

EMSA Consolidated Annual Activity Report 2015

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Assessment by the EMSA Administrative Board

The Administrative Board's assessment covers three main areas: strategic achievements, operational achievements and the management of the Agency. The assessment takes into account the relevant legal, strategic, and resource framework, as well the applicable annual work programme.

The Administrative Board appreciates the structure of the Consolidated Annual Activity Report 2015, and notably the representation of both the legal basis and the multi-annual perspective throughout "Part I Achievements of the year". Each activity is clearly linked to the relevant articles of the Agency's Founding Regulation, establishing the consistency of the activities with the tasks assigned to the Agency by the legislator. In addition, alignment with the Agency's 5-year Strategy is highlighted through the references for each activity to the relevant multi-annual strategic objectives.

The Administrative Board also appreciates the side-by-side representation of planned and actual output for each activity, allowing for comparison of objectives and results and an assessment of the implementation of the Work Programme 2015.

a) Strategic achievements

The EMSA 5-year Strategy (2014-2018) identifies four strategic areas. At the close of 2015, two years into the Strategy), the Agency has significantly advanced its potential to fulfil the driving ambitions in each area:

Standards, Rules and Implementation: *EMSA shall be a leading technical partner in cooperation with Member States for the development and implementation of EU safety standards and regulations in the maritime sector.*

Following the setting up, in November 2014, of a High Level Project Group to review the experience of 10 years of EMSA visits to Member States, with the aim of maximising the value added to both Member States and the Commission of future EMSA visits, and discussions of successive drafts, the Methodology for Visits to Member States was adopted at the end of 2015. The Methodology is a cooperative product that demonstrates and will further enhance the technical partnership between the Agency and the Member States.

This opens a new chapter in the contribution of the Agency to the development and implementation of EU standards and regulations in the maritime sector. The methodology features more focus on the specification of the visit cycle, including taking into account the "relevance of the objectives of the visit cycle in relation to the profile of the different Member States" and other factors; a strong emphasis on the preparation of the cycle and of the visits in conjunction and cooperation with the Member States; and the explicit incorporation of post-visit feedback and support, and horizontal analysis, as integral to the process. With the adoption of this methodology, the potential has been established for a significant positive impact in the years to come in terms of reducing the administrative burden to Member States, taking certain risk factors into account as far as possible and strengthening the flow and exchange of information.

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

The process of enriching and tailoring the maritime picture made available by EMSA to its key stakeholders continued in 2015 and EMSA's Integrated Maritime Services were delivered to more users from an ever wider range of maritime communities. Efforts to support the digitalisation of maritime transport continued in 2015 with substantial progress in facilitating data exchange between relevant maritime stakeholders.

In its assessment of the achievements of 2014, the Administrative had concluded that the “European synergies created by EMSA are a good basis for helping to address the current and future challenges for the Coast Guards and Maritime Authorities of the EU Member States such as the migration situation in the Mediterranean, within the context of EMSA’s mandate in accordance with its Founding Regulation (EC) No 1406/2002.”.

Before the close of 2015, the aggravation of the migration situation around the EU, and the very obvious synergies – the existing capacity and further potential of EMSA to contribute positively to the activities of national authorities exercising coastguard functions, as well as the further synergies on this level to be gained from enhancing already existing cooperation between EMSA, EFCA and Frontex – led to a Commission proposal to amend Regulation (EC) 1406/2002 establishing a European Maritime Safety Agency, part of the so-called coastguard package.

Together with the increasing demand for more efficient solutions for reporting and exchange of information, this paves the way for very significant developments which might pan out in the coming years in terms of the depth and breadth of the Agency’s information services, and of the landscape of user communities benefitting from them, with expected added value for maritime security, safety and pollution prevention and response in accordance with the agency’s tasks and know-how.

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

The launch at the start of the year of THETIS-S, in support of the maritime authorities responsible for inspection and sampling of fuels as required by the Sulphur Directive, is an important milestone. Not only because it marks the very significant moment in the life of an information system at which maturity in relation to its original objectives turns into a springboard and pillar from which new functions to meet other objectives can take root, but also because it marks the meeting of the “standards, rules and implementation” and the “environmental” volet with a very concrete tool that will support the work of the Members States in the enforcement and implementation of EU legislation and standards for mitigating shipping related environmental risks.

Development of THETIS-EU and THETIS MRV were launched soon after. As the developer and provider of tools and services to directly support Member State enforcement and the expert support to the Commission at the IMO, EMSA is poised for a lead role in this sector in the future, supporting Member State efforts to implement EU and International maritime environmental legislation.

In parallel, the EMSA portfolio of services to respond to oil pollution caused by oil and gas installations was enriched with further dispersant stockpiles and the installation of spraying systems on vessels.

Information, knowledge and training: EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.

By the end of 2015, assurance was high concerning the probable continuation of capacity building activities in neighbouring countries, delivered by EMSA through the SAFEMED and TRACECA projects, after the end of the ongoing contractual arrangements in 2017 and 2016 respectively. These activities aim to contribute to the levelling up of standards in maritime safety, security and increasingly also pollution prevention and response. This is a crucial element in the overall success of the EU’s vision for its seas. The continued external funding for the Agency to perform the capacity building function demonstrates its weight in the knowledge transfer domain – as does the coastguard package, the third pillar of which draws precisely on EMSA’s experience and track record in this area.

Overall, the growth in the demand for EMSA services through external project financing, across the four strategic areas, is a reflection of EMSA’s status in the maritime sector and beyond as a reliable partner.

b) Operational Achievements

In each of the strategic areas, key stakeholders benefitted from EMSA products and services.

Standards, Rules and Implementation (Activities 2.3, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5):

All EU ship-safety initiatives and relevant negotiations at IMO were supported by EMSA technical assistance, while the combined effort of EMSA and Member States in the programme of visits and inspections has fed into Commission initiatives to assess and fine-tune maritime safety EU legislation. Special emphasis was given to passenger ship safety related initiatives. The increased reporting of accident investigations in EMCIP reflects the growing reporting effort of EU Member States and not an increase in accidents around EU waters.

Monitoring, Surveillance and information sharing (Activities 2.1, 2.2, 2.3, 2.4, 4.5, 5.2):

The process of data integration and incorporating new data sources and technologies continued to add value for a growing number of end-users showing increasing interest in tailor-made services. The maturation of the IMDatE platform was a key achievement for the data integration process. On the whole, the Agency's systems are a pivotal part of Member State monitoring, information and surveillance systems, and benefit a steadily expanding list of other EU agencies and bodies where synergies with EMSA have been identified.

Environmental challenges and response (Activities 2.3, 4.6, 4.7, 5.1, 5.2, 5.3):

Services for the prevention of, preparedness and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations have become more adaptable and flexible in order to increasingly reflect regional capacity, requirements and risk. The ongoing dialogue on air pollution between the key stakeholders – the Member States, the Industry and the Commission – received technical support from the Agency. The launch of THETIS-S to support the implementation of the Sulphur Directive was one of the highlights.

Information, knowledge and training (Activities 2.1, 2.2, 2.3, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.8, 5.1, 5.3):

Member State demand for training, e-learning or ad-hoc technical assistance from EMSA attests to the Agency's added value in this area, as does the Commission's increasing reliance on EMSA for the implementation, in the maritime safety field, of EU policies regarding candidate and potential candidate countries, and neighbouring countries, channelled through the IPA, SAFEMED and TRACECA projects.

c) Management

The resources (staff and budget) used by the Agency are in line with the activities as planned and developed in the Work Programme 2015. The continuous increase in the weight of project financed activities in the Agency's portfolio is noted and the restructuring of the Agency's budget with effect on Budget 2016 and onwards, allowing for an overview of all project-financed activities is appreciated by the Administrative Board. Variations between planned and actual resources were marginal and justified, and correspond to the flexibility needed for the efficient management of resources and tasks during the course of 2015.

The Administrative Board takes note of EMSA's efforts to maintain the same level of output while continuing to reduce its staffing levels. The Agency's preparedness for planning and anticipating the future human resources reductions is equally important and also welcomed.

The Administrative Board in particular congratulates the Agency on the budgetary execution of 99.23% in commitment appropriations and 96.52 % in payment appropriations, representing a considerable improvement on the previous year 2014 when the Agency suffered a penalty for execution below 95% (of 94.78%) for the first time since its establishment. The Key Performance Indicators used by the Agency to measure the continuity and quality of the EMSA external services have met their respective targets overall. Cases in which targets have not been met have been duly justified.

Based on information outlined in Parts II, III and IV of the CAAR2015 and on the work of the Administrative and Finance Committee throughout the year, the Administrative Board notes the Agency's exhaustive and thorough approach to the follow-up of the outcome of audits by the various auditing bodies. In particular, the Administrative Board appreciates the fact that action plans addressing issues identified in audits performed in 2014 have been formally closed by IAS and that

there are no outstanding actions to be taken in relation to previous comments from the European Court of Auditors, as well as the fact that the audit in respect of the 2015 exercise has not led to any findings by the European Court of Auditors.

Furthermore, the Administrative Board notes that measures are in place to maintain an appropriate risk and control environment and provide an appropriate level of assurance. Building blocks of assurance leading to the Declaration of the Authorising Officer are in place, as are measures to address any serious management and control weaknesses identified.

Conclusion

The Administrative Board of the European Maritime Safety Agency concludes that the Agency's objectives were met in accordance with the relevant annual work programme and the overall multi-annual strategic framework.

Moreover, the Administrative Board welcomes the fact that the existing capabilities, expertise and potential of the Agency, along with Frontex and EFCA, is acknowledged throughout the Commission legislative proposal issued in December 2015 for reinforcing European co-operation on the coastguard functions. Pending the positive outcome of the legislative process, the package would complement the existing activities and resources, increasing the critical mass of information and improving the maritime picture for everyone and allowing for benefits also in areas of maritime safety and prevention of pollution.

The Administrative Board also welcomes the Agency's continuous engagement to contribute to the overall efficiency of maritime traffic and transport so as to facilitate the establishment of a European Maritime Transport Space without Barriers.

Finally, the Administrative Board would also like to highlight the excellent performance of the EMSA staff throughout 2015.

Done at Lisbon, 3 June 2016

A handwritten signature in blue ink, appearing to read 'Frans Van Rompuy', with a stylized flourish at the end.

Signed

Frans Van Rompuy
Chairman of the Administrative Board

Introduction

The overall legal, strategic and resource framework for the activities of the European Maritime Safety Agency in 2015 was structured by the same key documents that applied to the previous year 2014, notably: the Agency's Founding Regulation, Regulation (EC) No 1406/2002, as amended by Regulation (EU) No 100/2013; the 5-year Strategy as approved by the Administrative Board in November 2013; the Commission's Communication on programming of human and financial resources for decentralised agencies 2014-2020 (COM (2013)519); and Regulation (EU) 911/2014 on the multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and to marine pollution caused by oil and gas installations.

This Consolidated Annual Activity Report for 2015 provides a detailed account of the actions carried out in accordance with the above framework, including the gradual implementation of the initial 5% staff cut provided for under the Commission Communication mentioned above, notably the earmarking of five posts in the 2015 establishment plan for expected staff cuts in 2016.

Part I reports on the operational achievements of the year. Information is provided per activity, focusing on the added value of each activity with respect to higher level objectives. Budget and staff resources devoted to each activity are indicated, in terms of both "planned" and "actual" inputs, and performance targets and results are provided.

Parts II, III and IV focus on the management of the Agency and the building blocks of assurance.

Annex VII contains the dedicated report on the multi-annual funding of the Agency's pollution preparedness and response activities.

I trust this report will demonstrate that the Work Programme 2015 was well implemented, that the Agency was well managed, and that its key asset – its staff – was and remains committed to providing real benefits to the Commission and the Member States and contributing to our joint endeavour: a safe, clean and economically viable maritime sector in the EU.



Markku Mylly
Executive Director

Safer seas, quality shipping, efficiency of maritime transport and cleaner environment and oceans

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

Tasks and working 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 in all key areas;
- at the request of the Commission, providing technical and operational assistance to non-EU countries around EU sea basins;
- providing operational assistance, including developing, managing and maintaining maritime services related to ships, ships' 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.

Equally it is important to note that the Agency's working environment reflects the initiatives launched by the EU in all policy areas related to the seas in order to strengthen Europe's competitiveness and sustainable growth. In this respect, of particular relevance is the contribution to the success of the Growth and Jobs Strategy, in terms of supporting the implementation of an attractive framework for quality shipping and quality operators in Europe.

Mission, vision and values

- EMSA's mission: To ensure a high, uniform, and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations
- EMSA's vision: To promote a safe, clean and economically viable maritime sector in the EU
- EMSA's values: Efficiency, effectiveness, transparency, flexibility, creating added value

The Year in brief

The Work Programme 2015 was based on:

- The Agency's Founding Regulation, Regulation (EC) No 1406/2002, as amended by Regulation (EU) No 100/2013;
- The Regulation (EU) 911/2014 on the multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and to marine pollution caused by oil and gas installations;
- The Commission's Communication on programming of human and financial resources for decentralised agencies 2014-2020 (COM (2013)519);
- The EMSA 5-year Strategy as approved by the Administrative Board in November 2013;
- The Action Plan on response to pollution from oil and gas installations, adopted by the Administrative Board in November 2013.

The overall priority in 2015 was to continue delivering the core tasks of the Agency. Through sound prioritisation and by capitalising on synergies within the Agency, EMSA maintained the level of services to Member States and the Commission notwithstanding the staff cuts and new tasks entrusted to EMSA.

Main Achievements 2015

Visits and inspections were carried out as requested by the Commission to monitor the implementation of EU legislation in the fields of maritime safety, maritime security and the prevention of pollution by ships, and to improve the efficiency and effectiveness of the measures in place.

The inspections of Recognised Organisations (ROs) continued to focus on the merger of two ROs and, following a risk based approach, on some smaller offices in locations where the ROs showed increased activity. Four head offices were inspected as part of the on-going assessment cycle. The inspections also included visits to five ships to verify the corrective actions taken by ROs following the Ro-pax campaign of 2010-2011 on structural fire protection. There was a continued focus on the implementation of corrective actions taken following EMSA inspections and Commission assessments. Finally, two inspections were carried out of an organisation for which recognition has been requested.

In 2015, 44 visits and inspections were carried out in different fields (Classification Societies, Training of Seafarers (STCW), Port State Control, Vessel Traffic Monitoring and Information Systems, Marine Equipment, Registration of Passengers, Accident Investigation). In addition, EMSA participated in nine missions organised by the Commission and two by the EFTA Surveillance Authority during which a range of individual maritime security inspections were carried out.

In line with the revision of its Founding Regulation, the Agency continued to analyse and assess several series of EMSA inspection and visit reports, to assist the Commission in its consideration of the effectiveness of EU maritime legislation. In 2015, three Horizontal Analyses were completed: an analysis of common issues established during the last assessments of ROs, consolidating the outcomes of inspections carried out mainly from 2009 to 2013, and mid-cycle analyses of the findings from the visits to Member States related to Directive 2009/16/EC on port State control and Directive 2009/18/EC on Accident Investigation. Additional work was also carried out for the Commission in relation to national plans to accommodate ships in need of assistance. Three workshops took place in 2015, namely on the implementation of the PSC Directive, on the implementation of the Accident Investigation Directive and on STCW, where the horizontal analyses provided by EMSA represented a valuable input for the discussions. Finally in November 2015 the methodology for Visits to Member States was adopted by the EMSA Administrative Board, in line with the requirement of the Agency's Founding Regulation.

The Agency continued to provide assistance to Member States with regard to the implementation of the **third maritime safety package** through training and exchange of best practices. The Agency also assisted the Commission for the revision of the **Port Reception Facilities Directive**.

In relation to the **prevention of pollution from ships**, the Agency continued to support the Commission and the Member States in various fields. A particular focus was given to the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards sulphur content of marine fuels. The Agency organised specialised training for sulphur inspectors both in-house and at national level, to enhance uniform implementation throughout the Union. In parallel the new module in THETIS, namely **THETIS-S**, went live on 1st January 2015 to support the authorities responsible for inspection and sampling of fuels as required by the Directive. Through THETIS-S the main objective to develop a stronger and harmonised monitoring and enforcement electronic tool – which also serves as common platform for sharing of information and alerts - was achieved. Throughout 2015 the Agency continued to provide technical and secretarial support to the European Sustainable Shipping Forum and its seven subgroups, including the two additional ones established in support of the MRV Regulation. The support entailed drafting of technical notes, minutes of the meetings, submissions to IMO and logistical support. The Agency also provided technical assistance to the Commission and the Member States for the implementation of the Ship Recycling Regulation. In this respect the Agency started developing guidance for the Inventory of Hazardous Materials and the control provision of Title II and organised a relevant workshop. In 2015 EMSA developed the business rules while in parallel negotiating a cooperation agreement with the Commission (DG CLIMA) for the development of **THETIS-MRV** in support of the MRV Regulation. In addition EMSA drafted a **Report on the application of Directive 2009/20/EC on the Insurance of ship-owners for maritime claims** to support the Commission to meet its obligations and report to the European Parliament. The Agency also tendered a study on the use of ethyl and methyl alcohols in shipping which was delivered at the end of 2015.

Activities to strengthen **Port State Control** in co-operation with the Paris Memorandum of Understanding (Paris MoU) remained a priority. In addition to ensuring the management of **THETIS**, the Agency continued to support the implementation of the Inspection Regime at national level through an extensive e-learning system, training and the provision of a specific Helpdesk. In 2015 the modules forming the e-learning programme delivered through the system “MaKCs” were made available to the Indian Ocean MoU on PSC.

EMSA also provided support for the common EU position at IMO on the risk-based damage stability of passenger vessels. The results of the study to investigate damage stability issues (EMSA 3) were accepted by the IMO Formal Safety Assessment experts’ group and forwarded to the relevant IMO sub-committee (SDC). Extensive support was also provided in the fitness check evaluation of EU Passenger Ship Safety legislation culminating in the report and staff working document being published in October 2015. EMSA also initiated a technical analysis of fire on ro-ro decks of European passenger ships and provided support to the implementation of the new Marine Equipment Directive (Directive 2014/90/EU) by coordinating technical exchanges with the national experts.

During 2015, Member States uploaded 4311 occurrences in the Agency’s **European Marine Casualty Information Platform (EMCIP)**; representing a 16% increase over 2014. The data in EMCIP was used to support work including the analysis of fires on board ro-ro ferries and to publish the second Annual Overview of Marine Casualties and Incidents.

A total number of 22 different **training** activities took place in 2015. They were attended by a total of 592 participants and covered a wide range of topics, including training for port State control officers and accident investigators. In addition to that the Agency continued offering training within the framework of **SAFEMED III** and 16 sessions were organised for a total of 187 participants and 11 other technical activities were implemented during the year. The Agency continued providing technical assistance within the framework of **TRACECA II** and 10 sessions were organised with participation of 91 experts and 10 other technical activities were implemented for the Eastern European Neighbouring Partners. Finally, a new agreement with the Commission for the participation of enlargement countries in the work of EMSA was signed in 2015.

Overall, the Agency is recognised as a **European platform for exchange of knowledge and best practices** between maritime safety and pollution response experts from the Commission, EU Member States, EFTA/EEA Member States and candidate as well as potential candidate countries: 50 different workshops and working groups were organised with 1426 participants from all over Europe. These included several sessions for CleanSeaNet users, ongoing SafeSeaNet group workshops, EMCIP workshops and User Group meetings, THETIS User Group meetings, PSC training review meetings, RoPax Stability Experts’ meetings, a workshop on fires on ro-ro decks involving national administrations and accident investigation bodies, Marine Equipment Experts’ meeting notably on the implementation of the new MED Directive, working groups comprising LRIT National Competent Authorities and specialised groups in the field of Marine Pollution Preparedness and

Response (e.g. vessel users, claims management, dispersants). Moreover, in terms of Commission Implementing Regulation (EU) n° 651/2011 of July 2011, EMSA ensured the Secretariat of the Permanent Co-operation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector and hosted the PCF 5 meeting in June 2015.

In the field of **maritime information systems**, 2015 was a pivotal year for the Agency in terms of developing a more unified and coherent approach to service delivery. This was underpinned by the continuous reinforcement and improvement of existing vessel traffic and satellite monitoring systems (SafeSeaNet, THETIS, EU LRIT CDC, LRIT IDE, IMDatE and the Earth Observation Data Centre), supplying quality services in a timely manner.

A major upgrade of **SafeSeaNet** was released, which addressed the requirements from the Reporting Formalities Directive to exchange detailed information regarding dangerous and polluting goods on board ships, waste and residues to be delivered in ports, and pre-arrival security information between Member State's national systems. The central SafeSeaNet service functioned well across the course of the year, complying with the performance and reliability requirements defined by the Interface and Functionalities Control Document (IFCD). Activities were also started in a number of areas, including: the development of a link with the Common Emergency Communication and Information System (CECIS) managed by the Commission; development of a reference database of ship characteristics; and preparation of a Shore-based Traffic Monitoring and Information Database service. Preparations were undertaken for the development of a single **SafeSeaNet ecosystem web interface**, which will, by the end of 2016, provide one single interface for SafeSeaNet, LRIT, CleanSeaNet and integrated maritime services. The foundations of the **Common Management Console** were defined to offer a single access point for users of the SafeSeaNet ecosystem applications, as well as for the management of all EMSA reference databases (ship characteristics, location codes, country codes, organisation and geographical areas). The **back-end services** of the SafeSeaNet ecosystem were started, and will be further developed in order to offer an integrated range of ship position data processing, storage and distribution services by the end of 2016.

As requested by the Commission and the Member States, the Agency continued providing technical support for the implementation of the **Reporting Formalities Directive** (Directive 2010/65/EU), in particular for the development guidelines for Single Windows providing the grounds for a harmonised implementation of the Directive by the Member States. EMSA has also provided **technical assistance** regarding the implementation of the Directive and the development of the National Single Window to Finland, Greece, Italy, Malta and Romania, as approved by the EMSA Administrative Board. Moreover EMSA finalised the implementation of the action "evolution of SafeSeaNet", financed under the Integrated Maritime Policy on the basis of a Commission Delegation Agreement with EMSA. This focused on the **development of a Single Window Prototype**, which served as a testbed for the Single Windows guidelines and was used as a reference by several Member States for the development of their own national solutions.

The existing **Integrated Maritime Data Environment (IMDatE)** was fully operational during 2015. The number of Member States using integrated maritime services (for the purposes of maritime safety and security, fisheries control, defence, customs, general law enforcement, and marine environment protection) increased from 14 to 18. A dedicated working group has been set up to update the SafeSeaNet Interface and Functionalities Control Document (IFCD) to reflect the changes brought by the revised Annex III of Directive 2002/59/EC. During 2015, the cooperation with EU bodies continued, including provision of services to FRONTEX (border control), EFCA (fisheries monitoring), MAOC-N (law enforcement - narcotics) and EUNAVFOR (anti-piracy). Specific services were also provided to third countries within SAFEMED III and TRACECA II framework. The total number of IMDatE users increased from approximately 250 to more than 600.

The **Earth Observation** services of the Agency continued to evolve. The EMSA portfolio of Synthetic Aperture Radar (SAR) satellites and sensors has been expanded with the addition of the European Space Agency (ESA) managed satellite Sentinel-1 as well as the TerraSar-X and Tandem-X constellation. These will enhance vessel detection, for example in support of oil spill detection services and Frontex operational activities. **CleanSeaNet**, the near-real-time satellite-based oil spill and vessel detection service, continued to provide regular services to coastal States. The number of users increased as the service was extended to Greenland as well as the islands of the French and Dutch Caribbean. Through the SAFEMED and TRACECA cooperation programmes, CleanSeaNet was made available across the Mediterranean, Black and Caspian Seas to the official beneficiary countries in addition to the EU Member State and European Free Trade association (EFTA) users.

The **EU LRIT Cooperative Data Centre (EU LRIT CDC)** fully met the International Maritime Organization (IMO) performance requirements. The **LRIT International Data Exchange (LRIT IDE)** provided services to 57 LRIT Data Centres all over the world.

Throughout 2015 **THETIS** assumed new functionalities. The system is able to support a range of Member State authorities, combining port call information from Paris MoU members, inspection data from Port State Control and the ro-ro ferry surveys, inspection data from national authorities responsible for the implementation of the Sulphur Directive, while storing information from the Recognised Organisations and accredited laboratories (for fuel sampling) at ship level. THETIS, in 2015, was extended with a stand-alone module (THETIS-S) which caters for the provisions of the Sulphur Directive. In addition in 2015 EMSA initiated a project to establish THETIS as the Union database for inspections, reporting, monitoring and verification to support the enforcement of EU legislation. Today users, depending on their access rights, are able to record and exchange data on inspections and verifications, while the system facilitates targeting, alerts and exchange of information on the basis of predefined requirements. PSC inspections will be recorded in the appropriate module of THETIS, while those required by other EU maritime legislation will be recorded in the appropriate module of THETIS-EU. The PRF Directive was the first legal act to be tackled, expected to be available to Member States by March 2016. Data from the various supported regimes remains separated at operational level, but may be combined for analyses and statistics.

EMSA continued to host the management unit of **EQUASIS**, which continued its valuable contribution to the shipping industry by providing accurate and reliable ship safety and environmentally related information. In 2015 the agreement with Riyadh MoU was signed and data are expected to be available on EQUASIS in 2016. In addition Spain re-joined the Supervisory Committee as full member, thus increasing the contributing parties to ten for 2016. Finally in 2015 amended MoU and Rules of Procedures were adopted by the participating States.

Following the termination of the previous South Baltic vessel contract, a new pollution response vessel was contracted for the area in late 2015. In addition, new pollution response capacity was contracted for the Atlantic, covering the region of the Canary Islands and the Madeira archipelago. The existing contract for the Eastern Mediterranean stand-by vessel (*Alexandria*) was renewed. At the end of 2015, 17 fully equipped and trained **Oil Spill Response Vessels** were available for mobilisation.

During 2015, 70 quarterly and acceptance drills were undertaken in order to ensure that quality of the service - the capability of the vessel, specialised equipment and crew - is at an appropriate level in accordance with criteria developed by the Agency. Moreover, nine operational exercises with Member States involved 11 EMSA contracted vessels and equipment. A framework contract for the establishment of an Equipment Assistance Service (EAS) in the Baltic Sea and another in the North Sea were launched, to be implemented in 2016. Specialised oil spill response equipment (i.e. firebooms, integrated oil containment and recovery systems) that can be used by vessels of opportunity have been ordered for this new Equipment Assistance Service. In addition an Equipment Policy, providing a framework for the management of the EMSA oil spill response equipment from purchase and acceptance to decommissioning and replacement, was implemented.

Implementation of the **Action Plan for Response to Marine Pollution from Oil and Gas Installations** began in 2014 with the purchase of (limited) dispersant stockpiles in strategic locations in the Mediterranean and the installation in 2015 of dispersant spraying systems on two EMSA contracted vessels in Malta and Cyprus. The adaptation of a third vessel in Portugal to provide dispersant spraying services was also launched. The planned establishment of an aerial dispersant spraying service could not be completed due to the delay in the EU certification process of the equipment required for such a service.

The Agency also continued to provide information services in the field of **Hazardous and Noxious Substances (HNS)** in accordance with the HNS Action Plan. In 2015, EMSA's information service for marine chemical emergencies (**MAR-ICE** Network) was activated six times by four different Member States and once by EMSA during an HNS table-top exercise with ITOPF. Furthermore an evaluation of the service was conducted by the three parties of the Cooperation Agreement (EMSA, Cefic, Cedre) in accordance with the established procedures. The **MAR-CIS** tool (Marine Chemical Information Sheets) was completed in early 2015 and provided to all EU Member States, coastal EEA/EFTA States and EU Candidate Countries. In order to broaden the access and use of MAR-CIS, a contract was signed to develop the infrastructure to provide the information through an EMSA web portal as well as through SafeSeaNet.

The Technical Correspondence Group on Dispersants finalised the report 'Overview of national dispersant testing and approval policies in the European Union', which was submitted to the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG-MPPR). The enhancement of EMSA's Dispersant Usage Evaluation Tool (**DUET**), a software tool to predict the fate and trajectory of an oil spill and the impact of dispersant application on the oil fate, was also completed. The new version, which will be distributed to Member States following a training course in February 2016, now also includes a model to evaluate the fate of well blowouts.

The dissemination of information on EMSA's pollution response services continued in 2015 with the 5th Vessel User Group (**VUG**) meeting as well as the 11th **Inter-Secretariat meeting** with DG ECHO and the secretariats of the Regional Agreements. The Agency also participated in **HELCOM Response**, **OTSOPA** and **IMO-PPR** (Sub-Committee on Pollution Prevention and Response) meetings. EMSA also attended the **INTERSPILL conference** in London. Four marine pollution response expert exchanges were completed under the **EMPOLLEX** umbrella.

Performance in 2015

Key Performance Indicators and Targets are used by the Agency to measure the continuity and quality of EMSA external services. The final scoreboard for 2015, listing indicators, targets and results, is provided in Annex I – Core Business Statistics.

It should be noted that, for some of the outputs, the Agency is not the only actor involved. The Commission often plays an essential role in the preparation or in the follow-up of these outputs, or both (for instance in the case of visits and inspections). As a consequence, there may be instances in which the planned target does not coincide with the final output, for reasons that are external to the Agency.

The establishment plan execution rate (recruitment) and the budgetary execution rate have been included as general performance indicators.

The vacancy rate related to the establishment plan at the end of 2015 has been of 1.98%¹ against the final target of 202 posts to be implemented by 1st January 2016 in line with the 5% staff cut requirement.

From 1st January to 31st December 2015, the Agency executed € 54,192,135.45 in Commitment Appropriations (CA), representing 99.23% of the total budget for the year, and € 51,276,857.13 in Payment Appropriations (PA), amounting to 96.52 % of the total budget. Although the Payment Execution has been rated at 96.52% when only counting C1 Funds, after taking into account automatic carry-overs of payment appropriations (C8 Funds: appropriations carried over automatically), the Agency reaches 97.96 % of payment execution.

The implementation of the Work Programme 2015, including the delivery of key outputs and the achievement of performance targets, was monitored throughout the year, drawing on a series of data and exercises including: regular unit, department, management and senior management meetings; monthly report on budget, procurement and financial management; quarterly performance scoreboard; monthly horizontal indicators; and various progress reporting exercises at unit and department level.

Key conclusions

The Agency has achieved a high level of implementation of the Work Programme 2015.

¹ Including one offer letter.

PART I – ACHIEVEMENTS OF THE YEAR

1. List of EMSA activities

Area	ABB Code (Activity Based Budgeting)		Activity	Project-financed activities
Traffic monitoring and information on ships and cargoes	2100	7000	Vessel traffic monitoring and simplification of reporting formalities (SafeSeaNet; Improving internal market and maritime transport efficiency; Integrated maritime services)	<i>Integrated Maritime Policy Project</i>
	2200		EU LRIT Cooperative Data Centre and LRIT International Data Exchange	
	2300	7700	Information System for PSC (THETIS)	<i>THETIS-S</i>
	2400		Maritime Support Services	
	7500			<i>Copernicus</i>
	7200			<i>Frontex</i>
Visits and inspections to monitor the implementation of EU legislation	3100		Classification Societies	
	3200		STCW	
	3300		Implementation of PSC Directives in Member States and EFTA	
	3400		Maritime Security	
	3500		Monitoring implementation of other EU maritime legislation	
	3600		Horizontal analysis and research	
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	
	4200		Accident investigation	
	4300	7800	Technical assistance (training and cooperation)	<i>EC Funds for candidate and potential candidate</i>
	4400		Marine equipment and ship safety standards (including IMO)	
	4500	7600	Maritime Information, Equasis and statistics	<i>Equasis (R0 funds)</i>
	4600		Prevention of pollution by ships	
	7100			<i>SAFEMED III</i>
	7400			<i>TRACECA II</i>

Pollution preparedness detection and response	5100		Operational Pollution Response Services	
	5200	7300	CleanSeaNet and illegal discharges	<i>CleanSeaNet Greenland</i>
		7310		<i>CleanSeaNet Dutch Caribbean</i>
	5300		Cooperation and information relating to pollution preparedness and response	
Horizontal activities	6500		Communication, Missions & Events support	
	6100-6400		Overhead/horizontal tasks	

2. Maritime monitoring and information on ships and cargoes

2.1. VESSEL TRAFFIC MONITORING AND SIMPLIFICATION OF REPORTING FORMALITIES²

In 2015 EMSA reinforced the range and quality of services offered for maritime monitoring and vessel traffic reporting, and provided support for requirements stemming from the Reporting Formalities Directive and the associated National Single Windows. New functionalities and message types were introduced in response to the requirements from the Reporting Formalities Directive as well as to evolving user needs and the systems were updated in accordance with best practice. More users from an ever wider range of maritime communities accessed EMSA services to obtain an overview of activities at sea and better situational awareness. The number of registered users of Integrated Maritime Services doubled, reaching more than 650. These users benefit from the full range of EMSA services and the selective delivery of data streams tailored for each user community. In parallel, extensive supporting activities were undertaken to ensure that services provided to Member State authorities, the Commission, and other European bodies, supplement and enhance capacity for information exchange and sharing, vessel tracking, pollution response, and maritime monitoring and surveillance more broadly.

Legal Basis	
<ul style="list-style-type: none"> 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) 	
Multi-annual strategic objectives	
<ul style="list-style-type: none"> To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1) To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2) To continue to work to further develop the EU maritime traffic monitoring and information system. (B3) To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4) To become a reliable source of information and statistics for the EU on maritime matters. (D4) To continue developing its role as forum for discussion of best practices. (D5) 	

Planned Input		Actual Input
Commitment appropriations in EUR	8,389,488	8,680,116
Payment appropriations in EUR	7,897,546	7,848,672
Staff	27 AD, 10 AST, 2 CA, 3 END	26 AD, 13 AST, 3 END
Project Financed		<i>committed 220,163</i>
IMP – Integrated maritime policy project		<i>paid 208,021</i>

a. The Union Maritime Information and Exchange System (SafeSeaNet)

The Central SafeSeaNet service functioned well throughout the year, complying with the performance and reliability requirements defined by the Interface and Functionalities Control Document (IFCD).

The SafeSeaNet system underwent a major upgrade (SafeSeaNet version 3) to include requirements stemming from the Reporting Formalities Directive (2010/65/EU) such as information on waste and residues to be delivered in port, pre-arrival security information, and information regarding dangerous and polluting goods on board. The upgrade also included a new Mandatory Reporting System message, and the registration of exemptions granted to ships by Member States under Directive 2010/65/EU. Member States progressively implemented the new data exchange mechanisms during the transition phase; by the end of 2015, seventeen Member State national systems had successfully passed the commissioning tests for SafeSeaNet version 3.

In parallel, developments were also undertaken in a number of other areas, including setting up a link with the Common Emergency Communication and Information System (CECIS) managed by DG ECHO and the preparation of a Shore-based Traffic Monitoring and Information Database service.

The back-end services of the SafeSeaNet ecosystem were further developed in order to offer an integrated range of ship position data processing, storage and distribution services.

² Covers SafeSeaNet, maritime surveillance, satellite AIS, IMDatE and FAL.

Outcome

The Agency will assist Member States to be better able to:

- improve the monitoring of maritime traffic, safety and logistics, based on the VTMIS Directive (2002/59/EC) as amended,
- meet the requirements of implementing the Reporting Formalities Directive (2010/65/EU).

Member States will benefit from Agency support for the testing of their national SafeSeaNet systems and associated conformity with the SafeSeaNet interface. Member State personnel will be given opportunities for operational/technical familiarisation with existing and new functionalities.

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.

The Agency will deliver, as part of its operational service, LRIT information to EU Member States and requesting third parties in accordance with the amended SOLAS Convention, Chapter V. The system will allow the tracking of ships directed to EU ports, ships flying the EU flag, and ships moving along the EU coastline.

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

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)

Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)

Annual objectives 2015

- Provide the SafeSeaNet central service on a 24/7 basis.
- Put in place a central SafeSeaNet version 3, complying with the Reporting Formalities Directive (2010/65/EU).
- Continue developing and/or improving SafeSeaNet functionality and efficiency in line with Union law and requirements of stakeholders.
- Facilitate the integration of IMDatE into SafeSeaNet and the integration of THETIS information, i. a. by developing a common Graphical Interface.
- Provide support to Member States regarding the technical validation of their national SafeSeaNet system as well as utilisation of SafeSeaNet in general.
- Support the Commission in any work related to preparing legislative proposals in this field.
- Support the Commission and Member States with EU level meetings, in particular in the SSN High Level Steering Group, and workshops related to maritime information systems.
- Develop EMSA ship and traffic information databases as the main source for supporting statistical needs.
- Provide operational support to all users, including necessary training and help desk activities.

Planned output 2015

1. SafeSeaNet (version 2) is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. An updated version (version 3) of the central SafeSeaNet application will be released in support of, inter alia:
 - An improved Mandatory Reporting System (MRS) messaging framework.
 - The Hazardous Material (Hazmat) Reference database aiming to strengthen Hazmat reporting by the shipping industry to Member State authorities and the associated data quality management at national/central level.
 - An improved Vessel Database following the pilot project launched in 2014.
 - An improved Shore Based Traffic Monitoring Infrastructure Database (STMID) facilitating Member States to provide and update information on coastal stations and places of refuges related information to the Commission as required by the VTMIS Directive (2002/59/EC).
3. Accordingly, there will be:
 - For operational considerations, a transition period

Actual output 2015

1. SafeSeaNet was operational on a 24/7 basis to support Member States.
2. SafeSeaNet version 3 was deployed in April 2015 to address the exchange of hazmat, security and waste information as required by Directive 2010/65/EU, the registration of exemptions and an improved Mandatory Reporting System.
 - Following the finalisation of the design, the central Hazmat database will be available in 2016.
 - The Central Ship Database is being tested with a volunteer group of Member States.
 - Following consultation with Member States, the STMID underwent development and is expected to be released in 2016.
 - A SafeSeaNet link was established with the CECIS system in October for the transfer of pollution report (POLREP) messages.
3. As not all Member States were able to upgrade to SafeSeaNet version 3 by 1 June 2015, a transitional period was implemented with EMSA support. 17 of 25 Member State

<p>during which SafeSeaNet versions 2 and 3 messaging systems will be supported by EMSA.</p> <ul style="list-style-type: none"> ▪ Support to Member States in developing and testing their own SafeSeaNet version 3 compatible national applications. <ol style="list-style-type: none"> 4. Subject to ongoing needs, support to the Commission and Member States regarding the revision of the VTMISS Directive (2002/59/EC), as appropriate. 5. Further integration of IMDatE and THETIS information with SafeSeaNet. 6. Training support activities to end-users and stakeholders of different systems as appropriate. 	<p>national systems transitioned to SafeSeaNet version 3 having successfully completed a series of commissioning tests.</p> <ol style="list-style-type: none"> 4. EMSA supported the Commission in revising Annex III of the VTMISS Directive (2002/59/EC), aimed at formalising the legal basis for the integration of maritime services and the associated role of the SafeSeaNet High Level Steering Group. 5. SafeSeaNet hazmat and voyage related information was made available via IMDatE. 6. Four SafeSeaNet training sessions were held: two for Member States and two for Commission officials.
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Output Indicators		Target 2015	Result 2015
SAFESEANET			
SafeSeaNet system operational, including requirements under the Reporting Formalities Directive (2010/65/EU)	percentage per year availability of central SafeSeaNet system	99	99.56
	hours maximum continuous downtime of central SafeSeaNet system	12	8h:15min
	reports per year (AIS)	1800 million	2.927.481.948
	notifications per year (Port +, Incident reports, MRS)	3.5 million	5.765.755
SafeSeaNet system reporting performance, including requirements under the Reporting Formalities Directive 2010/65/EU	percentage of response to Member States' requests to SafeSeaNet delivered on time according to SafeSeaNet system requirements	99	99.98

b. Improving internal market and maritime transport efficiency

To achieve the objectives of the entry into force (1 June 2015) of Directive 2010/65/EU on reporting formalities (RFD), EMSA supported the Commission and the Member States during the expert group on maritime simplification and electronic information services (eMS) meetings to finalise the National Single Window (NSW) Guidelines and Data Mapping. In parallel, the Agency provided technical assistance to Finland, Greece, Italy, Malta and Romania. This work was supported through the development of the NSW prototype, which formed part of an Integrated Maritime Policy action on the 'evolution of SafeSeaNet'.

In order to achieve further simplification of reporting formalities, EMSA supported the Commission in drafting the technical specifications for a Commission tender on enhancing the NSW prototype, which includes an eManifest pilot project aimed at achieving the Blue Belt objectives (reducing administrative burdens for vessels operating within the EU internal market).

In addition, EMSA assisted Eurostat in a study on how to make the best possible use of SafeSeaNet and NSW data to compile EU maritime statistics.

These actions provided the grounds for some rationalisation and harmonisation of ship reporting formalities in an effort to reduce the administrative burden of the shipping industry and enhance maritime efficiency.

Outcome

The Agency will assist Member States to be better able to meet the requirements of implementing the Reporting Formalities Directive (2010/65/EU).

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)
Multi-annual strategic objectives
<ul style="list-style-type: none"> To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1) Work to further develop the EU maritime traffic monitoring and information system. (B3) Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4) To continue developing its role as forum for discussion of best practices. (D5)
Annual objectives 2015
<ul style="list-style-type: none"> Provide technical assistance and support to Member States regarding the technical implementation of the National Single Window. Support Member States with knowledge sharing and exchange of best practices on reporting requirements. Support the Commission in any work related to preparing legislative proposals in the field of Reporting Formalities, Blue Belt or e-Maritime. Support the Commission and Member States with eMS group meetings. Provide operational support to all users, including necessary training and help desk activities.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Support for the technical implementation of the Reporting Formalities Directive (2010/65/EU), and in particular for the development of the National Single Windows (NSW) of Member States. 	<ol style="list-style-type: none"> Supported the Commission and Member States in implementing the Directive by compiling documents for eMS meetings, including the NSW Guidelines and Data Mapping, as well as by providing technical assistance to Greece, Italy, Romania, Malta and Finland. Developed further the NSW prototype and drew up specifications for an enhanced NSW prototype, which incorporates an eManifest pilot project. Assisted Eurostat in concluding a study on how to use SafeSeaNet and NSW data to compile EU maritime statistics.

Output Indicators	Target 2015	Result 2015
SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)		The requirements of Reporting Formalities Directive (2010/65/EU) are integrated in the PORT+ message, and therefore covered by the SafeSeaNet indicators.

c. Integrated maritime services

Key achievements in 2015 included: preparing the inclusion of Integrated Maritime Services in mandatory governance documentation (SafeSeaNet Interface and Functionality Control Document, IFCD); further integration of existing SafeSeaNet data; and, launching the development of a new graphical user interface. Satellite AIS data was provided via the Integrated Maritime Services throughout the year. A number of training sessions were provided in support of the ever increasing number of users, more than 650 by the end of 2015.

The Integrated Maritime Services continued to be supported with Earth Observation data. The EMSA portfolio of Synthetic Aperture (SAR) satellites was expanded, and now includes RadarSat-2, Sentinel-1, and the TerraSar-X and Tandem-X constellation. In parallel, a major Framework Contract was established for optical images; in 2016 the Agency will be able to call upon more than 10 satellite platforms for the acquisition of high quality optical imagery to support operations.

The preparation of services based on Remote Piloted Aircraft Systems (RPAS) was initiated, with a workshop on the use of RPAS, and the initiation of a user benefit analysis on RPAS for maritime surveillance. Both demonstrated the added value of this technology for operational maritime monitoring, which will be further demonstrated through the ESA-funded projects RAPSODY and STEAM.

Outcome

The Agency's provision of integrated maritime services through IMDatE to Frontex, EFCA and EUNAVFOR, as well as to Member States, will continue in 2015. Services may be provided to MAOC-N on an ad-hoc basis. EMSA will offer new features for existing services, as well as continue to assess and develop new services according to the need. This will include preparation for future RPAS services.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- Continue the operation, delivery and development of integrated maritime information services in line with user requirements.
- Continue to expand the portfolio of services and users by adding new services requested by new users having an interest in the maritime domain (defence, fishery, border control, customs, environment, law enforcement).
- Provide operational support to all users, including necessary training and help desk activities.

Planned output 2015

1. Further development of the Integrated Maritime Data Environment, which includes integrated ship position information, a common interface and common user management, a satellite AIS data processing centre and new value added services.
2. Training support activities to end-users and stakeholders of different systems as appropriate.
3. Integrated Maritime Services for Member States, EFCA, EUNAVFOR and, on an ad hoc basis, for MAOC-N.
4. Reception, storage and distribution of satellite AIS data, a global feed of satellite AIS data under the ESA-EMSA initiative, and data provided by those Member States that have a national satellite AIS mission/programme in place. Procurement of data when the arrangement for the global feed of data comes to an end.
5. Provision of image related data (including video/streamed data) for the Agency's Integrated Maritime Services.
6. Integration of met-ocean data within the Integrated Maritime Services offered via IMDatE, including the provision of in-situ, sea and weather forecast (model), and remote sensing Earth Observation data.
7. Development of new Integrated Maritime Services in response to needs of new end-users and user domains.

Actual output 2015

1. The Integrated Maritime Services platform underwent two upgrades, providing a new graphical user interface (Web User Portal) and further integration with SafeSeaNet data (voyage, and dangerous and polluting goods information).
2. Training sessions were organised for Member States, SafeMed III and TRACECA II beneficiaries, Frontex, MAOC- N and EFCA.
3. Integrated Maritime Services were provided to all stakeholders throughout the year. The number of users continued to increase, doubling during 2015 to more than 650.
4. Satellite AIS data available through the ESA-EMSA initiative and Norway was provided to national users and EU institutions. No new procurement was needed as the existing initiative was extended to August 2016.
5. The EMSA portfolio of satellites was significantly increased through the addition of numerous new satellites/sensors for the provision of both SAR and optical imagery. EMSA continued its satellite video pilot project with modest progress.
6. Access to EU wide meteorological-oceanographic data was provided to Integrated Maritime Service users from July 2015.
7. The IMDatE user consultation meetings (May and October) provided a forum for users to suggest future requirements and to give feedback. The outstanding requests are being reported to the HLSG SSN. A specialised meeting on Automated Behaviour Monitoring with interested Member States and EU Agencies was held to share information and commonly define new requirements in this area. New requirements are implemented gradually in new releases of the IMDatE application; priority depends partly on time needed, complexity of the technical development, and budget availability.

Output Indicators		Target 2015	Result 2015
IMDatE availability	percentage per year availability of IMDatE platform	95	99.64
	hours maximum continuous downtime of IMDatE platform	12	8h:07m
Integrated Services	percentage per year availability to Member States	95	99.64
	percentage per year availability to EU NAVFOR	95	99.52
	percentage per year availability to EFCA	95	99.34

2.2 EU LRIT DATA CENTRE AND LRIT IDE

The Long Range Identification and Tracking (LRIT) services hosted by EMSA, consisting of the European Union Cooperative Data Centre (EU LRIT CDC), the International LRIT Data Exchange (LRIT IDE), the EU LRIT Ship Database, and LRIT Consumption Tool, were fully operational throughout the year.

The LRIT IDE and EU LRIT CDC were compliant with International Maritime Organization (IMO) requirements in accordance with IMO MSC.263(84) *Revised performance standards and functional requirements for the LRIT*, MSC.1/Circ.1259 and MSC.1/Circ.1376.

Several developments were implemented improving data processing, service availability and usability of the systems for end users.

The LRIT services reinforce the maritime awareness picture related to vessel positions and associated data.

Planned Input		Actual input
Commitment appropriations in EUR	3,502,926	3,017,353
Payment appropriations in EUR	3,475,426	2,962,202
Staff	6 AD, 7 AST	4 AD, 6 AST

Outcome

The Agency will deliver, as part of its operational service, LRIT information to EU Member States and requesting third parties in accordance with the amended SOLAS Convention, Chapter V. The system will allow the tracking of ships directed to EU ports, ships flying the EU flag, and ships moving along the EU coastline.

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

Legal Basis

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

Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2015

- Ensure operation and maintenance of the EU LRIT CDC.
- Ensure operation and maintenance of the LRIT IDE.
- IDE testing support to LRIT DCs, and technical support to IMO and the International Mobile Satellite Organization (IMSO).
- Ensure relevant training courses on LRIT.
- Ensure regular meetings with relevant end users.
- Follow developments on LRIT at IMO and IMSO meetings when required.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Continued operations and ongoing maintenance of both systems (EU LRIT CDC and LRIT IDE) at EMSA. Perform necessary upgrading of the EU LRIT CDC and the LRIT IDE, as requested by Member States or IMO. Support to Member States for use of the EU LRIT CDC. LRIT IDE testing support to LRIT Data Centres. Quality of the services maintained. 	<ol style="list-style-type: none"> New releases of the EU LRIT CDC, including LRIT Consumption Tool, and LRIT IDE improved the usability of the system. An implementation plan for the second modification of the LRIT system in accordance with IMO regulations was prepared and will be submitted in 2016 during NCSR 3. The LRIT system infrastructure was made more secure by renewing all LRIT Components certificates. An operational helpdesk was provided to EU LRIT CDC users. Two LRIT national competent authority (NCA) meetings were organised regarding use and development of the EU LRIT CDC and LRIT Ship Database. The IDE Operator performed the validation of the testing activities carried out by LRIT Data Centres, provided technical support to Contracting Governments and supported the LRIT Coordinator

	<p>(IMSO) in performing audits of other LRIT Data Centres.</p> <p>5. The 'IMO 30-day Quality of Service' target for EU LRIT CDC was maintained above requirements throughout the year. IMO requirements were fulfilled for both the LRIT IDE and EU LRIT CDC. The percentage of ships reporting correctly in the EU CDC continued to increase.</p>
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Output Indicators		Target 2015	Result 2015
EU LRIT DATA CENTRE			
System operational	percentage per month availability	99	99.69
	hours maximum continuous downtime	4h	0h:05min
EU CDC reporting performance	percentage position reports delivered according to IMO requirement (periodic reports: 15 min; polls: 30 min)	99	99.60
Web user interface	percentage per year of availability to users	99	99.79
LRIT IDE			
System operational	percentage per year availability of LRIT IDE	99	99.98
	hours maximum continuous downtime of LRIT IDE	4h	0h:30min

2.3 THETIS

The **THETIS** system, conceived initially as a tool to support the PSC regime, was extended in 2015 with a stand-alone module (THETIS-S) which caters for the provisions of the Sulphur Directive. In addition EMSA initiated a project to establish THETIS as **the Union database for inspections, reporting, monitoring and verification** to support the enforcement of EU legislation. Today users, depending on their access rights, are able to record and exchange data on inspections and verifications, while the system facilitates targeting, alerts and exchange of information on the basis of predefined requirements. PSC inspections are recorded in the appropriate module of THETIS, while those required by other EU maritime legislation are recorded in the appropriate module of THETIS-EU. The PRF Directive was the first legal act to be tackled, expected to be available to Member States by March 2016. Data from the various supported regimes remains separated at operational level, but may be combined for analyses and statistics.

In addition the Mobile Client application provides to Port State Control officers a stand-alone version that allows the creation of inspection reports without connection to the main system.

A dedicated helpdesk service for users was offered throughout the year. Finally a number of dedicated workshops for end users were performed, either to foster their knowledge or to introduce enhancements.

Planned Input		Actual input
Commitment appropriations in EUR	1,748,645	1,915,073
Payment appropriations in EUR	1,660,694	1,857,799
Staff	5 AD, 1 AST	4 AD, 1 AST, 1 CA
Project financed <i>THETIS-S EC-DG ENV</i>		<i>committed 57,131</i> <i>paid 44,850</i>

Outcome

The Agency operates the Port State Control information system in line with the Port State Control Directive (2009/16/EC), including the Implementing Acts and the Paris MoU text, the Ropax Directive (1999/35/EC) and Regulation 391/2009 on common rules and standards for ship inspection and survey organisations on the basis of the inspection regime supported by THETIS as the relevant information system. Operations are supported technically and operationally by a helpdesk. Development of THETIS to accommodate the Ship Recycling Regulation (1257/2013), the Port Reception Facilities Directive (2000/59/EC), the BWMC and the enforcement provision of the Sulphur Directive (1999/32).

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- Ensure the proper running of THETIS.
- Ensure on time development to comply with new or amended International or EU legislation coming into force.
- Ensure relevant training.
- Ensure regular meetings with relevant end users.
- Ensure further enhancement of THETIS to include enforcement provisions of the Sulphur Directive (1999/32/EC).

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Information System (THETIS): operational and under continuous enhancement to meet new requirements. Interface with SafeSeaNet: operational and updated to match the NSW changes. 	<ol style="list-style-type: none"> Information System (THETIS): operational and under continuous enhancement to meet new requirements. Interface with SafeSeaNet: operational and updated to match the NSW changes. The

<ol style="list-style-type: none"> 3. Development and further enhancement of THETIS-S. 4. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the system. 5. Training to users. 	<p>interface with SSN has been upgraded to be able to relay immediately upon receipt the relevant PRF information available in the central system to THETIS. This information is then stored and displayed for the concerned inspector</p> <ol style="list-style-type: none"> 3. (a) A new module in THETIS, namely THETIS-S, went live on 1st January 2015 in support of the authorities responsible for inspection and sampling of fuels as required by the Sulphur Directive. Through THETIS-S the main objective to develop a stronger and harmonised monitoring and enforcement electronic tool – which also serves as common platform for sharing of information and alerts thus ensuring proper implementation of the Directive by the EU Member States - was achieved. (b) Development and further enhancement of THETIS-S, to be incorporated into THETIS-EU. (c) Development of THETIS-EU to cater the provisions of the PRF Directive; EMSA has developed a new module in THETIS-EU which from March 2016 will support the provisions of the PRF Directive. An early version was made available to Member States during a dedicated workshop in December 2015. (d) Cooperation with Sulphur and PRF authorities in Member States was ensured to supervise, verify and validate the operation and further enhancement of the system. 4. Cooperation with Paris MoU and Member States was ensured to supervise, verify and validate the operation and further enhancement of the system. 5. Training to users: various communities (PSC, Sulphur, PRF) were provided targeted training depending on their needs and access rights.
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Output Indicators		Target 2015	Result 2015
System operational	percentage per year availability	96	99.59
	hours maximum continuous downtime	6	2h:47m
Helpdesk Service	average time in working hours for feedback on requests for user support	3	2h:43m
	average time in working hours for feedback on requests from the public and other unregistered users	4	4h:59m ³
Links with third party systems	percentage availability for data imports at the THETIS side	90	99.27

³ THETIS helpdesk service - average time for feedback on requests for user support of below 4h - is in excess due to the time needed to fix issues reported when the new service THETIS-S went live, in the first quarter of the year, affecting the results throughout the year.

2.4 MARITIME SUPPORT SERVICES

During 2015, the Maritime Support Services (MSS) undertook a number of tasks, including:

- Providing a 24/7 service helpdesk to users of all the vessel traffic monitoring and surveillance systems hosted by the Agency.
- Continual monitoring of maritime applications hosted at EMSA, facilitating early incident management, and high availability and performance standards.
- Monitoring the data quality in, and the performance and continuity of, the national SafeSeaNet systems.
- Providing a first point of contact, within the context of EMSA's Contingency Plan, for Member States whenever (operational) assistance was required. The Contingency Plan was launched on five occasions. In parallel, the MSS produced 15 'Maritime Emergency Reports' and their corresponding updates for EMSA/Commission regarding incidents of EU interest.

In addition, EMSA/MSS continued to provide EU Member States with a weekly list of ships that have departed from Ebola affected countries, and, since June 2015, a weekly list of ships of interest has been provided to FRONTEX.

Planned Input		Actual input
Commitment appropriations in EUR	1,705,116	1,738,836
Payment appropriations in EUR	2,059,707	1,674,093
Staff	6 AD, 3 AST, 2 CA, 3 END	7 AD, 2 AST, 2 CA, 3 END

Outcome

Users of EMSA's vessel traffic monitoring and maritime monitoring systems hosted at EMSA (central SafeSeaNet, LRIT and CleanSeaNet) benefit from timely and appropriate helpdesk and monitoring services.

Users of EMSA's other operational services (e.g. stand-by oil spill response vessels, satellite images and expertise) benefit from 24/7 availability to activate and mobilise such resources during an emergency, by triggering the EMSA contingency plan.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objective 2015

- Ensure timely and appropriate helpdesk and monitoring services.

Planned output 2015	Actual output 2015
<p>1. Maritime Monitoring Services to be provided on a 24/7 basis including:</p> <ul style="list-style-type: none"> ▪ 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) ▪ Ensuring timely and appropriate operational and technical helpdesk to the Commission and Member State users of the maritime information systems (SafeSeaNet, CleanSeaNet, LRIT, IMDatE) ▪ Implementing a survey assessing user perception of MSS services ▪ Refining procedures to maximise efficiency in relation to pending requests <p>2. In the event of maritime emergencies, the MSS will:</p> <ul style="list-style-type: none"> ▪ Act as single point of contact ▪ Provide reporting to EMSA and the 	<p>1. The MSS was available 24/7, without any interruption.</p> <ul style="list-style-type: none"> ▪ The MSS performed its regular tasks without delay: helpdesk activities, monitoring of the applications and data providers and Contingency Plan related. ▪ MSS supported Member States and followed up their implementation of the SafeSeaNet version 3 release. ▪ MSS maintained the reference lists and coordinated the update of two new versions of the UNECE list of location codes (LOCODEs) employed by the maritime applications. ▪ The MSS verified and reported on the consistency and quality of data provided by Member States to SafeSeaNet. In parallel, the MSS supported Contracting Governments of the EU LRIT Data Centre regarding the integration of relevant ship data as well as monitoring the associated ship reporting requirements. ▪ The MSS phased out the manual checks of the completeness and quality of CleanSeaNet images/deliverables, which is now

<p>Commission on maritime accidents of EU interest in accordance with the EMSA contingency plan</p> <ul style="list-style-type: none"> If appropriate, initiate the procedure of mobilising EMSA operational services in accordance with pre-defined procedures. 	<p>automatized.</p> <ul style="list-style-type: none"> The MSS assisted in developing and revising application monitoring procedures for various releases and new services (FRONTEX, SAFEMED, etc.) as well as undertaking the associated monitoring of their performance and availability. The MSS survey was carried out in June 2015 with satisfactory results. <p>2. The MSS was available at all times in case of emergency. Fifteen 'Maritime Emergency Reports' and their corresponding updates were produced for EMSA and the Commission regarding incidents of EU interest. EMSA services were requested for five incidents.</p>
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Output Indicators		Target 2015	Result 2015
Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2h	0h:16 min
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8h	0h:27 min
MSS Data Quality Reports	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	20 Reports	25

Project: COPERNICUS

The Delegation Agreement between DG-GROW and EMSA was negotiated during 2015 and signed on 3 December 2015, identifying EMSA as the 'entrusted entity' to set-up and organise Copernicus Security Services for Maritime Surveillance. The Agency's recognised expertise and established tools made it a natural candidate to operate this programme on behalf of the Commission. Drafting of the 2016 yearly implementation plan was started as well as the launch of the recruitment procedures for the three Contract Agents allocated to the project. Operational activities will be phased in during 2016.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2015	Staff
Implementing the Copernicus programme for maritime surveillance	EC (DG GROW)	2015-2020 EUR 40M	<i>committed 0</i> <i>paid 0</i>	3 CA (expected in 2015 but recruited only in 2016)
Outcome				
Copernicus services are offered through EMSA to stakeholders in the maritime domain in accordance with user requirements.				

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c)
Multi-annual strategic objectives
<ul style="list-style-type: none"> To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2) To continue to work to further develop the EU maritime traffic monitoring and information system. (B3) To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4) To become a reliable source of information and statistics for the EU on maritime matters. (D4)
Annual objectives 2015
<ul style="list-style-type: none"> Setting-up the organisational framework for providing maritime surveillance services under the Copernicus programme. Explore the possibility of contracting other European satellite SAR missions for Copernicus services. Introducing the Copernicus component in existing services, for EFCA, EU NAVFOR, MAOC-N and in CleanSeaNet. Organising user oriented activities to further collect user requirements.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Provision of Copernicus component of maritime surveillance services as part of existing Integrated Maritime Services. Establishment of organisational framework for implementing the delegated Copernicus tasks. 	<ol style="list-style-type: none"> Signature of the Delegation Agreement on 3 December 2015 Launch of the recruitment procedure for three contract agent positions.

Output Indicators		Target 2015	Result 2015
Copernicus services availability	percentage per year availability of Copernicus services	95	n/a ⁴

⁴ The availability of Copernicus services has been excluded from the monitoring, due to the delay in the signature of the relevant agreement between EMSA and the Commission. The Delegation Agreement was signed on 3 December 2015.

Project: Frontex

EMSA continued to provide operational services to Frontex, adding one additional service in 2015. The five EMSA services to Frontex are as follows: 'Vessel Monitoring and Tracking Service' (complete live maritime picture), 'Vessel Detection Service' (earth observation derived vessel targets), 'Anomaly Detection Service' (vessel behaviour alerting mechanism), 'Activity Detection Service' (optical earth observation) and 'Vessel Reporting Service' (reporting mechanism for suspect vessels).

The interagency cooperation has been reinforced and restructured, in particular by the introduction of Annual Programmes regarding the implementation of the overarching Service Level Agreement. Other tools developed include Common Operational Procedures, a Service Product Description, a Quality Management Strategy and User Requirements document.

One successful example of the use of the Vessel Detection Service occurred in October, when a total of 207 people were saved due to the operational collaboration between EMSA, Frontex, the Italian International Coordination Centre and EUNAVFOR MED.

Project financed input

Project	Funding source	Time frame and envelope	Financial input 2015	Staff
Providing integrated maritime services to Frontex	Frontex	2013-2016 EUR 12,000,000 expected	<i>committed 5,658,703</i> <i>paid 3,464,574</i>	4 CA

Outcome

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

Legal Basis

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

Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2015

- Continue to expand the features available to Frontex and their end users in member states by adding new services as requested (e.g. addition of VMS data, provision of queries and alerts through web services).
- Provide operational support to all users.

Planned output 2015

- Provision of integrated maritime services under the existing Frontex-EMSA SLA framework, and in support of the implementation of the EUROSUR regulation.
- Improvement of services through development of new features requested in the service design document for 2015.

Actual output 2015

- Five EUROSUR services are provided, focusing on the "maritime picture". The interagency cooperation necessary to run the services is managed through Common Operational Procedures.
- All services underwent improvements in line with the service design and the updated SLA Annual Programme 2015.
- Frontex and EFCA signed a Service Level Agreement on the provision of vessel monitoring system (VMS) fisheries data under EUROSUR. The EFCA-EMSA SLA was amended accordingly.

Output Indicators		Target 2015	Result 2015
Integrated Services	percentage per year availability to Frontex	95	99.91

3. Visits and inspections to monitor the implementation of EU legislation

3.1 CLASSIFICATION SOCIETIES

Inspecting Recognised Organisations (ROs) is a core task of the Agency. In 2015, EMSA carried out seventeen inspections of ROs, two inspections of a classification society for which recognition had been requested, and five visits to ships. The visits to ships were related to fire safety issues of Ro-Ro passenger ships, to verify corrective actions taken by the ROs concerned following previous visits.

The locations and scope of the inspections were determined on a risk-basis, taking into account, inter alia, the inspection history, results of Member States' monitoring activities, the Commission's assessments and industry developments. Preparation of inspections included remote auditing techniques whereby detailed information was evaluated before the inspection, enabling a focussed approach during the inspection itself. Where possible, inspections were combined, to minimise mission costs.

In 2015, there was a continued focus on common issues such as surveys for ships in operation (ISM, ESP, structural fire protection) and on newbuilding projects (application of class rules and statutory requirements, supervision of ship yards), as well as verification and monitoring processes.

EMSA continued to monitor the merger of DNV GL by visiting larger offices in the Far East and the United States of America.

Findings were established in all inspections, triggering voluntary corrective actions, the implementation of which will be verified in the next round of inspections.

Actual Input		Actual input
Commitment appropriations in EUR	1,915,194	1,846,493
Payment appropriations in EUR	1,915,194	1,793,766
Staff	10 AD, 2 AST, 1 END	10 AD, 1 AST, 1 END

Outcome

Based on the reports submitted by the Agency, the Commission should be able to make a sound assessment and 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.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To increase resource effectiveness and efficiency through the development of a "risk-based" approach to inspections. (A2)
- To increase efficiency of the Commission's assessments of recognised organisations, in particular through a risk-based approach to inspections. (A5)
- To develop ideas for more effective sharing of information on inspections. (A6)
- To assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE). (A7)

Annual objectives 2015

- Maintain same effort in inspections as in 2014.
- Further refine the risk based approach for RO inspections in co-operation with the Commission with a view to improving the effectiveness of the periodic assessments.
- Provide assistance to the Commission and Member States as concerns the monitoring of Recognised Organisations.
- Assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE).
- Provide end-of-cycle inspection and draft assessment reports to support the Commission's assessments of Recognised Organisations.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 1. 16-20 inspections of Recognised Organisations' offices. 2. Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition. 3. Upon request of the Commission, provide technical assistance in the follow-up of the assessment of the Quality Assessment and Certification Entity set up by the Recognised Organisations in accordance with Regulation (EC) No. 391/2009 on common rules and standards for ship inspection and survey organisations. 4. End-of-cycle inspection reports and draft assessment reports and recommendations, to assist the Commission in its preparation of the assessments of Recognised Organisations and their follow-up. 5. Complete the RO findings database with a module on "assessments". 6. Support to the Commission in the implementation of Regulation (EC) No. 391/2009 on common rules and standards for ship inspection and survey organisations and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations as necessary. 	<ol style="list-style-type: none"> 1. In total 17 RO office inspections were carried out. The inspections took place in Europe, the Middle East, China, United States of America and Russia. 2. In addition, 2 office inspections were carried out in a classification society for which EU recognition had been requested. 3. EMSA was not requested by the Commission to provide technical assistance related to the Quality Assessment and Certification Entity. 4. EMSA prepared End-of-cycle and draft assessment reports of four ROs for the Commission. 5. A module on 'Commission assessments' was added to the RO findings database. 6. EMSA assisted the Commission with the above mentioned activities and also, <i>inter alia</i>, with activities related to the COSS meetings and a workshop on the implementation of Regulation (EC) No 391/2009 held with all EU Recognised Organisations, where common issues were discussed.

Output Indicators		Target 2015	Result 2015
Inspections	number of RO inspections per year	16-20 ⁵	17
	percentage of planned inspections completed	100	106.25 ⁶
Reports	number of reports per year	16	17
End-of-cycle inspection and draft assessment reports	number of reports per year	4-6	4

⁵ Visits to ships, inspection of new ROs and initial inspections following new recognition requests are not included in this figure from 2015.

⁶ Achievement is measured against the bottom of the number range.

3.2 STCW

The Agency continued to carry out inspections of the maritime education, training and certification systems in third countries. In 2015, inspections were carried out in Montenegro, Turkey, Ethiopia and Hong Kong. One other inspection was planned but had to be postponed. In addition, the Agency continued the second cycle of visits to Member States, the scope of which includes the amendments to Directive 2008/106/EC on the minimum level of training of seafarers introduced by Directive 2012/35/EU and giving effect to the Manila amendments to the STCW Convention.

EMSA prepared eight technical opinions on the corrective action plans submitted by seven third countries in response to EMSA's inspection reports and evaluated the responses to the Commission's assessments from nine third countries. The corrective actions taken by the inspected countries have led to significant improvements in their systems.

EMSA maintained the STCW Information System, which was used to collect the first set of data on certificates and endorsements issued to seafarers by the Member States until 31 December 2014. This will allow EMSA to compile the first snapshot of reliable statistics on seafarers at EU level for 2014. EMSA will continue to receive such data in the coming years and to determine statistics and trends on potential seafaring manpower in the EU, for the benefit of policy makers and the industry.

Finally, two training courses on the implementation of the STCW Convention and mainly addressed to officials in the maritime administrations were developed, piloted and delivered. One course is addressed to those with little or no knowledge on the STCW Convention while the second is aimed at those with some experience but who want to increase their knowledge in some relevant aspects.

Planned Input		Actual input
Commitment appropriations in EUR	1,448,925	1,486,719
Payment appropriations in EUR	1,448,925	1,377,162
Staff	6 AD, 2 AST, 1 CA, 1 END	6 AD, 2 AST, 1 CA, 1 END

Outcome

Based on the reports submitted by the Agency, the Commission should be able to take policy decisions and/or request corrective measures of third countries or Member States, in order to improve the overall quality of seafarers and the correctness of their certification in line with the STCW Convention or Directive 2008/106/EC on the minimum level of training of seafarers, as amended, respectively.

Legal Basis

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

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)

Annual objectives 2015

- Same effort of visits and inspections as in 2014.
- Ensure the availability of the STCW Information System.
- Provide any necessary technical assistance on aspects of the Maritime Labour Convention related to the training of seafarers and social issues.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 4-5 inspections of third countries. 3 visits to Member States. Maintain the STCW Information System; minimising down-time, ensuring a high level of availability and providing system support to users. 	<ol style="list-style-type: none"> 4 inspections of third countries. 3 visits to Member States. A high level of availability of the STCW Information System was ensured, beyond the planned minimum target.

Output Indicators		Target 2015	Result 2015
Inspections and visits	number of inspections and visits per year	7-8	7
	percentage of planned inspections and visits completed	100	100 ⁷
Reports	number of reports per year	7-8	8
STCW Information System	percentage per year availability	95	99.32

⁷ Achievement is measured against the bottom of the number range.

3.3 IMPLEMENTATION OF PSC DIRECTIVE

In 2015 EMSA performed five planned visits to Member States, at the request of the Commission, in order to assess the level of implementation of Directive 2009/16/EC, as amended. The outcome of each visit was presented to the Member State in question and the Commission through the relevant reports. In addition EMSA presented the outcome of all visits performed under the current cycle in the Paris MoU Committee meeting (through a document under the title “summary of visits”). In addition, a desktop analysis was performed to verify appropriate compliance of each Member State with the foreseen inspection obligation.

The overall conclusion is that Port State Control is one of the most effective instruments to verify that ships comply with international safety and pollution prevention regulations and that the relevant inspections are carried out in a harmonised way thus ensuring equivalent safety standards and avoiding distortion of competition. A number of non-compliances have been identified, for which Member States have taken corrective actions, as well as areas where the relevant Directive might need to be revisited.

The Agency has also assisted the EFTA Surveillance Authority in monitoring the implementation of the Port State Control Directive by Iceland, through a dedicated visit.

All relevant visits were performed in accordance with the ex-ante agreed timeline between the Agency and relevant State. Appropriate debriefings were given on site to visited authorities (including information on shortcomings and observations), while relevant reports were submitted simultaneously to the visited State and the Commission (or EFTA) within the foreseen timeline. In addition, in June 2015, EMSA organised a workshop where a mid-cycle horizontal analysis was presented (see also Section 3.6) as well as the content of the new cycle, expected to initiate in 2017.

The reports provided to the Commission and the EFTA Surveillance Authority supported the assessment of the Member States’ compliance with the relevant legislation, and Member States used findings identified during visits to implement corrective actions.

Planned Input		Actual input
Commitment appropriations in EUR	447,928	260,036
Payment appropriations in EUR	447,928	252,363
Staff	2 AD, 1 END	1 AD, 1 END

Outcome

Provide information to the Commission on the implementation of the PSC Directive (2009/16/EC) as amended by Member States, enabling the Commission to assess Member States’ compliance with the legislation and undertake actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Norway and Iceland. The desktop analysis will provide an early indication of the level of implementation among the Member States.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), 2.3(d) and 3

Multi-annual strategic objectives

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

Annual objectives 2015

- Same effort of visits as in 2014.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 3-5 visits to Member States. 1 visit to an EFTA/EEA State. Desktop analysis of implementation of the PSC Directive 2009/16/EC at the request of the Commission. 	<ol style="list-style-type: none"> 5 visits to Member States were performed. 1 visit to an EFTA/EEA State was performed. Desktop analysis of implementation of the PSC Directive 2009/16/EC at the request of the Commission was performed for all Member States in particular for the inspection obligation of each Member State.

Output Indicators		Target 2015	Result 2015
Visits	number of visits per year	4-6	6
	percentage of planned visits completed	100	150 ⁸
Reports	number of reports per year	4-6	6

⁸ Achievement is measured against the bottom of the number range.

3.4 MARITIME SECURITY

In 2015, the Agency continued to assist the Commission in monitoring Member State implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility security. Following the amendment to EMSA's Founding Regulation in 2013, EMSA's technical assistance covered the full scope of the Regulation. Additionally, EMSA continued to provide technical assistance to the EFTA Surveillance Authority in respect of ship security.

Whilst the number of inspection missions remained the same as 2014, the number of individual inspections increased substantially compared to recent years, following completion of the second cycle of inspections of Member States' national administrations and a change of focus onto the inspections of ships and port facilities, including the offices of Recognised Security Organisations.

EMSA's reports highlighted observations identified during the inspections, provided recommendations and information on the implementation by the Member States of their maritime security measures, procedures and structures and assisted the Commission for its replies to the corrective action plans proposed by some Member States. In addition, EMSA provided technical input for future inspections in the field of ship security for consideration by the Commission.

In 2015 EMSA has assisted the Commission in the process of reviewing the Commission Regulation (EC) No. 324/2008 on the procedures for carrying out Commission inspections.

EMSA continued also to participate in the MARSEC (Maritime Security) Committee and in the Stakeholders' Advisory Group on Maritime Security chaired by the Commission.

Input		Actual input
Commitment appropriations in EUR	483,522	493,638
Payment appropriations in EUR	483,522	473,962
Staff	3 AD	3 AD

Outcome

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.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- Similar effort of missions as in 2014.
- Provide the Commission with timely advice on the level of security implementation by the Member States.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 12-15 missions to Member States including Norway and Iceland. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections. Upon request of the EFTA Surveillance Authority, provide assistance for inspections of Norway and Iceland. 	<ol style="list-style-type: none"> EMSA provided assistance in 11 missions; nine for the Commission and two for the EFTA Surveillance Authority. During the missions with the Commission, 39 individual inspections were carried out including 27 ships, eight port facilities, three Member State administrations and one RSO. Reports of all these inspections were submitted. EMSA provided input to the proposal to amend Commission Regulation 324/2008 on the procedures for carrying out Commission inspections. No formal requests from the Commission for assistance to verify Member States proposed action plans were received.

	4. The missions to assist the EFTA Surveillance Authority concerned the inspection of five ships and two RSOs. Reports of all these inspections were submitted.
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Output Indicators		Target 2015	Result 2015
Inspections	number of missions per year	12-15	11 ⁹
	percentage of planned missions completed	100	91.70 ¹⁰
Reports	number of reports per year	15-20	25

⁹ Two maritime security inspections were postponed by the Commission and one mission was added, resulting in 11 instead of 12-15 missions in 2015.

¹⁰ Achievement is measured against the bottom of the number range.

3.5 MONITORING IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

EMSA continued the agreed cycles of visits to Member States to assist the Commission and the EFTA Surveillance Authority in their assessment of Member States in achieving a convergent and effective implementation of Union maritime law. In 2015, visits were carried out in respect of three EU Directives: on the registration of persons sailing on board passenger ships (Directive 98/41/EC), on Vessel Traffic Monitoring and Information Systems (Directive 2002/59/EC) in respect of the amendments introduced by Directive 2009/17/EC and on accident investigation (Directive 2009/18/EC).

Visits are conducted in full cooperation with Member States, which benefit from an impartial external view of their operational implementation and enforcement of Union law, taking into account local and regional concerns. The visits provide the Member States with an opportunity to better plan resources, assess training requirements and review any gaps and shortcomings, as appropriate, in order to optimise the level of compliance with Union law. This enhances cooperation between the Commission and Member States towards achieving consistency and meeting common targets. Furthermore, the visits collected information important for the horizontal analyses on the effectiveness of the measures in place to be conducted once a full cycle of visits has been completed.

EMSA also provided assistance to the EMSA Administrative Board, to facilitate its discussions on the methodology for EMSA's visits to Member States. This methodology was adopted by the Board in November 2015, in line with the requirement of Article 3(1) of the Agency's Founding Regulation.

Input		Actual input
Commitment appropriations in EUR	1,043,744	1,076,799
Payment appropriations in EUR	1,043,744	1,072,588
Staff	5 AD, 2 AST	5 AD, 2 AST

Outcome

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

Legal Basis

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

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)

Annual objectives 2015

- Same effort in visits as in 2014.
- Primary focus on accident investigation and passenger ships legislation.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 3-4 visits to EU Member States focusing primarily on Directive 98/41/EC on the registration of persons sailing on board passenger ships. 5 additional VTMS visits to EU Member States concerning the provisions of the VTMS Directive (2002/59/EC) that were introduced by Directive 2009/17/EC (including places of refuge), where they were not addressed in the visits already undertaken. 6 visits to EU Member States to monitor the implementation of Directive 2009/18/EC on the investigation of accidents in the maritime transport sector. 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. 	<ol style="list-style-type: none"> Three visits to EU Member States were undertaken and three reports were sent to the Commission. Five additional visits to EU Member States were undertaken and five reports were sent to the Commission. Five visits to EU Member States and one visit to an EFTA Member State were undertaken. Five reports were sent to the Commission and one to the EFTA Surveillance Authority. No requests for assistance to verify the implementation of other legislative acts were received.

Output Indicators		Target 2015	Result 2015
Visits	number of visits per year	14-15	14
	percentage of planned visits completed	100	100
Reports	number of reports per year	14-15	14

3.6 HORIZONTAL ANALYSIS AND RESEARCH

When a cycle of visits or inspections has been concluded, or when deemed appropriate, such as mid-cycle, the Agency analyses its reports with a view to identifying horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place. These analyses are intended to facilitate discussions with the Commission and Member States, to draw relevant lessons and disseminate good working practices.

In 2015, three Horizontal Analyses were completed: an analysis of common issues established during the last assessments of EU Recognised Organisations, consolidating the outcomes of inspections carried out mainly from 2009 to 2013, and mid-cycle analyses of the findings from the visits to Member States related to Directive 2009/16/EC on port State control and to Directive 2009/18/EC on Accident Investigation. Some additional work was also carried out for the Commission in relation to Member States' national plans to accommodate ships in need of assistance.

Three workshops took place in 2015, namely on the implementation of the PSC Directive, on the implementation of the Accident Investigation Directive and on STCW, where the horizontal analyses provided by EMSA represented a valuable input for the discussions.

Finally, 2015 has seen the preparation of a rationale and methodology for conducting the cost-efficiency assessments of the measures put in place by the Member States to implement Union law, which are to be included in the horizontal analyses carried out by EMSA on new cycles of visits to Member States.

Planned Input		Actual input
Commitment appropriations in EUR	443,522	562,146
Payment appropriations in EUR	443,522	534,497
Staff	3 AD	3 AD, 1 CA

Outcome

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 improve the level of maritime safety and the prevention of pollution by ships in the EU.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate. (A3)
- To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States' maritime administrations, including sharing best practices. (A4)
- To continue developing its role as forum for discussion of best practices. (D5)
- To use available technical knowledge to analyse research projects with a maritime safety or environmental protection interest, where appropriate. (D7)

Annual objectives 2015

- Carry out horizontal analyses of full cycles, part cycles and series of visits and inspections to identify horizontal findings and, depending on their scope, draw general conclusions on the effectiveness and cost-efficiency of the measures in place, including the identification of best practices.
- Further develop the cost-efficiency aspects in the horizontal analysis process.
- 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.).
- Conduct analyses of research projects to assist the Commission, upon request, with preparatory work for updating/developing legislation.
- Analyse research instrumental to other tasks (LNG and ships emissions, Ship safety, Abatement methods).
- Provision of technical assistance and support to the Commission and Member States in the implementation and effects of international conventions and relevant Union law.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 1. 2-3 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 presentations at workshop and seminars. 	<ol style="list-style-type: none"> 1. Three horizontal analyses were completed. 2. No requests were received from the Commission to analyse research projects. The Agency assisted INEA (Innovation & Networks Executive Agency) in the External Evaluation of CEF Transport Calls for proposals related to marine environment and alternative fuels. 3. Three workshops were held with the Commission and the Member States following horizontal analyses on port State control, accident investigation and STCW.

Output Indicators		Target 2015	Result 2015
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	2-3	3
	percentage of planned analyses completed	100	150

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

4.1 PORT STATE CONTROL

EMSA continued to support the Commission in its participation in all the structures of the Paris MoU providing technical assistance to the Commission or the Paris MoU Task Forces on the implementation of the Inspection Regime.

In addition the Agency continued to host and support RuleCheck, an information system for PSC Officers and the e-learning platform MaKCs.

In 2015 RuleCheck was further developed to provide access to TRACECA beneficiary countries and developed dedicated courses for distance learning addressing the needs of PSC officers within the Indian MoU, at the request of France.

A dedicated helpdesk service for users was provided throughout the year. RuleCheck and the e-learning platform MaKCs confirmed to be very useful tools for the PSC officers.

Planned Input		Actual input
Commitment appropriations in EUR	1,039,610	1,057,335
Payment appropriations in EUR	999,610	1,072,936
Staff	4 AD, 1 END	5 AD, 1 END

Outcome

The Agency is contributing to the setting-up of the Port State Control system in line with the PSC Directive (2009/16/EC) as amended, introducing a new inspection regime based upon a new information system.

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

Legal Basis

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

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To maximise its support role for an efficient and expanded scope of the PSC regime.(A8)
- To become a reliable source of information and statistics for the EU on maritime matters.(D4)
- Support EU Strategies on regional sea basins. (D1)

Annual objectives 2015

- Ensure the proper running of RuleCheck and MAKCS (DLP for PSC Inspectors).
- Assist in the publication of information relating to ships (PSC Directive 2009/16/EC).
- Provide technical assistance as concerns Port State Control Paris MoU.
- Develop RuleCheck and MAKCS in order to provide restricted access SAFEMED III and TRACECA beneficial countries.

Planned output 2015	Actual output 2015
1. Management and enhancement of harmonised training tools.	1. Harmonised training tools were managed and enhanced.
2. Management and elaboration of 'RuleCheck'.	2. 'RuleCheck' was managed and enhanced.
3. Keeping up-to-date the publication of banned vessels and company performance.	3. The publication of banned vessels and company performance was kept up-to-date.
4. Ensuring the daily publication of the list of poor performing companies.	4. The daily publication of the list of poor performing companies was ensured.
5. Providing statistics upon request.	5. Statistics were provided upon request.
6. Supporting the Commission in the implementation of the PSC Directive (2009/16/EC).	6. The Commission was supported in the implementation of the PSC Directive (2009/16/EC).
7. Supporting the Commission and the Member States in the implementation of the RoPax Directive (1999/35).	7. The Commission and the Member States were supported in the implementation of the RoPax Directive (1999/35).
8. Participation in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of the Commission.	8. Participation was ensured in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of

<p>9. RuleCheck and MAKCS shall be further developed in order to provide similar support to support SAFEMED III and TRACECA beneficial countries.</p>	<p>the Commission.</p> <p>9. (a) RuleCheck and MAKCS were further developed in order to provide similar support to TRACECA beneficial countries. (b) MAKCS was further developed in order to provide similar support to Indian MoU countries. (c) MAKCS was further developed in order to provide support to competent authorities in the Member States beyond the remit of PSC (STCW module).</p>
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Output Indicators		Target 2015	Result 2015
RuleCheck user response	number of system errors per year	<10	0
RuleCheck	Hours downtime during EMSA business hours	<20	0
MAKCS user response	number of system errors per year	<10	2
MAKCS	Hours downtime during EMSA business hours	<20	2

4.2 ACCIDENT INVESTIGATION

EMSA continued to manage and develop the European Marine Casualty Information Platform (EMCIP) with the support of the Member States through the EMCIP User Group. A decision to prepare the development of the future platform to be hosted in-house was taken and a contract was signed to define technical specifications. The 6th EMCIP User group meeting was organised in September to identify possible improvements to the database. A new data acceptance scheme was also developed to facilitate the process while ensuring a defined quality level of data.

The Agency published the second edition of the Annual Overview of Marine Casualties and Incidents and continued its cooperation with EUROSTAT on the use of safety statistics. Data within EMCIP was used to support the fitness check (REFIT-Regulatory Fitness) of EU legislation on Passenger Ship Safety, the EMSA 3 study on damage stability of passenger ships and the workshop on ro-ro deck fires.

The Agency arranged the 5th meeting of the Permanent Cooperation Framework (PCF), where Member States and the Commission discussed cooperation issues.

EMSA supported the Commission in the implementation of Directive 2009/18/EC by the organisation of the first workshop dedicated to implementation issues. EMSA also continued its training of accident investigators for EU Member States and SAFEMED countries.

Planned Input		Actual input
Commitment appropriations in EUR	1,006,639	1,202,499
Payment appropriations in EUR	1,006,639	1,091,835
Staff	3 AD, 1 AST, 1 END	4 AD, 1 AST, 1 END

Outcome

EMSA's activities will improve further developing the accident investigation capabilities of Member States and by collecting and comparing investigation data held within EMCIP, to add value by identifying relevant lessons at an EU level.

Legal Basis

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

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents. (A9)
- To support the European Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends. (A10)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2015

- Ensure the proper running of EMCIP; Explore possible linking to other EMSA hosted information and exchange systems.
- Carry out analysis of the safety investigation reports made available to EMSA; explore if this can also support the Horizontal Analysis task.
- Publication of yearly overview on the basis of EMCIP data.
- Support the Permanent Cooperation Framework set-up under Art.10 of the Accident Investigation Directive (2009/18/EC).
- Develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Supporting the Member States and the Commission in the implementation of the Accident Investigation Directive (2009/18/EC), which may include an implementation workshop. Providing the Secretariat of the Permanent Cooperation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF. Maintaining and enhancing the European Marine Casualty Information Platform (EMCIP). Checking EMCIP data quality through an 	<ol style="list-style-type: none"> The first workshop dedicated to implementation issues related to the Directive 2009/18/EC, with representatives from the Accident Investigation bodies and the maritime Administrations, was organised. The Agency provided the Secretariat of the Permanent Cooperation Framework (PCF). The 5th PCF meeting was organised; one meeting of the PCF Working Group dealing with implementation issues was organised; the PCF Working Group on Training of Accident

<p>acceptance procedure.</p> <ol style="list-style-type: none"> 5. Practical solutions for providing operational support, if requested by Member States, in investigations related to serious or very serious maritime accidents. 6. Analysing individual accident investigation reports with a view to identifying lessons to be learnt at EU level. 7. The development of abstract analysis resulting from casualty investigations and proposing any appropriate Safety Recommendations to the Commission. 8. An annual overview of marine casualties and incidents on the basis of data provided by the Member States, in accordance with Article 17 of the Accident Investigation Directive (2009/18/EC). 	<p>Investigators continued to be led by the Agency.</p> <ol style="list-style-type: none"> 3. EMCIP continued to be managed by EMSA, with 344 users registered. The 6th EMCIP User group meeting was organised to identify possible improvements to the database. A 1st EMCIP Focus Group was organised to discuss the new EMCIP with Member States. 4. Data related to 4471 notifications and 326 investigations were analysed in accordance with the EMCIP acceptance scheme (+74% in comparison with 2014). A new acceptance scheme was introduced in December to facilitate the process while ensuring a defined quality level of data. 5. No operational support was requested. 6. This task was not started in 2015 due to lack of resources. 7. Casualty data continued to be used to support several projects: upon request of the Commission, such as the EMSA 3 Study (damage stability on passenger ships) and the REFIT of passenger ship legislation; the workshop by EMSA on fire on board ferries, and the European Project MonaLisa2. 8. The Annual Overview of casualties and marine incidents was produced.
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Output Indicators		Target 2015	Result 2015
EMCIP meetings	number of meetings per year	2	4
Accident Database	number of occurrences notified in EMCIP during the year	3500	4311 ¹¹
PCF meetings	number of meetings per year	1	2

¹¹ The increased reporting of accident investigations in EMCIP reflects the growing reporting effort of EU Member States and not an increase in accidents around EU waters.

4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)

Technical assistance in the fields of maritime safety, security and the prevention of and response to marine pollution by ships was provided to EU Member States. A higher number of training sessions, seminar and exchange of best practices were organised than those foreseen in the 2015 plan. Regional events in two EU Member States were also organised.

Through the technical assistance provided by EMSA, beneficiaries had the opportunity to have access to updated information on selected technical subjects and benefit of the exchange of information and best practices both with the Agency and other stakeholders with a clear added value in terms of effectiveness and harmonisation of standards.

Planned Input		Actual input
Commitment appropriations in EUR	1,459,037	1,395,902
Payment appropriations in EUR	1,459,037	1,220,637
Staff	2 AD, 1 AST, 1 CA, 3 END	2 AD, 1 AST, 1 CA, 2 END
Project financed		<i>committed 51,000</i>
EC Funds for candidate and potential candidate		<i>paid 0</i>

Outcome

To promote best practices between EU Member States and increase knowledge and awareness of solutions found, benefiting maritime safety, ship security and prevention of and response to marine pollution by ships.
To support the process of approximation to EU maritime safety "acquis" for candidate and potential candidates.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- Maintain trainings for Member States and IPA countries at the same level as in 2014.
- Provision of training to States applying for accession (DG ELARG specific budget).
- PSC training for countries taking part in the Paris MOU.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Up to 14 training sessions for Member States on the range of topics covered by EMSA's mandate. Up to 6 sessions for training/technical assistance for officials from IPA countries related to EU-legislation and EMSA activities. 	<ol style="list-style-type: none"> 22 training sessions for Member States on the range of topics covered by EMSA's mandate. No training sessions were organised for officials for IPA countries. The relevant Grant Contract was signed late October 2015 and implementing actions will be run from early 2016.

Output Indicators		Target 2015	Result 2015
Training for Member States	number of MS training sessions per year	14	22
	number of MS experts attending per year	290	592
Training for accession countries	number of AC training sessions per year	4	0 ¹²
	number of AC experts attending per year	50	0
Customer satisfaction	level of customer satisfaction	>70%	>70%

¹² KPIs n° 53-54 related to training sessions for accession countries and the number of attending experts from accession countries will show no value in 2015. EMSA provides technical assistance to accession countries on the basis of an agreement signed by the Agency and the Commission (DG NEAR). The previous agreement expired on September 2014 and the new was signed by EMSA on 23rd October 2015 as it could only be signed once the framework agreement (FWA) between the beneficiary countries and the Commission was in place. The last beneficiary signed the FWA only in the second half of 2015.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

EMSA provided technical support to the Commission in connection with the Marine Equipment Directive and work on drafting the new Commission Implementing Regulation commenced. A workshop with Member States and Industry was held to agree key issues.

The Agency followed the work of the MarED Technical Secretariat for Notified Bodies, participating in meetings and providing support to stakeholders, and put in place new, replacement contracts for the database and technical secretariat.

The Agency also supported the Commission and the Member States in IMO meetings by reviewing the meeting submissions and providing technical input for the EU positions, with a particular focus on passenger ship safety. EMSA also organised a workshop on the issue of fires on the vehicle decks of ro-ro passenger ships and started to work with a group of experts from the Member States and the Commission in order to foster discussions at technical level.

The “EMSA 3” study, assessing the acceptable and practicable risk level of passenger ships related to damage stability, was completed. The methodology and results were acknowledged by the IMO’s Formal Safety Assessment Expert Group at the end of 2015 and the recommendations formed the main basis for discussion at IMO’s SDC 3 meeting.

EMSA also continued to support the Commission in the fitness check (REFIT – Regulatory Fitness) of EU Legislation on Passenger Ship Safety. In particular, assistance was given for the development of proposals for related changes to Passenger Ship legislation.

Planned Input		Actual input
Commitment appropriations in EUR	1,694,276	1,619,835
Payment appropriations in EUR	1,933,132	1,933,886
Staff	7 AD, 1 END	7 AD, 1 AST, 1 END

Outcome

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.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- Support the Commission in preparing the draft and final reports of the fitness check (REFIT – Regulatory Fitness) initiated in 2014, of Directives 2009/45/EC on safety rules and standards for passenger ships, 2003/25/EC on specific stability requirements for ro-ro passenger ships, 1998/41/EC on the registration of persons on board and 1999/35/EC on mandatory surveys of ro-ro ferry and HSC passenger services. Assist the Commission in any development of relevant legislation arising from the fitness check, if so requested.
- Follow up EMSA’s study assessing the acceptable and practicable risk level of passenger ships related to damage stability; upon request, provide support on the specific stability requirements for ro-ro passenger ships (Directive 2003/25/EC).
- Support the Commission and the Member States in relation to the work of the technical bodies of the IMO on passenger ship safety and to the Member States’ experts meetings, with regard to matters of Union competence.
- Update technical Annex A.1 of the Marine Equipment Directive (96/98/EC) and conduct technical review of safeguard clause cases.
- Marine Equipment Technical Group coordination and maintenance of the MarED database.
- Follow-up of the EU-USA Mutual Recognition Agreement and management of the alert system.
- Analysis of research relevant to ship safety.
- Contribution to the Commission’s report on ISM implementation.
- Technical support for the implementation, update in line with the development of international legislation and development of Passenger Ship Safety and Marine Equipment legislation, including technical review of notified exemptions and derogations.
- Provide technical assistance (upon request) as concerns the Polar Code.
- Possible technical assistance as concerns the possible inclusion of grain in the Bulk Carrier Directive

(2001/96/EC) to align it with the SOLAS requirements in force since 2011.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 1. Providing technical support to the Commission and the Member States on the work at IMO in the field of Maritime Safety Standards, in particular on Passenger Ship Safety. 2. In particular, the Agency will provide technical support regarding developments on passenger ship stability, the ISM code and Goal Based Standards. 3. Assistance for the revision of Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships Directive, 1998/41/EC on the registration of persons on board, and Directive 1999/35/EC on mandatory survey of ro-ro ferry and HSC passenger services. 4. Preparation of the update proposal for the technical annexes of the Marine Equipment Directive (2014/90/EC) (yearly basis) and assistance to the revision of the Directive. 5. Examination of submissions under article 13 of the Marine Equipment Directive (2014/90/EC). 6. Upgrade of the MarED database. 7. Management of the alert system foreseen by the MRA signed between the EU and the USA. 	<ol style="list-style-type: none"> 1. The Agency supported the Commission and the Member States in IMO meetings by reviewing the meeting submissions and providing technical input for the EU positions, particularly focused on passenger ship safety. 2. In particular, the Agency provided the final report of EMSA 3 on passenger ship damage stability and the draft biennial report on the implementation of the ISM code. A workshop on fires on board ro-ro decks was organised with representatives from the Member States and the Accident Investigation Bodies, with contributions from industry experts and researchers. 3. A draft text for the update of Directive 2009/45/EC on safety rules and standards for passenger ships was completed and delivered to the Commission. Technical advice was provided for revisions arising from the REFIT exercise concerning; Directive 2009/45, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships, Directive 1998/41/EC on the registration of persons on board and Directive 1999/35/EC on mandatory survey of ro-ro ferry and HSC passenger services. 4. Preparation of the first new Implementing Regulation for the Marine Equipment Directive (2014/90/EC) commenced and a workshop was held with member States and industry to discuss key issues. 5. No submissions under article 13 of the Marine Equipment Directive (2014/90/EC) were received in 2015. 6. Upgrade of the MarED database will be linked to item 4 above. 7. In 2015 no issues were raised within the alert system foreseen by the MRA signed between the EU and the USA.

Output Indicators		Target 2015	Result 2015
MARED Database	percentage per year availability of MARED DB	99	99.88

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

The Equasis information system presents safety and quality-related information on the world's merchant fleet with a particular focus on information on port State control inspections, class and P&I cover. The information is supplied by almost all the port State control regimes around the globe and various industry-based organisations. The data is accessible freely on the Internet.

Throughout 2015 EMSA continued to host the Management Unit of Equasis and ensured the day to day operation of the system (including help desk), the preparation of biannual meetings of the Editorial Board and the Supervisory committee, the accreditation of data providers and the publication of annual statistics on the world's fleet.

The Agency has also further developed the MARINFO information system to produce analyses based on recently acquired sets of parameters as well as ad hoc support to intra Agency requests as well as requests from the Commission for data and statistics. Helpdesk service was provided to the users. In addition both the scope of the project with respect to data to be included was extended and its smooth operation was ensured.

Planned Input		Actual input
Commitment appropriations in EUR	776,702	814,907
Payment appropriations in EUR	772,702	758,603
Staff	1 AD, 1 AST, 1 CA, 1 END	2 AD, 1 AST, 1 END
Project financed		<i>committed 571,720</i>
Equasis Member States		<i>paid 459,400</i>

Outcome

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

Legal Basis

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

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2015

- Develop and promote the internal Web portal for the MARINFO Project.
- Address complex requests through the MARINFO Helpdesk.
- Increase the number of PSC regimes contributing to the Equasis as data providers.
- Search for new signatory parties for the Equasis thus decreasing the financial contribution of the existing members, including EMSA.
- Promote and disseminate Regular maritime-related statistics (possibly a publication) with particular focus on the EU ships and EU waters.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Management of Equasis. Publishing the annual statistical report on the world merchant fleet in Equasis. Production of statistical products (regular or ad hoc) from the MARINFO database, as well as analyses, services and publications, for internal and external use, as appropriate. Support data analysis pilot projects (Jasper). Enhancement of the MARINFO database through the promotion and development of the in house web portal. 	<ol style="list-style-type: none"> Management of Equasis which included the organisation of 2 SC meetings, 4 EB meetings, 4 COPIL meetings, drafting and approval of a revised MoU and Rules of Procedures. Publication of the annual statistical report on the world merchant fleet in Equasis. Production of statistical products (regular or ad hoc) from the MARINFO database, as well as analyses, services and publications, for internal and external use, as appropriate. In 2015 62 total requests in MARINFO Helpdesk were addressed providing statistical products both internally and externally. Set up of pilot projects in Jasper for the production of statistics with MARINFO and Equasis data. The MARINFO database was further enhanced and incorporated into THETIS in order to support with its

	data future statistical request and studies.
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Output Indicators		Target 2015	Result 2015
Availability of the system	percentage per year availability of Equasis	99.5	99.93
Users	number of users per month	35 000	33 018 ¹³
Contributors	number of contributing members	9-10	9

¹³ Due to the crisis shipping is currently facing worldwide and considering that a vast number of ships remained without a charter, a slight decrease to the number of individual visits to Equasis to retrieve safety information before chartering ships was noted.

4.6 PREVENTION OF POLLUTION BY SHIPS

In 2015 the Agency provided technical and scientific assistance to the Commission and the Member States on a number of Environmental legislative acts in the area of prevention of pollution by ships that were under discussion, being implemented, adopted or entering into force. The assistance included development and operation of specific tools (THETIS-S, THETIS-EU, THETIS MRV), the development of guidance documents (for Directive 1999/32/EC as amended and for Regulation (EU) 1257/2013), training (for Sulphur Inspectors, for THETIS-S coordinators, for THETIS-EU users), organisation of dedicated workshops (for Directive 2000/59/EC and for Regulation (EU) 1257/2013), development of concept papers (for Regulation (EU) 2015/757) and support to the Commission on Evaluation reports and Impact Assessment (for Directive 2000/59/EC and for Directive 2009/20/EC).

Furthermore, EMSA continued the technical and administrative support to the European Sustainable Shipping Forum (ESSF) and its seven sub groups. The support entailed preparation (drafting of technical documents), participation and follow up (minutes and reports) for 18 meetings.

Finally the Agency launched a study on the use of Ethyl and Methyl Alcohol as fuel, whose final results will be available in 2016.

The Agency also contributed at IMO level through contributions to EU submissions and the development of the coordination papers before relevant sub-committees and committees. The Agency has also participated on behalf of the Commission in the Working and Drafting Groups covering areas related to Greenhouse Gases, Ship Recycling, Air Emissions (SOx and NOx), including Alternative fuels such as LNG, and Ballast Water.

Throughout the year THETIS-S was kept operational on a continuous uninterrupted basis, while Member States were offered training on how to best facilitate the system. Member States were also supported through dedicated guidance and training on how best to comply with the provisions of Council Directive 1999/32/EC as amended as regards the sulphur content of marine fuels and the Implementing Decision (EU) 2015/253 in respect to inspection and fuel sampling.

Through dedicated workshops sensitive areas of Directive 2000/59/EC (Port Reception Facilities) and Regulation (EU) 1257/2013 on Ship Recycling were identified and the Agency started drafting relevant guidance to be delivered within 2016.

For the Regulation (EU) 2015/757 (EU MRV) on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, EMSA finalised the negotiations with DG CLIMA for the development of a new module in THETIS (THETIS-MRV) and developed concept papers relevant to the voluntary and mandatory automated transmission of data to the central database foreseen by the Regulation.

Planned Input		Actual input
Commitment appropriations in EUR	1,248,044	1,029,748
Payment appropriations in EUR	1,248,044	936,639
Staff	6 AD	5 AD

Outcome

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

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)

Multi-annual strategic objectives

- To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1)
- To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships. (C2)
- To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3)
- To contribute to the protection of the marine environment in the EU. (C4)
- To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)

Annual objectives 2015

- Technical assistance to COM for further actions related to air quality.
- Technical assistance to the European Sustainable Shipping Forum (including 5 sub-groups and possibly an additional group for PRF).
- Provide assistance to Member States in developing best practice and tools for uniform and efficient enforcement of the Sulphur Directive (1999/32/EC), as amended by Directive 2012/33/EU.
- Provide technical assistance as concerns ships emissions and discharges.
- Providing technical assistance to COM in IMO.
- Follow-up of international developments in IMO.
- Monitoring, Reporting and Verification (MRV) Regulation: support to the preparatory work for the implementation and technical assistance in relation to GHG, LNG and other alternative fuels.
- Abatement methods.
- Provide technical assistance to COM for the evaluation and possible revision of the Port Reception Facilities Directive (2000/59/EC; "PRF Directive"), including an impact assessment;
- Addressing the issue of marine litter in the context of the assistance provided on the evaluation and possible revision of the PRF Directive.
- Technical assistance to COM for the implementation of the Ship Recycling Regulation.
- Support the Commission and Member States in matters regarding maritime liability and compensation.

Planned output 2015

1. **Port reception facilities:**
 - Assisting the Commission in the ongoing work on the development of an Evaluation Study on the Implementation of the Port Reception Facilities Directive (2000/59/EC).
 - Assisting the Commission with the impact assessment for a possible revision of the Port Reception Facilities Directive (2000/59/EC).
 - Organising workshops for Member State experts and relevant stakeholders to improve the implementation of the Directive (guidelines, exchange of information), as well as to support the revision process.
 - Developing a proposal for a new module in Thetis to cater the reporting, monitoring and enforcement provisions of the PRF Directive.
 - Analysing international instruments aiming to clarify legal and technical aspects for the delivery and reception of ship-generated waste and cargo residues, including a close monitoring of on-going discussions at IMO and other international fora (e.g. ISO standards on port reception facilities and on the segregation of waste on board ships).
2. **Greenhouse gases:**
 - Providing technical assistance to the Commission on the implementation of the proposed Regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.
 - 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

Actual output 2015

1. **Port reception facilities:**
 - Reviewed and commented on the Evaluation Study on the Implementation of the Port Reception Facilities Directive as well as participating in five meetings in Brussels as a member of the Inter-Service Steering Group.
 - Contributed with written comments and proposals to the Inception Document and the Terms of Reference for the Impact Assessment and participated as a Member of the Inter-Service Steering Group for the Impact Assessment for a possible revision of the Port Reception Facilities Directive (2000/59/EC).
 - Organised 2 workshops (including relevant concept papers and post workshop reports) for Member State experts to improve the implementation of the Directive (guidelines, exchange of information), as well as to assess the module in THETIS-EU under development.
 - Developed a new module in THETIS-EU to cater the reporting, monitoring and enforcement provisions of the PRF Directive.
 - Developed technical recommendation on the implementation of the Directive, to be published in 2016.
2. **Greenhouse gases:**
 - Provided extensive technical assistance to the Commission on the implementation of the MRV Regulation, in particular on the development of THETIS-MRV. Concept papers and business rules have been developed by the Agency and presented to MSs and industry.
 - Provided 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. The assistance included preparation of relevant documents as well as comments on papers submitted by non EU countries.
 - Provided assistance to the Commission in following the international developments for

<p>the energy efficiency of ships.</p> <p>3. Air emissions:</p> <ul style="list-style-type: none"> ▪ Providing technical assistance to the Commission in the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. Assistance could include development of guidance manuals for control, sampling and analysis, reporting, emission monitoring and enforcement measures (on the basis of the expected implementing acts), contributions to studies on fuel availability review, comparative study on penalties under the new Sulphur Directive and shipping emission inventories. ▪ Providing technical assistance to Member States in the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. Assistance could include development of guidance manuals for control, sampling and analysis, reporting, emission monitoring and enforcement measures (on the basis of the expected implementing acts), training of Inspectors and workshops for the exchange of best practices. ▪ Providing technical assistance to the Commission and Member States on the development of alternative emission abatement methods such as alternative fuelling (LNG), exhaust gas cleaning systems (scrubber), biofuels and other alternative methods as required by Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. ▪ Provide assistance to the Commission on organisational activities to the ESSF Plenary and to its five Sub-Groups. ▪ Provide technical expertise and scientific assistance to the Commission to the ESSF Plenary and to the Sub-Groups on Scrubbers, LNG, implementation of the Sulphur Directive (1999/32/EC) and the PRF group which is expected to be established early 2015. <p>4. Ship recycling:</p> <ul style="list-style-type: none"> ▪ Provide technical assistance to the Commission on the implementation of the EU Ship Recycling Regulation (1257/2013) namely by drafting technical guidance notes in order to facilitate the certification of ship recycling facilities, developing a consistent framework for the review of applications and participating as technical advisors in training seminars for independent verifiers. ▪ To support the Member States by preparing and submitting questionnaires to Member States on how they foresee implementation of the SRR, and analysing the responses; organizing workshops on the implementation of the Regulation and for the exchange of best practices among Member States; providing training for Member State's officers for a harmonised implementation of the Regulation. 	<p>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, though comments on the submissions by non EU states as well as through active participation in the intersessional meetings held in IMO.</p> <p>3. Air emissions:</p> <ul style="list-style-type: none"> ▪ The Agency provided the inspection commitments for each Member States as foreseen by the Implementing Decision (EU) 2015/253, provided specialised trainings for Sulphur Inspectors both in-house (two) and at national level (one) and provided specialised training for THETIS-S14, users. ▪ Developed and set in operation since 01/01/2015 THETIS-S. ▪ Provided technical expertise and scientific assistance (technical documents, minutes) to the Commission to the ESSF Plenary and to the Sub-Groups on Scrubbers, LNG and the implementation of the Sulphur Directive (1999/32/EC). <p>4. Ship recycling:</p> <ul style="list-style-type: none"> ▪ Supported the Member States by preparing guidance on the inventories of hazardous materials (to be published in 2016) and through a dedicated workshop on the implementation of Title II of the Regulation.
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¹⁴ THETIS-S was developed under a cooperation agreement between EMSA and DG ENV. The development was funded by DG ENV.

<p>5. Ballast water and anti-fouling systems:</p> <ul style="list-style-type: none"> ▪ Contributing to the implementation of the IMO Convention by following and contributing to the development on various issues, notably sampling for compliance and risk assessment, ensuring consistency between regional/national approaches in Europe and helping Member States ratify or implement the Convention. ▪ Providing technical assistance to the Commission and the Member States regarding the issue of anti-fouling systems, as appropriate. <p>6. Other:</p> <ul style="list-style-type: none"> ▪ Monitoring and advice on international and EU developments related to other environmental issues such as Maritime Spatial Planning and Conservation and Management Tools in Areas beyond National Jurisdiction. ▪ Provision of technical assistance and support to the Commission and Member States in the implementation of international conventions in EU law relevant for the area of liability and compensation. This will translate into participation in the IMO meetings, organisation of workshops by EMSA and conducting of relevant studies as necessary. 	<p>5. Ballast water and anti-fouling systems: Contributing to the implementation of the IMO Convention by following the development on sampling for compliance and risk assessment, ensuring consistency between regional/national approaches in Europe.</p> <p>6. Other:</p> <ul style="list-style-type: none"> ▪ EMSA drafted a Report on the application of Directive 2009/20/EC on the Insurance of Ship-owners for Maritime Claims to support the Commission to meet its obligations and report to the European Parliament. ▪ A workshop was organised by EMSA for the implementation of international conventions in EU law relevant for the area of liability and compensation. ▪ The Agency tendered a study on the use of ethyl and methyl alcohols in shipping which was delivered at the end of 2015
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Project: SAFEMED III

Technical assistance in the fields of maritime safety, security and the prevention of and response to marine pollution was provided to SAFEMED III beneficiary countries on regional basis through training sessions, seminars, pilot projects, studies, access to Port State Control (PSC) tools, etc. Tailor-made technical activities were organised to meet the specific needs of each single beneficiary. A higher number of technical events and activities than those foreseen in the 2015 plan were organised. EU Member States have been widely involved in the technical assistance through the participation of experts to selected seminars and activities.

Through the technical assistance provided by EMSA in the framework of SAFEMED III, beneficiaries were supported to properly discharge the responsibilities stemming from the international relevant conventions.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2015	Staff
Technical assistance to SAFEMED III beneficiary countries	EC DG-DEVCO	2013-2016 EUR 3,000,000	<i>committed 1,155,818</i> <i>paid 543,952</i>	1.8 CA

Outcome

Through the implementation of the project the Agency contributes to achieving an improved level of quality of the Beneficiary countries maritime administrations in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Multi-annual strategic objectives

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

Annual objectives 2015

- Continue the work as implementing body for the SAFEMED III project (DG DEVCO budget).
- Start with the implementation of a pilot project with the interested Beneficiary countries on VTMS.
- Continue the implementation of the pilot project for the provision of CleanSeaNet services to the interested beneficiary countries.
- Prepare the SAFEMED III Beneficiaries to make use of the EMSA's pollution response services.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Up to five technical meetings per year (seminars, workshops, training sessions). Up to four activities per year (studies, technical support, etc.). 	<ol style="list-style-type: none"> 16 technical meetings were organised for SAFEMED III beneficiary countries. 11 activities other than technical meetings were implemented for SAFEMED III beneficiary countries. They included the provision of EMSA's services (CleanSeaNet) and tools (RuleCheck and MAKCS – DLP for PSC officers), as well as a pollution response exercise with the participation of one EMSA vessel off the coast of Spain.

Output Indicators		Target 2015	Result 2015
Implementation of SAFEMED Project	number of training sessions per year	up to 5	16
	number of activities per year	up to 4	11
	number of ENP experts attending per year	90	187
	level of customer satisfaction	>70%	>70%

Project: TRACECA II

Technical assistance in the fields of maritime safety and the prevention of and response to marine pollution was provided to TRACECA II beneficiary countries on regional basis through training sessions, seminars and pilot projects. TRACECA II beneficiaries were also provided with access to RuleCheck and Distant Learning Package (DLP) for Port State Control Officers and to the CleanSeaNet services. Tutoring projects on PSC in two beneficiary countries were organised to enhance the familiarisation with the applicable PSC procedures and harmonise as much as possible the standards of inspections between PSC regions. A higher number of technical events and activities than those foreseen in the 2015 plan were organised. EU Member States have been involved in the technical assistance through the participation of experts to selected seminars and activities.

Through the technical assistance provided by EMSA, project's beneficiaries received support to properly discharge responsibilities stemming from the international conventions on maritime safety and prevention of marine pollution caused by ships.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2015	Staff
Technical assistance to TRACECA II beneficiary countries	EC DG-DEVCO	2014-2016 EUR 850,000	<i>committed 402,370</i> <i>paid 240,405</i>	1.2 CA

Outcome

By providing complementary activities to those implemented by the current DG DEVCO 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.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Multi-annual strategic objectives

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

Annual objectives 2015

- Continue to work with complementary activities in the implementation of the TRACECA II project (DG DEVCO budget).
- Pilot project with the interested beneficiary countries on VTMISS.
- Pilot project for the provision of CleanSeaNet services to the interested beneficiary countries.
- Prepare the TRACECA II Beneficiaries to make use of the EMSA's pollution response services.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Up to 4 technical meetings per year (Seminars, workshops, training sessions). Up to 3 activities per year (Studies, technical support, practical exercises etc.). 	<ol style="list-style-type: none"> 10 technical meetings were organised for TRACECA II beneficiary countries. 10 activities other than technical meetings were implemented for TRACECA II beneficiary countries. They included the provision of EMSA's services (CleanSeaNet) and tools (RuleCheck and MAKCS – DLP for PSC officers).

Output Indicators		Target 2015	Result 2015
Implementation of TRACECA II Project	number of training sessions per year	4	10
	number of activities per year	3	10
	number of ENP experts attending per year	40	91
	level of customer satisfaction	>70%	> 70%

5. Pollution preparedness, detection and response

5.1 OPERATIONAL POLLUTION RESPONSE SERVICES

At the end of 2015, 17 fully equipped Oil Spill Response Vessels were available for mobilisation. Following the termination of the South Baltic contract, a new vessel was contracted in late 2015. In addition, new pollution response capacity was contracted for the Canary Islands and the Madeira archipelago. The contract for the Eastern Mediterranean vessel was renewed. 70 quarterly and acceptance drills were undertaken in order to ensure that quality of the service is at an appropriate level. Nine operational exercises with Member States took place, involving 11 EMSA contracted vessels. A framework contract for the establishment of an Equipment Assistance Service (EAS) for stand-alone equipment in the Baltic Sea and in the North Sea was launched. In addition, an Equipment Policy, for the management of the EMSA oil spill response equipment from purchase and acceptance to decommissioning and replacement was implemented.

Implementation of the Action Plan for Response to Marine Pollution from Oil and Gas Installations, begun in 2014 with the purchase of dispersant stockpiles, was continued in 2015 with the installation of dispersant spraying systems on two EMSA contracted vessels in Malta and Cyprus, and the launch of the adaptation of a third vessel in Portugal. The planned establishment of an aerial dispersant spraying service could not be completed due to the delay in the EU certification process of the equipment required for such a service.

Planned Input		Actual input
Commitment appropriations in EUR	18,867,046	18,306,432
Payment appropriations in EUR	16,009,029	17,328,146
Staff	11 AD, 4 AST, 2 CA, 2 END	11 AD, 2 AST, 3 CA, 1 END

Outcome

The Network of Stand-by Oil Spill Response Vessels offers a European tier of pollution response resources to top-up the response capacities of EU Member States, EFTA/EEA countries, EU Candidate countries and the European Neighbourhood Partner countries when protecting their coastlines from marine pollution caused by ships or oil and gas installations. In 2015, the Agency extended its “toolbox” of response methods to include the seaborne application of dispersant.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- To support EU/EEA Member States as well as those third countries sharing a regional sea basin with the Union in case of pollution caused by ships or oil and gas installations, by making available:
 - the network of response vessels;
 - state-of-the-art equipment stockpiles;
 - technical expertise.
- Ensure operational integration of the network of stand-by oil spill response vessels within Member State, Regional Agreement and third country response organisations through participation in exercises as well as during meetings with end users.
- Adapt the network of vessels and equipment to support the implementation of actions within Action Plan for Response to Marine Pollution from Oil and Gas Installation, including application of oil dispersants by the EMSA vessel network or vessels of opportunity.
- Implementation of the Action Plan for Response to Marine Pollution from Oil and Gas Installations, including aerial dispersant capability and stockpiles of dispersants.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 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. Organise the participation of EMSA contracted vessels in regional and national ship source and offshore installation oil pollution response exercises. 3. Award a new contract for the Canary Islands, based on the procurement procedure launched in 2014, to partially replace the expiring contract for the North Sea. 4. Re-tender the lot of the Northern Baltic Sea, to replace the expiring and not renewable stand-by oil spill response service contract ending in 2016. 5. Renewal of the contract covering the Eastern Mediterranean for an additional 4-year period. 6. Following the launch of the tender procedure in 2014, the first aerial dispersant application service should be established. 7. Implementing improvement projects to adapt and/or upgrade the existing capabilities of the vessel network and equipment. 8. Replace ageing or obsolete oil spill response equipment purchased in 2006/7, in line with the 'Equipment Policy' of the Agency. 9. Coordinate the mobilisation procedures for vessels or equipment in the EMSA network in case of requests for assistance. 10. Management of existing dispersant stockpiles and purchase of additional dispersant as appropriate. 11. Provision of expertise to Member States or the Commission in case of a pollution incident. 	<ol style="list-style-type: none"> 1. The network of vessels was maintained and 17 operational vessel arrangements were in place at the end of 2015. 70 quarterly and acceptance drills were performed. Two new contracted vessels and three re-contracted vessels were accepted for (re)entry into service. 2. EMSA participated in nine operational pollution response exercises with 11 vessels as well as in 10 table-top exercises with 14 contractors. 3. A new contract for a vessel covering the region of the Canary Islands and the Madeira archipelago was signed. Following early termination of the contract for the Southern Baltic and in order to replace this response capacity a new contract was signed. 4. No new vessel contract for the Northern Baltic was tendered. Instead, the new Equipment Assistance Service (EAS) with specialised anti-pollution equipment was launched. Depots will be established in Poland and the United Kingdom. 5. The contract for the vessel based on Cyprus was renewed for four years. 6. No contract for Aerial Dispersant Application services was signed as the only two tenderers withdrew their offers primarily due to delays in the approval procedure for the spraying equipment by EASA. 7. Two vessels, based in Malta and Cyprus, were equipped with dispersant spraying systems. In addition, the procurement to upgrade the vessel based in Portugal for dispersant application was concluded. 8. Two ageing oil spill response equipment systems were declassified for donation to SAFEMED III beneficiary countries. Furthermore, contracts for equipment overhauling were signed with several equipment suppliers. 9. There was one activation of the vessel network by Belgium (Flinterstar incident), and the EMSA vessel was duly mobilised. However, due to the changing emergency situation and the availability of sufficient other assets, no Incident Response Contract was concluded. 10. Two stockpiles (Malta and Cyprus) of dispersants were established with 200 tonnes each. Furthermore, a quality assurance procedure was established. 11. At all times the expert service was available. There was no request for expertise.

Output Indicators		Target 2015	Result 2015
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	18	17
	number of fully equipped vessels for dispersant application	4	2
New vessels pre-fitting	number of newly contracted vessels pre-fitted	4	5 ¹⁵
Vessel equipment replacement/adaptation/upgrade	number of projects completed per year	2	2
Vessel drills and exercises	number of drills (acceptance drills and quarterly drills) per year	70	70
	number of operational exercises per year	12	11 ¹⁶
	number of notification exercises per year	12	14
Response to requests for vessel services	mobilisation time in hours	max 24	n/a
Stand-by dispersant spraying airplane(s)	number of pre-fitted airplanes	1	n/a
Airplane drills and exercises	number of drills per year	1	n/a
	number of operational exercises per year	0 or 1	n/a
	number of notification exercises per year	0 or 1	n/a
Response to requests for airplane services	mobilisation time in hours	max 24	n/a
Dispersant stockpiles	number of stockpiles	4	2 ¹⁷
	minimum quantity of dispersants available at any time	400 tonnes	400 tonnes

¹⁵ This includes the delayed acceptance of the vessel *Marisa N* in January 2015, which was contracted in 2013.

¹⁶ EMSA participates in operational exercises which are organised by Member States. In 2015, there were not as many exercises organised, therefore EMSA participation was lower.

¹⁷ The cancellation of the aerial dispersant service caused the reduction of one planned dispersant stockpile, the second one is linked to the installation of dispersant spraying capabilities on the *Bahia Tres* (Sines, Portugal), which is ongoing, but delayed due to the contractor's charter obligations.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

The CleanSeaNet service continued to support Member States' oil spill monitoring activities. During 2015 the service was extended to Greenland as well as the islands of the French and Dutch Caribbean, the latter on a pilot project basis. Through the SafeMed and TRACECA cooperation programmes and associated budgets, CleanSeaNet is available across the Mediterranean, the Black Sea and the Caspian Sea to the official beneficiary countries. In order to provide more comprehensive coverage the image acquisition volume increased from approximately 2500 images in 2014 to just over 3000 images in 2015.

In parallel, the EMSA portfolio of Synthetic Aperture (SAR) satellites and sensors was expanded. In addition to the Radarsat-2, a polar orbiting SAR satellite jointly funded by the Canadian Space Agency (CSA) and MacDonald Dettwiler Associates (MDA), the EMSA portfolio now includes the European Space Agency (ESA) managed Sentinel-1 as well as the Airbus TerraSar-X and Tandem-X constellation. In parallel a major Framework Contract was established regarding the provision of optical imagery from a wide range of satellites and sensors. This will be operational in 2016.

Using resources, such as Sentinel-1 data which is provided free of charge, allows the Agency to build-up its oil spill and vessel detection service in an economically efficient manner and to provide near real time service at low cost over all European waters.

Planned Input		Actual input
Commitment appropriations in EUR	4,839,496	5,173,273
Payment appropriations in EUR	4,812,496	4,856,030
Staff	6 AD, 1 AST	6 AD, 1 AST
Project financed		
CSN Greenland Denmark		<i>committed 502,477</i> <i>paid 452,777</i>
Project financed		
CSN Dutch Caribbean		<i>committed 49,350</i> <i>paid 0</i>

Outcome

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

The CleanSeaNet Data Centre also supports other maritime surveillance services, such as detection of targets by satellite radar (Vessel Detection System, or VDS). In this respect, the CleanSeaNet Data Centre capabilities will be extended to match the requirements of integrated surveillance services. Further inter-operability will be developed between the CleanSeaNet Data Centre and the IMDatE environment.

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

Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety and security. (B2)
- Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)
- To contribute to the protection of the marine environment in the EU. (C4)
- To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships. (C6)
- Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations. (C7)

Annual objectives 2015

- Deliver CleanSeaNet services to Member States and Commission.
- Ensure the operation of CleanSeaNet.
- Ensure the further development of the CleanSeaNet Data Centre based upon user requirements.
- Coordinate with existing regional cooperation arrangements related to marine pollution.
- Respond to ad hoc requests for assistance in case of pollution emergencies or threat thereof.
- Implement the Action Plan for Response to Marine Pollution from Oil and Gas Installations.
- Implement the Copernicus Maritime Surveillance programme, if approved by the Administrative Board and delegated to EMSA.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 1. Provide CleanSeaNet satellite images and alerts to coastal States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels. 2. Provide assistance to coastal States and the Commission in case of accidental spills. 3. Enhance the CleanSeaNet service with models. 4. Provide training to coastal States on CleanSeaNet. 5. Organise at least once per year meetings of the EMSA CleanSeaNet User Group. 6. Develop activities with enforcement authorities to promote effective follow-up to CleanSeaNet detections. 7. Extend the CleanSeaNet service to offshore platforms. 8. Extend the CleanSeaNet Data Centre capabilities to support the needs of integrated maritime services. 	<ol style="list-style-type: none"> 1. Satellite images and alerts were provided as planned and at the required level of quality. Overall, 3052 images were delivered (2,635 to coastal EU Member States, Turkey and Montenegro under the regular CleanSeaNet service, as well as 262 for Greenland, 4 for the Dutch Caribbean, and 151 for Safemed and Traceca) and a total of 2,423 possible oil spills were detected. EMSA provided additional support to a number of aerial surveillance operations e.g. CEPCOs. A special agreement was signed with the Kingdom of the Netherlands to provide monitoring of the waters of the islands in the Caribbean for oil spill detection. 2. All emergency requests were supported with satellite images and operational assistance. 3. The service was enhanced by linking the OSERIT oil spill model operated by the Royal Belgian Institute of Natural Sciences (RBINS) to CleanSeaNet, to predict oil spill drift for detections in the North Sea. A meeting was hosted by the Italian Coast Guard to explore the possibilities of linking CleanSeaNet with multiple Mediterranean oil spill models. 4. Two one-day training sessions on CleanSeaNet for Duty Officers was provided. The training course was attended by 26 participants from 19 countries. 5. The User Group meeting was held in April. 6. EMSA continued to contribute to the work of relevant groups e.g. the North Sea Network of Investigators and Prosecutors. 7. Although the EMSA earth observation service is technically ready to cover offshore platforms, minimal progress was made with regard to extending the service to such domains. 8. The Earth Observation Data Centre (ex-CleanSeaNet Data Centre) was upgraded to support the needs of integrated maritime services provided to various user communities. The EMSA portfolio of satellites and sensors was expanded. It now includes RadarSat-2, Sentinel-1 and the TerraSar-X and Tandem-X constellation, and a major Framework Contract was established for provision of optical images.

Output Indicators		Target 2015	Result 2015
Satellite images	number of images ordered and analysed per year	2 000	2 635 ¹⁸
Assistance for accidental spills	percentage response rate to assistance requests	100	100
CleanSeaNet Data Centre operational	percentage per year availability of CleanSeaNet	97.5	99.66

¹⁸ This figure refers to images delivered under the regular CleanSeaNet service (to coastal EU Member States, Turkey and Montenegro only).

5.3 COOPERATION, COORDINATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

The Agency continued to provide information services in the field of Hazardous and Noxious Substances (HNS) in accordance with the HNS Action Plan. EMSA's information service for marine chemical emergencies (MAR-ICE Network) was activated six times by four different Member States and once by EMSA during an HNS table-top exercise with ITOFF. An evaluation of the service was conducted by the three parties of the Cooperation Agreement (EMSA, Cefic, Cedre). The MAR-CIS tool (Marine Chemical Information Sheets) was completed in early 2015; preparations were made to provide the information through an EMSA web portal.

With regard to dispersants, the Technical Correspondence Group on Dispersants finalised the report 'Overview of national dispersant testing and approval policies in the European Union', which was submitted to the Consultative Technical Group for Marine Pollution Preparedness and Response. The enhancement of EMSA's Dispersant Usage Evaluation Tool, a software tool to predict the fate and trajectory of an oil spill and the impact of dispersant application, was also completed. The new version includes a model to evaluate the fate of well blowouts.

The dissemination of information on EMSA's pollution response services continued in 2015 with the 5th Vessel User Group meeting as well as the 11th Inter-Secretariat meeting with DG ECHO and the secretariats of the Regional Agreements. The Agency also participated in HELCOM Response, OTSOPA, and IMO-PPR (Sub-Committee on Pollution Prevention and Response) meetings, and the INTERSPILL conference. Four marine pollution response expert exchanges were completed under the EMPOLLEX umbrella.

Planned Input		Actual input
Commitment appropriations in EUR	897,781	904,168
Payment appropriations in EUR	2,336,795	691,189
Staff	4 AD	4 AD

Outcome

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

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 practice and exchanging information between Member States, the Regional Agreements, the IMO and other relevant international bodies.

Legal Basis

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

Multi-annual strategic objectives

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

Annual objectives 2015

- Implement the HNS Action Plan including the proper operation and development of the MAR-ICE service.
- Coordinate with Member States, coastal EFTA/EEA countries, EU Candidate Countries, and existing regional cooperation arrangements related to marine pollution.
- Provide technical assistance regarding pollution preparedness and response to contribute to relevant work of technical bodies of IMO, and relevant Regional Agreements.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> 1. Implement the HNS Action Plan: <ul style="list-style-type: none"> ▪ Maintain the network of specialised chemical experts (MAR-ICE Network). ▪ Maintain and update datasheets of chemical substances for marine pollution response. 2. Develop and update marine pollution preparedness and response related information, studies, tools, reports and inventories. Such tools include the enhancement of the functionalities of the Dispersant Usage Evaluation Tool (DUET), which will continue in 2015, as well as the development of a technical study on HNS Personal Protective Equipment (PPE). 3. Coordinate the CTG MPPR meeting/workshops/EMPOLLEX and implement the CTG MPPR Rolling Work Programme. The envisaged events under the Rolling Work Programme include: <ul style="list-style-type: none"> ▪ Marine Pollution Surveillance training course(s); ▪ The Technical Correspondence Group on Dispersants will work towards a harmonised approach of dispersant testing procedures and may have a closing meeting; ▪ Meeting to update the EU States Claims Management Guidelines. 4. Support activities of Regional Agreements, the IMO and other relevant bodies/organisations (including participation in the Arctic Council) where appropriate. 5. Support further cooperation with MS regarding potential cost recovery claims associated with the deployment and use of EMSA pollution response services or assets. 	<ol style="list-style-type: none"> 1. Implement the HNS Action Plan: <ul style="list-style-type: none"> ▪ MAR-ICE was activated six times in 2015; in addition, an evaluation of the service was conducted with positive results. ▪ 24 datasheets were produced completing the MAR-CIS 1 project. A follow-up MAR-CIS 2 project started in 2015 to broaden the use and to improve the MAR-CIS information. A contract was signed in late 2015 to develop a MAR-CIS web portal, an application for mobile devices for offline use and to provide MAR-CIS information to the future SafeSeaNet Central Hazmat database users. 2. The enhancement of DUET, which now also includes a model for well blowouts, was completed. The PPE study was cancelled. 3. The CTG MPPR meeting was postponed to March 2016. Four exchanges under the EMPOLLEX umbrella were coordinated. Under the Rolling Work Programme: <ul style="list-style-type: none"> ▪ The surveillance training was postponed to 2016; ▪ The Technical Correspondence Group on Dispersants continued their work. However, neither harmonisation of dispersant testing and approval procedures nor a “minimum” standard could be achieved due to differences in the national procedures. A detailed report on national procedures was finalised for approval at the March 2016 CTG meeting. ▪ The Claims Management Group met. 4. EMSA contributed to the 2nd session of the IMO-Pollution Preparedness and Response (PPR) subcommittee meeting, in January 2015. 5. Discussion on rates for cost recovery took place with relevant stakeholders.

Output Indicators		Target 2015	Result 2015
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.	>75	100
	percentage of responses within 4 hrs.	<25	0
Developing datasheets	number of datasheets produced	24	24
Cooperation, coordination and information			
Coordination of the CTG MPPR	number of CTG MPPR meetings and workshops	3	3
Development of decision support tools	number of decision support tools	1	1

Horizontal activities

6.5 COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

EMSA's communication activities involve a variety of tasks aimed at delivering objective, reliable and easy to understand information to the public and any interested party. Day-to-day activities include: updating the website, extranet and intranet; answering external enquiries; supporting EMSA workshops and events; media relations and, where relevant, issuing press releases. Numerous cyclical and one-off publications provide accessible information to a specialised or wider public. Proactive communication at external events also helps to raise awareness of EMSA's role and tasks.

In 2015, EMSA enhanced its refreshed corporate identity further with data visualisation, adding a new chapter to the visual identity manual and offering an effective way of presenting EMSA activities.

The positive relation with the Portuguese authorities has allowed a correct implementation of the Protocol Agreement and Privileges, which is an important for staff and families based in Portugal.

The events cell continued to support the organisation of events as listed below. In addition, the cell contributes to the technical assistance training that is listed separately under activity 4.3.

Input		Actual input
Commitment appropriations in EUR	1,623,505	1,610,826
Payment appropriations in EUR	1,638,505	1,539,856
Staff	4 AD, 4 AST, 6 CA	3 AD, 5 AST, 5 CA

Outcome

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

Legal Basis

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

Multi-annual strategic objective

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

Annual objectives 2015

- Continue to implement the new communication strategy 2014-2020 aiming to build up effective communication practices.
- Further streamline the internal procedures and workflows for missions.

Planned output 2015	Actual output 2015
<ol style="list-style-type: none"> Preparing regular publications and completing/updating brochures and leaflets including the new EMSA general brochure. Continue to improve internal communication through the Agency's intranet. Enhance the communication role of EMSA's website through new features and functionalities in line with current developments. Continue to implementing the new visual identity for EMSA. Presenting at meetings, exhibitions and conferences. Implementation of the Protocol Agreement and Privileges. Supporting the organisation of events/meetings in the Agency. Reimbursement of Missions. 	<ol style="list-style-type: none"> Regular corporate publications, newsletters and technical reports were produced, including Work Programme 2015 and Facts and Figures 2014, as well as a wide range of brochures, leaflets, infographics and videos on specific EMSA services and activities. EMSA intranet updated regularly; new information monitors placed in EMSA's public areas; SMS alert system developed for staff. Timely operation of EMSA website without noticeable interruptions; social media presence continued to grow; user satisfaction surveys carried out for various maritime applications; stakeholder survey support; visual identity manual completed. Exhibitions & events: Interspill 2015 (Amsterdam); Blue Business Forum (Lisbon); Interagency data

	<p>visualisation workshop (hosted by EMSA & EMCDDA).</p> <p>5. Supporting Staff and families in the Implementation of the Protocol Agreement between EMSA and The Portuguese Government.</p> <p>6. 50 workshops and other events organised with 1426 participants; 48 different training sessions with 870 national experts trained.</p> <p>7. Reimbursement of missions was centralised in a small dedicated team.</p>
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Output Indicators		Target 2015	Result 2015
Publications	number of publications/leaflets/brochures produced per year	14	18,75
Events	number of meetings/workshops organised by EMSA per year	40	50
	number of participants at EMSA meetings/workshops per year	1250	1426

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Management team

The Agency's management team aims to develop a competitive and resource-efficient European body. In this role, during 2015, the Executive Director was directly supported by three Heads of Department, a Policy Advisor, the Accounting Officer, the Internal Control Coordinator¹⁹ and the Special Adviser on Quality Assurance.

Organisational changes were made in 2015, in order to respond in a more efficient and effective way to the evolving regulatory landscape and related business needs and services provided to the Commission and the Member States. Such changes reflected the maturity of certain areas of activity and new challenges in other areas, and the continuous effort to maximise existing resources (see Part II.2.2).

The Agency also further aligned its procedures with requirements deriving from the revised EMSA Financial Regulation. The progressive introduction of changes to the major reporting and planning documents was finalised in 2015, with the full implementation of the articles under transitional period and entering into force on 1 January 2015, with respect to reporting and in particular the Consolidated Annual Activity Report 2014, and 1 January 2016, with respect to planning and in particular the Single Programming Document 2017-2019.

The Agency's common system for planning and monitoring budgeted activities, including contract management and follow-up of the financing decision, which was launched in 2014, SHAPE (Shared Allocation Planning and Execution tool), was fully integrated into the financial workflows of the Agency and further developed to cover, centralise and increase the efficiency and accuracy of additional processes, such as the periodic cash flow forecast and reporting on the Agency's contracts.

The Agency has continued its active participation in various working groups of the Performance Development Network of EU Agencies, aiming at an effective implementation of Roadmap on the follow-up of the Common Approach on EU decentralised agencies endorsed by the European Parliament, the Council and the Commission in July 2012.

Human resources

Following the implementation of the internal mobility policy and related tools in 2014, the Human Capital Database was used in 2015 to identify the expertise currently available in the Agency and where possible the interests of staff. An increasing number of internally published positions were published aiming to redeploy staff and respond more effectively to the increased work load and staff cuts.

A wide variety of training courses were made available to staff, including e-learning and online development opportunities allowing greater flexibility and contributing to the personal and professional development of EMSA staff skills.

The Human Resources Unit continues to make efforts to automatize and streamline procedures to enhance its efficiency and effectiveness, this has been apparent in 2015 with the changes in procedures following the adoption of new implementing rules.

Throughout the year, various taskforces were created in-house to carry out specific projects. For example, following the amendment of the European Archives Regulation early 2015, EMSA set up a task force in order to update its policy, procedures and ICT tool to comply with the new requirements relating to records management. The updated policy and revised system will be ready in the course of 2016 and will ensure an efficient records management framework at the Agency. Particular emphasis has been put on electronic filling and digital preservation.

Legal and financial affairs, Facilities and Logistics

Ex-ante verification of all budgetary and legal commitments and other financial operations was carried out, thus ensuring legal and financial assistance and advice. Internal Rules, guidelines and templates were maintained and updated as relevant including preparation for transposition of the revised Financial Regulation and Rules of Application. In addition, helpdesk assistance and in-house trainings were provided. The administrative procedures have been further streamlined and electronic tools in relation to contract management and verification further enhanced including preparation for creation of electronic procurement workflows in-house. More than 9,000 verification files were handled and 98 procurement procedures were initiated in 2015.

¹⁹ As explained under section II.2.2, in March 2015, following consultation with and endorsement by the Administrative Board, and in order to streamline and reinforce management controls and reporting, the Agency discontinued the Internal Audit Capability function and strengthened the Internal Control Coordinator function.

The main focus in the field of Facilities and Logistics was to improve the safety and security of the building by implementing EMSA Premises Rules, further enhance safety procedures and to complete several projects related to the fitting out of EMSA premises.

Operations support (ICT)

EMSA is a highly ICT-centric agency and therefore ICT services are critical to the successful delivery of EMSA's services and systems. It is therefore critical to EMSA that to 'keep the ICT lights on' and deliver services (including hosting, security, development and deployment) that are secure, reliable, robust and agile. In 2015 EMSA's hosting infrastructure once again had a 24/7 availability of more than 99.9% and all Maritime Applications (Mar Apps) were up for more than 99%. The pace of change did not slacken as there were also 65 successful maritime application releases to production – more than one every 4 working days. EMSA's ICT Infrastructure was also significantly upgraded by the purchase, installation, commissioning and rollout of an Oracle Exadata engineered database system which now houses all of EMSA's maritime databases.

Staff ²⁰		Actual input
Management/bureau/horizontal tasks	10 AD, 8 AST, 1 CA	11 AD, 7 AST
Human Resources	2 AD, 5 AST, 5 CA	3 AD, 4 AST, 6 CA
Legal and Financial Affairs, Facilities and Logistics	5 AD, 3 AST, 8 CA	4 AD, 4 AST, 5 CA
Operations support (ICT)	1 AD, 8 AST, 1 CA	1 AD, 8 AST, 1 CA

Outcome

The functions mentioned should further structure and facilitate the working practices and projects of the Agency to enable staff with the allocated resources to work towards meeting the objectives in an efficient and cost-effective manner in line with the Financial and Staff Regulations.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19

Multi-annual strategic objectives

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

Annual objectives 2015

- Implementation of the Work Programme 2015.
- Development of the Anti-Fraud Strategy.
- Adapt EMSA implementing provisions in the light of: the revision of the Commission Implementing Rules and Decisions, the revision of the Framework Financial Regulation, principles emanating from the Joint Statement of the European Parliament, the Council of the EU and the European Commission on decentralised agencies (Common Approach, Road-map, ...).
- Ensure internal mobility, staff development and staff redeployment policies in order to enhance the efficiency and flexibility of staff, to address the new priorities and to absorb staff reductions whilst maintaining service and output levels (including, where applicable, by redeploying staff from overhead and traditional tasks to new tasks).
- To further streamline and automatize human resource management processes in order to achieve efficiency gains.
- To work on solutions to share and exchange documents more efficiently and in a secured fashion with the Commission.

²⁰ Financial resources not applicable here as already distributed across the activities.

Planned output 2015	Actual output 2015
<p>Management team</p> <ol style="list-style-type: none"> 1. Work programme, including staff and budget planning. 2. Action Plan for Pollution Preparedness and Response. 3. 5 year Strategy implementation. 4. Annual report and accounts. 5. Multi Annual Staff Policy Plan. 6. Preparation of meetings of the Administrative Board, decisions, minutes. 7. Regular monitoring of on-going projects. 8. Quality Management implementation. 9. Internal Control Standards. 	<p>Management team</p> <ol style="list-style-type: none"> 1. Full implementation of the Single Programming Document and related new requirements under Articles 32 and 33 of the EMSA Financial Regulation. 2. Monitoring the implementation of the annual Work Programme and the Action Plan for Pollution Preparedness and Response. 3. Action Plan on qualitative indicators developed as follow-up to EMSA Strategic Survey conducted in 2014 aiming to extract qualitative information on EMSA's performance. 4. Timely submission of the Annual Report and accounts and full implementation of the Consolidated Annual Activity Report. 5. Timely submission of the Multi-Annual Staff Policy Plan. 6. Effective preparation of Administrative Board meetings. 7. Monitoring of on-going projects through monthly reports and further development of supporting electronic tools. 8. Development of the Visits & Inspections Quality Management System in line with ISO 9001:2015 requirements. 9. Ongoing control and registration of exceptions, annual risk analysis, development of the Fraud Prevention and Detection Strategy.
<p>Human resources</p> <ol style="list-style-type: none"> 1. Management of the establishment plan (new recruits, turnover, etc.). 2. Management of staff related budget. 3. Preparation and Implementation of rules giving effect to the Staff Regulations. 4. Implementation of rights and obligations of EMSA staff members. 5. Improvement and updating of e-HR tools. 6. Implementation and improvement of existing HR policies; Implementation of Staff Development Policy and internal mobility guidelines; Staff Helpdesk on HR matters and communication on staff related issues. 7. Implementation of the National Experts on Professional Training programme and traineeship policy. 	<p>Human resources</p> <ol style="list-style-type: none"> 1. During 2015, EMSA recruited 7 Temporary Agents (3 will take up duties in 2016). The occupation rate is 98.02% against a target of 202 posts to be implemented on 01.01.16. The turnover for statutory staff for 2015 was 2.03%. 2. The executed staff related budget amounted to € 20,170,267. 3. With the amended Staff Regulations which entered into force on 01.01.14 the Agency has adopted various implementing rules in the course of 2015 and will continue to develop and adapt existing ones. 4. The implementation of staff rights and obligations is carried out on a continual basis by the HR Unit. 5. In 2015 EMSA developed a time management application in-house which has been used as of October 2015 and further developed its leave and mission applications. An electronic system for personnel files is anticipated for 2016. 6. Staff of the Agency carried out 785.00 days of training in 2015 (not including coaching, mentoring or language training). This means that staff carried out an average of 3.2 days of training. 7. 3 National Experts on Professional Training

Legal and Financial Affairs, Facilities and Logistics

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

Operations support (ICT)

1. Maintaining and enhancing a state-of-the-art Data Centres to host maritime applications.
2. Providing advanced business continuity and ICT security services.
3. Maintain the Business Continuity Facility.
4. Providing 24/7 ICT Operations for hosting of maritime applications.
5. Providing technical expertise to support operational maritime applications.
6. Providing technical support to the development and rollout of new maritime applications and major upgrades to existing ones.
7. Providing Horizontal ICT Service Platforms for Maritime Applications.
8. Providing solutions to share and exchange documents more efficiently and in a secured fashion with the Commission.
9. Providing EMSA's Corporate Services Platforms (email, EDMS, file & print, etc.)
10. Providing advanced ICT desktop and mobile services to staff.

came to EMSA in 2015 and 14 traineeships took place.

Legal and Financial Affairs, Facilities and Logistics

1. Over 9,000 verification files and 900 helpdesk calls were handled. The number of commitments a posteriori was stabilised at a very low level and the portion of payments carried out within the time limit stabilised at a high level. The total number of payment suspensions and suspension period duration dropped slightly.
2. Transfers were organised and executed.
3. Input to the Monthly Report on Budget and Financial Management: information on expiring contracts, negotiated procedures and a posteriori commitments if applicable etc.
4. Support provided for the initiation of 98 procurement procedures.
5. Internal Rules, guidelines and templates were kept updated; legal and financial advice was provided to EMSA in various areas as well as ensuring external legal support, when required.
6. Management of facilities was ensured and further projects related to security, safety and fitting out premises were implemented.

Operations support (ICT)

1. Further enhancement and scalability of ICT Infrastructure (installation of Oracle 'Exadata' engineered system and successful PoCs with Nutanix and Oracle).
2. 24/7 hosting infrastructure was available for more than 99.9% i.e. less than 8 hours downtime during the year.
3. EMSA's Business Continuity Facility in Madrid was available for more than 99.9% during 2015.
4. All EMSA maritime applications had a 24/7 availability of > 99%.
5. SSN and IMDATE scalability were enhanced and high speed 'Grid FTP' connectivity was tested for reception of CleanSeaNet optical images
6. There were 65 successful releases of Maritime Applications to production and 1 unsuccessful release during 2015.
7. All Horizontal ICT Service Platforms had an availability of > 99.9%
8. A secure portal was developed and tested for exchanging documents efficiently with M.S. and the Commission.
9. All CS platforms were available for > 99.9% with no outages of more than 2 hours.
10. A Teleworking pilot with about 20 EMSA staff was successfully concluded, as were procurement tenders for laptops, copiers and telecommunications services.

Output Indicators		Target 2015	Result 2015
Audits	ECA recommendations implemented in time	as close as possible to 100%	100
	IAS recommendations implemented in time	as close as possible to 100%	100
	IAC recommendations implemented in time	as close as possible to 100%	<i>n/a (IAC function discontinued as from 1st April 2015)</i>
Planning	Implementation of the Work Programme	as close as possible to 100%	The Agency achieved a high level of implementation of the Work Programme 2016 ²¹
Establishment plan	execution rate establishment plan percentage of occupied posts against the Commission's 2018 proposal)	as close as possible to 100% (multi-annual target)	98.02
Budget	execution rate commitment appropriations	as close as possible to 100%	99
	execution rate payment appropriations	as close as possible to 100%	97

²¹ See section 2.5 Assessment by Management for further details.

7. References

7.1 Strategic themes and objectives as outlined in the EMSA 5-year Strategy

EMSA 5-year Strategy - adopted by the Administrative Board in November 2013

Summary of Strategic Themes and Objectives in the 5-year Strategy				
Strategic Theme	Strategic Action Area	Sub-area	Strategic Objectives	Reference
<p>Standards, rules and implementation</p> <p><i>Driver: EMSA shall be a leading EU technical partner in cooperation with EU Member States for the development and implementation of EU safety standards and regulations in the maritime sector.</i></p>	Ship safety		To support the Commission and the Member States in improving ship safety.	A1
	Adding value from visits and inspections		To increase resource effectiveness and efficiency through the development of a “risk-based” approach to inspections.	A2
			To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate.	A3
			To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States’ maritime administrations, including sharing best practices.	A4
	Assistance in monitoring ROs		To increase efficiency of the Commission's assessments of recognised organisations, in particular through a risk-based approach to inspections.	A5
			To develop ideas for more effective sharing of information on inspections.	A6
			To assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE).	A7
	Port State Control		To maximise its support role for an efficient and expanded scope of the PSC regime.	A8

	Accident Investigation		To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents.	A9	
			To support the European Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends.	A10	
Monitoring, surveillance and information sharing <i>Driver: EMSA shall aim to become a major provider of reliable and efficient information services for the benefit of the EU maritime cluster and, where appropriate, for the use of other communities.</i>	EMSA's monitoring systems for the maritime communities		To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet.	B1	
			To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety and security.	B2	
	EMSA's monitoring systems, creating synergies and benefit for other communities	Reporting Formalities Directive; Measures against piracy and intentional unlawful acts; Blue Belt		Work to further develop the EU maritime traffic monitoring and information system.	B3
				Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation.	B4
Environmental challenges and response <i>Driver: EMSA shall aim to become the main EU resource to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime and offshore</i>	Air pollution	Sulphur emission and alternative fuels	To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions.	C1	
				To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships.	C2
		Greenhouse gases (ancillary task)	To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area.	C3	

<i>sector.</i>	Other types of ship source pollution		To contribute to the protection of the marine environment in the EU.	C4
			To assist Member States in the implementation of the new rules in the field of ship related pollution.	C5
	Pollution preparedness and response activities		To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships.	C6
			Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations.	C7
Information, knowledge and training <i>Driver: EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.</i>	Technical and operational assistance to EU/EFTA Member States and relevant third countries		To support EU strategies on regional sea basins.	D1
			To become the implementing body of maritime safety related projects for IPA and ENP countries.	D2
		To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services.	D3	
	Process, analyse and distribute statistical information		To become a reliable source of information and statistics for the EU on maritime matters.	D4
	Platform for best practices and training provider		To continue developing its role as forum for discussion of best practices.	D5
			To consolidate its role as training provider including the use of modern techniques.	D6
	EMSA's role in research		To use available technical knowledge to analyse research projects with a maritime safety or environmental protection interest, where appropriate.	D7

7.2 Legislative references

Legislative References in EMSA CAAR 2015	Short name or phrase
Directive 98/18/EC on safety rules and standards for passenger ships	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	"on the registration of persons on board"
Directive 96/98/EC on marine equipment	Marine Equipment Directive
Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels and amending Directive 93/12/EEC	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	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	PRF Directive
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	-
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	-
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	-
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	-
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	-
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	-
Directive 2009/45/EC on safety rules and standards for passenger ships	-
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC	Reporting Formalities Directive
Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	-

Directive 2012/33/EU as regards the sulphur content of marine fuels amending Council Directive 1999/32/EC	-
Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	-
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	new Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	-
Regulation (EC) No 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
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 (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation 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

Part II – Management

2.1 Administrative Board

Meetings

EMSA's Administrative Board held three meetings in 2015 and each of them was preceded by meetings of the Administrative and Finance committee where technical financial and administrative agenda items were reviewed in detail and where opinions to the Administrative Board in accordance with its mandate were provided, allowing the Administrative Board to focus on strategic orientations for the Agency's activities and discussions on substance.

Steering and assessing the work of the Agency

The Administrative Board continued to play its essential role in steering the work of the Agency through the adoption of its annual Work Programme, associated Draft Budget and Establishment Plan, the Multi-Annual Staff Policy Plan and the assessment and adoption of the EMSA Consolidated Annual Activity Report (CAAR). Its role, already reinforced with additional oversight powers and responsibilities with the revisions of the Founding and Financial Regulations, continued to grow in relation to the remaining articles of the EMSA Financial Regulation, under transitional period until 1 January 2015, with respect to reporting, and 1 January 2016, with respect to planning.

In relation to reporting, the assessment of the CAAR by the Administrative Board, covering strategic and operational achievements as well as the management of the Agency, was formalised in 2015. Moreover, at its November 2015 meeting, the mandate of the Administrative and Finance Committee was discussed and further amended in order to reflect the evolution in the reporting documents of the Agency, with the inclusion of the Consolidated Annual Activity Report (CAAR) Assessment by the Administrative Board, in particular the section related to the management of the Agency. In terms of planning, the Draft Single Programming Document, applicable to planning years 2017 and onwards, integrating both annual and multiannual programming, as well as quantitative and qualitative information formerly included in the Multi-Annual Staff Policy Plan and detailed financial information, was considered for the first time by the Administrative Board in November 2015, ahead of transmission to the Institutions as required on 31 January 2016 in the context of the establishment of the budget, as the Agency's initial input to the overall EU budgetary procedure.

Conflict of Interest

In addition to the signed "Declarations of Commitment and Confidentiality", the Administrative Board Members also proceeded to make their CVs available for publication on the Agency's website, as requested by the European Parliament within the 2013 discharge procedure, in order to enhance transparency.

Fraud prevention

Following the adoption of a Common Approach on EU decentralised agencies, all Agencies were requested to develop and adopt a Fraud prevention and detection strategy. The EMSA Fraud prevention and detection strategy, which is based upon the methodology and guidance for anti-fraud strategy presented by OLAF as well as upon the Anti-Fraud Strategy of DG MOVE of the European Commission, was adopted by the Administrative Board before the close of the year.

Requests for Assistance

Furthermore, the Administrative Board examined and approved one new request for assistance from Member States, as referred to in Article 2(3). As a consequence, Poland joined the list of Member States already receiving assistance linked to the National Single Window, under Activity 2.1 (c) of the Work Programme 2016 (Bulgaria, Finland, Greece, Italy, Malta and Romania).

Administrative Agreements

The Administrative Board took note of updates on the progress of planned administrative arrangements during Board meetings, ahead of the subsequent consultations by written procedure launched in March and May 2015 respectively for the following arrangements, to which the Administrative Board did not object:

- Draft Delegation Agreement with the European Commission on the provision of Copernicus Maritime Surveillance Services
- Draft Cooperation Agreement between the European Commission, DG ENV and EMSA for the development of inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping through a functionality in THETIS-S including the relevant technical assistance

In addition, the Administrative Board took note of planned arrangements foreseen for 2016 notably with the Commission (DG CLIMA) for the development of THETIS-MRV, as well as the planned renewal of the agreement with Frontex.

Written procedures

The Administrative Board also discussed and confirmed the utility of the “written procedure” as a means of consultation and decision making in relation to both Administrative Arrangements and Implementing Rules. In both cases, delays in order to wait for the actual convening of Administrative Board meetings were not feasible given operational or administrative time constraints. The Agency’s practice of informing the Administrative Board of developments prior to the written procedures, in the case of Administrative Arrangements, was therefore necessary to enable discussion where relevant prior to the written procedures. In the case of Implementing Rules, which normally concerned decisions of a technical administrative nature and normally analogous to those of the Commission, the written procedures would be accompanied by an information note to fully explain their purpose.

Visits to Member States

Following the positive reaction of the Administrative Board in November 2014 to the possible canvas for the methodology, and further discussions at the March 2015 meeting, the High Level Project Group continued work in 2015 to develop a draft Methodology for Visits to Member States. A first draft was presented and discussed at the June Meeting and the Methodology was adopted in November 2015.

As an offshoot of this exercise, the Administrative Board requested the Agency to produce a concept paper on the possible development of Member State profiles. The e-delivery concept for making available electronically to Member States documents from EMSA was welcomed by the Administrative Board as a first step, to be initiated in 2016, while the possible second step of developing actual Member State profiles was felt to present some challenges notably in terms of the workload for Member States and would be further discussed in 2016.

Evaluation

The Administrative Board welcomed a proposal from the Chairman to initiate the process of commissioning and independent external evaluation on the implementation of the Agency’s Founding, in accordance with its Article 22, in order to complete the process, notably the adoption of recommendations by the Board to the Commission concerning the Regulation, by June 2017, only slightly ahead of the legal deadline of 2018. A High Level Steering Committee, chaired by the Chairperson of the Board, to lead the process as a whole and prepare Terms of Reference for adoption at the March 2016 meeting was nominated.

2.2 Major events

Budget structure

The first phase of a budget restructuring to better support the business needs of the Agency was introduced in 2014 with effect on Budget 2015. In particular, project financed activities and the financing earmarked for those specific actions (R0 funds) were grouped under a new Chapter 3.0. In the second phase, in 2015, as already announced in the CAAR 2014 and with effect on Budget 2016, the same funds were moved under a new and separate Title 5 dedicated to “Project Financed Actions”. This new budget structure addresses the rise in project financed activities and the specific management, monitoring and reporting requirements associated with the respective funds, as well as requests from the Administrative Board to have an overview of all such project-financing.

In the same second phase, with effect on Budget 2016, the former Chapter 38 “Anti-Pollution Measures” – previously included under Title 3 “Operational Expenditure” – was brought under a new separate Title 4 dedicated to “Anti-Pollution Measures”.

The Agency Budget for 2016 and onwards is therefore structured as follows:

- Title 1: Staff Expenditure
- Title 2: Infrastructure & Operating Expenditure
- Title 3: Operational Expenditure
- Title 4: Anti-Pollution Measures
- Title 5: Project-Financed Actions

Organisational changes

Following the adoption of guidelines on internal mobility in 2014, the Agency continued to seek the best possible use of existing resources in terms of staff experience and expertise in view of the evolution of Agency tasks, available budget and human resources, including ongoing efforts to reduce staffing levels in administrative support and coordination functions and reallocate resources to frontline occupational activities.

In order to respond in a more efficient and effective way to the evolving regulatory landscape and related business needs and services provided to the Commission and the Member States, the structure of the Department B “Safety and Standards” was adapted and redeployment of staff was optimised, reflecting the consolidation and maturity of certain areas of activity, such as Port State Control, and new challenges or growth in other areas, such as environmental legislation and compliance or the development of inspection support applications. The restructuring of Department C “Operations” in 2014, in response both to the political support with the “Athens declaration” of 7 May 2014 of the EU Ministers of Transport and to the challenges of a growing demand for integrated service, was consolidated in 2015, achieving the sought after synergies in the development, testing, operation and maintenance of maritime applications, and addressing the need to formalize and implement the relevant procedures linked with the main ITIL components: design, transition and operation, aligning the existing teams according to a service oriented approach.

In horizontal areas, Planning and Monitoring, including the function of the Secretariat of the Administrative Board, and Quality Assurance were consolidated within the Executive Bureau. Following consultation with and endorsement by the Administrative Board, and in order to streamline and reinforce management controls and reporting, the Agency discontinued the Internal Audit Capability function and strengthened the Internal Control Coordinator function. The latter is also located within the Executive Bureau.

Budget execution

Budget execution in 2015 was high at 99.23% of the total budget for the year in commitment appropriations and 96.52 % in payment appropriations, representing a considerable improvement on the previous year 2014 when the Agency suffered a penalty for execution below 95% for the first time since its establishment.

Synergies with other 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 and 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). During 2015, the Network launched a pilot project on sharing IT resources between the Agencies in which EMSA has a leading role.

EMSA has actively sought potential synergies with other Agencies in horizontal or administrative areas, with EMSA hosting the Business Continuity Facility of F4E in Madrid, as from December 2014, and continued cooperating with EFCA so that it can also use EMSA's business continuity centre. The Agency's Accounting Officer provided services to the Single Resolution Board and its Internal Control Coordinator likewise provided services to EFCA.

In Lisbon, EMSA and the EMCDDA worked closely to develop cooperation and synergies between the two Agencies with a view to increasing effectiveness, efficiency and save costs given the geographical proximity of the agencies. Three thematic working groups were set up in relation to human resources, infrastructure and ICT and several joint initiatives have already been taken in these domains. A cooperation agreement on ICT synergies was signed at the end of 2015, which so far covers the sharing of the EMSA Business Continuity Facility and its network connectivity, as well as ICT equipment, and allows for further initiatives in the future. The two agencies cooperated throughout the year on building management issues and shared staff training resources.

On the operational level, in the field of maritime monitoring, surveillance and information sharing, EMSA cooperated extensively with several other EU agencies and bodies (EFCA, Frontex, EU NAVFOR, MAOC-N) in order to capitalize on existing expertise and services in mutually beneficial ways (see Part I. Section 2).

2.3 Budgetary and financial management

In 2015, the Agency executed 54,192,135 EUR in Commitment Appropriations (CA)²², representing 99.23% of the total budget of the year, and 51,276,857 EUR in Payment Appropriations (PA)²³, amounting to 96.52% of the total budget. Although the Payment Execution was rated at 96.52% when only counting C1 Funds (appropriations voted in the current budget), after taking into account automatic carry-overs of payment appropriations (C8 Funds, appropriations carried over automatically), the Agency reached 97.96% of payment execution.

The budgetary structure of the Agency was presented in titles: Title 1 and 2 are for Administrative Expenditure and Title 3 is for Operational Expenditure covering the cost of implementation of the Agency work programme (operational projects/activities). Actions in Title 3 can have a multi-annual dimension, extending over more than one financial year. Amid this title, there was “Anti-Pollution measures” with its multiannual funding for the action of EMSA in the field of response to pollution caused by ships and to marine pollution caused by oil and gas installations: 20,600,000 EUR in commitment appropriations of which 99.64% were committed²⁴ and 19,153,997 EUR in payment appropriations of which 99.97% were paid. Related documents on the multi-Annual Schedule of Payments and specific follow-up on Anti-Pollution measures were regularly being reported to the Administrative Board and the Commission.

To ensure a close follow-up of the activity/project and related budget, the Agency was provided by planning and monitoring tools and processes. This allowed aligning activities with objectives, streamlining costs and improving business practices while assuring a consistent follow-up of work programme and pre-defined objectives.

Sound Financial Management was a cornerstone for the Agency which required effective and efficient internal control and transparency. Each operation was subject to at least one ex-ante verification, and ex post verifications were organised on a sample basis using risk analysis or on an ad-hoc basis.

The Agency kept a low level of transfers (Art.23 & 24 of EMSA FR and Art.10 of EMSA IR): 10 in total. All Agency transfers were below 10% of the appropriations for the financial year of the budget line from which the transfer is made in the case of transfers from one title to another.

The Administrative Board adopted EMSA Amending Budgets (Art.34 of EMSA FR) in order to record extra income generated during the course of the financial year for COPERNICUS, EU Funds for candidate and potential candidate countries, SAFEMED III, EU Funds for SLA FRONTTEX, TRACECA II, CleanSeaNet services to the Dutch Caribbean and Greenland, THETIS-S, Emissions Inventories Project, LRIT, EQUASIS and Miscellaneous Revenue. These funds could only be loaded once cash payment was received by the Agency in the bank account.

A number of appropriations were carried forward to 2015, mostly related to the multi-annual operations of the Agency. Out of the 35,987,101 EUR of C8 funds (appropriations coming from previous years) carried forward, 46% were consumed, 4% were de-committed (reserved appropriations that were cancelled), and 50% were left as open amount to be consumed in the following years.

88 procurement procedures were launched; out of which 13 were special negotiated procedures referred to in points (a) to (g) of Article 134(1) and points (a) to (d) of Article 135(1) of the Rules of Application. The remaining 75 encompassed open and low value negotiated procedures.

²² Commitment appropriations cover the total cost of the legal commitments entered into during the current financial year - even if such a legal obligation extends over more than one year.

²³ Payment appropriations cover expenditure arising from commitments of the current year and/or earlier years, which are due for payment in the current year.

²⁴ A budgetary commitment is money reserved for payments to be executed at a future date.

2.4 Human Resources management

Implementing Rules

The Agency has adopted several important Implementing Rules in the course of 2015 within the context of the amended Staff Regulations which entered into force on 1 January 2014:

- Procedure governing the engagement and the use of temporary staff under 2(f) of the CEOS
- Appraisal of Contract Agents
- Appraisal for officials and temporary staff
- Leave on personal grounds for officials and unpaid leave for temporary and contract staff

In addition, the Agency has continued to develop new Implementing Rules in close cooperation with the Standing Working Party on Implementing Rules and the EMSA Staff Committee, which will come into force in the course of 2016.

Mobility

Internal mobility was further developed in 2015 and the Human Capital Database, the E-profile tool, was consulted to see in which areas staff had expressed interest to work. The number of positions published internally increased significantly in 2015. Redeployment has become an important part of EMSA HR policy in order to ensure that the Agency can fulfil its tasks whilst being able to meet the required staff cuts.

eHR Tools

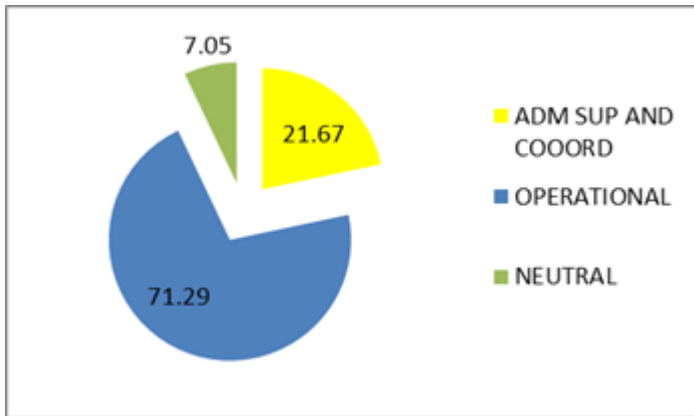
The Agency has introduced a flexible working time system which allows staff to have more work/life balance and developed the IT application to implement the recording of working hours. A new appraisal tool was developed and used for the 2015 annual appraisal exercise. Further to this, other IT applications for leave management and missions were also developed further to improve their capabilities and facilitate work.

Benchmarking

The Framework Financial Regulation (FFR) 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 these provisions consists of a job screening exercise, which is an essential element of the wider benchmarking exercise, with a focus on the ratio of jobs in the area of administration and coordination. For this purpose, a working group was set up by the Agencies Network to define a common screening methodology for Agencies. When the exercise is more mature, the methodology will be developed further and may cover the full benchmarking exercise.

In 2015 the methodology developed by the Working Group was applied for the second year to EMSA's situation in order to identify a screening type and a screening category for each EMSA post at 31 December 2015.

The results broken down by screening type are as follows:



As can be seen, the total overheads figure (corresponding to the 'corporate category') in EMSA at 31 December 2015 is 21.67% which is lower than the figure reported for 2014 of 22.53% reflecting the efficiency gains that have been introduced in 2015.

The detailed results broken down by screening type and category can be found in Annex IV.

2.5 Assessment by management

The Agency's operational and administrative activities in 2015 were carried out in accordance with the work programme for the corresponding year, with the necessary guidance and support of the Administrative Board. Regular consultations through the Administrative Board meetings and the written procedure mechanism allowed for transparent and constructive exchange of information between the Agency and its governing body.

The Agency focused on delivering core tasks and maintaining a high level of quality alongside the implementation staff cuts. This was achieved through efficient planning, deployment and monitoring of financial and human resources. Organisational adjustments and development of a new budget structure in view of year n+1, in line with the business needs of the Agency, is expected to continue to have a positive impact on the Agency's performance.

The budget was implemented in accordance with the principle of sound financial management. In particular, on the basis of the cascade of declarations provided in accordance with Annex 1 of the "Procedure for drawing up the CAAR of EMSA" and of the underlying controls and control procedures performed by the staff of the Agency; and supported by the assessment of the effectiveness of the internal control systems presented under Part III, the management has reasonable assurance of the achievement of the five internal control objectives listed under Article 30.2 of the EMSA Financial Regulation:

- (a) effectiveness, efficiency and economy of operations;
- (b) reliability of reporting;
- (c) safeguarding of assets and information;
- (d) prevention, detection, correction and follow-up of fraud and irregularities;
- (e) adequate management of the risks relating to the legality and regularity of the underlying transactions, taking into account the multiannual character of programmes as well as the nature of the payments concerned.

2.6 Budget implementation tasks entrusted to other services and entities

Not applicable. EMSA does not entrust budget implementation tasks to other services and entities.

2.7 Assessment of audit results during the reporting year

During the reporting year the Agency's auditing bodies (IAC²⁵, IAS and ECA) did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance.

All recommendations and observations stemming from various audits from years before 2015 were addressed and there were no pending actions that could have a negative influence on the risks linked to the Agency's activities in 2015. More in particular, all action plans stemming from past audits were closed at 31 December 2015.

In line with EMSA's Founding Regulation²⁶ and following a decision of the Administrative Board extending the mandate of the Administrative and Finance Committee to provide assistance to the Administrative Board to "monitor the findings and the recommendations stemming from various audit reports and evaluations, whether internal or external, and the EMSA follow-up", the outcome of the different audits as well as the state-of-play of the implementation of the different action plans to address detected shortcomings are reported on a regular basis to EMSA's Administrative Board.

According to the EMSA Financial Regulation the internal audit function is ensured by the Commission's internal auditor²⁷ who remains the official internal auditor of the Agency.

Moreover, financial audits are performed annually by the European Court of Auditors. On average the Agency is audited 3 times per year by these external bodies and their audits cover all identified audit risks.

2.7.1 IAS

During the course of 2015 IAS did not carry out an audit but instead performed a risk assessment in order to determine the audit topics for the coming years. As a result of this exercise the IAS issued the Strategic Audit Plan for the European Maritime Safety Agency for the period 2016-2018.

The risk assessment was carried out by the IAS during a four and half day mission in late September, early October 2015. All administrative and operational processes were analysed to determine the inherent risk (impact) and the residual risk (vulnerability) that remains after implementation of pertinent controls. IAS did not identify any processes for which the controls in place are considered inadequate. In general, EMSA's administrative and operational processes are perceived by IAS to be satisfactorily controlled.

IAS proposed a number of potential audit topics for the coming years with the objective to provide re-assurance to the management on the effective functioning of controls put in place. In choosing these topics previous IAS engagements and the reports on the annual accounts of EMSA by the European Court of Auditors (ECA) were taken into account. The IAS Strategic Audit Plan will be subject to an annual review and the topics may be adjusted or new topics may be added to reflect new and emerging risks as well as any significant changes in the Agency's core business. The next in-depth IAS Risk Assessment is foreseen for 2019.

With regard to previous IAS audits and more in particular the IAS Audit on Building Blocks of Assurance, conducted in 2014, all actions plans to address the issues identified were formally closed by IAS. As a result, the Agency does not have any open recommendations stemming from IAS audits²⁸.

²⁵ The IAC was discontinued end March 2015; further information is provided in 2.7.2.

²⁶ Article 10.2(h) of EMSA Founding Regulation 1406/2002, as amended.

²⁷ Ar. 82.2 of the EMSA Financial Regulation

²⁸ Situation as per 31/12/2015

2.7.2 IAC

The function of Internal Audit Capability (IAC) was created by the EMSA Executive Director in October 2008.

With the new EMSA Financial Regulation, the Internal Audit Capability shall perform its duties in compliance with the relevant international standards. This new legal requirement has considerable impact on the organisation and activities of the IAC. One of the consequences of the standards implies that IAC's role must be restricted to auditing and limited consulting. The IAC will no longer be permitted to assist in the development of internal controls. The latter has also been pointed out by the Commission Internal Audit Service who recommended a clear segregation of tasks between the IAC and ICC in the 2014 audit on "Building Blocks of Assurance"²⁹.

At the same time, recent evolutions and reporting obligations imposed on the Agency as well as new requirements stemming from the Financial Regulation have increased the need to further develop and strengthen management controls and reporting. Examples of these new requirements include the implementation of ex-ante and ex-post evaluation for all programmes and activities which entail significant spending, the need to enhance reporting on Internal Controls in the Consolidated Annual Activity Report and the upcoming revision of the Agency's Internal Control standards in line with the recent evolutions at the Commission.

Taking into account the above and after careful analysis of the cost effectiveness of the IAC under the new Financial Regulation the Agency, after having discussed this with its Administrative Board, decided to discontinue the function of Internal Audit Capability, and strengthen the Internal Control Coordination function and attach this function directly to the Executive Director as per 1 April 2015. By doing so the newly appointed Internal Control Coordinator can, in a cost effective way, work actively on the further strengthening of internal and management controls whilst at the same still provide the Executive Director and Administrative Board with an objective opinion on the state of play of the Agency's Internal Control systems, thus maintaining the same level of assurance provided to date. The newly created ICC will provide the Administrative Board with the relevant reports related to the Agency's internal control system, audit activities and the monitoring of the resulting action plans.

2.7.3 ECA

Following its audit for the financial accounts for 2014 the European Court of Auditors issued the opinion that the Agency's annual accounts were reliable and the transactions underlying the annual accounts were legal and regular in all material aspects. The ECA did not issue any observations.

As regards the follow up of previous observations, the Agency has taken the necessary actions to address previous comments from the Court, notably implementation of accounting procedures and guidelines for internally generated intangible assets.

There are no outstanding actions to be taken in relation to previous comments from the Court.

In accordance with Art.107 of the Agency's Financial Regulation, the audit on the Agency's financial accounts 2014 was partially performed by an external audit firm, Mazars. To this end, the Agency launched, early 2015, a tender procedure. The costs for the audit performed by the external audit firm (11.250 EUR) were borne by the Agency.

²⁹ Ref. IAS.A.2014-W EMSA-001

2.8 Follow up of audits plans, audits and recommendations

The Agency has developed its own action plan where all recommendations issued by Internal Audit Capability³⁰ (IAC), the Internal Audit Service (IAS) and the European Court of Auditors (ECA) are recorded.

The Agency considers the follow-up on the progress of the action plan on audit recommendations as an important element of its Internal Control System. A quarterly indicator is discussed at the senior management meeting and reported to the Commission. Equally, a detailed overview of the progress of the implementation of the action plans following the different audits is presented to the Administrative and Finance Committee of the Administrative Board, in accordance with the mandate of the Committee, at each meeting.

At the end of 2015, all five audit recommendations had been implemented. The total number of 5 audit recommendations includes all recommendations made by the IAC, the IAS and the ECA over the last two years.

³⁰ Till end of March 2015.

2.9 Follow up of observations from the Discharge authority

In reply to observations and comments made by the European Parliament in its discharge of 2013, the Agency confirmed that it has implemented all the necessary actions to address previously identified areas for improvement.

Upon request of the European Parliament³¹, the Agency also confirms action in following areas:

Conflict of Interest policies: The Agency has prepared a consolidated set of guidelines on conflict of interest that has been made available to all EMSA staff. These guidelines complement the rules of the Staff Regulations. All staff, including management is bound to declare any conflict of interest to comply with staff and financial regulations.

For members of the Administrative Board, in order to encourage public confidence that integrity is being managed appropriately in the Agency, declarations of commitment and confidentiality are requested from each Board Member at the beginning of each term of office. Also, Administrative Board members and their alternates appointed prior to the entry into force of the Conflict of Interest Policy also sign the Declaration of Commitment and Confidentiality.

The model declaration as well as the statement that Board Members have signed the declaration is published on the Agency's website. The declarations are entered in a register held by the Agency, accessible to the public.

Following the recommendation of the European Parliament, the Administrative Board has in its 42nd meeting on 2 June 2015 amended the Rules of Procedure of the Administrative Board especially its Article 12 - Commitment, conflict of interest, confidentiality - to reflect the need for the Administrative Board members and alternates to provide, in addition to the signed "Declarations of Commitment and Confidentiality", their CVs for publication on the Agency's website.

The majority of CVs are available on the Agency's website and Administrative Board members and their alternates who did not yet provide the necessary information are regularly requested to provide the necessary information to the Agency. CVs for the Agency's Executive Director and senior management are published on the Agency's website.

³¹ Follow up report sent to the EP on 4 June 2015.

Part II (b) External Evaluations

There were no external evaluations in 2015. In accordance with the EMSA Founding Regulation Article 22, which was last revised in 2013, the results of the next five-year evaluation must be available in 2018. Following the initiative of its Chairman, the EMSA Administrative Board initiated the process of commissioning an independent external evaluation on the implementation of the Agency's Founding Regulation in order to complete the process, and notably the adoption of recommendations by the Board to the Commission concerning the Regulation, indicatively by mid-2017.

Part III Assessment of the effectiveness of the internal control systems

3.1 Risk Management

EMSA adopted in 2012 a Risk Management Policy which aims to provide clear guidance on how to analyse and evaluate risks (i.e. identify and assess risks), decide on actions and controls to terminate or mitigate the risks, assign ownership and finally to implement these actions and controls and monitor and review the risk management process.

The Agency has developed a rigorous approach to risk management. This includes a risk register, which covers all identified internal and external risks related to all EMSA's activities and an action plan to reduce the level of each identified risk to an acceptable level. In accordance with the Risk Management Policy the review of the risk register was initiated in 2015 and did not result in any major changes. The risk assessment did not identify any critical risks that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance³².

During 2015 none of the previously identified risks materialised.

3.2. Compliance and effectiveness of Internal Control Standards

Since the start of its activities, and in pace with the growth of the Agency, EMSA has progressively developed and implemented a series of internal measures to ensure that its activities are subject to control and to provide reasonable assurance to management of the achievement of the Agency's objectives.

These internal control measures help to ensure that EMSA's operational activities are effective and efficient while also certifying that all legal and regulatory requirements are met, that financial and management reporting is reliable and that assets and information are safeguarded.

In order to formalise the internal control system, the Agency has implemented a full set of Internal Control Standards (ICS) and minimum requirements which were adopted by the Administrative Board (November 2009). These Internal Control Standards are based on, and fully in line with, equivalent standards established by the European Commission for its own departments.

Examples of measures already in place are: implementation of organisational structures; development of several staff policies and operational procedures; provision of training in various areas; setting of clear objectives and monitoring them through well-developed management reporting and monitoring tools including performance indicators, risk management and business continuity plan. Taken together, these measures constitute the internal control system of the Agency.

The effectiveness of the Agency's internal control system is subject to an annual assessment. To this end the Internal Control Coordinator provides a detailed report to the Executive Director.

One of the key elements of EMSA's internal control system is the control and registration of exceptions to established regulations, policies, (implementing) rules and procedures. An exception is any transaction, financial or operational, which requires an approach that deviates from EMSA's regulations, policies, (implementing) rules and procedures.

³² A risk is considered critical if it could lead to a financial loss of greater than 2% of EMSA's authorised payments of the reporting year for the ABB activity concerned. In addition, the risk must imply a significant reputational impact.

A total of 8 of such exceptions were registered during the course of 2015 (11 in 2014), of which six ex-ante (approval for a future foreseeable deviation) and two ex-post (approval after the deviation had occurred) exceptions. The areas in which exceptions were reported concerned: Human Resources and Internal Support issues (two exceptions), procurement (one exception), asset management (one exception) and exceptions related to the reimbursement of experts (four exceptions). None of the exceptions were material and of a nature that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance. Where necessary, corrective actions were carried out or clarifications were given in order to avoid similar situations occurring in the future.

The Annual risk analysis carried out by the Agency's Internal Control Coordinator did not reveal any risks that could lead to a reservation in the Annual Declaration of Assurance.

The Agency continuously strives to improve its Internal Control Systems by developing new controls, strategies, procedures or working instructions or by adapting them to the ever changing environment. Main developments during 2015 concerned following:

Fraud Prevention and detection: Following the adoption of a Common Approach on EU decentralised agencies, EMSA developed a Fraud prevention and detection strategy which was adopted by its Administrative Board in November 2015.

The Fraud prevention and detection strategy developed by EMSA is based on the methodology and guidance for anti-fraud strategy presented by OLAF as well as on the Anti-Fraud Strategy of DG MOVE of the European Commission and aims to provide a framework addressing the issues of prevention, detection and conditions for investigations of fraud at Agency level. The Fraud prevention and detection strategy will focus on three objectives as follows:

1. Promote the highest level of integrity;
2. Support effective prevention and detection of fraud;
3. Establish appropriate internal procedures for reporting and handling potential fraud cases and their outcomes.

The Agency has developed an action plan to ensure the objectives reach the desired outcome.

Progress was also made in in the area of document management, with the revision of the Agency's document management policy and ICT tool following the amendment of the so-called European Archives Regulation in 2015, to be rolled out in 2016, and in the area of financial reporting, with the further development and integration of the Agency's financial tool SHAPE (Shared Allocation Planning and Execution tool) into the financial workflows of the Agency (see Overhead/Horizontal Task, Part I.6.1-6.4).

Part IV Management assurance

4.1 Review of the elements supporting assurance

On the basis of elements of the internal control systems and the assurance they provide – the building blocks of assurance – the Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report. The building blocks of assurance that are normally in place and were available to the Executive Director in 2015 are outlined below:

Monitoring and reporting

Regular unit, department, management and senior management meetings provided ongoing monitoring of the implementation of the work programme throughout the year, drawing on a series of data and exercises including: monthly report on budget, procurement and financial management; quarterly scoreboard - Key Performance Indicators; monthly horizontal indicators; and various progress reporting exercises at unit and department level.

The monthly report on budget, procurement and financial management mentioned above provides information on budget execution per budget line for all fund sources, as well as per unit and budget line; financial and accounting information including transfers, commitments a posteriori, open invoices, guarantees and recovery orders; and procurement information including progress of planned procurement and contracts, negotiated procedures, comparison with other procedures and expiring contracts.

The annual report on budget, procurement and financial management builds on these monthly reports to provide an overview of the performance of the agency in all the above-mentioned areas.

Annual reporting occurs at various organisational levels, and the present Consolidated Annual Activity Report was produced in line with the “Procedure for drawing up the CAAR of EMSA”.

Delegation of powers and declarations of assurance

The Executive Director delegated powers to members of the management team to sign legal acts and make commitments and payments, and the delegated staff members' in turn reported on the use of those powers. In addition, sub-delegation of other powers and responsibilities occurs by virtue of the organisational hierarchy, and the use of these powers, were also reported on.

A cascade of annual declarations, in reverse order to the delegation of powers and to hierarchical “sub-delegation” by virtue of organisational hierarchy, was established in accordance with the “Charter of tasks and responsibilities of authorising officers by delegation” and with Annex 1 of the “Procedure for drawing up the CAAR of EMSA”.

The materiality criteria for formal reservations to the annual declarations of assurance are defined in the “Procedure for drawing up the CAAR of EMSA”.

Certification of the Agency’s year-end accounts by the Accounting Officer

The Accounting Officer’s certification of the provisional accounts by 31 March 2016 (Art. 98 and 99, EMSA Financial Regulation) provided reasonable assurance to the Executive Director that the accounts present a true and fair view of the financial situation of the Agency.

Other internal control tools

A series of other internal control tools contributed to the Executive Director’s reasonable assurance including the assessment of audit results, follow-up and of audit plans, and the follow-up of observations from the discharge authority (as reported under 2.7, 2.8 and 2.9 respectively), reporting on risks and risk management and on the effectiveness and efficiency of the internal control systems, including the registration of exceptions and the

annual review of the status of implementation of the Internal Control Standards (as reported under 3.1. and 3.2 respectively).

The work of the Internal Audit Service and the European Court of Auditors concerning the Agency in 2015 and the follow-up by the Agency is reported in section 2.7.

The Internal Control Coordinator ensures and assesses, on a yearly basis, the effectiveness of the Agency's key internal control systems, including the process carried out by implementing bodies, if any (Internal Control Standard No. 15). As part of the CAAR, the Internal Control Coordinator signs a statement to the best of his/her knowledge, on the accuracy and exhaustiveness of the information on management and internal control systems (Part V).

4.2 Reservations (where applicable)

There are no reservations.

4.3 Overall conclusion on assurance (where applicable)

The Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report.

Part V Declarations of assurance



Declaration of assurance

Declaration of the EMSA Internal Control Coordinator

I declare that in accordance with the Commission's communication on clarification of the responsibilities of the key actors in the domain of internal audit and internal control in the Commission, I have reported my advice and recommendations to the Executive Director on the overall state of internal control at EMSA.

I hereby certify that the information provided in Part III of the present Consolidated Annual Activity Report is, to the best of my knowledge, accurate and exhaustive.

Internal Control Coordinator

Place Lisbon..... date 14. IV. 2016

Signed:

A handwritten signature in blue ink, appearing to read 'Tom K.A. van Hees', is written over a horizontal line.

Tom K.A. van Hees

Declaration of assurance

Declaration of the Executive Director

I, undersigned, Markku Mylly, Executive Director of the European Maritime Safety Agency, in my capacity as authorising officer,

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

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

This reasonable assurance is based on my own judgement and on the information at my disposal, such as the results of assessment of internal controls, the work of the Internal Control Coordinator, the observations of the Internal Audit Service and the Court of Auditors and the recommendations from the European Parliament's Committee for Budgets for years prior to the year of this declaration;

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

Executive Director

Place Lisbon date 26/4/2016

Signed: 

Annexes

Annex I. Core business statistics

EMSA Key Performance Indicators 2015

Activity/service/ product	Performance Indicator		2015	
			Target	Result
2.1 EU vessel traffic monitoring				
SafeSeaNet system operational	1	percentage per year availability of the central SSN system	99%	99,56%
	2	hours maximum continuous downtime of the central SSN system	12h	8h:15min
	3	reports per year AIS	1800 million	2.927.481.948
	4	notifications per year (Port + Incident reports + MRS)	3.5 million	5.765.755
SafeSeaNet system reporting performance	5	percentage of response to Member States' requests to SafeSeaNet delivered on time according to SafeSeaNet system requirements	99%	99,98%
IMDatE availability	6	percentage per year availability of IMDatE platform	95%	99,64%
	7	hours maximum continuous downtime of IMDatE platform	12h	8h:07m
Integrated Services	8	percentage per year availability to Member States	95%	99,64%
	9	percentage per year availability to EUNAVFOR	95%	99,52%
	10	percentage per year availability to EFCA	95%	99,34%
2.2 EU LRIT Cooperative Data Centre and LRIT IDE				
EU LRIT CDC System operational	11	percentage per year availability of EU LRIT CDC	99%	99,69%
	12	hours maximum continuous downtime of EU LRIT CDC	4h	0h:05min
EU LRIT CDC reporting performance	13	percentage position reports delivered according to IMO requirement (periodic reports: 15 min; polls: 30 min)	99%	99,60%
EU LRIT CDC Web user interface	14	percentage per year of availability to users	99%	99,79%
LRIT-IDE System operational	15	percentage per year availability of LRIT IDE	99%	99,98%
	16	hours maximum continuous downtime of LRIT IDE	4h	0h:30 min
2.3 THETIS				
System operational	17	percentage per year availability of THETIS	96%	99,59%
	18	hours maximum continuous downtime	6h	2h:47m

Activity/service/ product	Performance Indicator		2015	
			Target	Result
Helpdesk	19	average time in working hours for feedback on requests for user support	3h	2h:43m
	20	average time in working hours for feedback on requests from the public and other un-registered users	4h	4h:59m ³³
Links with 3rd party systems	21	percentage per year availability for data imports at the THETIS side	90%	99,27%
2.4 Maritime Support Services				
MSS 24/7 availability	22	average time in hrs for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2	0h:16 min
	23	average time in working hrs for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8	0h:27 min
	24	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	20 reports	25
3.1 Classification societies				
Inspections	25	number of all types of RO inspections	16-20	17
	26	percentage of planned inspections completed	100%	106,25%
Reports	27	number of reports per year	16	17
End-of-cycle reports	28	number of reports per year	4-6	4
3.2 STCW				
Inspections and visits	29	number of inspections and visits per year	7-8	7
	30	percentage of planned inspections and visits completed	100%	100%
Reports	31	number of reports per year	7-8	8
STCW Information System	32	percentage per year availability	95%	99,32%
3.3 Implementation of PSC Directives in Member States				
Visits	33	number of visits per year	4-6	6
	34	percentage of planned visits completed	100%	150%
Reports	35	number of reports per year	4-6	6

³³ THETIS helpdesk service - average time for feedback on requests for user support of below 4h - is in excess due to the time needed to fix issues reported when the new service THETIS-S went live, in the first quarter of the year, affecting the results throughout the year.

Activity/service/ product	Performance Indicator		2015	
			Target	Result
3.4 Maritime Security				
Inspections	36	number of missions per year	12-15	11 ³⁴
	37	percentage of planned missions completed	100%	91,70%
Reports	38	number of reports per year	15-20	25
3.5 Monitoring implementation of EU maritime legislation				
Visits	39	number of visits per year	14-15	14
	40	percentage of planned visits completed	100%	100%
Reports	41	number of reports per year	14-15	14
3.6 Horizontal analysis and research				
Analyses on the basis of full or interim inspection cycles	42	number of horizontal analyses per year	2-3	3
	43	percentage of planned analyses completed	100%	150%
4.1 Port State Control				
RuleCheck user response	44	number of system errors per year	<10	0
RuleCheck	45	hours downtime during EMSA business hours	<20	0
MAKCS user response	46	number of system errors per year	<10	2
MAKCS	47	hours downtime during EMSA business hours	<20	2
4.2 Accident investigation				
EMCIP meetings	48	number of meetings per year	2	4
Accident database	49	number of occurrences notified in EMCIP during the year	3500	4311 ³⁵
PCF meetings	50	number of meetings per year	1	2
4.3 Technical assistance (training and cooperation)				
Training for Member States	51	number of MS training sessions per year	14	22
	52	number of MS experts attending per year	290	592

³⁴ Two maritime security missions were postponed by the Commission and one mission was added, resulting in 11 instead of 12-15 missions in 2015.

³⁵ KPI n° 49: The increased reporting of accident investigations in EMCIP reflects the growing reporting effort of EU Member States and not an increase in accidents around EU waters.

Activity/service/ product	Performance Indicator		2015	
			Target	Result
	53	number of AC training sessions per year	4	0 ³⁶
	54	number of AC experts attending per year	50	0
Client Satisfaction	55	result of customer survey	>70%	>70%
4.4 Marine equipment and ship safety standards				
MARED Database	56	percentage per year availability of MARED DB	99%	99,88%
4.5 Maritime information, Equasis and statistics				
Availability of the system	57	percentage per year availability of Equasis	99.50%	99,93%
Users	58	number of users per month	35 000	33 018 ³⁷
Contributors	59	number of contributing members	9-10	9
5.1a Network of stand-by oil spill recovery vessels and Aerial Dispersant Application Service				
Stand-by Oil Spill Response vessel network	60	number of fully equipped vessels for mechanical recovery	18	17 ³⁸
	61	number of fully equipped vessels for dispersant application	4	2
New vessels pre-fitting	62	number of newly contracted vessels pre-fitted	4	5
Vessel equipment replacement/adaptation/upgrade	63	number of projects completed per year	2	2
Vessel drills and exercises	64	number of drills per year (acceptance and quarterly drills)	70	70
	65	number of operational exercises per year	12	11 ³⁹
	66	number of notification exercises per year	12	14

³⁶ KPIs n° 53-54 related to training sessions for accession countries and the number of attending experts from accession countries will show no value in 2015. EMSA provides technical assistance to accession countries on the basis of an agreement signed by the Agency and the Commission (DG NEAR). The previous agreement expired on September 2014 and the new was been signed by EMSA on 23rd October 2015 as it could only be signed once the framework agreement (FWA) between the beneficiary countries and the Commission was in place. The last beneficiary signed the FWA only in the second half of 2015.

³⁷ KPI n° 58: due to the crisis shipping is currently facing worldwide and considering that a vast number of ships remained without a charter, a slight decrease to the number of individual visits to Equasis to retrieve safety information before chartering ships was noted.

³⁸ KPI n° 60: one contract had to be terminated due to the bankruptcy of a contractor and KPI n° 61: one vessel improvement project to include dispersant application is ongoing, another one was postponed to 2016.

³⁹ KPIs 65: EMSA participates in operational exercises which are organised by Member States. In 2015, there were not as many exercises organised, therefore EMSA participation was lower.

Activity/service/ product	Performance Indicator		2015	
			Target	Result
Response to requests for vessel services	67	mobilisation time in hours	24h	n/a ⁴⁰
Stand-by dispersant spraying airplane(s)	68	number of pre-fitted airplanes	1	n/a ⁴¹
Airplane drills and exercises	69	number of drills per year	1	n/a
	70	number of operational exercises per year	0 or 1	n/a
	71	number of notification exercises per year	0 or 1	n/a
Response to requests for airplane services	72	mobilisation time in hours	24h	n/a
Dispersant stockpiles	73	number of stockpiles	4	2 ⁴²
	74	minimum quantity of dispersants available at any time (tonnes)	400	400
5.2 CleanSeaNet and illegal discharges				
Satellite images	75	number of images ordered and analysed per year	2000	2635 ⁴³
Assistance requests re. accidental spills	76	percentage response rate to requests for assistance	100%	100%
CSN-DC performance	77	percentage per year availability of CSN	97.5%	99.66%
5.3 Cooperation, Coordination and Information				
Response to requests for assistance to MAR-ICE	78	percentage of responses within 2 hrs	>75%	100%
	79	percentage of responses within 4 hrs	<25%	0

⁴⁰ There were no requests for vessel services.

⁴¹ KPIs related to aerial dispersant spraying service (68-72) are not providing results due to the fact that no contract was awarded in 2015 for the provision of these services (contract could not be awarded as the two companies that were sequentially offered the contract refused to sign).

⁴² KPI n° 73: the cancellation of the aerial dispersant service caused the reduction of one planned dispersant stockpile, the second one is linked to the installation of dispersant spraying capabilities on the Bahia Tres (Sines, Portugal), which is ongoing, but delayed due to the contractor's charter obligations.

⁴³ KPI n° 75: This figure refers to images delivered under the regular CleanSeaNet service (to coastal EU Member States, Turkey and Montenegro only).

Activity/service/ product	Performance Indicator		2015	
			Target	Result
Developing datasheets	80	number of datasheets produced	24	24
Coordination of the CTG-MPPR	81	number of CTG MPPR meetings and workshops	3	3
Development of decision support tools	82	number of decision support tools	1	1
6.1, 6.2, 6.3 and 6.4 Overhead/horizontal tasks				
Audit	83	ECA recommendations implemented in time	100%	100%
	84	IAS recommendations implemented in time	100%	100%
	85	IAC recommendations implemented in time (<i>discontinued as from 1 April 2015</i>)	n/a	n/a
Planning	86	Implementation of the Work Programme	as close as possible to 100%	See Information on achievements 2015
Establishment plan execution rate	87	execution rate establishment plan (percentage of occupied posts against the Commission's 2018 proposal)	as close as possible to 100% (multi-annual target)	98,02%
Budget execution rate - commitment appropriations	88	execution rate commitment appropriations	as close as possible to 100%	99%
Budget execution rate - payment appropriations	89	execution rate payment appropriations	as close as possible to 100%	97%
6.5 External communication, protocol and events support				
Number of publications/ leaflets/brochures produced	90	number of publications/leaflets/brochures produced per year	14	18,75
Events	91	number of meetings/workshops organised by EMSA per year	40	50
	92	number of participants at EMSA events per year	1250	1426
7.1 SAFEMED III				
Implementation of the SAFEMED Project	93	number of training sessions per year	Up to 5	16
	94	number of activities per year	Up to 4	11
	95	number of ENP experts attending per year	90	187
	96	level of customers' satisfaction	>70%	>70%
7.2 FRONTEX SLA				
Integrated Maritime Services	97	percentage per year availability to Frontex	95%	99.91%
7.4 TRACECA II				
Implementation of the TRACECA II Project	98	number of training sessions per year	4	10
	99	number of activities per year	3	10
	100	number of ENP experts attending per year	40	91
	101	level of customers' satisfaction	>70%	> 70%

Operational Agreements active in 2015

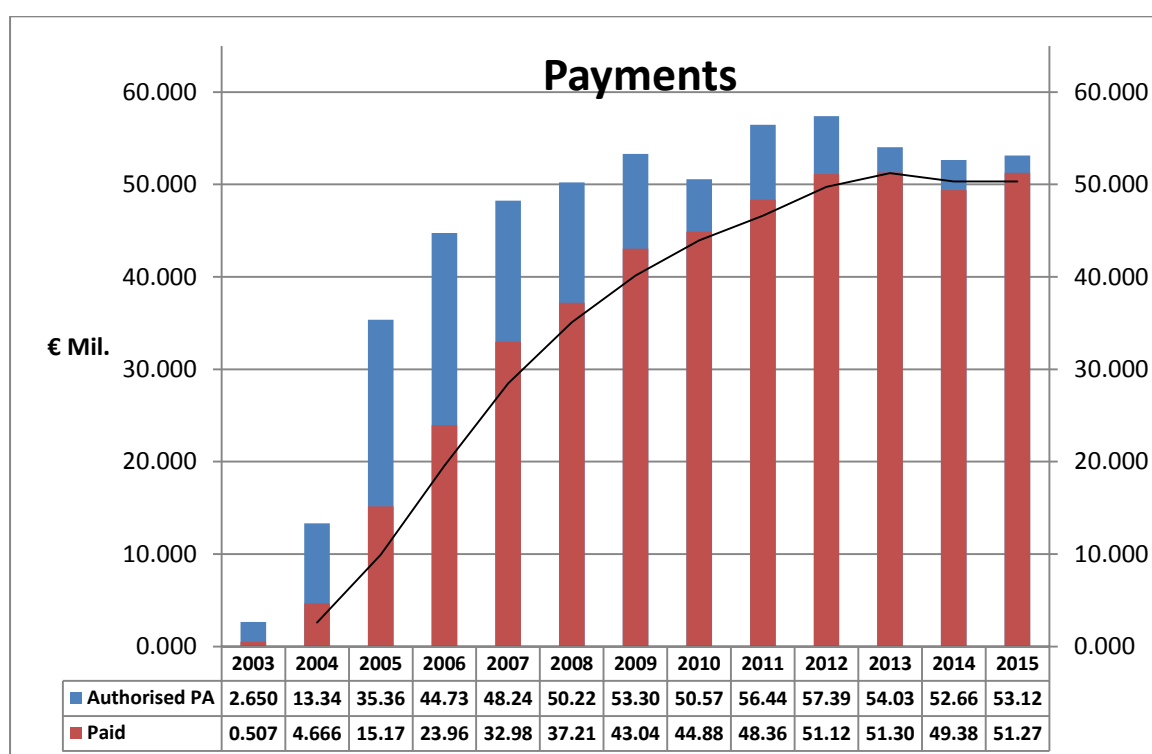
Third Party	Subject	Entry in force	Expiry date
Interspill	Agreement between the European Oil Spill industry trade associations, IPIECA and EMSA to hold the Interspill series of Conferences and Exhibitions	7-Feb-11	Open-ended agreement
Ministère de l'Écologie - Direction des affaires maritimes	EQUASIS decision Equasis Supervisory Committee - Management of Equasis system	19-Jun-08	n/a
Ministère de l'Écologie - Direction des affaires maritimes	EQUASIS - IT services	27-Feb-09	n/a
IMSO	LRIT Services Agreement EU CDC	27-May-09	Ongoing
EFCA - FRONTEX JTWG	Joint Technical Expert Working Group	26-Nov-09	26-Nov-15 Extension planned
European Space Agency (ESA)	Cooperation for the use of space based systems and data in support of maritime activities	11-Dec-09	01-Jul-2020
Paris MoU	Agreement on updating SSN with information on Banned Vessels/agreement on EMSA technical database management for THETIS	16-Sep-10	Open-ended agreement
Danish Maritime Authority	Service Level agreement between the Danish Maritime Authority and the European Maritime Safety Agency for the hosting, maintenance and operation of the HELCOM and the North Sea AIS Regional Servers and their connection with SafeSeaNet	12-Dec-15	11-Dec-16
ExactEarth	Provision of space base AIS services use by the MARSURV service	28-Jul-11	30-Apr-15
EUNAVFOR - Athena Atalanta	Delivery of an integrated maritime monitoring service	06-Apr-11	Automatic annual renewal
CEDRE – CEFIC	Establishing the MAR-ICE service (Network of chemical experts for HNS marine pollution)	17-Oct-08	16-Oct-17
DG NEAR	Preparatory measures for the participation of Enlargement countries	23-Oct 2015	30 months

Italian Coast Guard	Service Level agreement between the Italian Coast Guard and the European Maritime Safety Agency for the hosting, maintenance and operation of the Mediterranean AIS Regional Server and its connection with SafeSeaNet	18-Oct-15	8-Oct-16 Extension planned
European Fisheries Control Agency (EFCA)	MARSURV-3 Monitoring Services	17-Dec-12	Automatic annual renewal
DG NEAR	Grant Contract 2012/308-813 for the implementation of SAFEMED III	16-Jun-13	15-Jun-16 Extended to 15-Mar-17
IMSO	LRIT Services Agreement IDE	20-Mar-13	Ongoing
Frontex	Provision of services for implementation of Concept of Operations within EUROSUR	30-Apr-13	30-Apr-16 Extension planned
SMHI	Development and implementation of an operational capability between oil spill models and CNS DC	21-Jun-13	20-Aug-18
JRC - Joint Research Centre	Provision of services concerning the EMCIP Platform	04-Dec-13	04-Dec-16
RBINS	Cooperation agreement between the Royal Belgian Institute of Natural Sciences, Operational Directorate Natural Environment and EMSA	09-Dec-13	08-Dec-18
ETSI - European Telecommunications Standards Institute	Memorandum of Understanding on Marine equipment	26-May-14	26-May-17
MARETEC-IST	Cooperation agreement between MARETEC-IST and EMSA regarding oil spill modelling	15-Jun-14	14-Jun-19
DG NEAR	Grant Contract ENPI/2013/334-385 for the implementation of "TRACECA Maritime Safety and Security II"	16-Jun-14	15-Jun-16 Extended to 31-Jul-16
MAOC-N	Cooperation Agreement between EMSA and the Maritime Analysis and Operations Centre - Narcotics	12-Aug-14	11-Aug-19
DG ENV	Cooperation Agreement between the European Commission, DG Environment and EMSA for developments in support of the implementation of the Sulphur Directive (2012/33/EU) (THETIS-S) and relevant technical assistance.	03-Sep-14	02-Sep-17

DG ENV	Cooperation agreement between the European Commission, DG Environment and EMSA for the development of inventories of shipping emissions.	Sept-2015	36 months
Norwegian Coastal Administration	Service Level agreement between the Norwegian Coastal Administration and the European Maritime Safety Agency for the hosting, maintenance and operation of the North Atlantic AIS Regional Server and its connection with SafeSeaNet	14-Oct-15	13-Oct-16 Extension planned
DG ECHO	Working arrangement on cooperation in the framework of maritime emergencies, including marine pollution preparedness, monitoring and response	13-Nov-2014	n/a
EUNAVFOR MED	Data Access Agreement defining the condition for the use of SAT-AIS data provided by EMSA for the purpose of the EUNAVFOR MED operation.	17 August 2015	31-Aug-2016
DG GROW	Cooperation agreement between the European Commission, Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs (DG-GROW) and EMSA on the implementation of the maritime surveillance component of the Copernicus Security Service	Dec-2015 (Expected)	Dec-2020

Annex II. Statistics on financial management

Evolution of budget execution



Negotiated procedures

In 2015 the following negotiated procedures based on articles 134(1) (a) to (g) of COM RAP were launched:

Reference number	Project	Status
Negotiated procedure <u>without</u> publication of Contract Notice: Art. 134(1)(a)-(g)		
NEG/02/2015	Overhauling of EMSA's Oil Spill Response equipment	Awarded
NEG/10/2015	Additional services for CSN	Awarded
NEG/19/2015	Additional provision of Radarsat-2 multi-user license for EMSA maritime activities (contractor MDA)	Awarded
NEG/26/2015	Setting-up Seaborne Dispersant Capability on board the Bahia Tres	Launched
NEG/29/2015	COSMOSKYMED satellite image license provision for EMSA Earth Observation services	Initiated
NEG/30/2015	Maritime surveillance services from TerraSAR-X/Tandem-X and PAZ	Initiated
NEG/31/2015	Provision of RadaSAT-2 licences	Initiated
NEG/33/2015	Architectural services	Awarded
NEG/50/2015	Software Maintenance Support services for the EU LRIT DC, LRIT-IDE and LRIT SHIP Database	Awarded
NEG/51/2015	Interim Services	Awarded
NEG/55/2015	Development and Maintenance of a Central Access Rights Database (CARD)	Launched
NEG/60/2015	ILO Training	Initiated
NEG/65/2015	Purchase of licences for 2 users for the Lloyd's List casualty reporting service	Awarded

The table below illustrates the number of special negotiated procurement procedures launched in 2015 (within the scope of articles 134(1) (a) to (g) and 135(1) (a) to (d) of COM RAP).

Type of procedure *	2015
NEG based on art 134 RAP	13
NEG based on art 135 RAP	0
Total Special NEG	13

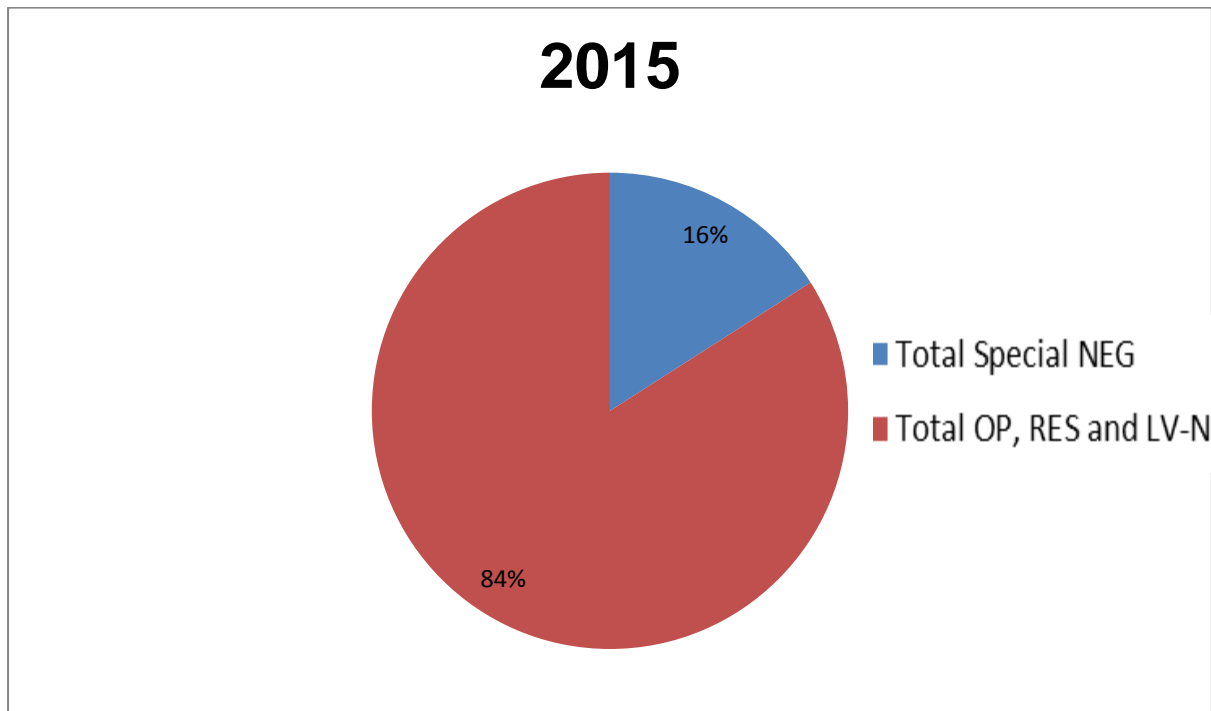
In the table below, only the number of contracts awarded in 2015 following open, restricted and low value negotiated procedures launched in 2015 is taken into account.

Type of procedure *	2015
Open (O)	28
Restricted (RES)	0
Low value negotiated (LV-N)	30
Total OP + RES+ LV-N	58

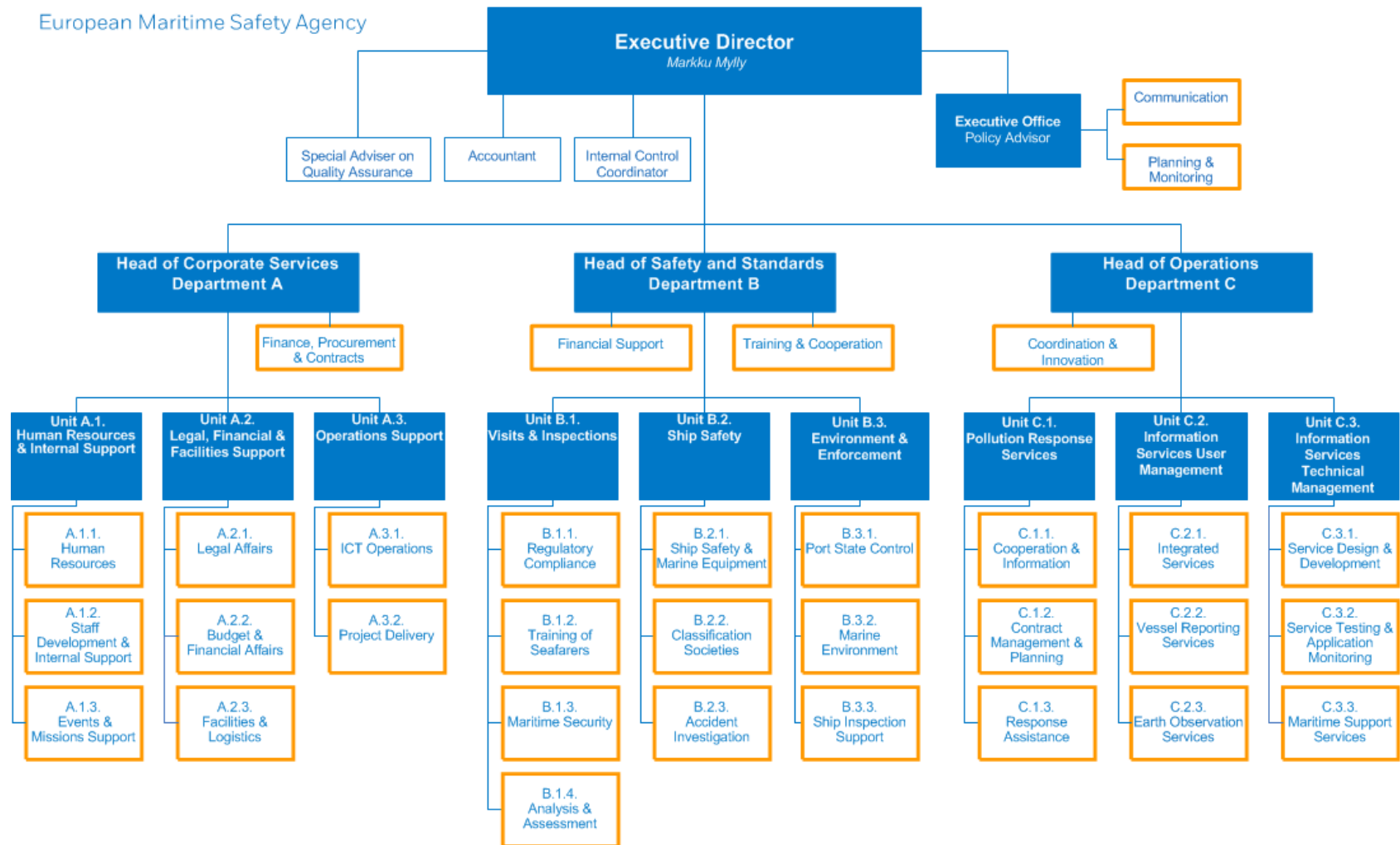
The table below illustrates the comparison between the number of contracts following special negotiated procedures and the number of contracts following open, restricted and low value negotiated procedures for above 1000 Euro launched in 2015.

Type of procedure *	2015
Total Special NEG	11
Total OP + RES+ LV-N	58

Ratio between the number of contracts awarded following special negotiated procedures with the number of contracts awarded following open, restricted and low value negotiated procedures above 1000 Euro is demonstrated in the graph below.



Annex III. Organisational chart as per 31 December 2015



Annex IV. Establishment plan and additional information on Human Resources management

Establishment plan 2015

Function Group and Grade	2014 Authorised		2015 DB	
	Permanent	Temporary	Permanent	Temporary
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	1	9	1	9
AD11		11		13
AD10	1	17	1	17
AD9		28		28
AD8	1	24	1	24
AD7		24		24
AD6		20		18
AD5		4		2
Total AD	4	142	4	140
AST11				
AST10		1		1
AST9				
AST8		1		1
AST7		1		2
AST6		5		7
AST5		17		17
AST4		19		19
AST3		17		16
AST2		3		
AST1				
Total AST	0	64	0	63
Total AD + AST	4	206	4	203
Grand Total	210		207⁴⁴	

⁴⁴ While 207 statutory posts were indicated on the Agency's Establishment Plan for 2015, the Agency delivered the activities proposed in the Work Programme 2015 with 202 statutory posts, as 5 posts were frozen for cuts foreseen in 2016.

Entry level for type of post

Key functions (examples)	Type of contract	Function group, grade of recruitment	Function is dedicated to administration support or policy (operational) or mixed
CORE FUNCTIONS			
Head of Department (level 2)	TA	AD12	Operational
Head of Unit (level 3)	TA	AD9, AD10, AD11 or AD12, related to the mandate and dimension of the Unit	Operational
Head of Sector (level 4)	TA	AD8	Operational/Support/Mixed
Senior Officer	TA	AD8	Operational
Officer	TA	AD6 or AD7 depends on the functions that will be allocated	Operational
Junior Officer	TA	AD5	Operational
Senior Assistant	TA	AST10	Operational
Junior Assistant	TA	AST1 or AST3 depends on the functions that will be allocated	Operational/Mixed
SUPPORT FUNCTIONS			
Head of Administration (Level 2)	TA	AD12	Support
Head of Human Resources (Level 3)	TA	AD9	Support
Head of Finance (Level 3)	TA	AD9	Support
Head of Communication	TA	AD8	Mixed
Head of IT (Level 3)	TA	AD10	Mixed
Senior Officer	TA	AD8	Support
Officer	TA	AD6	Support
Junior Officer	TA	AD5	Support
Webmaster- Editor	TA	AST3	Mixed
Secretary	CA	FGII	Support
Mail Clerk	CA	FGI	Support
SPECIAL FUNCTIONS			
Data Protection Officer	TA	AD8	Mixed
Accounting Officer	TA	AD8	Mixed
Internal Auditor	TA	AD8	Mixed
Secretary to the Director	TA	FG II	Mixed

Results of the screening exercise

Job type (sub) category	Year N-1 (%)	Year N (%)
<i>Administrative support and Coordination</i>	22.53%	21.67%
<i>Administrative support</i>	16.03%	16.78%
<i>Coordination</i>	6.50%	4.89%
<i>Operational</i>	70.84%	71.29%
<i>Top Level Operational Coordination</i>	3.37%	2.65%
<i>Programme Management & Implementation</i>	50.45%	51.86%
<i>Evaluation & Impact assessment</i>	12.66%	12.35%
<i>General Operational</i>	4.36%	4.43%
<i>Neutral</i>	6.63%	7.05%
<i>Finance/Control</i>	6.63%	7.05%
<i>Linguistics</i>	0%	0%

Annex V. Human and financial resources by activity

Planned and Actual Resources 2015	Planned Human Resources					Actual Human Resources					Planned Financial Resources		Actual Financial Resources	
	MANPOWER					MANPOWER					Total allocated costs Commitments	Total allocated costs Payments	Total allocated costs Commitments	Total allocated costs Payments
	TEMPORARY AGENTS		END	CA	TOTAL	TEMPORARY AGENTS		END	CA	TOTAL				
	AD	AST				AD	AST							
2100 Vessel traffic monitoring and simplification of reporting formalities (SafeSeaNet; Improving internal market and maritime transport efficiency; Integrated maritime services)	27	10	3	2	42	26	13	3		42	8,389,488	7,897,546	8,680,116	7,848,672
2200 EU LRIT Cooperative Data Centre and LRIT International Data Exchange	6	7			13	4	6			10	3,502,926	3,475,426	3,017,353	2,962,202
2300 Information System for PSC (THETIS)	5	1			6	4	1		1	6	1,748,645	1,660,694	1,915,073	1,857,799
2400 Maritime Support Services	6	3	3	2	14	7	2	3	2	14	1,705,116	2,059,707	1,738,836	1,674,093
3100 Classification Societies	10	2	1		13	10	1	1		12	1,915,194	1,915,194	1,846,493	1,793,766
3200 STCW	6	2	1	1	10	6	2	1	1	10	1,448,925	1,448,925	1,486,719	1,377,162
3300 Implementation of PSC Directives in Member States and EFTA	2		1		3	1		1		2	447,928	447,928	260,036	252,363
3400 Maritime Security	3				3	3				3	483,522	483,522	493,638	473,962
3500 Monitoring implementation of other EU maritime legislation	5	2			7	5	2			7	1,043,744	1,043,744	1,076,799	1,072,588
3600 Horizontal analysis and research	3				3	3			1	4	443,522	443,522	562,146	534,497
4100 Port State Control	4		1		5	5		1		6	1,039,610	999,610	1,057,335	1,072,936
4200 Accident investigation	3	1	1		5	4	1	1		6	1,006,639	1,006,639	1,202,499	1,091,835
4300 Technical assistance (training and cooperation)	2	1	3	1	7	2	1	2	1	6	1,459,037	1,459,037	1,395,902	1,220,637
4400 Marine equipment and ship safety standards (including IMO)	7		1		8	7	1	1		9	1,694,276	1,933,132	1,619,835	1,933,886
4500 Maritime Information, Equasis and statistics	1	1	1	1	4	2	1	1		4	776,702	772,702	814,907	758,603
4600 Prevention of pollution by ships	6				6	5				5	1,248,044	1,248,044	1,029,748	936,639
5100 Operational Pollution Response Services	11	4	2	2	19	11	2	1	3	17	18,867,046	16,009,029	18,306,432	17,328,146
5200 CleanSeaNet and illegal discharges	6	1			7	6	1			7	4,839,496	4,812,496	5,173,273	4,856,030
5300 Cooperation and information relating to pollution preparedness and response	4				4	4				4	897,781	2,336,795	904,168	691,189
6500 Communication, Missions & Events support	4	4		6	14	3	5		5	13	1,623,505	1,638,505	1,610,826	1,539,856
6100 Management/bureau/horizontal tasks	10	8		1	19	11	7			18				
6200 Human Resources	2	5		5	12	3	4		6	13				
6300 Legal and Financial Affairs, facilities and logistics	5	3		8	16	4	4		5	13				
6400 Operations support (ICT)	1	8		1	10	1	8		1	10				
6100, 6200, 6300, and 6400 Total Overhead/horizontal tasks	18	24		15	57	19	23		12	54				
Subtotals	139	63	18	30	250	137	62	16	26	241				
Total	202					199					54,581,146	56,268,824	54,192,135	51,276,857

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.

Planned and Actual Resources 2015	Planned Human Resources	Actual Human Resources	Planned Financial Resources		Actual Financial Resources	
LIST OF EMSA PROJECT FINANCED ACITIVITIES	Contract Agents	Contract Agents	Commitments	Payments	Committed	Paid
7000 IMP (Integrated Maritime Policy Project)					p.m.	p.m.
7100 SAFEMED III	1.8	1.8	p.m.	p.m.	1,155,818	543,952
7200 FRONTEX SLA	4	4	p.m.	p.m.	5,658,703	3,464,574
7300 CSN GREENLAND			p.m.	p.m.	502,477	452,777
7310 CSN Dutch Islands			p.m.	p.m.	49,350	
7400 TRACECA II	1.2	1.2	p.m.	p.m.	402,370	240,405
7500 COPERNICUS			p.m.	p.m.	0	0
7600 EQUASIS (R0 FUNDS)			p.m.	p.m.	571,720	459,400
7700 THETIS-S			p.m.	p.m.	57,131	44,850
7720 Emissions Inventories Project			p.m.	p.m.	104,013	
7800 EC Funds for candidate and potential candidate			p.m.	p.m.	51,000	0
Project Financed Activities	7	7			8,772,745	5,413,979

Annex VI. Specific annexes related to Part II – Management

n/a

Annex VII. Specific annexes related to Part III - Assessment of the effectiveness of the internal control systems

n/a

Annex VIII. Annual accounts

Economic outturn account

	2015	2014
Revenues from administrative operations	2,983,608	2,929,706
Other operating revenue	51,968,890	51,214,500
TOTAL OPERATING REVENUE	54,952,498	54,144,205
Administrative expenses	-33,206,897	-32,297,930
All Staff expenses	-17,599,973	-17,502,135
Fixed asset related expenses	-9,358,772	-8,036,797
Other administrative expenses	-6,248,151	-6,758,998
Operational expenses	-23,910,920	-22,555,774
TOTAL OPERATING EXPENSES	-57,117,817	-54,853,705
SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES	-2,165,319	-709,499
Financial revenues	20,137	43,855
Financial expenses	-365	-320
SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES	19,771	43,535
ECONOMIC RESULT OF THE YEAR	-2,145,548	-665,964

Summary of data provided by the Agency in its annual financial statement.

These accounts are drawn up on an accrual basis and are rounded.

Balance sheet

(in EURO)

	2015	2014
NON CURRENT ASSETS	29,985,331	31,469,227
Intangible fixed assets	7,200,819	7,965,813
Tangible fixed assets	22,494,375	23,213,278
Long-term pre-financing	290,136	290,136
Long-term receivables	0,00	0,00
CURRENT ASSETS	23,404,626	18,248,381
Short-term pre-financing	3,892,865	5,450,331
Short-term receivables	6,195,213	3,964,114
Cash and cash equivalents	12,244,228	8,568,436
TOTAL ASSETS	53,389,957	49,717,608
NON-CURRENT LIABILITIES	110,285	110,799
Provisions for risks and charges	0,00	0,00
Other long-term liabilities	110,285	110,799
CURRENT LIABILITIES	16,985,023	11,166,613
Provisions for risks and charges	46,000	0,00
Accounts payable	16,939,023	11,166,613
TOTAL LIABILITIES	53,389,957	49,717,608
TOTAL NET ASSETS/LIABILITIES	36,294,649	38,440,196

Annex IX - EMSA’s Report on the Multi-Annual Funding of the Agency’s pollution preparedness and response activities as laid down in Regulation (EU) No 911/2014.

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Chapter 1: Report Objective and Executive Summary

Regulation (EU) No 911/2014 of the European Parliament and of the Council of 23 July 2014 on multi-annual funding for the actions of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations states, that “In accordance with Regulation (EC) No 1406/2002, the Agency should report on the financial execution of the multi-annual funding of the Agency in its annual report.” This report is presented here.

The activities of the Agency in the field of marine pollution preparedness, detection and response caused by ships and oil and gas installations are focussed on providing operational assistance and information to Member States. The main services are:

- The provision of operational assistance through the Network of Stand-by Oil Spill Response Vessels and the implementation of the activities described in the *Action Plan for Response to Marine Pollution from Oil and Gas Installations*;
- CleanSeaNet: the satellite based oil spill and vessel detection and monitoring service;
- The MAR-ICE (Marine-Intervention in Chemical Emergencies) Information Service in case of chemical spills at sea;
- Cooperation and coordination with the EU Commission, EU Member States, EFTA/EEA Coastal Countries, Candidate Countries, Acceding Countries, Regional Agreements and other relevant international organisations such as the International Maritime Organization (IMO);
- The provision of information through publications and workshops.

At the end of 2015, 17 fully equipped vessels and two vessels in the preparatory phase were under contract. Following the termination of the South Baltic vessel contract, a new vessel was contracted in late 2015. In addition, new pollution response capacity was contracted for the Atlantic, covering the region of the Canary Islands and the Madeira archipelago. The contract for the Eastern Mediterranean vessel (*Alexandria*) was renewed.

In order to ensure a high level of preparedness 62 quarterly drills were conducted on board EMSA contracted vessels. In addition, eight acceptance drills related to entrance of new contracted vessels in service and/or improvement projects were conducted.

Moreover, a framework contract for the establishment of an Equipment Assistance Service (EAS) in the Baltic Sea and another in the North Sea were launched. This service will provide stand-alone equipment. Specialised oil spill response equipment that can be used by vessels of opportunity has been ordered for this new EAS. In addition an Equipment Policy, providing a framework for the management of the EMSA oil spill response equipment from purchase and acceptance to decommissioning and replacement, was implemented.

To further strengthen the operational cooperation with Member States and marine pollution Regional Agreements¹, 11 EMSA contracted vessels participated in 9 Operational Exercises covering all European seas.

In addition, 10 Notification Exercises aiming at the signature of the Incident Response Contracts with 14 EMSA's contractors were conducted.

Implementation of the Action Plan for Response to Marine Pollution from Oil and Gas Installations began in 2014 with the purchase of (limited) dispersant stockpiles in strategic locations in the Mediterranean (Malta and Cyprus) and two improvement projects to add dispersant spraying systems to already contracted vessels were completed and became fully operational by mid-2015.

The adaptation of a third vessel in Portugal to provide dispersant spraying services was also launched. The planned establishment of an aerial dispersant spraying service could not be completed due to the delay in the EU certification process of the equipment required for such a service.

CleanSeaNet, the satellite oil pollution and vessel detection monitoring service, provides daily monitoring over European waters to detect and deter marine pollution. In addition, the Agency also supports periodic operations or exercises such as Coordinated Extended Pollution Control Operations (CEPCO) and 'Tour d'Horizon'² aerial operations for platform monitoring in the North Sea. During 2015, EMSA provided satellite support to four emergency response operations.

The Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), established in 2007, continued its work in 2015 on the Rolling Work Programme. However, it was decided at the 9th CTG-MPPR meeting in October 2014 to postpone the next meeting to early 2016.

The MAR-ICE (Marine-Intervention in Chemical Emergencies) Network, which provides expert information and advice during hazardous and noxious substance (HNS) spills was activated on six occasions.

1 'Regional Agreements' refer to the agreements signed by countries around a particular sea area to plan for pollution preparedness and coordinate responses in case of a large-scale marine pollution incident. The EU has an official role in some, but not all, of these. Regional Agreements have been developed for all the sea areas along the European coastline: the North Sea (Bonn Agreement), the Baltic Sea (HELCOM), the Mediterranean (the Barcelona Convention), the Black Sea (Bucharest Convention for which EMSA has observer status), and the North East Atlantic (Lisbon Agreement, not yet in force).

2 The Bonn Agreement Contracting Parties have adopted a plan for all coastal states to conduct periodic and random surveillance flights for the detection of spillages in the offshore oil and gas industry areas in the North Sea. Irrespective of the main aim, all other suspected polluters are also to be identified and reported. These surveillance flights are entitled 'Tour d'Horizon Flights'.

Funding of Actions

The Budgetary Authorities provided EMSA with EUR 20.60 million in commitment and EUR 19.15 million in payment appropriations for its pollution preparedness and response task for 2015³. In terms of budget execution, 99.64 % was achieved for commitments and 99.97 % for payments.

Budget execution for anti-pollution measures was challenging in 2015 due to unforeseen events outside the Agency's control. The main reasons were the early termination of one contract for an oil spill response vessel and the last minute withdrawals of the awarded offers for aerial dispersant spraying services.

The table below provides an overall summary of commitments and payments:

	Commitments	Payments
TOTAL allocation	20,600,000.00	19,153,997.00
TOTAL utilisation	20,526,766.22 (99.64 %)	19,149,076.49 (99.97%)

Table 1 Overall summary of commitment and payment appropriations in 2015

Chapter 2: Introduction

Following the sinking of the oil tanker *Prestige*, the Agency was given, in 2004, additional tasks in the field of marine pollution preparedness and response. The initial framework for such activities was described in the Action Plan for Oil Pollution Preparedness and Response⁴ and the Action Plan for Hazardous and Noxious Substances Pollution Preparedness and Response⁵. With the adoption of Directive 2005/35/EC as amended on ship-sourced pollution⁶, the task of monitoring spills was elaborated and incorporated into the Action Plan. Furthermore, following the *Macondo* incident and with the entry into force of Regulation (EU) No 100/2013, amending the Founding Regulation (EC) No 1406/2002, EMSA's mandate for operational assistance was enlarged to also include response to marine pollution caused by oil and gas installations. The framework for this new task was described in the Action Plan for Response to Marine Pollution from Oil and Gas Installations⁷. The activities identified and defined in Action Plans are updated annually and approved by EMSA's Administrative Board as part of the annual Work Programme. The Agency's activities build upon existing cooperation frameworks and the mandate of Regional Agreements.

Regulation (EU) No 911/2014 reserves a financial envelope for the implementation of these tasks for the duration of the current 2014-2020 Financial Perspectives⁸. The financial execution of the Multi-annual Funding (MAF) framework program should be reported on the Agency's annual report. A dedicated section is to be included in the Consolidated Annual Activity Report (CAAR) detailing the Agency's pollution preparedness and response activities. This is the second time the MAF reporting is included in the CAAR as an Annex, covering the year 2015. EMSA's activities under this umbrella are presented, and described in more detail in three categories:

- Operational Assistance;
- Cooperation and Coordination; and
- Information.

In the event of an oil or chemical spill from any source, various socio-economic and environmental resources will be put at risk of contamination. The individual importance of such resources and the associated prioritisation for their defence during an incident is clearly within the competence of the affected Member State and may be detailed in their national contingency plan.

4 EMSA Action Plan for Oil Pollution Preparedness and Response as adopted by the Agency's Administrative Board in October 2004. It can be downloaded from the EMSA website: www.emsa.europa.eu

5 EMSA Action Plan for HNS Pollution Preparedness and Response as adopted by the Agency's Administrative Board in Jun 2007. It can be downloaded from the EMSA website: www.emsa.europa.eu

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

7 EMSA Action Plan for Response to Marine Pollution from Oil and Gas Installations as adopted by the Agency's Administrative Board in November 2013. It can be downloaded from the EMSA website: www.emsa.europa.eu

8 A financial perspective is a seven-year spending framework of the European Union.

Chapter 3: Operational Assistance

EMSA provides four main operational assistance services to coastal States with regard to marine pollution preparedness and response:

- The network of stand-by oil spill response vessels distributed along the European coastline and tasked to recover oil from the sea surface;
- Provision of additional resources (e.g. stand-alone equipment) to respond to marine pollution from oil and gas installations;
- CleanSeaNet, the satellite based oil spill and vessel monitoring and detection service; and
- Pollution response expertise to provide operational and technical assistance for oil and HNS incidents.

3.1 Network of Stand-by Oil Spill Response Vessels

The network of stand-by oil spill response vessels, which provides an at-sea oil recovery service, has been built up and maintained through annual procurement procedures starting in 2005. There were three main activities in relation to the network in 2015, namely:

- Bringing into operation the arrangement awarded mid-2014 to establish new capacity for the Adriatic Sea and the four arrangements (awarded at the end of 2014) for replacement of existing capacity in the Channel and Southern North Sea, Atlantic Coast and Black Sea;
- Establishing new capacity for the Canary Islands and Madeira archipelago in the Atlantic, and securing replacement capacity following contract termination in the Southern Baltic through a public procurement procedure;
- Renewing the response arrangement for the Eastern Mediterranean, based in Cyprus, for additional four years.

Associated activities included maintaining the service level for operational contracts, primarily through:

- Monitoring and evaluating vessel/equipment/crew performance during quarterly drills;
- Participation of the contracted vessels in operational at-sea exercises organised in cooperation with EU Member States and/or Regional Agreements;
- Identifying and implementing appropriate technical improvements to the network, and developing projects to upgrade the management of the service as a whole.

Mindful of the principle of 'subsidiarity' and the roles and responsibilities of Member States, this operational service is intended as a 'logical part' of the marine pollution response mechanism options available to coastal States requesting support, i.e. it should 'top-up' the national response capacity of

the affected Member State. It is clear that Member States have the primary responsibility regarding response to pollution incidents in their waters. Consequently, the State requesting assistance will have the EMSA resources at its disposal under its operational control. Importantly, the network of pollution response vessels is provided in a cost-efficient manner. Assistance will be channelled to requesting states through the Emergency Response Coordination Centre (ERCC) of the European Commission in Brussels.⁹

In the field of marine pollution response, the 'tiered response' approach founded on cooperation and mutual support reflects the spirit of the International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC 1990), as ratified by the majority of coastal Member States. Accordingly, EMSA pollution response vessels can be seen as a 'European tier' to provide assistance to coastal States on the basis that these Agency resources are:

- A 'reserve for disasters' to assist Member States responding to an incident beyond national capabilities;
- Under the operational command of the affected Member State;
- Provided in a cost efficient manner;
- Utilise 'state of the art' large-scale at-sea oil recovery technology.

Using the experience acquired from previous major oil spills, the most appropriate approach at the European level is to remove the spilt pollutant from the marine environment using mechanical at-sea oil recovery techniques. The main concept of the service, provided through the Agency, is to ensure the availability of commercial vessels (for example bunker and product tankers) to carry out at-sea oil recovery services following a request for assistance from a coastal State.

Such vessels are 'pre-fitted' and certified for oil recovery operations by an appropriate Classification Society (Recognised Organisations in accordance with Directive 94/57/EC¹⁰ as amended). Following a spill, and the associated request for assistance from an affected Member State, a vessel ceases its normal commercial activities and is transformed rapidly into a fully operational spill response vessel.

3.1.1 Status of the Network of Stand-by Oil Spill Response Vessels

The current network provides at-sea oil recovery services from vessels based in all the regional seas of Europe. It should be noted that all vessels are at the disposal of all Member States regardless of their actual area of operation. At the end of 2015, EMSA maintained contracts for 17 fully equipped stand-by oil spill response vessels available, upon request, to assist coastal States in oil spill recovery operations.

The map in Figure 1 shows the distribution of vessels and equipment stockpiles around Europe. More technical and operational specifications of all the contracted services are available on the Agency website www.emsa.europa.eu.

⁹ The Emergency Response Coordination Centre (ERCC) is the heart of the Community Mechanism for Civil Protection. It is operated by DG Humanitarian Aid & Civil Protection (DG ECHO) of the European Commission and accessible 24 hours a day. It plays key coordination role during emergencies.

¹⁰ Council Directive 94/57/EC as amended of 22 November 1994 on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations, OJ L 319, 12.12.1994, p. 20.

The contract for one fully equipped vessel for the Southern Baltic Sea was terminated in 2014 due to bankruptcy of the contractor. Moreover, taking into consideration the implementation of the Action Plan for offshore installations, the geographic distribution of vessels was revised accordingly.

Within the framework of the Agency's annual Work Programme, Negotiated Procedures following publication of a Contract Notice in the Official Journal of the European Union (OJEU) were finalised covering the following geographical areas:

- Southern Baltic Sea (one newly contracted vessel);
- Canary Islands and Madeira archipelago, Atlantic (one newly contracted vessel).

The tanker *Marisa N*, based in Trieste, Italy, contracted in 2013, completed the preparation phase after some delay in January 2015 and entered into operational service providing new response capacity in the Adriatic Sea.

In parallel, four vessel arrangements contracted at the end of 2014 successfully completed the Preparatory Phase and became fully operational in 2015:

- The tug supply *Ria de Vigo*, based in Vigo, Spain, providing replacement capacity in the Atlantic Coast;
- The newly contracted tanker *Amalthia* based in Constanta, Romania, providing replacement capacity in the Northern Black Sea;
- The hopper dredger *DC Vlaanderen 3000*, based in Ostend, Belgium, providing replacement capacity in the Channel and Southern North Sea;
- The hopper dredger *Interballast III*, based in Ostend, Belgium, providing replacement capacity in the Channel and Southern North Sea.

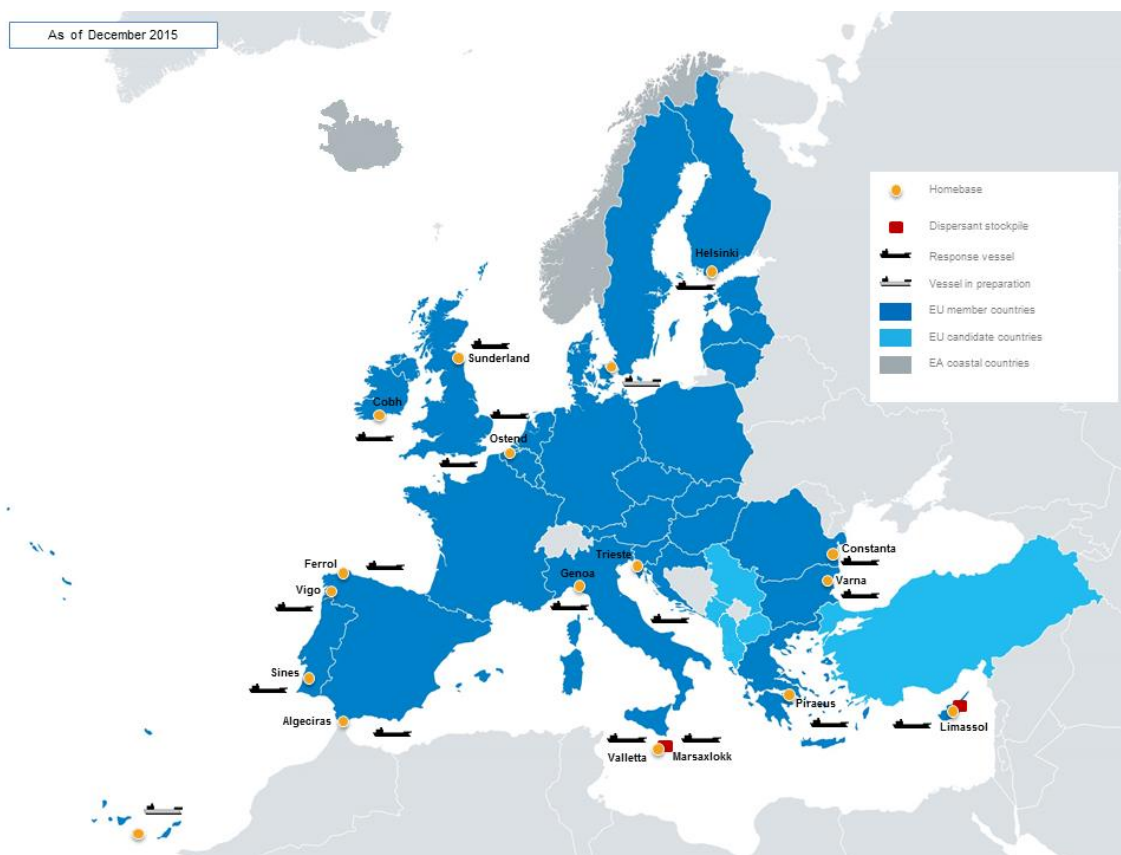


Figure 1 The EMSA Network of Stand-by Oil Spill Response Vessels at the end of 2015

Detailed information on the contracted vessels and the areas covered at the end of 2015 can be found in the table below:

Contractor/Contract N°/Area	Ship/s	Comment
Arctia Icebreaking Ltd VAC 09/NEG/01/2009 Lot 1 Northern Baltic Sea	<i>Kontio</i>	In service for the whole year 2015.
OW Tankers A/S VAC NEG/01/2011 Lot 1 Southern Baltic Sea	<i>OW Copenhagen</i>	The contract was terminated on 16/04/2015 due to the bankruptcy of the contractor.
DC Industrial S.A. VAC 08/NEG/03/2008 Lot 2 North Sea	<i>DC Vlaanderen 3000, Interballast 3</i>	The contract expired on 20/06/2015.
DC Industrial S.A. VAC 2014/EMSA/NEG/1/2014 Lot 3.1 Channel and Southern North Sea	<i>Interballast 3</i>	The vessel entered into service on 24/09/2015.
DC Industrial S.A. 2014/EMSA/NEG/1/2014 Lot 3.2 Channel and Southern North Sea	<i>DC Vlaanderen 3000</i>	The vessel entered into service on 01/10/2015.
James Fisher Everard Ltd EMSA/NEG/1/2013 Lot 1 Northern North Sea	<i>Mersey Fisher, Thames Fisher</i>	In service for the whole year 2015.
James Fisher Everard Ltd EMSA/NEG /1/2013 Lot 2 Atlantic North	<i>Galway Fisher, Forth Fisher</i>	In service for the whole year 2015.
Ibaizabal VAC NEG/01/2012 Lot 3 Bay of Biscay	<i>Monte Arucas</i>	In service for the whole year 2015.
Remolcanosa 2014/EMSA/NEG/1/2014 Lot 1 Atlantic Coast	<i>Ria de Vigo</i>	The vessel entered into service on 12/06/2015.
Mureloil VAC NEG/1/2012 Lot 1 Southern Atlantic Coast	<i>Bahia Tres</i>	In service for the whole year 2015.
Naviera Altube EMSA NEG/1/2011 Lot 4 Western Mediterranean Sea	<i>Monte Anaga</i>	In service for the whole year 2015.
Ciane Novela EMSA/NEG/34/2012 Western Mediterranean Sea	<i>Brezzamare</i>	In service for the whole year 2015.
Castalia EMSA/NEG/1/2013 Lot 4 Adriatic Sea	<i>Marisa N</i>	The vessel entered into service on 16/01/2015.
Tankship EMSA NEG/1/2011 Lot 2 Central Mediterranean Sea	<i>Balluta Bay</i>	In service for the whole year 2015.

Table 2 Summary of the contracted vessels and areas covered at the end of 2015

3.1.2 Service development

3.1.2.1 *Equipment Assistance Service (EAS)*

Following the approval of the EMSA Equipment Assistance Service programme (EAS) by the Administrative Board in November 2014, during 2015 the Agency launched procurement procedures for seven Framework Contracts for the purchase of specialised oil spill response stand-alone equipment. In parallel, EMSA launched a procurement to establish suitable contractual arrangements in the North Sea and Baltic Sea, in order to provide oil pollution response equipment for use on suitable vessels of opportunity. This service will supplement Member States capacities with modular stand-alone equipment when needed.

This programme makes EMSA's equipment use more flexible and can add capacity because equipment can be transported to spill locations quicker than vessels from distant sea areas. It is envisioned that the EAS will be operational with depots in Gdansk, Poland and Aberdeen, UK by mid-2016.

3.1.2.2 *Vessel Users Group (VUG)*

The 5th Vessel User Group meeting took place on 21 October 2015 at EMSA's premises in Lisbon, Portugal. Following an update on EMSA's Pollution Response Services, in particular the Equipment Assistance Service (EAS) and dispersants, the main topics discussed during the meeting focused on the latest developments in technologies for detection of seaborne oil spills, and on outcomes of Member States' exercises and real incidents in 2015. The VUG participants agreed to continue with the work of the user group and to change the name of the group to reflect EMSA's new pollution response services and the wider scope of the group's discussions.

The next Vessel User Group Meeting will take place on 20 October 2016.

3.1.3 Maintaining the Service: Drills and Exercises

3.1.3.1 *Drills*

In order to maintain the appropriate level of readiness during the Stand-by Phase of the contracts, the companies and vessels concerned carry out different types of activities. The primary activity is the vessel/crew drills, which take place on a quarterly basis. Each drill verifies that the capability of the vessel and specialised equipment, and the skill of the crew, is at an appropriate level.

These drills are primarily an internal event between the Agency and contractors, however Member State representatives and journalists have taken part in or attended such drills, and the Agency encourages such participation.

In 2015, a total of 62 Quarterly Drills were performed by the vessels under contract to the Agency. Additionally, eight Acceptance Drills related to entrance of new contracted vessels in service and/or improvement projects were conducted. The Acceptance Drills are of particular importance as they are the major milestone for new vessels to enter into the Stand-by Phase of a contract.

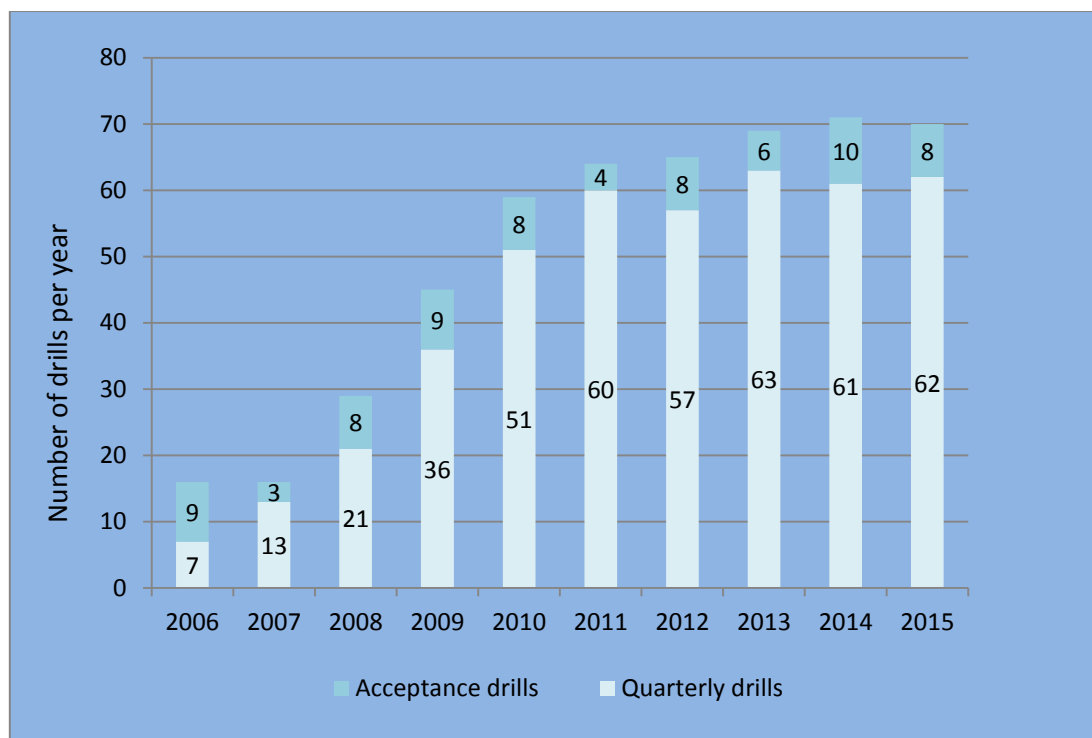



Figure 2 Quarterly and Acceptance Drills 2006-2015

Detailed information regarding drills conducted by EMSA contracted vessels in 2015 can be found in the “Network of Stand-by Oil Spill Response Vessels - Drills and Exercises Annual Report 2015” available online at <http://emsa.europa.eu/oil-recovery-vessels/opr-documents/opr-reports.html> -  [Drills and Exercises Report 2015](#).

3.1.3.2 Exercises

In addition to the abovementioned drills, a range of exercises were conducted. These types of event are, in addition to being a useful method of maintaining pollution response skills, an important tool for identifying potential areas that could be improved. At-sea operational exercises in particular greatly assist the integration of EMSA’s resources within the response mechanisms of Member States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units. In the course of 2015, 11 EMSA stand-by oil spill response vessels participated in 9 at-sea operational exercises, organised in cooperation with EU Member States and/or Regional Agreements, in the Baltic Sea, North Sea, Bay of Biscay, Atlantic Coast, Mediterranean Sea and Aegean Sea.

The summary of operational exercises performed by EMSA contracted vessels during the 2015 is shown in the table below.

N°	Name	Date	Location	Participating Parties	EMSA vessel/s
1	SAFEMED III	21-23 April 2015	Bilbao, Spain	EMSA, Observers from SAFEMED III beneficiary countries	<i>Monte Arucas</i>
2	POLMAR MER 2015	12-13 May 2015	Port of Sete, France	France, EMSA	<i>Brezzamare</i>
3	ANEMONA 2015	13-14 May 2015	Leixoes, Portugal	Portugal, Spain, EMSA	<i>Monte Arucas</i>
4	ROCHES DOUVRES	27-28 May 2015	Port Saint Malo, France	France, EMSA	<i>Forth Fisher</i>
5	TRITON 2015	03 June 2015	Gulf of Elefsis, Greece	Greece, EMSA	<i>Aktea OSRV, Aegis I</i>
6	NEMESIS 2015	01 July 2015	Limassol, Cyprus	Cyprus, Greece, Israel, USA, EMSA.	<i>Alexandria</i>
7	MALTEX 2015	2 September 2015	Valetta, Malta	Malta, EMSA	<i>Balluta Bay, Santa Maria</i>
8	POLEX 2015	2 September 2015	Ostend, Belgium	Belgium, The Netherlands, EMSA	<i>Mersey Fisher</i>
9	KONTIO OPEN SHIP	23 September 2015	Helsinki, Finland	Finland, EMSA	<i>Kontio</i>
TOTAL			9 EXERCISES	11 MS	11 VESSELS

Table 3 Summary of International Operational Exercises

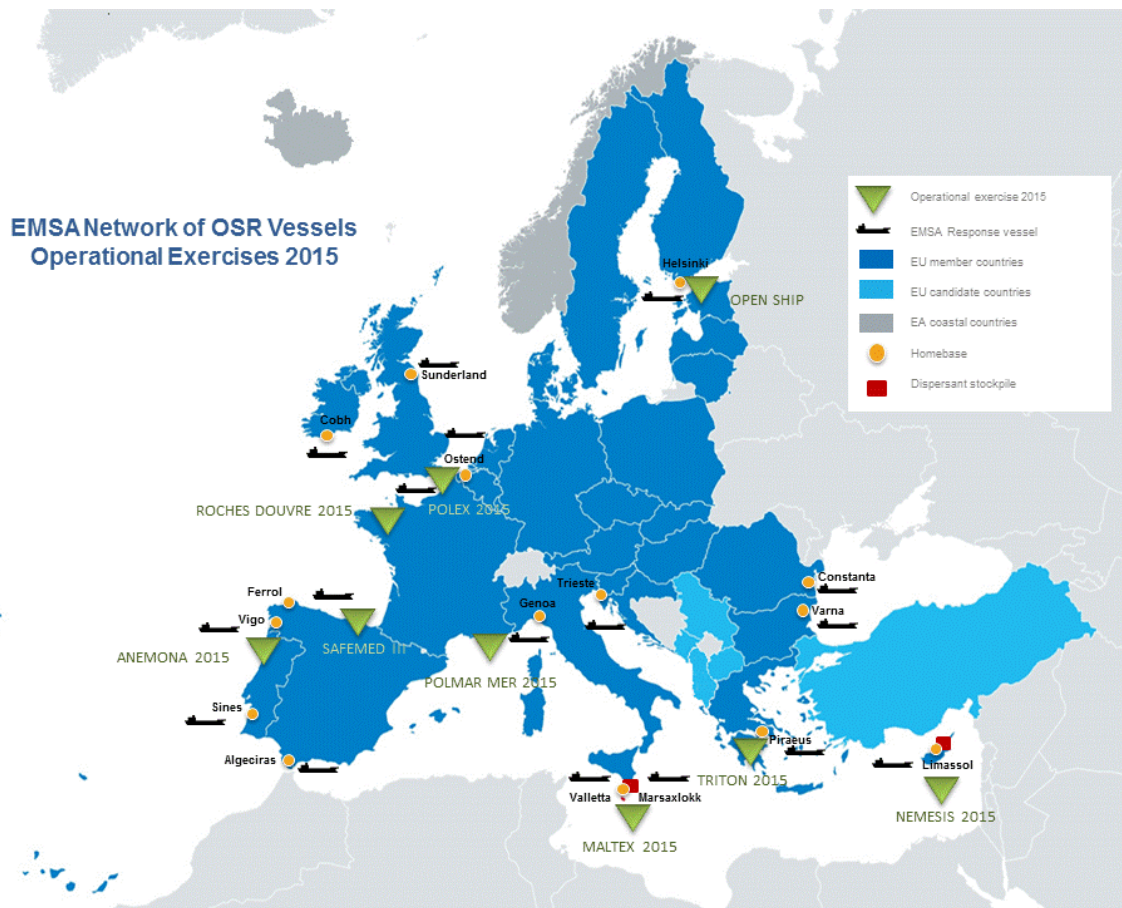


Figure 3 Operational Exercises 2015

Detailed information regarding international exercises with participation of EMSA contracted vessels can be found in the “Network of Stand-by Oil Spill Response Vessels - Drills and Exercises Annual Report 2015, available online at <http://www.emsa.europa.eu/oil-recovery-vessels/opr-documents/opr-reports.html> - [Drills and Exercises Report 2015](#)

3.1.4 Improvements to the Network Service

Two technical improvement projects launched in 2014 were successfully completed in 2015:

Upgrade of the response capacity of the *Alexandria*, contracted from Petronav Ship Management for the area of the Eastern Mediterranean, by installing dispersant application capability on board the vessel. The new equipment entered into service according to schedule, on 18/02/2015.

Upgrade of the response capacity of the *Balluta Bay*, contracted from Tankship for the area of the Central Mediterranean, by adding dispersant application capability to the equipment arrangement. The new equipment entered into service according to schedule, on 26/06/2015.

For both vessel arrangements, the mechanical recovery capability will remain the primary response option.



Figure 4 Dispersant spraying system deployed from the Balluta Bay during sea trials

3.2 Response to Marine Pollution from Oil and Gas Installations

In order to effectively carry out the new task of responding to marine pollution caused by oil and gas installations, EMSA drafted the 'Action Plan for Response to Marine Pollution from Oil and Gas Installations' in order to establish the framework for its pollution response activities.

The main activities to prepare for EMSA's potential intervention in the field of response to pollution from oil and gas installations were identified in the Action Plan as follows:

Adaptation of the network of stand-by oil spill response vessels:

The geographic distribution of vessels shall be revised, where necessary and possible. In addition, equipment could be purchased or appropriately modified to be suitable for response to oil spills from oil installations. In 2015 a new contracted vessel entered into service in the area of the Adriatic Sea. Moreover, a contract for the provision of stand-by oil spill response services for the area of the Canary Islands and Madeira was awarded. The newly contracted vessel will be equipped with equipment for mechanical recovery and dispersant application.

Monitoring and evaluation tools, including adaptation of the CleanSeaNet service:

The satellite monitoring service shall also be used for oil and gas installations within the limits of the currently available number of images; additional images shall be provided only during emergencies. In parallel, EMSA shall explore suitable tools for the monitoring and evaluation of spill hazards (primarily atmospheric gas plumes), taking into account the particularities of the spill and the environmental conditions.

Use of oil dispersants:

Following the signature of a Framework Contract in Cascade for the purchase of dispersants, which was awarded to two companies in late 2014, EMSA has purchased limited quantities of dispersant (Radiagreen OSD) for two stockpiles strategically located in the Mediterranean Sea. Each of two locations (Malta and Cyprus) now has 200 tonnes of dispersant available for use on the newly equipped vessels based in these locations.

The open procedure to contract an aerial dispersant spraying service did not succeed. Although contracts were awarded to both companies that had submitted tenders, both eventually declined and withdrew their offers. This was partly due to the delays in the approval procedures by the airworthiness authorities (Federal Aviation Agency and European Aviation Safety Agency) for the dispersant spraying systems as well as the other developments.

3.3 CleanSeaNet Satellite Service for Oil Spill Monitoring

3.3.1 Introduction

CleanSeaNet, the European satellite based oil spill monitoring and vessel detection service, was launched in 2007. The service was set up to support Member States' actions to combat deliberate or accidental pollution in the marine environment in the framework of Directive 2005/35/EC (amended by Directive 2009/123/EC) "on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences" and in particular Article 10.

The service, based on the near real time (NRT)¹¹ analysis of Synthetic Aperture Radar (SAR) satellite images, was available to 27 coastal States, including all European Union coastal States, as well as Turkey, Iceland, Norway and Montenegro. 2015 saw the extension of the service to the EU Outermost regions of France as well as covering the Dutch islands in the Caribbean. In parallel, the official beneficiary countries of the EU funded Safemed and Traceca programmes saw CleanSeaNet being available across all of the Mediterranean, the Black Sea and the Caspian Sea.

When a spill is detected, a pollution alert is sent to national authorities. The alerts are available within 30 minutes of the satellite acquiring the image. The national authority then decides how to respond to the alert from CleanSeaNet. The service supports the identification of polluters by combining CleanSeaNet images with vessel traffic information.

In cases of accidental pollution, coastal States can request support from the service in the form of additional images including high resolution optical images and monitoring of major spills over time.

All operations from planning image acquisition and Member State confirmation through to their delivery are managed via the Earth Observation Data Centre (Ex-CleanSeaNet DataCentre) at EMSA.

During 2015, the EMSA portfolio of Synthetic Aperture Radar (SAR) satellites and sensors was expanded. In addition to RADARSAT-2, the Agency's portfolio now includes the European Space Agency (ESA) managed satellite Sentinel-1 as well as Airbus's TerraSar-X and TanDEM-X constellation.

In parallel, new framework contracts were established. Consequently, the optical satellite sensor portfolio was expanded significantly across all types of image characteristics, particularly with respect to the number of satellites with very high resolution capabilities and their NRT delivery. For the CleanSeaNet community, such sensors would support provision of information in case of accidental spills and emergencies.

11 For satellite images covering 400 km by 400 km, the analysis is provided within maximum of 30 minutes. For images of different dimensions the time varies slightly. The Earth Observation Data Centre has the capacity to acquire satellite images of up to 1400 km long.

3.3.2 CleanSeaNet detections in 2015

In 2015, in the 3,052 (2,635 for CleanSeaNet, 262 for Greenland, 4 for the BES islands, and 151 for Safemed/Traceca) images delivered, a total of 2,423 possible oil spills were detected (1,051 Class A spills and 1,372 Class B spills)

Given the limitations of radar detection for the identification of spills, it is important to note that CleanSeaNet does not detect 'oil spills' but 'possible oil spills'. Other substances with a similar effect include, for example, fish or vegetable oil, ice, algae, and other lookalikes.

CleanSeaNet detections are separated into two classes:

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

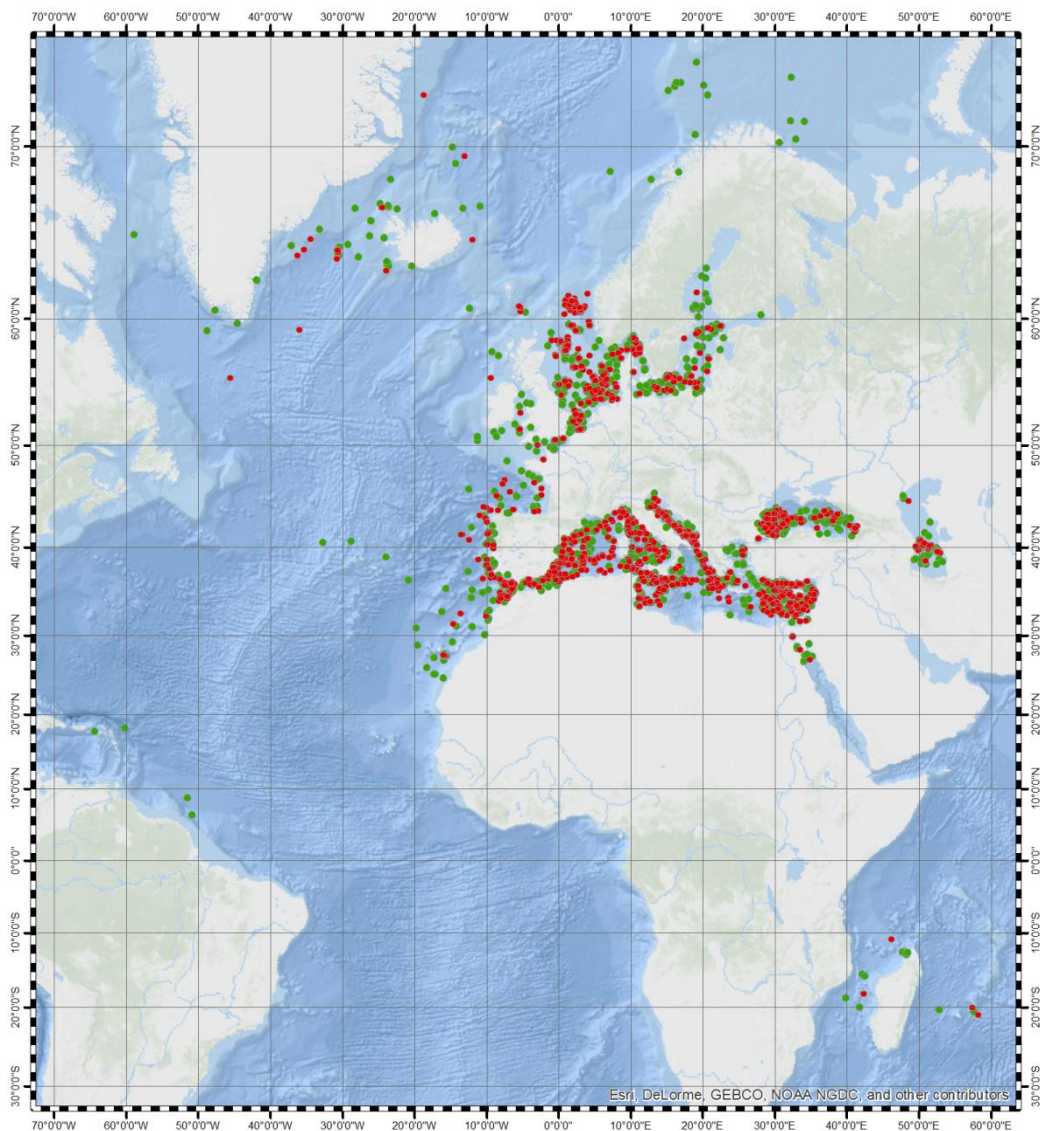


Figure 5 CleanSeaNet 2015: map of possible spills detected (Red: Class A; Green: Class B)

The overall trend has been a reduction in the number of possible spills detected per million km² (1,000 km x 1,000 km) monitored. After a sharp decrease from 2008 to 2010, the number of spills per million km² continued decreasing at a lower rate.

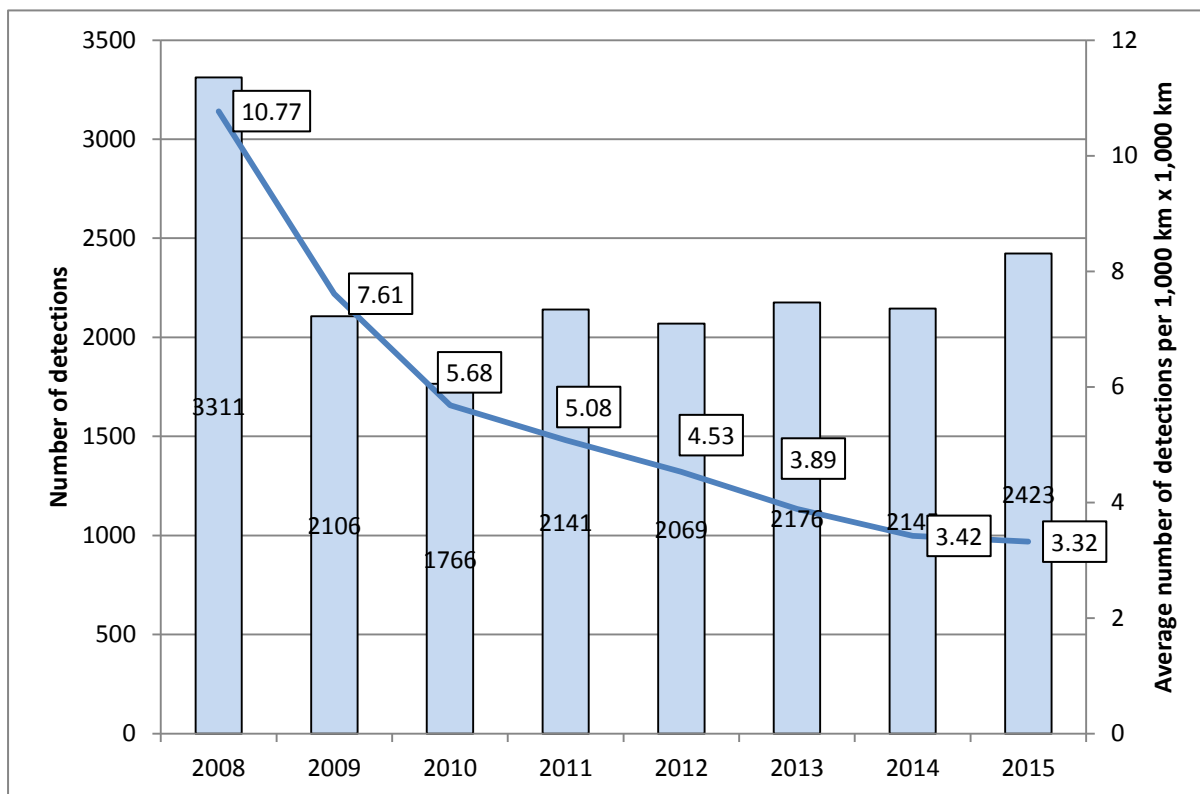


Figure 6 CleanSeaNet 2008 – 2015: trends in possible pollution detected

3.3.2.1 Support to Aerial Surveillance operations

Countries that are members of the Bonn Agreement conduct aerial surveillance operations at regular intervals to monitor oil and gas platforms in the North Sea. In 2015, EMSA planned to supported four “Tour d’Horizon” operations with the involvement of seven countries. However one operation was cancelled. Images are typically ordered along the flight tracks, but during two of the operations, the aircraft routing was planned to validate the satellite observations. Twelve images were delivered to the aircraft crews or national centres supporting the operations.

In 2015, the Agency also provided additional satellite-monitoring support during Coordinated Extended Pollution Control Operation (CEPCO); these are multilateral joint operations organised to monitor ship-source marine pollution in high-density traffic areas. One mini-CEPCO operations was supported. In summary, a SuperCEPCO was organised by Denmark in June (two images delivered) and one mini-CEPCO was organised by Sweden in September (one image delivered).

One operational pollution response exercise was supported with CleanSeaNet images: ORSEC, May organised by France.

3.3.3 CleanSeaNet service improvements

All operations from planning image acquisition and Member State confirmation though to their delivery are managed via the Earth Observation Data Centre (Ex-CleanSeaNet DataCentre). During the year there were various “back-end” developments to the Earth Observation Data Centre.

During 2015, the EMSA portfolio of Synthetic Aperture Radar (SAR) satellites and sensors was expanded. In addition to RADARSAT-2, a polar orbiting SAR satellite jointly funded by the Canadian Space Agency (CSA) and MacDonald Dettwiler Associates (MDA), the Agency’s portfolio now includes the European Space Agency (ESA) managed satellite Sentinel-1 as well as Airbus’s TerraSar-X and TanDEM-X constellation.

The Sentinel 1 data license is provided to EMSA free of charge allowing the Agency to build up its oil spill and vessel detection services in an economically efficient manner and to provide near real time services at a relatively low cost over all European waters. In the medium term, the Agency expects

Sentinel-1 to be the main workhorse of the CleanSeaNet service (approximately 50 % of all acquisitions). TerraSAR-X and TanDEM-X allow the acquisition of high-resolution and wide-area radar images independent of the weather conditions delivering optimised revisit time, increased coverage and improved service. The TerraSAR-X/TanDEM-X constellation uses X-band sensors for monitoring the earth and flies in a unique formation with separation distances of only a few hundred metres. The X-band based technology on board the TerraSAR-X constellation facilitates vessel detection. These satellites are used for the provision of both CleanSeaNet, the oil spill monitoring service, and the vessel detection service (VDS) provided by the Agency through the Integrated Maritime Services to a range of user communities.

In parallel, recognising the increasing operational relevance and demand for optical images and associated analysis, the Agency recently established new framework contracts with Airbus and EUSI. Consequently, the existing optical satellite sensor portfolio has been strengthened considerably across all types of image characteristics, particularly with respect to the number of satellites with very high resolution capabilities and their NRT delivery. The expanded portfolio will be fully integrated and operational during the first quarter of 2016. Its most obvious application for the CleanSeaNet community would be in support of accidental spills and emergencies.

EMSA continued to further develop cooperation in the oil spill modelling domain through the exchange of EMSA CleanSeaNet oil spill detection data and numerical modelling results of detected spills with relevant institutions.

3.4 Support to Coastal States and the Commission for Accidental Spills and Emergencies

In 2015, four requests for additional support from EMSA's CleanSeaNet service were received from coastal States addressing accidental spills and emergencies. One of these requests also included the activation of an EMSA contracted oil spill response vessel.

3.4.1 *Oleg Naydenov*, Spain, April 2015

The *Oleg Naydenov* sank on 14 April 2015, 15 nautical miles south of the island of Gran Canaria (Spain) at a sea depth of 2,400 metres. No casualties were reported. The vessel was carrying 1,409 tonnes of fuel, 30 tonnes of gasoil and 65 tonnes of luboil. The vessel had been towed from the port of Las Palmas due to an uncontrolled fire that had started on Saturday 11 April.

In addition to the routine acquisition plan, Spain requested emergency satellite imagery to support the ongoing situation. Accordingly, an additional 13 RadarSat-2 images were delivered.

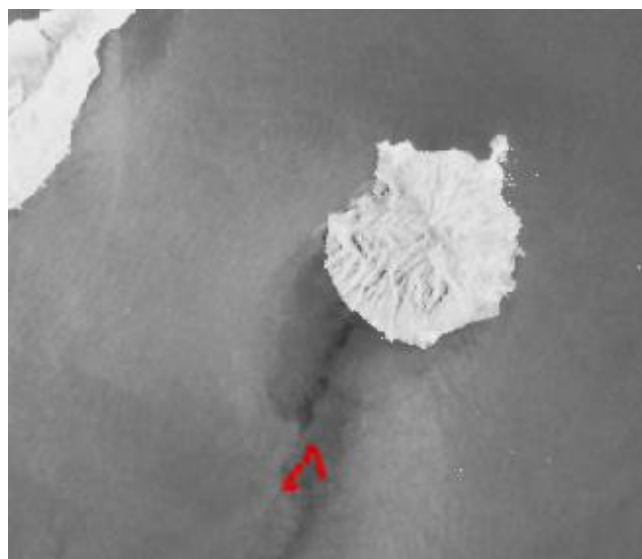


Figure 7 CleanSeaNet acquisition on 19 April 2015 at 06:53

3.4.2 Oil spills off Greenland, August 2015

On 8 August, an oil spill alert regarding Greenland was triggered following routine CleanSeaNet activity over the area. Consequently, the Joint Arctic Command request information concerning availability of additional satellite coverage of oil spill alert area. As a result, three additional RadarSat-2 images were delivered.

3.4.3 *Nele Maersk*, Spain, September 2015

On 7 September at 22:25 UTC the *Nele Maersk* en route from Algeciras, Spain to Genoa, Italy reported to MRCC Barcelona an accidental oil spill of approximately 9 m³ of Heavy Fuel Oil (HFO). Later on it was confirmed that the vessel had spilled around 35 m³.

EMSA offered, via CECIS, two consecutive RadarSat-2 Multilook fine images (50 Km x 50 Km each) scheduled for 9 September at 05:39 UTC. The images were delivered successfully and one oil spill detected.

3.4.4 Collision between the *Flinterstar* and *Al Qraiq*, Belgium, October 2015

The general cargo ship *Flinterstar*, carrying 3,000 tonnes of steel/iron and 140 tonnes crane parts and en route from Antwerp to Bilbao with 11 people on board, came in contact with the LNG carrier *Al Qraiq*, en route from Port Said to Zeebrugge, off the port of Zeebrugge, at around 02:10 UTC on 6 October. As a result, *Flinterstar* sank and is currently on a sandbank.

EMSA delivered two additional Radarsat-2 images over the accident area on 9 October. An EMSA oil spill response vessel was activated, but finally not contracted for spill response.

Chapter 4: Cooperation and Coordination

4.1 Introduction

The work of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) continued in 2015. EMSA also continued its cooperation with the pollution response experts of EU Member States, EFTA/EEA coastal Countries, EU Candidate Countries, the Regional Agreements Secretariats (Bonn Agreement, HELCOM, REMPEC, Black Sea Commission and Lisbon Agreement), the Commission (DG ECHO) and, on behalf of the Commission, with the International Maritime Organization (IMO).

4.2 Activities with regard to Cooperation

4.2.1 Cooperation within the Consultative Technical Group for Marine Pollution Preparedness and Response

The CTG MPPR provides an EU level platform for Member States to contribute to the improvement of preparedness and response to accidental and deliberate pollution from ships. The CTG MPPR is intended to facilitate and strengthen the exchange of information, views and opinions, share best practice and define the current and future priority actions in this field among the EU national experts, as defined in its Rolling Work Program. This is done through dedicated workshops, training, technical studies, guidelines and reports.

The status of ongoing priority actions and planned activities was reviewed at the 9th CTG MPPR meeting held on 22 October 2014. There was strong support to continue with the Group's four ongoing projects, listed below, providing added value at European level. A new proposed action with regard to establishing an expert group to address issues related to hazardous and noxious substances (HNS) was also approved by the Group. It was agreed that the next CTG MPPR meeting should be held in early 2016, subject to submissions of suitable contributions by Member States in advance.

With regard to the ongoing CTG MPPR projects, the following actions were undertaken in 2015:

1. The Technical Correspondence Group on Dispersants (TCG Dispersants) completed its work on the harmonisation of dispersant testing and approval procedures in Europe with a dedicated meeting held in March 2015. No agreement on harmonisation could be achieved, but the group completed updating the document *Overview of national policies regarding the testing and approval of oil spill dispersants in the EU/EFTA countries*. Detailed test procedures and approval in France, Norway, United Kingdom, Greece, Spain and Italy are described and key principles behind each national approach identified.
2. The EMSA Marine Pollution Expert Exchange Programme (EMPOLLEX) was launched to promote the exchange of best practices and to enhance contacts, networking and cooperation between Member States in the field of marine pollution. In 2015, four exchanges took place under the EMPOLLEX Programme, with very positive feedback received from the experts undertaking the exchange, as well as from the operational centres hosting the experts. It was decided to continue with the Programme in 2016 with Participating States indicating in advance the number of planned exchanges by the end of the previous year to allow EMSA to budget appropriately.

4.2.2 Cooperation with other organisations

EMSA also continued cooperating with Regional Agreements and the International Maritime Organization (IMO). The IMO re-organised its plenary meetings in 2013, as a result of which, the Oil Pollution Preparedness, Response and Cooperation Hazardous and Noxious Substances (OPRC-HNS) Technical Group was discontinued as a separate group. The work of the Group is now undertaken under the umbrella of the Pollution Prevention and Response subcommittee (PPR), which meets annually. EMSA participated in the in the second session of this subcommittee during the relevant days.

With respect to the Regional Agreements, the Agency also provides technical support to the European Commission, as part of the European Union delegation to the technical and operational meetings of these Agreements. For example, EMSA participates in the annual Operational, Technical

and Scientific Questions Concerning Counter Pollution Activities (OTSOPA) meetings of the Bonn Agreement, in the HELCOM Response Group, and is also a member of the HELCOM Informal Working Group on Aerial Surveillance (IWGAS), which meets once a year. EMSA contributes to these meetings by submitting papers, participating in discussions and also by involvement in the various operational exercises organised around Europe.

Representatives from the Bonn Agreement and Black Sea Commission Secretariats, REMPEC, the Lisbon Agreement, the Copenhagen Agreement as well as the Chairpersons of the technical working groups OTSOPA and HELCOM Response, along with DG ECHO and EMSA representatives met in Lisbon in February 2015 for the 11th annual Inter-Secretariat meeting. These meetings focus on exchanging information on marine pollution preparedness and response activities and projects undertaken within the various Regional Agreements, while promoting the dissemination of best practices in this field.

From the operational perspective and through the SafeMed and Traceca cooperation programmes and associated budgets, CleanSeaNet was made available to the official beneficiary countries across the Mediterranean, the Black Sea and the Caspian Sea.

Chapter 5: Information

5.1 Introduction

As part of its support to EU and EFTA/EEA Member States, EU Candidate Countries and the EU Commission, the Agency continued collecting and disseminating information in the field of marine pollution preparedness and response to oil and chemical spills.

5.2 Activities with regard to Hazardous and Noxious Substances (HNS)

5.2.1 MAR-ICE Network: Information Service for Chemical Emergencies

The MAR-ICE service, based on an agreement signed between the three MAR-ICE parties (Cedre, Cefic and EMSA), comprises a network of experts to support and advise Member States during the response to chemical spills. In 2015, the MAR-ICE service was activated on six occasions in exercises. As in the past, EMSA conducted an evaluation of the service in 2015. A draft evaluation report was presented and discussed at a meeting in December 2015 gathering all parties of the network.

5.2.2 MAR-CIS datasheets (MARine Chemical Information Datasheets)

The MAR-CIS datasheets provide information for the initial stage of incidents involving chemical substances. Questions such as 'How will the substance spread in seawater?', 'What are the existing safeguards on board of the ship?', 'How to control the situation?' need to be answered in order to identify and prioritise the hazards and associated risks before deploying the emergency response teams. The information is stored in a database and it can be searched, viewed and exported with a graphic user interface installed locally. The year 2015 marked the completion the MAR-CIS 1 project with additional 24 substances, bringing the total number to 213. Subsequently, the tool was provided to all EU and EFTA/EEA coastal countries as well as the coastal EU Candidate Countries. The MAR-CIS datasheets are also provided to Member States through the MAR-ICE network. A follow-up MAR-CIS 2 project started in 2015, to broaden the dissemination and improve the MAR-CIS information. A contract has been signed to development a MAR-CIS website and to develop an application for mobile devices for offline use. In addition, the MAR-CIS information will be linked to the SafeSeaNet Central Hazmat database,

5.2.3 Environmental data for predicting the trajectory and fate of oil and HNS spills

EMSA re-acquired access to online wind and current forecast information that automatically feeds existing in-house modelling software to predict the trajectory and fate of oil and chemical spills. The objective is to guarantee the continuous operation of the modelling software for predicting the trajectory and fate of oil and chemical spills. This type of information is commonly used as a decision support tool for drills, exercises, training and contingency planning for mobilising and optimising the deployment of pollution response means. The information is intended for EMSA management and the European Commission upon request. In 2015, oil spill trajectories were prepared for two incidents: the sinking of the *Oleg Naydenov* on 14 March 2015 15 nautical miles south of the Island of Gran Canaria, Spain; and the accidental oil spill from *Nele Maersk* on 14 September 2015, 4 nautical miles south-west of Barcelona, Spain.

5.3 Activities with regard to dispersants

5.3.1 New version of DUET

The enhancement of EMSA's Dispersant Usage Evaluation Tool (DUET) was completed in 2015: the Graphical User Interface was improved and the oil database and technical documentation were revised and updated. DUET is a numeric model that simulates oil spills and dispersant applications. It estimates the water concentrations of naturally - and chemically - dispersed oil and dissolved hydrocarbons, as well as the surface area impacted by floating oil. The updated version of DUET also includes the option to simulate a well blowout at the seabed, providing information on the geometry of the blowout plume, oil droplet size distribution and the time it would take for the oil to reach the sea surface.

5.4 List of Member States' pollution response capacities

As part of the Agency's tasks to "maintain a list of the public and, where available, private pollution response mechanisms and associated response capabilities in the various regions of the Union" as defined by Regulation (EU) No 911/2014, EMSA completed the collection of updated information for the "*Inventory of EU Member States Oil Pollution Response Vessels*". The revised inventory will be published on the EMSA website in early 2016.

5.5 2015 INTERSPILL Conference and Exhibition

The Agency continues to support the major marine pollution conference and exhibition event in Europe, INTERSPILL, as a member of the event's Steering Committee¹², recognising the importance of sharing spill response experience and disseminating best practice. EMSA continues to be active in the Steering Committee and the Conference Programme Committee planning. The 2015 Interspill Oil Spill Conference and Exhibition event was held at RAI Amsterdam, on 24-26 March 2015.

¹² Since 2007, EMSA has been a party to the MoU between the event's Steering Committee members to organise the conference and exhibition on a "not-for-profit" basis.

Annex: Total Expenditures for Pollution Preparedness and Response Activities

	Commitments	Payments
Network of Stand-by Oil Spill Response Vessels TOTAL	11,954,141.52	13,780,817.45
Contract 2010 (Mediterranean East)	-	421,611.42
Contracts 2011 (Black Sea, Bay of Biscay, Western Mediterranean Sea, Southern Baltic Sea, central Mediterranean Sea)	-	1,917,643.13
Contracts 2012 (Bay of Biscay, Atlantic, North Sea, Central Mediterranean Sea)	-	1,918,315.35
Contracts 2013 (Western Mediterranean Sea, Adriatic Sea, Aegean Sea, Atlantic North, Northern North Sea, Renewal North Baltic)	-	3,951,461.06
Contracts 2014 (Atlantic Coast, Black Sea North, North Sea / Channel - 2 Lots)	-	1,416,066.37
Contracts 2015 (Eastern Mediterranean, Baltic, Canary Islands and Madeira)	11,873,023.87	4,067,086.75
Additional Equipment storage, transportation, insurance and labelling costs	81,117.65	88,633.37
Equipment Assistance Service	3,400,418.79	4,553.79
Oil and Gas installations (dispersants and sea-borne spraying capability)	400,311.41	1,083,618.54
Exercises	251,011.50	239,415.94
Earth observation licenses and services (Total)	3,788,760.63	3,353,642.81
Earth observation product licences	2,140,000.00	1,954,865.10
Earth observation product processing and added value services - oil spill and vessel detection	1,648,760.63	1,398,777.71
Support to CleanSeaNet Users (training and meetings)	30,921.67	28,775.80
CleanSeaNet Service Developments (Total)	325,474.83	489,444.03
Earth Observation Data Centre maintenance and running costs	118,095.45	108,095.45
Earth Observation Data Centre improvements	159,379.38	180,848.58
CleanSeaNet services improvements	35,000.00	127,500.00
CleanSeaNet services support tools	13,000.00	73,000.00
Cooperation and Coordination Meetings	61,289.63	19,827.43
HNS Information and activities	224,936.24	76,287.07
Related missions of EMSA Staff	89,500.00	72,693.63
TOTAL allocated	20,600,000.00	19,153,997.00
TOTAL utilised	20,526,766.22	19,149,076.49