot implementations for integration with EIS and EODC, CSD data)         | Specific Contract under FWC                                | 15-07-2020           | 30,000.00              |
|      | 2020-C4-BL3102 Advanced Analytical tools - vessels history - ownership, identifiers changes   | Specific Contract under FWC                                | 15-07-2020           | 60,000.00              |
|      | 2020-C4-BL3102 Central Databases (CSD, COD, CLD, CGD), MDM or bespoke   | Specific Contract under FWC                                | 15-07-2020           | 100,000.00             |
|      | 2020-C4-BL3102 CHD-MarCis OP/18/2018  | Specific Contract under FWC                                | 15-06-2020           | 26,000.00              |
|      | 2020-C4-BL3102 Collaboration tool/ chatbox further developments   | Specific Contract under FWC                                | 15-07-2020           | 30,000.00              |
|      | 2020-C4-BL3102 IMS Mobile App further developments  | Order Form under FWC                                       | 15-06-2020           | 50,000.00              |
|      | 2020-C4-BL3102 Purchase of Teamforge licences   | Order Form under FWC                                       | 15-08-2020           | 7,500.00               |
|      | 2020-C4-BL3102 S2S Streaming (ingestion, integration, distribution - consultancy and implementation on new data types and technologies) | Order Form under FWC                                       | 15-07-2020           | 150,000.00             |
|      | 2020-C4-BL3102 SEG Mobile APP and PMP maintenance (new tender)  | ICT Framework Contract                                     | 15-07-2020           | 230,000.00             |
|      | 2020-C4-BL3102 SEG Testing and Q&A services under FWC OP/11/2016  | Specific Contract under FWC                                | 15-07-2020           | 65,000.00              |
|      | 2020-C4-BL3102 Self Service BI  | Specific Contract under FWC                                | 15-07-2020           | 30,000.00              |
|      | 2020-C4-BL3102 SSN Commissioning tests under FWC OP/11/2016   | Specific Contract under FWC                                | 15-06-2020           | 20,000.00              |
|      | 2020-C4-BL3102 SSN EIS Developments and maintenance   | ICT Framework Contract                                     | 15-04-2020           | 190,000.00             |
|      | 2020-C4-BL3102 SSN Testing and Q&A services under FWC OP/11/2016  | Specific Contract under FWC                                | 15-05-2020           | 65,000.00              |
|      | 2020-C4-BL3102 STAR + STAR TRACKING + STAR STREAMING + STAR ABM Testing and Q&A services under FWC OP/11/2016                           | Specific Contract under FWC                                | 15-05-2020           | 65,000.00              |
|      | 2020-C4-BL3102 STAR ABM - engine of the STAR developments   | Specific Contract under FWC                                | 15-06-2020           | 60,000.00              |
|      | 2020-C4-BL3102 STAR ABM MPAE Module   | Specific Contract under FWC                                | 15-06-2020           | 50,000.00              |
|      | 2020-C4-BL3102 STAR ABM OP/05/2017 (maintenance of current SA-VAS solution)   | Specific Contract under FWC                                | 15-05-2020           | 90,000.00              |
|      | 2020-C4-BL3102 STAR Tracking (enhancements including CGD changes)   | Specific Contract under FWC                                | 15-06-2020           | 180,000.00             |
|      | 2020-C4-BL3900 Data Analysis, Fusing and Sharing Services (Including ABM data analysis and further cloud developments)                  | Order Form under FWC                                       | 15-04-2020           | 700,000.00             |
|      | 2020-C4-BL3900 Data Analysis, Fusing and Sharing Services HP IMS Consumption/Operation  | Specific Contract under FWC                                | 15-02-2020           | 240,000.00             |
|      | 2020-C4-BL3900 Data Analysis, Fusing and Sharing Services RPAS-DC v1:OP202016 (MOD2)  | Specific Contract under FWC                                | 15-09-2020           | 116,592.00             |
|      | 2020-C4-BL3900 Data Analysis, Fusing and Sharing Services SEG Developments and maintenance (including mobile APP improvements)          | Specific Contract under FWC                                | 15-06-2020           | 280,000.00             |
|      | 2020-C4-BL3900 Data Analysis, Fusing and Sharing Services TDMS Phase 2  | Specific Contract under FWC                                | 15-06-2020           | 150,000.00             |
|      | 2020-C4-BL3900 Data Analysis, Fusing and Sharing Services: RPAS-DC Phase 2  | Order Form under FWC                                       | 15-09-2020           | 430,000.00             |
|      | B3102-2020 Casualty reporting services (Licenses)   | Direct Purchase Order                                      | 01-11-2020           | 25,000.00              |
|      | B3102-2020 eLearning Platform for Vessels Traffic Monitoring - training material  | Specific Contract under FWC                                | 01-09-2020           | 25,000.00              |
|      | B3102-2020 SLAs for maintenance and operation of AIS regional servers 2020-2021   | Administrative Arrangement: Implementation and Operational | 15-02-2020           | 116,000.00             |
|      | B3900-2020 - RPAS AVAILABILITY FEE  | Specific Contract under FWC                                | 05-09-2020           | 646,250.00             |



| ABB  | PLANNED PROJECT/CONTRACT   | PLANNED CONTRACT TYPE       | TENTATIVE TIMEFRAME* | ESTIMATED VALUE IN EUR |
|------|--|-----------------------------|----------------------|------------------------|
|      | B3900-2020 - RPAS DC TRAININGS   | Specific Contract under FWC | 01-03-2020           | 33,900.00              |
|      | B3900-2020 - RPAS OPERATIONS CEIIA   | Specific Contract under FWC | 01-06-2020           | 5,000,000.00           |
|      | B3900-2020 -RPAS OPERATIONS FRANCE MED   | Specific Contract under FWC | 01-06-2020           | 1,460,000.00           |
|      | B3900-2020 -RPAS OPERATIONS SCHIEBEL NO1   | Specific Contract under FWC | 01-06-2020           | 1,500,000.00           |
|      | B3900-2020 -RPAS OPERATIONS SCHIEBEL NO2   | Specific Contract under FWC | 01-06-2020           | 1,500,000.00           |
|      | B3900-2020 -RPAS SERVICES TO EFCA  | Specific Contract under FWC | 01-06-2020           | 200,000.00             |
|      | B3900-2020 Satellite AIS   | Specific Contract under FWC | 01-11-2020           | 1,040,000.00           |
|      | B3900-2020 -SATELLITE COMMUNICATIONS - EFCA - VIASAT                                     | Specific Contract under FWC | 01-06-2020           | 75,000.00              |
|      | B3900-2020 -SATELLITE COMMUNICATIONS - FRANCE MED  | Specific Contract under FWC | 01-06-2020           | 53,500.00              |
|      | B3900-2020 -SATELLITE COMMUNICATIONS -CEIIA  | Specific Contract under FWC | 01-06-2020           | 464,749.00             |
|      | B3900-2020 -SATELLITE COMMUNICATIONS -TBD -VIASAT  | Specific Contract under FWC | 01-06-2020           | 77,500.00              |
|      | <b>2100 - EU vessel traffic monitoring Total</b>   |                             |                      | <b>15,886,991.00</b>   |
| 2123 | A3.3102.HW maintenance, renewals   | SC/OF under FWC             | 15-12-2020           | 692,488.00             |
|      | A3.3102.IT operations and development  | SC/OF under FWC             | 15-12-2020           | 510,861.62             |
|      | A3.3102.Software licenses  | SC/OF under FWC             | 15-12-2020           | 866,146.00             |
|      | <b>2123 - ICT operational support Total</b>  |                             |                      | <b>2,069,495.62</b>    |
| 2200 | 2020-C4-BL3700 LRIT CDC/Ship DB corrective maintenance                                   | Order Form under FWC        | 15-10-2020           | 50,000.00              |
|      | 2020-C4-BL3700 LRIT CDC/Ship DB evolutive maintenance                                    | Specific Contract under FWC | 15-06-2020           | 90,000.00              |
|      | 2020-C4-BL3700 LRIT CDC/Ship DB/LCT Testing & QA services                                | Specific Contract under FWC | 15-05-2020           | 30,000.00              |
|      | 2020-C4-BL3700 LRIT IDE Evolutive maintenance  | Specific Contract under FWC | 15-07-2020           | 45,000.00              |
|      | 2020-C4-BL3700 LRIT IDE Testing & QA services  | Specific Contract under FWC | 15-07-2020           | 10,000.00              |
|      | B3700-2020 LRIT ASP/CSP services   | Specific Contract under FWC | 01-06-2020           | 1,110,000.00           |
|      | B3700-2020 LRIT messages purchased from ODCs   | Other                       | 01-01-2020           | 35,000.00              |
|      | <b>2200 - EU LRIT Data Centre and LRIT IDE Total</b>                                     |                             |                      | <b>1,370,000.00</b>    |
| 2300 | 2020-B3-THETIS Enhancement   | Specific Contract under FWC | 15-03-2020           | 300,000.00             |
|      | 2020-B3-THETIS Maintenance   | Specific Contract under FWC | 15-10-2020           | 120,000.00             |
|      | <b>2300 - THETIS Information System Total</b>  |                             |                      | <b>420,000.00</b>      |
| 3200 | 2020-B1-STCW-IS Enhancement  | Specific Contract under FWC | 15-02-2020           | 50,000.00              |
|      | 2020-B1-STCW-IS Maintenance  | Specific Contract under FWC | 15-08-2020           | 20,000.00              |
|      | <b>3200 - STCW Total</b>   |                             |                      | <b>70,000.00</b>       |
| 4200 | 2020-B2-NEW EMCIP Corrective Maintenance   | Specific Contract under FWC | 04-02-2020           | 55,725.00              |
|      | 2020-B2-NEW EMCIP System Enhancements  | Specific Contract under FWC | 15-01-2020           | 64,275.00              |
|      | <b>4200 - Accident investigation Total</b>   |                             |                      | <b>120,000.00</b>      |
| 4300 | 2020-B3- MaKCs App (ex-RuleCheck App)  | Specific Contract under FWC | 15-05-2020           | 200,000.00             |
|      | 2020-B3-Dynamic Portal (DONA)  | Framework Service Contract  | 15-06-2020           | 150,000.00             |
|      | 2020-B3-Provision of advanced core skills course for accident investigators (contractor) | Order Form under FWC        | 15-11-2020           | 8,800.00               |

| ABB  | PLANNED PROJECT/CONTRACT  | PLANNED CONTRACT TYPE       | TENTATIVE TIMEFRAME* | ESTIMATED VALUE IN EUR |
|------|---|-----------------------------|----------------------|------------------------|
|      | 2020-B3-Provision of core skills course for accident investigators (contractor)                     | Order Form under FWC        | 15-06-2020           | 5,800.00               |
|      | 2020-B3-Provision of training on ISM Auditing Techniques (contractor)                               | Order Form under FWC        | 15-01-2020           | 24,000.00              |
|      | 2020-B3-Virtual Reality Simulator for Training  | Specific Contract under FWC | 15-01-2020           | 110,000.00             |
|      | <b>4300 - Capacity building Total</b>   |                             |                      | <b>498,600.00</b>      |
| 4400 | 2020-B2-MarED Database - Annual cloud hosting fee   | Specific Contract under FWC | 15-05-2020           | 100,000.00             |
|      | 2020-B2-MarED Database - System Enhancements  | Specific Contract under FWC | 15-02-2020           | 60,000.00              |
|      | 2020-B2-Marine Equipment Study  | Specific Contract under FWC | 15-11-2019           | 100,000.00             |
|      | 2020-B2-Study on the regulatory impact of the development of autonomous ships + risk-based analysis | Direct Service Contract     | 15-05-2020           | 200,000.00             |
|      | <b>4400 - Marine equipment and ship safety standards (including IMO) Total</b>                      |                             |                      | <b>460,000.00</b>      |
| 4500 | 2020-B3-MaKCs Enhancement   | Specific Contract under FWC | 15-03-2020           | 100,000.00             |
|      | 2020-B3-MaKCs Maintenance   | Specific Contract under FWC | 04-06-2020           | 30,000.00              |
|      | 2020-B3-Provision & access to Marinfo data for non-commercial use                                   | Order Form under FWC        | 15-11-2020           | 250,000.00             |
|      | 2020-B3-Rulecheck Enhancement   | Specific Contract under FWC | 15-06-2020           | 30,000.00              |
|      | 2020-B3-RuleCheck Maintenance   | Specific Contract under FWC | 15-10-2020           | 100,000.00             |
|      | 2020-B-EQUASIS  | Order Form under FWC        | 15-02-2020           | 56,000.00              |
|      | <b>4500 - Enforcement and capacity building tools Total</b>   |                             |                      | <b>566,000.00</b>      |
| 4600 | 2020-B3-Study on Hydrogen Fuel for Shipping   | Direct Service Contract     | 15-03-2020           | 90,000.00              |
|      | <b>4600 - Prevention of pollution by ships Total</b>  |                             |                      | <b>90,000.00</b>       |
| 5100 | 2020 EAS - Renewal EAS South  | Specific Contract under FWC | 15-06-2020           | 270,000.00             |
|      | 2020 Equipment - Purchase of Arctic Skimmers  | Specific Contract under FWC | 15-02-2020           | 1,100,000.00           |
|      | 2020 Equipment - Purchase of medium size equipment for VOO  | Specific Contract under FWC | 15-04-2020           | 3,100,000.00           |
|      | 2020 Equipment - Transport costs for re-distribution  | Specific Contract under FWC | 15-12-2020           | 100,000.00             |
|      | 2020 Equipment - Upgrade EAS PWPKS and SA remote controls   | Specific Contract under FWC | 15-12-2020           | 200,000.00             |
|      | 2020 Improvement High Capacity Skimmer - Vessel Atlantic North JFE                                  | Direct Service Contract     | 15-09-2020           | 290,000.00             |
|      | 2020 Improvement High Capacity Skimmer - Vessel Southern North Sea DCI                              | Direct Service Contract     | 15-06-2020           | 370,000.00             |
|      | 2020 Improvement RPAS - Vessel Canary Islands (Mencey Petrogas)                                     | Direct Service Contract     | 15-09-2020           | 100,000.00             |
|      | 2020 Improvement RPAS - Vessel Northern Black Sea (Amalthia Petronav)                               | Direct Service Contract     | 15-09-2020           | 90,000.00              |
|      | 2020 Improvement RPAS - Vessel Southern Black Sea (Galaxy - Cosmos)                                 | Direct Service Contract     | 15-09-2020           | 60,000.00              |
|      | 2020 Operational Fund **  | Other                       | 15-12-2020           | 500,000.00             |
|      | 2020 Vessel Renewal Canary Islands Petrogas   | Direct Service Contract     | 15-02-2020           | 2,400,000.00           |
|      | 2020 Vessel Tender Atlantic South   | Direct Service Contract     | 15-11-2020           | 3,400,000.00           |
|      | 2020 Vessel Tender Central Med  | Direct Service Contract     | 15-11-2020           | 3,300,000.00           |
|      | 2020 Vessel Tender West Med   | Direct Service Contract     | 15-11-2020           | 3,300,000.00           |
|      | <b>5100 - Operational pollution response services Total</b>   |                             |                      | <b>18,580,000.00</b>   |
| 5200 | 2020-C4-BL4200 Earth Observation Data Centre lot 1 OP/25/2015 : Evolutive maintenance               | Specific Contract under FWC | 15-06-2020           | 160,200.00             |
|      | 2020-C4-BL4200 Earth Observation Data Centre lot1 OP/25/2015: Corrective maintenance                | Specific Contract under FWC | 15-10-2020           | 66,650.00              |

| ABB  | PLANNED PROJECT/CONTRACT  | PLANNED CONTRACT TYPE       | TENTATIVE TIMEFRAME* | ESTIMATED VALUE IN EUR |
|------|---|-----------------------------|----------------------|------------------------|
|      | 2020-C4-BL4200 Earth Observation Data Centre OP/16/2017 - Orchestra (Evolutive Maintenance)         | Specific Contract under FWC | 15-07-2020           | 335,400.00             |
|      | 2020-C4-BL4200 Earth Observation Data Centre OP/16/2017- Orchestra (Corrective maintenance)         | Specific Contract under FWC | 15-09-2020           | 46,750.00              |
|      | 2020-C4-BL4200 Earth Observation Data Centre Testing and Quality Assurance                          | Specific Contract under FWC | 15-06-2020           | 100,000.00             |
|      | B4200-2020 EO's products (Services & Licenses)  | Specific Contract under FWC | 01-11-2020           | 3,092,300.00           |
|      | B4200-2020 RPAS Pollution detections services :Lightweight RPAS for support operations from vessels | Specific Contract under FWC | 15-10-2020           | 197,800.00             |
|      | B4200-2020 RPAS service for Emission monitoring; OP N#1   | Specific Contract under FWC | 01-06-2020           | 1,000,000.00           |
|      | B4200-2020 RPAS service for Emission monitoring; OP N#2   | Specific Contract under FWC | 01-06-2020           | 1,000,000.00           |
|      | B4200-2020 Savoir Software Maintenance&Enhancement  | Specific Contract under FWC | 01-09-2020           | 9,900.00               |
|      | BL4200-2020 RPAS service for Emission monitoring; OP Extension 4Q                                   | Specific Contract under FWC | 01-09-2020           | 1,000,000.00           |
|      | <b>5200 - CleanSeaNet and illegal discharges Total</b>  |                             |                      | <b>7,009,000.00</b>    |
| 5300 | 2020 HNS-CCI  | Direct Service Contract     | 15-10-2020           | 350,000.00             |
|      | <b>5300 - Cooperation and information (APM, HNS) Total</b>  |                             |                      | <b>350,000.00</b>      |
| 6500 | 2020 Information and Communication BL 3200  | Order Form under FWC        | 15-12-2020           | 65,000.00              |
|      | <b>6500 - Communication, Protocol, Missions &amp; Events support Total</b>                          |                             |                      | <b>65,000.00</b>       |
|      | <b>Grand Total</b>  |                             |                      | <b>47,555,086.62</b>   |

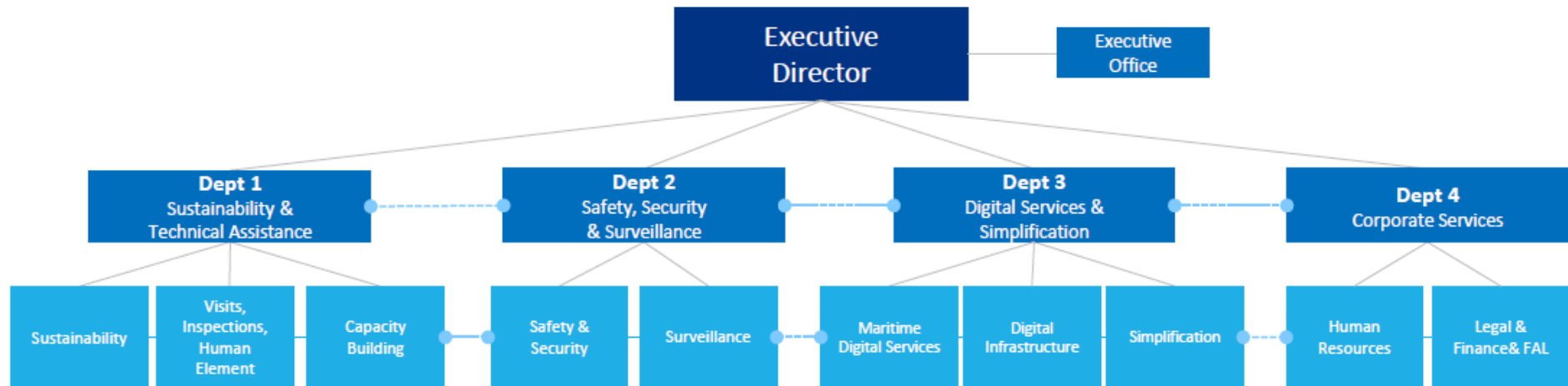
\*Tentative timeframe for signing contracts.

\*\*The "2020 Operational Fund" under Activity 5100 (APM operational pollution response services) is used for the exercises linked to the vessel contracts and EAS (deployment of vessels and OPR equipment). These do not require the signature of new contracts. The exercises are implemented based on options in existing contracts for the use of vessels and/or equipment in oil pollution response exercises.

## Annex X. Organisation chart

EMSA organisation chart applicable from 1 January 2020

Ref. Ares(2019)6971168 - 11/11/2019



## Legislative references

| Legislative References in EMSA Single Programming Document 2020-2022   | 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  |   |
| Directive (EU) 2017/2110 of 15 November 2017 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 and repealing Council Directive 1999/35/EC                                  |   |
| 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   |   |

## List of acronyms

| <b>Acronym</b> | <b>Full name</b>  |
|----------------|---|
| ABM            | Automated Behaviour Monitoring  |
| 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   |
| CMS            | Copernicus Maritime Surveillance Service  |
| 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   |

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| 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  |
| ICCAT    | International Commission for the Conservation of Atlantic Tunas   |
| IFCD     | Interface and Functionalities Control Document  |
| ILO      | International Labour Organization   |
| IMO      | International Maritime Organization   |
| IMS      | Integrated Maritime Services  |
| IMSAS    | IMO Member State Audit Scheme   |
| IPA      | Instrument for Pre-Accession Assistance   |
| ISM      | International Safety Management   |
| ITU      | International Telecommunication Union   |
| 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 DB | Marine Equipment (Directive) Database   |
| MAR-ICE  | Marine Intervention in Chemical Emergencies   |
| MARINFO  | Maritime Industry Information Infrastructure  |
| MASS     | Maritime Autonomous Surface Ships   |
| 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   |



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| 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)   |
| 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   |
| THETIS     | Inspection database to support Directive 2009/16/EU on Port State Control   |
| THETIS-EU  | Inspection database to support other enforcement regimes not falling within the remit of Directive 2009/16/EU on Port State Control |
| THETIS-MRV | System to support Regulation (EU) 2015/757  |
| 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   |