

Single Programming Document 2017-2019

**Adopted by the Administrative Board at its 46th meeting
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Mission

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

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

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

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

List of acronyms

AI	Accident Investigation
AIS	Automatic Identification System
BWMC	International Convention for the Control and Management of Ships' Ballast Water and Sediments
CHD	Central HAZMAT Database
CNTA	Consultative Network for Technical Assistance
CTG MPPR	Consultative Technical Group for Marine Pollution Preparedness and Response
DLP	Distance Learning Package
DUET	Dispersant Usage Evaluation Tool
EAS	Equipment Assistance Service
EC	European Commission
EEA	European Economic Area
EEDI	Energy Efficiency Design Index
EEZ	Exclusive Economic Zone
EFCA	European Fisheries Control Agency
EFTA	European Free Trade Association
ESA	European Space Agency
EMCIP	European Marine Casualty Information Platform
EMPOLLEX	Exchange Programme for Marine Pollution Experts
ENP	European Neighbourhood Policy
EODC	Earth Observation Data Centre
ERCC	Emergency Response Coordination Centre
ESSF	European Sustainable Shipping Forum
EU	European Union
EU LRIT CDC	European Union Long Range Identification and Tracking Cooperative Data Centre
EUNAVFOR	EU Naval Forces
EUROPOL	European Police Office
EUROSUR	European Border Surveillance System
Frontex	European Border and Coast Guard Agency (formerly the European Agency for the Management of Operational Cooperation at the External Borders)
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
IFCD	Interface and Functionalities Control Document

ILO	International Labour Organization
IMDatE	Integrated Maritime Data Environment
IMO	International Maritime Organization
IMS	Integrated Maritime Services
IMSAS	IMO Member State Audit Scheme
IPA	Instrument for Pre-Accession Assistance
ISM	International Safety Management
KPI	Key Performance Indicator
LNG	Liquefied natural gas
LRIT	Long Range Identification and Tracking
LRIT IDE	International LRIT Data Exchange
MaKCs	Maritime Knowledge Centre systems
MAOC-N	Maritime Analysis and Operations Centre – Narcotics
MAR-CIS	Marine Chemical Information Sheets
MarED	Marine Equipment (Directive) Database
MAR-ICE	Marine Intervention in Chemical Emergencies
MARINFO	Maritime Industry Information Infrastructure
MMSI	Maritime Mobile Service Identity
MoU	Memorandum of Understanding
MRA	Mutual Recognition Agreement
MRV	Monitoring, Reporting and Verification
MSC	Maritime Safety Committee
MSS	Maritime Support Services
NSW	National Single Windows
OLAF	European Anti-Fraud Office
PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PCZ	Preferred Conservation Zone
PRF	Port Reception Facilities
PSC	Port State Control
PSCOs	Port State Control Officers
QACE	Quality Assessment and Certification Entity
REFIT	Regulatory Fitness and Performance programme (EC)
RFD	Reporting Formalities Directive

ROPAX	Roll-on/roll-off passenger ships
ROs	Recognised Organisations
RPAS	Remotely Piloted Aircraft Systems
SAT-AIS	Satellite detected Automatic Identification System
SECA	Sulphur Emission Control Area
SEG	SafeSeaNet Ecosystem Graphical User Interface
SLA	Service Level Agreement
SOLAS 74	International Convention for the Safety of Life at Sea (1974)
STCW	Standards for Training, Certification and Watchkeeping of seafarers
VDES	VHF Data Exchange System
VDS	Vessel Detection System
VHF	Very High Frequency
VTMIS	Vessel Traffic Monitoring and Information Systems

SECTION I: General context

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

EMSA's activities can be broadly described as:

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

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

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

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

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

The role of the Union Maritime Information and Exchange System hosted by the Agency in the digitalisation of maritime transport is likely to increase. EMSA assists the Commission in discussions for developing technical solutions for simplified reporting formalities and interoperable IT solutions, advancing on the Blue Belt facilitation measures through the development of the e-Manifest pilot project and the European Maritime Single Window in view of completing an EU maritime transport space without barriers by 2020. The Agency is also providing technical assistance for the implementation of the Reporting Formalities Directive, in particular the development of National Single Windows (NSW) in Member States. Moreover the Agency supports the Commission and the

Member States in defining the role and future use of the European Maritime Single Window (EMSW) by contributing in the discussions for the definition of the functional requirements and developing/testing a pilot project to demonstrate how a EMSW would function in practice.

At the same time, the integrated maritime services are extending digital solutions to other EU stakeholders with maritime related tasks/functions, in accordance with political priorities, not only in the jobs and growth perspective, as described above, but also serving security purposes.

From an environmental perspective, EMSA has an important role to play in providing support to EU policies through special modules of THETIS, notably for the implementation of the MRV regulation and the sulphur directive. Depending on the evolution of international standards in this area as well as taking into consideration the provisions of the amended founding regulation, the tools developed may gain in importance as well as applicability beyond Europe and for the benefit of national authorities carrying out coast guard functions. The Agency's Earth Observation Data Centre will be further developed over the next two years and will continue to provide pollution detection services but will also be extended to new user communities also from across the range of EMSA's maritime surveillance services, This will be partly under the umbrella of activities of the Copernicus Maritime Surveillance Services, for which EMSA is the Entrusted Entity and started to implement activities as of the second half of 2016.

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

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

The Agency's acknowledged expertise and know-how in coast guard functions falling under its mandate, as well as tools and information systems hosted by the Agency will support relevant national authorities. The support will include extensive Remotely Piloted Aircraft Systems (RPAS) services in support of coast guard functions and aim at capacity building also by elaborating guidelines, recommendations and best practises, and by providing a portfolio of specialised training targeted to the needs of the national competent authorities, distance learning tools and enhanced information systems.

EMSA increasingly engages in project financed activities, as a synergetic way to use or build on existing expertise and tools for other EU activities related to the Union maritime transport policy. This work with and for other EU bodies, agencies and user communities is likely to increase in the future.

As the trend towards targeted services advances and the range of users develops, the evolution of user requirements will become a significant factor in the planning of the Agency's annual activities. Integration and flexibility will be important factors for managing this context.

In addition to the general perspectives outlined above, Section II of this document provides more detailed information about possible new tasks or potential growth in existing tasks anticipated at the time of writing for the period 2017-2019.

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

- Regulation (EC) No 1406/2002 of 27 June 2002 establishing the European Maritime Safety Agency, as amended by
 Regulation (EC) No 1644/2003 of 22 July 2003
 Regulation (EC) No 724/2004 of 31 March 2004
 Regulation (EU) No 100/2013 of 15 January 2013
 Regulation (EU) No 2016/1625 of 14 September 2016

- Regulation (EU) No 911/2014 of 23/07/14 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations.

- The EMSA 5-Year Strategy as adopted by the EMSA Administrative Board in November 2013.

- The Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013.

It should be noted in conclusion that the Agency’s 5-year independent external evaluation on the implementation of the Agency’s Founding Regulation is underway. The process will result in the adoption of recommendations by the EMSA Administrative Board to the Commission in mid-2017. The outcome is of course of great interest to the Agency, its key stakeholders and indeed to the entire maritime sector in the EU, neighbouring regions and beyond, in view of possible recommendations concerning future changes to the Agency’s mandate.

SECTION II: Multi-annual programming

The EMSA 5-year Strategy, adopted in November 2013 by the Administrative Board, provides the strategic framework for the Agency's planning from 2014 to 2018¹. Though recognised as a living document that is able to respond to change notably budgetary or policy developments, the current strategy has not been adjusted since its adoption.

Section II.1 covers the remaining period of the 5-year Strategy, namely 2017-2018 (N+1-N+2). The resource programming in Section II.3 covers N+1-N+3 as required. Task and resource programming beyond N+1 is indicative.

II.1 Multi-annual objectives

Strategic objectives

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

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

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

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

¹ Regulation (EC) n. 1406/2002 establishing the European Maritime Safety Agency, as amended by Regulation (EU) n. 2016/1625, Art. 10ca: the Administrative Board shall "examine and adopt a multiannual strategy for the Agency for a period of five years taking the written opinion of the Commission into account."

Multi-annual objectives					
Strategic Action Area	Strategic Objectives	Status multi-annual objectives			
		Not initiated	Initiated	Ongoing	Completed
		Contributing activities (see annual work programme Section III)			
Standards, rules and implementation Driver: EMSA shall be a leading EU technical partner in cooperation with EU Member States for the development and implementation of EU safety standards and regulations in the maritime sector.					
Ship safety	To support the Commission and the Member States in improving ship safety. (A1)	Not initiated	Initiated	Ongoing	Completed
		3100, 3200, 3300, 3600, 4100, 4200, 4300, 4400, 4500			
Adding value from visits and inspections	To increase resource effectiveness and efficiency through the development of a “risk-based” approach to inspections. (A2)	Not initiated	Initiated	Ongoing	Completed
		3100			
	To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate. (A3)	Not initiated	Initiated	Ongoing	Completed
		3600			
To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States’ maritime administrations, including sharing best practices. (A4)	Not initiated	Initiated	Ongoing	Completed	
	3600				
Assistance in monitoring ROs	To increase efficiency of the Commission's assessments of recognised organisations, in particular through a risk-based approach to inspections. (A5)	Not initiated	Initiated	Ongoing	Completed
		3100			
	To develop ideas for more effective sharing of information on inspections. (A6)	Not initiated	Initiated	Ongoing	Completed
		3100			
To assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE). (A7)	Not initiated	Initiated	Ongoing	Completed	
	3100				
Port State Control	To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)	Not initiated	Initiated	Ongoing	Completed
		2300, 3300, 4100			

Accident Investigation	To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents. (A9)	Not initiated	Initiated	Ongoing	Completed
		4200			
	To support the Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends. (A10)	Not initiated	Initiated	Ongoing	Completed
		4200			

Monitoring, surveillance and information sharing

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

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

Environmental challenges and response

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

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

Information, knowledge and training

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

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

Qualitative indicators

Drawing on the Agency's experience and the input received from stakeholders, the Agency has set itself the following targets: to maintain a high level of appreciation of the Agency's achievements across the four areas, to sustain professionalism and technical expertise as key strengths and to improve its performance in the area of transparency (Figure 1). A set of specific actions and indicators have been developed in order to support the achievement of these targets (Figure 2).

Figure 1:

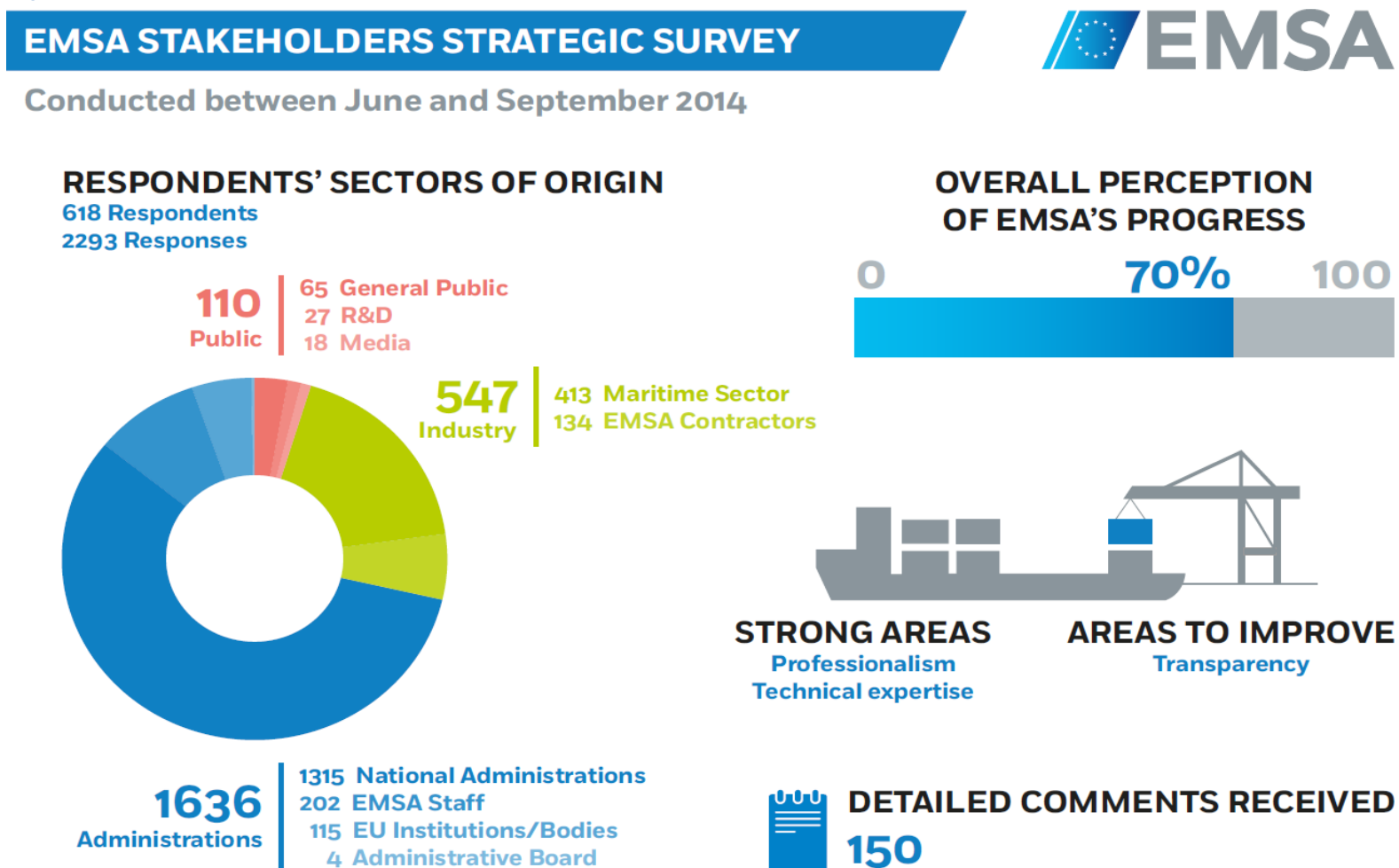


Figure 2:

<p>Goal</p>	<p>Maintain high level of appreciation of the Agency's achievements across the four strategic areas</p>	<p>Maintain high level of appreciation of the Agency's technical expertise</p>	<p>Maintain high level of appreciation of the Agency's professionalism</p>		<p>Improve the Agency's performance in the area of transparency</p>	
<p>Action</p>	<p>Consolidate existing monitoring and reporting tools and data and develop a formal and comprehensive periodic exercise to assess the progress and potential risks in the implementation of the annual work programme.</p>	<p>Collect feedback from the Commission, Member States and other EU Agencies in relation to specific requests for assistance, and special/joint projects governed by specific agreements.</p> <p>Collect feedback from SNEs (Seconded National Experts) and NEPTs (National Experts on professional training) on mutual benefits of working with EMSA.</p>	<p>Collect feedback from all workshop and meeting participants, including the Administrative Board, concerning the substance and implementation of the event, based on a single, short and voluntary questionnaire.</p>	<p>Build a 'mission, vision and values' document which includes a definition of EMSA's own organisational culture/professional code. Integrate the professional code into the refresher course on ethics and integrity.</p>	<p>Map external stakeholders and identify specific interests and issues related to information and communication issues and needs.</p>	<p>Set up online space for internal dissemination of information and documents linked to governance and management.</p>
<p>Indicator</p>	<p>Implementation of the annual work programme</p>	<p>Awareness of stakeholders' technical needs and expectations</p>	<p>Responsiveness to stakeholder needs and expectations</p>	<p>Alignment with the Agency's mission, ethical and organisational values, and the Code of Good Administrative Behaviour</p>	<p>Awareness of differentiated stakeholder information and communication needs</p>	<p>Awareness of decision-making processes and outcomes, as well as policy developments (EU/maritime), that have an impact on the Agency and its staff</p>

II.2 Multi-annual programme

The 5-year Strategy explains in detail the range of actions envisaged in order to achieve the objectives listed in the previous section. The document is available via the Agency website <http://emsa.europa.eu>

II.3 Human and financial resources – outlook for years n+1 n+3 (2017-2019)

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

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

In addition, new activities in the fields of environmental legislation, maritime surveillance, and satellite applications, as well as increasing levels of cooperation with other Agencies and institutions², clearly show that there is a growing demand for EMSA to provide services to the Commission, Member States and other bodies. Both the Commission and the Member States have already expressed support for the Agency to become a 'service provider' for other user communities, thus ensuring added value at EU level and the best possible use of existing tools. This is reflected in the Agency's 5-Year strategy, adopted in November 2013.

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

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

However, the current financial climate of staff reductions demands once more additional efforts from EMSA staff. The possibilities for redeployment of staff within the Agency, as well as the best possible use of Contract Agents and task forces will continue to be fully exploited. Interim staff are brought in when necessary to reinforce support functions.

At this stage, staff requirements for 2018 and 2019 have to be considered as indicative and subject to change in the light of policy developments that have an impact on the workload of the Agency through the attribution of new tasks or extension of existing tasks.

II.3.1 Overview of the past and current situation

Staff population overview N-1

The significant staff cut expected for 2016 (- 5 posts) was gradually planned well in advance through natural turnover. As a result, five posts were already earmarked in the 2015 establishment plan for the cut of 2016. This set the target of occupation of the establishment plan for 2015 at 202 (instead of 207). Against that target, the vacancy rate related to the establishment plan at the end of 2015 was 1.98%³.

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

³ Including one offer letter.

The staff cuts initially required were achieved in 2016. Overall, the Agency has performed well in terms of savings and efficiency gains by reducing its establishment plan beyond the initial 5% required over the period 2013-2017, without impacting on its regulatory tasks and mandate (see detail under section II.3.E “Redeployment”).

Detailed information on staff evolution and categories is provided in Annex III.

Expenditure N-1

The 2015 and 2016 budgets were in line with the ceilings of the Multi-Annual Financial Framework.

Detailed information on the evolution of expenditure is provided in Annex II.

II.3.2 Resource programming for the years N+1-N+3

II.3.2.1 Financial Resources

Justification

The total budget proposed for 2017 is in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013; and with the Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

Subject to their final adoption by the budgetary authority, the figures provided for 2017 should enable the Agency to provide relevant services and assistance to both the Commission and the Member States as outlined in SECTION III: Work programme 2017.

The figures for 2018 and 2019 have to be considered as purely indicative and subject to change in the light of future developments that could have an impact on the workload of the Agency and attribute new tasks or extend existing tasks.

Detailed data is provided in tables in Annex II.

❖ Revenue

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

	2017	2018	2019
Fresh credits From the Budgetary Authority	72,358,565	77,820,000	81,132,000
<i>of which Anti-Pollution Measures</i>	22,800,000	22,425,000	25,050,000
<i>of which Cooperation on Coast Guard Functions</i>	17,670,000	23,107,000	23,148,000
EFTA Contribution (2.47%)	1,755,404	1,890,013	1,969,759
Other revenues: L.R.I.T.	300,000	300,000	300,000
Other revenues: Miscellaneous Revenue	131,000	90,000	90,000
Total "Other revenues"	431,000	390,000	390,000
TOTAL REVENUE	74,544,969	80,100,013	83,491,759

*Notes:

- EMSA fresh credits from the Budgetary Authority are in line with the “Multi-annual financial perspectives 2014-2020”.
- R0 Funds (other external assigned revenue) are not included in the budget above presented.
- “Miscellaneous revenue”: these revenues come from C4 funds as internal assigned revenue; as of 2017 the Agency considers only the income from the EMCDDA for renting the conference centre as certain.
- For 2018 only, the Anti-Pollution Measures portion remains below the Multi-Annual Framework ceiling in order to cope with a 3 MEUR cut in Payment Appropriations experienced in 2015.

Commitment Appropriations

		2017	2018	2019
Title 1	Staff Expenditure	22,334,000		
	of which Cooperation on Coast Guard Functions	1,034,000		
Title 2	Infrastructure & Operating Expenditure	4,125,036		
	of which Cooperation on Coast Guard Functions	86,000		
Title 3	Operational Expenditure	25,285,933		
	of which Cooperation on Coast Guard Functions	16,550,000		
Titles 1, 2 & 3		51,744,969	57,675,013	58,441,759
Title 4	Anti-Pollution Measures	22,800,000	22,425,000	25,050,000
Title 5	Project Financed Actions	p.m.	p.m.	p.m.
TOTAL EXPENDITURE		74,544,969	80,100,013	83,491,759
	of which Cooperation on Coast Guard Functions	17,670,000	23,107,000	23,148,000

Budget outturn and cancellation of appropriations

The 2015 budgetary outturn was extremely high. 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.

It should be noted that the above information on 2015 budget outturn and cancellation of appropriations relates to consumption of appropriations voted in the current budget (fund source C1), while Executed Budget 2015 amounts in tables 1 and 2 under Annex II cover both, appropriations voted in the current budget (fund source C1) and external assigned revenue (fund source R0).

Detailed information on budget outturn and cancellation of appropriations is provided in Annex II, Table 3.

II.3.2.2 Human resources

The Agency plans to implement the additional cut on existing tasks of -4 posts in 2017 and -3 posts in 2018, in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013.

At the same time, 14 additional posts are planned for 2017 and 3 for 2018, in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

This is reflected in an establishment plan for 2017 of a total of 212 posts (198 posts + 14 posts linked to the coast guard package), subject to the outcome of the budgetary procedure.

The figures for 2018 and 2019 have to be considered as purely indicative and subject to change in the light of future developments that could have an impact on the workload of the Agency and attribute new tasks or extend existing tasks.

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

Detailed information is provided in Annex III.

A) New tasks

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

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

The latest revision in October 2016 provides for cooperation with Frontex and EFCA to support national authorities carrying out coast guard functions.

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

❖ [Interagency cooperation with Frontex and EFCA on national coast guard functions](#)

The Founding Regulation of EMSA has been amended. A new article has been added stating that “The Agency shall, in cooperation with the European Border and Coast Guard Agency, established by Regulation (EU) 2016/1624 of the European Parliament and of the Council^{4*}, and the European Fisheries Control Agency, established by Council Regulation (EC) n. 768/2005^{**} each within their mandate, support national authorities carrying out coast guard functions at national and Union level, and where appropriate, at international level, by:

“ (a) sharing, fusing and analysing information available in ship reporting systems and other information systems hosted by or accessible to the agencies, in accordance with their respective legal bases and without prejudice to the ownership of data by Member States;

(b) providing surveillance and communication services based on state-of-the-art technology, including space-based and ground infrastructure and sensors mounted on any kind of platform;

(c) building capacity by drawing up guidelines and recommendations, and by establishing best practices as well as by providing training and exchange of staff;

(d) enhancing the exchange of information and cooperation on coast guard functions including by analysing operational challenges and emerging risks in the maritime domain;

⁴ * Regulation (EU) 2016/1624 of the European Parliament and of the Council of 14 September 2016 on the European Border and Coast Guard and amending Regulation (EU) 2016/399 of the European Parliament and of the Council of and repealing Regulation (EC) No 863/2007 of the European Parliament and of the Council, Council Regulation (EC) No 2007/2004 and Council Decision 2005/267/EC (OJ L 251, 16.09.2016, p.1).

^{**} Council Regulation (EC) No 768/2005 of 26 April 2005 establishing a Community Fisheries Control Agency and amending Regulation (EEC) No 2847/93 establishing a control system applicable to the common fisheries policy (OJ L 128.21.05.2005, p.1).

(e) sharing capacity by planning, implementing multipurpose operations and by sharing assets and other capabilities, to the extent that these activities are coordinated by those agencies and are agreed to by the competent authorities of the Member States concerned.”

A specific budgetary envelope of EUR 87 million is foreseen for the period 2017 to 2020 for EMSA. For this purpose 17 additional Temporary Agents will also be included in the Agency’s establishment plan.

As foreseen by the article on “European cooperation on coast guard functions”, a working arrangement detailing the modalities of the cooperation between EMSA, Frontex and EFCA is under preparation, for the subsequent approval of the governing bodies of the three Agencies.

As concerns EMSA, the work of the Agency will focus on the coast guard functions falling under its mandate, to enhance the assistance and the services that it currently provides to its users’ communities for the coast guard functions under the competence of the national authorities which traditionally and on a day-to-day basis work with EMSA, and represent the key stakeholders of the Agency.

The focus will be in particular on:

a) *improving the dissemination of real time and near real time maritime surveillance data between the three Agencies and relevant authorities*

The use of RPAS will be a new feature introduced at a significant scale by the border package. When improving surveillance capabilities, data of new sensors, in particular those mounted on RPAS (including video and infrared data) should be incorporated in the maritime picture. This will require a new data processing capability, working with new type of data, as for example video and infrared, which needs to be developed. Such update of the system will also benefit maritime authorities using RPAS services for their purposes. Software developments and interface upgrades will be carried out at EMSA to cope with the information from new sensors on board RPAS. Cooperation between the three Agencies will further improve the maritime picture. EFCA has requested Member States to share VMS data for “Search and Rescue” purposes and Frontex offered to share their environmental (sea state) data.

This development would also be in line with one of the objectives the Agency’s 5-year strategy in fostering the possible contribution of new technologies to the enhancement of the maritime picture resulting in offering state-of-the-art services to our users’ communities.

b) *flexible RPAS services in support of coast guard functions*

The Agency will organise and provide, as an institutional service provider, RPAS service operations. The primary focus is on supporting the collection of information of human activity at sea. This technology has a multipurpose character and can be used for a variety of public tasks at sea (e.g. border control, safety of navigation, Search and Rescue, pollution detection, fishery control, law enforcement actions). It can therefore also benefit a wide range of national authorities undertaking diverse functions in the maritime domain. The Agency is interested in contracting service providers that offer complete services based on RPAS systems, which can be mobilised for any coast guard related purpose around the European Union. The intention of the Agency is to procure as many flight hours as possible according to budget availability. Procurement should lead to framework contracts with more than one provider. The Agency will not own or operate any RPAS system itself. Services will be offered only at the request of interested Member States, which implies their inherent consent and approval. In such case one of the contractors will be mobilised and will start operations based on the pre-agreed flight plan and the permission to fly granted by the host state.

c) *Securing AIS data collected by satellite*

Previously, EMSA, in collaboration with the European Space Agency (ESA), had been providing Satellite-AIS (SAT-AIS) data services at no cost to other EU Agencies and EU Member States through its maritime applications. This data was financed by ESA until 31st August 2016, when the research and development

programme came to an end. SAT-AIS data is an invaluable source of information which very much enhances maritime situational awareness. Vessel positions may not be available at all when vessels are transiting beyond the coverage of the AIS shore-based stations anywhere in the EU and therefore cannot be monitored through terrestrial-based AIS systems (this may be of particular interest for ships in distress under EU flag outside of European waters). In these situations, SAT-AIS (and LRIT) may be the only means available to track vessels.

Without SAT-AIS data, much added value will be lost and there will be a considerable decrease in the maritime situational awareness, negatively impacting the surveillance capability at external borders and elsewhere. It is therefore necessary to continue providing the level of service which users of the maritime picture have come to expect and appreciate by acquiring SAT-AIS data.

d) *Enhancing capacity building through training, distant learning and exchange of best practices, project-based development of common or interoperable operations standards and enhancement of relevant tools*

Strengthening the coast guard functions of national authorities also entails education, training and capacity building. Training, capacity building and e-learning are already a core task of the Agency for many years, as Member States are associated from the outset in deciding the annual offer of training and events hosted at national level. With its portfolio of tools and activities the Agency supports the national maritime authorities in their daily running of tasks as competent Flag, Port and Coastal State authorities.

The Agency has already established a significant training portfolio, including e-learning modules for maritime experts of Member States and EFTA, Enlargement and European Neighbourhood Policy countries. This platform will be used either to enhance existing or to develop new modules and training sessions, strengthening skills and capabilities at national level. The possibility for cross-fertilisation and exchange of knowledge with the other two Agencies will be explored. The practice followed and the experience gained by EMSA in developing and providing training and guidance, as for instance in the field of Port State Control and the extensive portfolio of compulsory or voluntary training and related tools, such as the learning platforms MaKCs and RuleCheck, could be of inspiration for other coast guard functions.

The e-learning concept within the Agency's toolbox to support capacity building will be fostered and enhanced. Modules on the different basic trainings will be on offer, with focus on specialised in-house training at EMSA premises or through regional activities. The offer of training events in the Member States will increase, in order to reach a wider audience.

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

In addition, and subject the outcome of the workshop that will be held in 2017 to identify the needs of the national authorities performing coast guard functions falling within the mandate of the Agency (See Section 4.3 Training, cooperation and capacity building), THETIS-EU could be enhanced to support Member States in their capacity as Flag States. The system, being flexible and modular, could be further enhanced in order to provide a platform where each Member State will identify ships flying its flag, select ships for Flag State Inspections, record Flag State Inspections, produce statistics, retrieve ship related information from relevant ROs and if so wish, exchange information with other entities (i.e. accident investigation bodies) or other EU Flag States.

e) *Capacity sharing, including the planning and implementation of multipurpose operations and the sharing of assets and other capabilities across sectors and borders.*

The idea is for the three Agencies to work together and to identify synergies, which could include using assets during operations to the benefit of all Agencies. In this field the expected benefits are more for the Frontex and EFCA than for EMSA as it has no direct law enforcement activities. However, during multipurpose operations

events relevant for maritime safety and/or pollution detection may be observed. For example during previous joint operations, oil slicks have been detected by surveillance aircraft and reported to the relevant coastal state.

Interagency cooperation with Frontex and EFCA on coast guard functions		
Year:	Activity:	Staff requirements:
2017-2020	<p>The work of the Agency will be developed in line with the above-mentioned actions.</p> <p>The magnitude of the activities will depend on the outcome of the annual budgetary procedure.</p>	17 statutory posts (expected) in 2017 and 2018.

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

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

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

Given that the Agency is considered a reliable partner by the Commission, the European Parliament and the Member States, new tasks may be entrusted to it following relevant policy developments.

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

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

Assistance in the performance of the any other task assigned to the Commission in legislative acts related to the objectives of the Agency		
Year:	Activity:	Staff requirements:
2017-2019	<p>Assistance to the Commission.</p> <p>Subject to examination and approval by the Administrative Board.</p>	To be evaluated at a later stage, on the basis of the possible requests for assistance.

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

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

At the time of writing it is not known if there will be new requests for technical assistance during 2017. However the Agency will continue to share best practices and make recommendations for improvements to the implementation of the RFD in Member States within the peer review framework developed in 2016.

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

Technical assistance to the building up of the necessary national capacity for the implementation of relevant acts of the Union		
Year:	Activity:	Staff requirements:
2017-2019	<p>Technical assistance to one or more Member States.</p> <p>Subject to the examination and the approval of the Administrative Board.</p>	<p>Assistance to Member States provided under current staff levels.</p> <p>Further impact to be evaluated at a later stage, on the basis of possible requests for assistance.</p>

❖ **Performance of Ancillary tasks**

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

The following possible ancillary tasks are included in the mandate:

1. *Assistance to the Commission:*

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

2. Assistance to the Commission and the Member States:

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

❖ Facilitation and efficiency of maritime traffic

The Founding Regulation states that 'the Agency shall, where appropriate, contribute to the overall efficiency of maritime traffic and maritime transport as set out in this Regulation, so as to facilitate the establishment of a European maritime transport space without barriers' (article 1.3). Moreover, in article 2a.3 the following ancillary task is identified: 'examination of the feasibility and the implementation of policies and projects supporting the establishment of the European maritime transport space without barriers, such as the Blue Belt concept and e-Maritime, as well as Motorways of the Sea. This shall be done in particular by exploring additional functionalities to SafeSeaNet'. The Blue Belt services which formed part of the pilot project implemented by the Agency in 2011 were integrated in the SafeSeaNet production environment and continued to be provided to those Member States who were interested in receiving them.

On 8 July 2013 the Commission issued the Communication on Blue Belt (COM(2013) 510 final) in response to the requirements of the Single Market Act II - Together for new growth, published in October 2012. Since then various initiatives were taken to try to "establish a true Single Market for maritime transport". The development of a harmonised eManifest was one of the initiatives which were considered most relevant for the simplification of

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

⁶ GMES is now known as "Copernicus".

procedures. Other initiatives included the simplification of the authorisation procedure for Regular Shipping Services and the development of the Proof of Union System (PoUS).

The Agency is assisting the Commission in implementing the eManifest pilot project which was launched in 2016 and is expected to be concluded by 2018. This project will define the cargo information required by both the maritime and customs authorities, including the data elements required for the PoUS. The project will also, assess the technical/operational feasibility of submitting the eManifest, using agreed messages, and then distributing the relevant information through a European Maritime Single Window (EMSW) to the relevant authorities. Consequently, and subject to the outcome of this pilot project, the Agency may be requested to assist the Commission and the Member States preparing amendments to legislation and in developing the EMSW on a permanent basis.

European Maritime Single Window (EMSW)/eManifest project		
Year:	Activity:	Staff requirements:
2017-2019	Assistance in the implementation of the “European Maritime Single Window (EMSW)/eManifest project” package, including the development of an EU-wide service.	To be evaluated following the conclusion of discussions on the European Maritime Single Window (EMSW)/eManifest project in the appropriate fora.

❖ **Other additional ancillary tasks**

The activation and implementation of other additional ancillary tasks, subject to the approval of the EMSA Administrative Board in the framework of the preparation of the annual work programme, will have to be considered on a case-by-case basis, and may have a direct impact on the resources of the Agency.

Implementation of Possible Ancillary Tasks		
Year:	Activity:	Staff requirements:
2017-2019	Implementation of other possible ancillary tasks as identified by the Founding Regulation. Subject to the examination and the approval of the EMSA Administrative Board.	To be evaluated at a later stage.

B) Growth of existing tasks

In addition to the introduction of new tasks, existing tasks have been subject to development and expansion. This is due in to the changing perceptions of what is possible in terms of information in the maritime domain and subsequently the evolving user needs of EMSA's key stakeholders, as well as the ever-increasing availability of improved technological solutions through which EMSA can provide better quality services.

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

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

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

Provision of end-of-cycle reports of EMSA's inspections of recognised organisations		
Year:	Activity:	Staff requirements:
2017-2019	Provision of end-of-cycle reports.	For the time being no impact on staff levels.

❖ Functions under the new Methodology for Visits to Member States

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

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

Functions under the new Methodology for Visits to Member States		
Year:	Activity:	Staff requirements:
2017-2019	<p>Organisation of pre-cycle workshops.</p> <p>Provision of post-visit advisory reports if possible.</p> <p>Member State support with post-visit corrective action plans.</p>	The nature of the new activities will imply more involvement of the specialist operational units of the Agency. Staff needs in this respect to be evaluated at a later stage.

❖ **Carrying out horizontal analyses of cycles of visits and inspections**

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

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

Carrying out horizontal analyses of cycles of visits and inspections		
Year:	Activity:	Staff requirements:
2017-2019	Provision of horizontal analysis reports.	Task implemented through redeployment of existing staff.

❖ **Monitoring of the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels**

The Commission has requested EMSA to undertake monitoring visits to Member States to assess the implementation of Directive 2016/802/EU as amended, as well as the Commission Implementing Decision laying down the rules concerning the sampling and reporting under Council Directive 2016/802/EU as regards the Sulphur content of marine fuels. The new cycle of visits - following the workshop held in June 2016 - started in October 2016. The cycle will follow the Methodology for visits to Member States as adopted by the EMSA Administrative Board in November 2015.

Monitoring of the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels		
Year:	Activity:	Staff requirements:
2017-2019	EMSA to undertake visits to Member States to assess the implementation of Directive 2016/802/EU and of the relevant Commission Implementing Decision on sampling and reporting.	No impact on staff levels.

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

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

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

Research		
Year:	Activity:	Staff requirements:
2017-2019	Analysis of relevant research only when linked to current priorities: passenger ship safety; greenhouse gases emissions; hazardous materials related to IHM; alternative fuels. Functional approach.	No impact on staff levels.

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

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

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

Investigation of maritime accidents: operational support		
Year:	Activity:	Staff requirements:
2017-2019	Operational support upon request.	For the time being no impact on staff levels. To be reassessed at a later stage in the light of the support that could be requested.

❖ **Reporting Formalities Directive (RFD)**

Article 2.4(i) mandates EMSA to facilitate cooperation with regard to the implementation of Directive 2010/65/EU on reporting formalities for ships arriving to and/or departing from ports of the Member States (Reporting Formalities Directive), and further requires that the Agency shall work with the Member States to develop technical solutions for building up national capacity (article 2.3(b)). The RFD aims to ‘simplify and harmonise the

administrative procedures applied to maritime transport by making the electronic transmission of information standard by rationalising reporting formalities'. From 1 June 2015, all reporting formalities covered by the Directive have to be transmitted electronically by ship data providers to the national authorities via a national single window. In addition, the relevant information has to be made available in the national SafeSeaNet System for exchange among Member States. The implementation of the Directive in Member States and the achievement of harmonisation at EU-wide level are very demanding, therefore the Agency's assistance to both the Commission and the Member States is considered to be particularly valuable.

EMSA is tasked to support the Commission in 2017 and subsequent years regarding the implementation, evaluation and revision of the Reporting Formalities Directive. The aim of the Commission for the future work in the field of reporting formalities, including formalities forming part of the eManifest, is the development of a EMSW which will provide harmonised interfaces. The EMSW and eManifest concept which will be tested through a pilot project during 2017 and 2018 may be implemented during subsequent years. The operation and management of such a system, by the Agency, would have an impact on its financial and human resources. To prepare for such an eventuality the Agency should carry out a study to refine the scope and objectives of the EMSW, to identify the alternatives for its management and operation, to estimate the financial and human resources required by each alternative, and provide recommendations on the most cost effective approach.

Reporting Formalities Directive		
Year:	Activity:	Staff requirements:
2017-2019	Assistance in the implementation, evaluation and revision of Directive 2010/65/EU and the development of associated simplification measures, including the EMSW.	The implementation of the additional tasks related to the EMSW would be assessed through a feasibility study.

❖ **Provision of relevant vessel positioning and earth observation data in order to facilitate measures against threats of piracy and of intentional unlawful acts**

Since 2010, the Agency has been providing integrated maritime services (IMS) through the integration of data from different sources in accordance with end user needs. EMSA's role in the provision of such services was confirmed and extended by the revision of the Founding Regulation in 2013, which stated that EMSA should provide 'relevant vessel positioning and earth observation data to the competent national authorities and relevant Union bodies within their mandate in order to facilitate measures against threats of piracy and of intentional unlawful acts' (article 2.4(b)). EMSA currently provides integrated maritime services to a number of EU Member States (presently 22) and EU institutions and bodies (including EUNAVFOR Atalanta, EUNAVFOR Sophia, EFCA, Frontex, and MAOC-N).

The IMS services provided by EMSA are built around an integrated maritime data environment known as the SafeSeaNet Ecosystem. Through this, the Agency is pursuing increased integration of its maritime applications, reflecting Annex 3 of Directive 2002/59/EC, as amended, and as requested by the SafeSeaNet High Level Steering Group. The SafeSeaNet Ecosystem uses information from the various EMSA applications, but can also integrate (local) data provided by Member States or EU bodies. These integrated maritime services provide monitoring and surveillance tools for a diverse range of users across a range of domains (environment, safety and security, customs, law enforcement, defence, fisheries and border control). The demand for these services is increasing and is likely to increase further over the coming years. In parallel, the Agency will continue to develop its portfolio of information sources on a cost effective basis.

The integration of AIS data detected by satellite (SAT-AIS) as a key data source has been particularly significant in ensuring the added value and wide uptake of the integrated maritime services. To meet the demands of Member States and European institutions, EMSA and the European Space Agency (ESA) have been collaborating on setting up a European Satellite AIS data service through the establishment of an ESA-EMSA SAT-AIS programme through which EMSA has been providing a global feed of SAT-AIS data to its users. The successful cooperation between the two Agencies on satellite AIS will be further consolidated and extended in the coming years particularly on aspects related to the development of new AIS technology applications such as the VHF Data Exchange System (VDES). ESA and EMSA will be looking into how the VDES, which is envisaged to be a maritime digital data communication system using the VHF band and which will include an AIS functionality and satellite communication capability, can exchange digital data packages on a worldwide basis, starting with terrestrial VDES until the establishment of the required regulatory provisions for satellite VDES,

EMSA has also established a Collaborative Satellite AIS Forum for EU national administrations with a satellite AIS programme, or interest in the development of satellite AIS capacity, for non-commercial purposes. The aim is to share, through EMSA, data with other Member State authorities and EU bodies, to improve and enhance overall maritime domain awareness. The Forum also aims to provide a discussion platform for Member States with emerging national satellite AIS capacity to discuss issues of common interest and identify areas for cooperation and mutual support. EMSA currently receives a global feed of satellite AIS data from Norway. It is envisaged that during the period 2017 and beyond, new satellite AIS data streams from national missions will become available.

EMSA will also respond to the demand for added-value services in the field of maritime surveillance by exploring the latest possibilities offered by new technologies, as stated in the 5 Year Strategy. This will include actions related to the operational use of Remotely Piloted Aircraft Systems, amongst other areas of innovation, to provide users with maritime information which cannot be obtained by the presently available systems (satellite and in-situ).

Additional costs, including extra staff resources, as part of longer-term cooperation with other EU bodies and institutions for measures against threats of piracy and of intentional unlawful acts, will have to be borne by the requesting organisations or covered by resources other than the Agency's direct subsidy from the EU budget.

Measures against piracy and international unlawful acts		
Year:	Activity:	Staff requirements:
2017-2019	Provision of relevant vessel positioning and earth observation services in order to facilitate measures against threats of piracy and of intentional unlawful acts.	Possible staff requirements to be evaluated at a later stage.

❖ [Extension of THETIS to support enforcement of EU legislation \(THETIS-EU\)](#)

Several legal acts of the Union (Regulation 1257/2013 on Ship Recycling, Regulation 2015/757) have amended the Directive 2009/16/EC on PSC, whilst international conventions which are expected to be adopted or to enter into force soon (e.g. the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWMC)) impose new PSC requirements. Consequently there will be a need for further enhancement of the THETIS system.

A dedicated module which was available as from 2015 to cater for the provisions of the revised Sulphur directive, now codified as Directive 2016/802/EU is at present incorporated in THETIS-EU. In 2017 it will contain a risk-based target system, including specific alerts from remote sensing and other available technologies, as well as

functionalities to facilitate Member States when preparing annual reports in accordance with said Directive, and will be linked with the Emission Inventories functionality.

The dedicated module THETIS-EU has been developed in 2016 in order to support other competent authorities in the EU interested in implementing control provisions not included in the PSC Directive or relevant flag state requirements. The first legal act catered for is the PSC requirements stemming out the Port Reception Facilities Directive (2000/59/EC). THETIS-EU will be further enhanced to cater other EU legislation such as Regulation (EU) 1257/2013 on Ship Recycling as concerns Title II (Flag State and Port State Obligations). It could also be further developed in order to support national authorities carrying out coast guard functions at national and Union level.

Whilst respecting relevant access rights, THETIS-EU could also be further enhanced to support national authorities carrying out coast guard functions (see also “Interagency cooperation with Frontex and EFCA on national coast guard functions”).

Specific modules of THETIS: THETIS-EU		
Year:	Activity:	Staff requirements:
2017-2019	<p>Further enhancement of THETIS for Ship Recycling (PSC provisions).</p> <p>Further enhancement of THETIS for the proposal on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC on Port State Control.</p> <p>Further enhancement and implementation of THETIS-EU.</p> <p>Potential enhancement of THETIS-EU to support national authorities carrying out coast guard functions.</p>	<p>Possible other staff requirements to be evaluated at a later stage.</p>

❖ **Development and Implementation of an EU MRV (Monitoring, Reporting and Verification) system for carbon dioxide emissions from maritime transport – THETIS-MRV**

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

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

In 2017 THETIS-MRV will be deployed and ready to receive emission reports as from 1st January 2018.

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

EU MRV (Monitoring, Reporting and Verification) system for carbon dioxide emissions from maritime transport- THETIS-MRV		
Year:	Activity:	Staff requirements:
2017-2019	Development and implementation of an EU MRV system as a specific module of THETIS (THETIS-MRV).	For the time being task performed by current staff. Possible other staff requirements to be evaluated at a later stage.

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

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

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

The Commission plans to entrust again to the Agency the forthcoming projects for technical assistance to the Southern and Eastern European neighbouring countries, following the completion of SAFEMED III and TRACECA II projects and its achievements.

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

Both projects are expected to run for a 4-year period between 2017 and 2020, and will contribute to the establishment of an overall well-functioning and safe transport system in the Mediterranean, Black and Caspian Sea and guarantee the continuation of the regional co-operation on maritime safety established under the previous projects implemented from 2013 to 2016. The projects aim to achieve a reduction in maritime pollution caused by ships, better information regarding vessel movements and increased sharing of data among countries, a reduction in human error as a contributing factor in maritime accidents, and more secure port facilities and vessels.

The technical assistance provided to Southern and Eastern neighbouring countries will also focus on bilateral actions aiming at addressing the specific needs of each beneficiary country; the regional actions will continue as a mean to optimise the use of the available resources and as a way for beneficiaries to share best practices with the Member States and between themselves thus enhancing harmonisation. Two Contract Agents for each project will be recruited in 2017, covered by the specific financial envelope made available by the relevant Commission services, and devoted to the management of the projects. A Seconded National Expert, who will support both projects, will also be recruited as from 2017, covered by the specific financial envelope for the projects,

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

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

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

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

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

For the forthcoming projects for technical assistance in the Mediterranean Sea Region and in the Black and Caspian Sea Region, 4 project-financed Contract Agents and one Seconded National Expert will support the relevant tasks, with supervision and coordination by EMSA Staff. Development and operation of RuleCheck and MaKCs as well as operation of the pollution response services will be delivered by existing EMSA Staff. Other support functions will be covered by EMSA staff.

Assistance to EU neighbourhood countries		
Year:	Activity:	Staff requirements:
2017-2021	<p>Management of forthcoming projects for technical assistance to Southern and Eastern neighbouring countries on behalf of the Commission, including access to selected EMSA's services.</p> <p>Subject to the examination and the approval of the Administrative Board.</p>	4 dedicated Contract Agents and 1 Seconded National Expert financed with specific budget from Commission.

C) Efficiency gains

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

- Efficiency gains in overhead/horizontal functions:

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

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

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

- Creation of task forces to carry out specific projects:

Following the adoption of the revised Founding Regulation, the workload of the Agency has increased substantially. Under the current budgetary constraints, it is not expected that the staff level will increase. As a consequence, the Agency is striving to use the expertise present in-house to the greatest extent possible, through the creation of task forces involving relevant staff members to carry out specific projects, such as the inter-departmental ICT Steering Group which was created to address issues related to overall architecture, management and standards in this area.

- Screening and benchmarking:

The Financial Regulation foresees a benchmarking exercise to be carried out with other institutions and bodies. The results of the EMSA screening exercise carried out in 2015 show a decrease in the total overheads figure (corresponding to the ‘corporate category’) from 22.53% in 2014 to 21.67% in 2015, reflecting the measures aimed at efficiency gains introduced in 2015.

Ultimately the purpose of screening is to bring down staffing levels in administrative support and coordination and to thus reallocate resources from ‘overheads’ to ‘frontline’ operational activities. For example, the centralisation of missions’ organisation from February 2015 generated additional support staff capacity for operational activities. The area of passenger ship safety was also reinforced in this way in 2015. Screening also improves transparency on how jobs are assigned and facilitates better informed strategic decisions on resource allocation.

- Cooperation with other EU Agencies:

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

Shared services are a priority, aiming at strengthening the EU Agencies’ capacities to share (part of) their resources, expertise and practices associated with horizontal activities. A Catalogue available to all EU Agencies has been set up to provide resources, services, tools and facilities to each other at no cost or real additional cost (e.g. mission expenses). The Network will further engage in creating platforms and pools of expertise available to all members of the Network on a cost basis. During 2015, the Network launched a pilot project on sharing IT resources between the Agencies in which EMSA has a leading role.

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

The Agency hosts the business continuity facilities for F4E since December 2014 and is cooperating with EFCA so that it can use EMSA's business continuity centre in Madrid.

D) Negative priorities/decrease of existing tasks

For the time being the Agency is committed to fulfilling its mandate without identifying negative priorities. The Agency has reached a stage of maturity, and its highly qualified and professional staff represents the Agency's strength in the face of the ambitious challenge ahead: to deliver high-quality services in the context of staff and budgetary constraints. The fact that working hours have increased with the entry into force of the Reform has helped in meeting this challenge.

E) Redeployment

In 2010, when proposing the revision of the Founding Regulation, the Commission estimated that an additional 18 staff would be needed to meet the challenges of the new mandate: 6 from redeployment and +12 from increases in the establishment plan. During the negotiations, and given the budgetary constraints facing the Union, the co-legislator clearly stated the need for considerable screening and redeployment efforts to guarantee cost and budget efficiency.

Despite the new tasks assigned, the Agency will have successfully met the initial 5% staff cut (and as a matter of fact beyond the requested 5%) already by 2016, without having a negative impact on its output. The majority of the posts cut were the result of redeployment in operational departments and reduction of posts dedicated to administrative tasks.

The cuts were implemented as follows:

	Initial posts	Additional posts	Implemented cuts	Final posts	Percentage reduction compared to initial posts in 2013
2013	213	+ 2 for new tasks	- 2	213	0.9%
2014	213		- 3	210	1.4%
2015	210		- 3	207	1.4%
2016	207		- 5	202	2.3%
Total			- 13		6%

F) Summary

In order to maintain quality and continuity of services provided to Member States and the Commission, and to perform the increased volume of activities as described in the above sections, the evolution of the Agency's staff requirements up to 2019 can be summarised as follows:

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

The figures for 2018 and onwards should be considered as indicative, and will be subject to revision pending future developments

The envisaged figures of contract agents per year for the period 2016-2019 will then be as follows:

- 2016: 33 Contract Agents from EMSA appropriations and 7 Project Financed (incl. Frontex, SAFEMED and TRACECA).
- 2017: 33 Contract Agents from EMSA appropriations and 8 Project Financed (Cooperation with Neighbouring countries and Frontex).

For the period 2018 and 2019, the number of contract agents, will, in principle, remain stable.

SECTION III: Work programme 2017

Executive Summary

The annual programme for 2017 contains the set of concrete actions and outputs that the Agency plans to undertake and deliver in 2017 towards achieving the multi-annual strategic objectives presented in Section II.1, taking into account the resource structure outlined in Section II.3, which remains subject to the outcome of the budgetary procedure for 2017 and indicative for 2018 and 2019, and within the general policy context outlined in Section I.

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

The Agency implements an activity based approach to planning, budgeting and reporting. Indications for human and financial resources per activity for 2017 are provided in Annex I. Project-financed activities, in view of the growth of this type of activity in the Agency's portfolio, are clearly identified either within core activities or separately, depending on their scale.

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

It is to be noted that the set of horizontal indicators, in place in the Agency since March 2014, also addresses the Commission Staff Working Document of 13 March 2015 on 'Guidelines on key performance indicators (KPI) for directors of EU decentralised agencies'⁷.

⁷ SWD(2015) 62 final of 13 March 2015.

List of EMSA activities

Area	ABB Code (Activity Based Budgeting)	Activity	Project-financed activities	
	2100, 4300	Cooperation on coast guard functions		
Traffic monitoring and information on ships and cargoes	2100	Union maritime information and exchange system (Integrated maritime services; SafeSeaNet; Improving internal market and maritime transport efficiency)		
	2200	EU LRIT Cooperative Data Centre and International LRIT Data Exchange		
	2300	7700	THETIS Information System	THETIS-EU
		7710		THETIS-MRV
		7720		Emission Inventories Project
	2400	Maritime Support Services		
	7500		Copernicus	
	7200		Frontex	
Visits and inspections to monitor the implementation of EU legislation	3100	Classification Societies		
	3200	STCW		
	3300	Visits to Member States to monitor the implementation of Union Law		
	3400	Maritime Security		
	3600	Horizontal analysis and research		
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	Training, cooperation and capacity building	EU Funds for enlargement countries
		7900		Pilot project - coast guard functions
	4400	Marine equipment and ship safety standards (including IMO)		
	4500	7600	Ship Inspection Support	Equasis (R0 funds)
	4600	Prevention of pollution by ships		
	7100		SAFEMED III and new project	
	7400		TRACECA II and new project	

Pollution preparedness detection and response	5100	Operational Pollution Response Services	
	5200	CleanSeaNet and illegal discharges	
	5300	Cooperation and information relating to pollution preparedness and response	
Horizontal activities	6500	Communication, missions & events support	
	6100-6400	Overhead/horizontal tasks	

European cooperation on coast guard functions

Legal Basis

- Regulation EU N° 2016/1625 of the European Parliament and the Council of 14 September 2016 amending Regulation (EC) N° 1406/2002

Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the 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 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)

The amended Regulation of EMSA introduces a new article on cooperation with Frontex and EFCA to support national authorities carrying out coast guard functions. As regards EMSA, activities will increase in the areas of operational surveillance and data sharing which underpin these functions as well as for technical assistance and training and capacity-building activities.

In anticipation of the amendment the three Agencies and the corresponding Commission services started to explore ways to intensify their cooperation.

Based on the indicated tasks by the Commission in the explanatory memorandum accompanying the legislative proposal, the Agency will in 2017:

- Offer RPAS services to Member States and other EU bodies to support the execution of Coast Guard functions. It is expected that services will be at least used for border control, emission monitoring and pollution monitoring. Besides the procurement of mobile services for RPAS, the Agency will procure also data centre services for receiving, processing and distributing RPAS data to users.
- Offer Satellite-AIS data to the three Agencies and their end users.
- Offer technical assistance through training and capacity building activities. This could take shape in the form of more e-learning modules and tools. The Agency is in the process of collecting requirements to expand its training and e-learning portfolio.

In addition, the European Parliament launched a pilot project to promote coast guard cooperation amongst the three Agencies and the Member States (see Activity 7900).

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

2.1. THE UNION MARITIME INFORMATION AND EXCHANGE SYSTEM

Input	
Commitment appropriations in EUR	25,429,504
Payment appropriations in EUR	19,403,501
Staff	32 AD ⁸ , 12 AST ⁹ , 3 SNE, 4 CA

Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's Integrated Maritime Services (IMS) 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 Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)

a. Integrated Maritime Services

Legal Basis

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

The Union maritime information and exchange system is continually developed, in cooperation with the Member States and the Commission, to support the implementation of the Directive 2002/59/EC as amended, and other relevant Union legislation. Annex III of this Directive, as amended by Commission Directive 2014/100/EU, lists the other Union acts relevant for maritime information exchange and enhances the SafeSeaNet system to become an integrated maritime information exchange platform, codifying the achievements of the Integrated Maritime Data Environment (IMDatE). This is reflected at the working level as the SafeSeaNet Ecosystem.

EMSA will continue providing Integrated Maritime Services, in accordance with existing access rights, to all EU Member States' authorities executing activities in the maritime domain (irrespective of the governmental department/authority in which users are located and based on the task and/or responsibility the users are in charge of) and to EU bodies or other EU stakeholders with maritime related tasks / functions including the EU Naval Forces (EUNAVFOR), EFCA, Frontex, and the Maritime Analysis and Operations Centre – Narcotics (MAOC-N). The basis for the provision of such services to Member States is reflected in the updated Interface and Functionalities Control Document (IFCD), covering both web services and system-to-system interfaces. Services will be refined and further developed in line with evolving operational needs based on feedback from users, including: discussions which take place within the framework of user fora e.g. Member State IMS Group. EMSA will continue to develop the portfolio of IMS services and functionalities by further integrating relevant information and consolidating additional data sets and reference databases (PSC data, Central Ship Database

⁸ 7 AD are for the European cooperation on coast guard functions.

⁹ 1 AST is for the European cooperation on coast guard functions.

information) exploring the possibilities of including additional data (ship certificates, general arrangement plans) for the improvement of the response to emergencies.

Further to this it will provide a new and unique Graphical User Interface (SEG) and Mobile App (IMS App) for accessing IMS services as well as a new user management console which will centralise the management of users and access rights throughout all EMSA maritime applications.

In addition, the IMS will continue to provide Automated Anomaly Behaviour Monitoring (ABM) tools, which are computer-based systems analysing real time vessel position reports for the detection of abnormal and/or user specific behaviours. EMSA will also develop new ABMs, in line with user requirements, and explore the provision of new ABM services combining new technologies or data sets.

The cooperation between the European Space Agency (ESA) and EMSA will continue. The Agencies will consider a joint project to explore further the latest AIS advancements, based on the VHF Data Exchange System (VDES), which consists of a new high-speed robust digital radio-communication system operating in Very High Frequency (VHF) and offering worldwide coverage. Depending on how VDES evolves (e.g. spectrum allocations and regulatory provisions by the International Telecommunication Union), it could provide a means for the exchange of maritime digital data on a global basis, reinforcing EMSA's services (see 2.1.c., below). Through the EU Satellite-AIS Collaborative Forum, EMSA will continue to coordinate with EU national administrations with a programme or interest in the development of a Satellite-AIS capacity for non-commercial purposes with a view to provide the new streams of national satellite AIS data to EMSA users.

The Agency will focus on data coming from RPAS to complement maritime monitoring and surveillance in a number of areas, for example: to improve pollution detection and identification of polluters, to measure ship emissions (e.g. SOx), and to support distant Search and Rescue operations. The level of service will depend on requests received by users and budget availability. In 2017 the concept of multi-purpose RPAS operations will be further fine-tuned and tested with other Agencies and with Member States. Relevant procurements will be concluded and should lead to operational service contracts. The RPAS data will be ingested as a layer into the EMSA integrated platforms allowing the users to benefit from this first action to integrate this type of data into the maritime picture. Depending on the experience gained with these new services in 2017, KPI's will be developed for the 2018 Work Programme and onwards.

The Integrated Maritime Services provided by EMSA, including the new surveillance capabilities from a number of additional sources such as RPAS, Copernicus Maritime Surveillance Services and earth observation data, will be of real material assistance to EU Member States and EU Agencies involved in search and rescue, law enforcement and border control operations, particularly in relation to the use of unsafe vessels carrying migrants and refugees in the Mediterranean. During 2017 activities will be enhanced within the respective frameworks, such as the Service Level Agreement (SLA) with Frontex, in the role of Entrusted Entity of Copernicus Maritime Surveillance Services, as well as in the context of the SAFEMED III project and the new project for technical assistance in the Mediterranean Sea.

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 Commission and the EU Member States with added value for maritime safety and security. (B2)
- Work to further develop the EU maritime traffic monitoring and information system. (B3)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To continue developing its role as forum for discussion of best practices. (D5)

Annual objectives 2017

- Continue the operation, delivery and development of Integrated Maritime Services in line with user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies and/or third countries, including provision of operational support such as training and helpdesk activities.
- Analysing new technologies and information products to enhance and complement the Integrated Maritime Services portfolio, including RPAS, VDES and satellite video streams, amongst others.
- Further collaboration within the context of the ESA-EMSA SAT-AIS initiative and with those Member States that have SAT-AIS missions or programmes, in order to continue provision of global feeds of SAT-AIS data to EMSA's users.

Expected outcome 2017

Provision of Integrated Maritime Services to EU Member States authorities executing functions in the maritime domain, EU bodies and/or third countries will continue in 2017. New satellite data streams from national missions will be provided where available, and RPAS services will be rolled out for the first time. Member States will be given the opportunity to share experiences, identify, develop and implement 'best practice' approaches based on the principles of integrating and sharing relevant maritime information.

Planned output 2017

1. Provide Integrated Maritime Services for Member States and other EU stakeholders with maritime related tasks / functions.
2. Further development of the platform for the provision of Integrated Maritime Services. Training support for end-users and stakeholders provided as appropriate, for individual systems or combined data services.
3. Continue to process, store, and distribute global satellite AIS data to end-users; based on data provided to EMSA, directly procured by EMSA, and received from Member States that have a national satellite AIS mission/programme in place.
4. Provision and integration of image related data (including video/streamed data) for the Agency's Integrated Maritime Services.
5. Provision and integration of met-ocean data within the Integrated Maritime Services, including the provision of in-situ, sea and weather forecast (model), and remote sensing earth observation data.
6. Provide RPAS services to Member States and EU bodies in support of national Coast Guard functions. For the maritime stakeholders EMSA will focus on emission and pollution monitoring. This output entails a number of service contracts and a Data Centre contract for data receipt and distribution.

Output Indicators		Result 2015	Target 2017
Integrated Maritime Services: Platform Availability	percentage per year availability of platform	99.64	95
	hours maximum continuous downtime of IMS platform	8h:07m	12
Integrated Maritime Services Availability	percentage per year availability to Member States	99.64	95

	percentage per year availability to EUNAVFOR Atalanta	99.52	95
	percentage per year availability to EFCA	99.34	95

b. SafeSeaNet

Legal Basis

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

The overall aim in this area for 2017 will be for EMSA to support the Member States in the appropriate operation of SafeSeaNet. The Agency will follow closely developments in Member States regarding required testing and data quality issues and identify potential technical and operational improvements to both national and central systems.

A new Graphical User Interface (GUI) will be introduced to support all maritime applications and services 2017 will see the continued phase-in of the common interface for all maritime services. 2017 will also see the establishment of a Common Management Console (CMC) which will be the access point for enforcing access control policies for all the users accessing SafeSeaNet as well as for the management of all EMSA reference databases (countries and locations, authorities and organisations, and geo-referenced areas)..This comprises the centralised front-end of all systems managed at EMSA. The new functionalities will enable users to benefit from improvements to the current service, such as access to integrated data flows, more options for data visualisation, a single sign-on process and new machine-to-machine interfaces. Services will evolve in response to user needs, legal requirements and technological impetus (e.g. VHF Data Exchange System). The GUI will also display the location and contacts of vessel traffic monitoring authorities and other related information from the Shore-based Traffic Monitoring and Information Database.

The Central Ship Database (CSD), already operationally available to all stakeholders in 2016, will be further developed pending the identification of appropriate business needs. The database receives and stores the most up-to-date information on ship identifiers (e.g. Maritime Mobile Service Identity [MMSI], name, flag, call sign) and will include from 2017 additional ship particulars (e.g. length, gross tonnage, draught etc.). The CSD makes the relevant information available to the EMSA maritime applications and to Member States through different interfaces following the defined access rights. It is expected that the CSD will be used as a reference database in national systems, e.g. the national single window, or for cross-checking data stored within national ship databases.

A Central Hazmat Database (CHD), for information on dangerous and polluting goods to be notified and exchanged in accordance with Directives 2002/59/EC as amended, and 2010/65/EU, was developed during 2016. Once operational, it will serve as a reference and verification tool for reporting parties and Member State authorities. It will be further developed during 2017 pending the identification of appropriate business needs.

As a follow up to the decision of the Danish Maritime Administration to discontinue from 1 January 2017 the hosting of the HELCOM and the North Sea AIS servers and their interface with the central SSN, EMSA will continue to coordinate activities with the Norwegian Coastal Administration (which offered to host the two servers) to complete the migration of the two servers and maintain the minimum requirements of the regional servers. The Mediterranean regional server will continue to be hosted by the Italian Coast Guard.

The creation of an eLearning platform will begin in 2017 that will allow authorised users, external and internal to EMSA, to access SafeSeaNet eLearning courses on the Internet. EMSA trainers will be able to assign courses to learners and track the completion of the modules and the performance in assessment tests.

In addition, following the revision of Annex II of the PRF Directive, work on the further use of the system for reporting of the waste message to the National Single Window and its exchange with other Member States through the central SafeSeaNet will continue with a view to have an enhanced environmental component in the system. To implement the new requirements, the HLSG agreed that all the information in the waste notification is stored in central SafeSeaNet which is a major change to the current index philosophy followed in SafeSeaNet.

To realise the system's full potential, it is necessary to combine and exchange information between the SSN system and THETIS-EU in order to allow for an operational alert mechanism to be developed (see 2.3, below).

The new version of SSN will also include some additional changes such as those required for the reporting of the exemptions and those necessary to allow that the details of bunkers carried on board ships is reported separately from dangerous or polluting goods. The technical specifications and the exact implementation date will be approved by the HLSG and the entire package of changes will form the 4th version of SafeSeaNet which is expected to be implemented in 2018.

Annual objectives 2017

- Provide the SafeSeaNet central service on a 24/7 availability basis, and provide operational support to all users, including necessary training and help desk activities.
- Maintain and upgrade as appropriate the central SafeSeaNet system, improving functionality and efficiency in line with Union legislation and requirements of stakeholders.
- Provide support to Member States regarding the operation of their national SafeSeaNet systems in particular the incorporation of any new message and business logic.
- Support the Commission in any work related to preparing legislative proposals in this field.
- Pending the identification of appropriate business needs, refine and improve the SafeSeaNet Ecosystem common Graphical User Interface (SEG) as launched in 2016.
- Refine and improve the SafeSeaNet Common Management Console.
- Refine and improve the Central Ship Database and the Central Hazmat Database as launched in 2016.
- Develop an eLearning platform for SSN courses.
- Possibly expand the portfolio of EMSA maritime information databases to support users' statistical needs (dependent on the outcome of work undertaken in 2016 in support of Eurostat).
- Prepare the technical specifications of SSN V.4.

Expected outcome 2017

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

Planned output 2017

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. EMSA will provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements.
3. The SafeSeaNet Ecosystem Central databases will be operational and available to use in national systems and improve data quality on related national databases.
4. The SafeSeaNet Ecosystem Graphical User Interface and the Common Management Console phased-in across all maritime applications.

Subject to ongoing needs, support to the Commission and Member States regarding the revision of the

Directive 2002/59/EC as amended, will be provided as appropriate.

Output Indicators		Result 2015	Target 2017
SAFESEANET			
SafeSeaNet system including requirements under the Reporting Formalities Directive (2010/65/EU): Service Operation	percentage per year availability of central SafeSeaNet system	99.56	99
	hours maximum continuous downtime of central SafeSeaNet system	8h:15m	12
	reports per year (AIS)	2.927.481.948	1800 million
	notifications per year (PortPlus, Incident reports, MRS)	5.765.755	4.5 million
SafeSeaNet system including requirements under the Reporting Formalities Directive 2010/65/EU: Reporting Performance	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99.98	99

c. Improving internal market and maritime transport efficiency

Legal Basis

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

The implementation of the Reporting Formalities Directive (2010/65/EU) contributed towards the rationalisation and harmonisation of reporting formalities, but its impact so far has been more limited than initially anticipated and therefore further efforts are needed to achieve harmonisation at an EU level. EMSA will support the Commission in implementing measures to reduce the administrative burden of reporting on the Member States and the shipping industry. Such measures may include extending the scope of the Directive to cover additional reporting formalities (e.g. information on persons on board vessels in accordance with the REFIT of Directive 1998/41/EC on the registration of persons on board,), harmonisation of legal provisions with reference to time-limits of reporting and exemption provisions, re-use of data on an EU wide basis, establishment of binding documentation for single window functionalities, monitoring the implementation of the national single windows (NSW). The Commission also envisages the development of a EMSW which, once operational, would be managed and operated by the Agency.

EMSA will continue peer reviews in volunteering Member States to support the Commission with respect to the implementation of the Reporting Formalities Directive. The Agency will also provide technical assistance to national authorities as a continuation of the work already undertaken between 2014 and 2016. EMSA will also support the Commission in the development of pilot projects for example the testing of the submission of an eManifest via a EMSW prototype to demonstrate how EU wide harmonisation of cargo formalities can be achieved. EMSA would also carry out a study on the technical, human and financial resources required to develop and operate a EMSW.

EMSA will assist the Commission in the process of improving data exchange between maritime transport stakeholders by making use of electronic tools in a common harmonised framework to establish the European

Maritime Transport Space without Barriers. For example the eManifest pilot project, which involves both maritime and customs authorities as well as the shipping industry, is expected to be finalised in 2017 or early 2018. It will demonstrate how cargo formalities can be transmitted in a harmonised manner to a EMSW prototype using an 'eManifest', and submitted to the relevant national authorities' systems and exchanged via SafeSeaNet. For the purpose of the pilot project, message standards will be developed with the support of ISO, the UN Centre for Trade Facilitation and E-Business (UN-CEFACT) and the World Customs Organisation (WCO). Other initiatives include working with EUROSTAT to draft guidelines and standardised correspondence tables between classifications/code lists used in SSN/NSW and statistical systems and to develop pilot projects on the use of SafeSeaNet and NSW data to enhance the quality and completeness of EU-wide maritime statistics.

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

Multi-annual strategic objectives

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

Annual objectives 2017

- Assist the Commission in the evaluation and revision of the Reporting Formalities Directive.
- Work on measures which will facilitate the overall effectiveness/efficiency for ships in relation to reporting formalities.
- Support the Commission in further developing the European Maritime Single Window (EMSW) prototype to test the simplification and harmonisation of reporting formalities including the development of an eManifest and elaboration of message standards.
- Carry out a study on the technical, human and financial resources required to develop and operate a EMSW.

Expected outcome 2017

The Agency will assist Member States to better meet the requirements of the Reporting Formalities Directive. Such support is expected to include identifying best practice approaches for achieving EU wide harmonisation. Based on new technological developments, EMSA will test the use of VDES and other means available to improve service quality and support the implementation of the NSW and the proof of concept for a EMSW.

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

Planned output 2017

1. Assist the Commission in the evaluation and revision of the Reporting Formalities Directive and in assessing its implementation.
2. The EMSW prototype will be made available and tested by the eManifest pilot project participants within Member States and shipping industry.

Output Indicators	Forecasted result 2015	Target 2017
SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)	The exchange requirements of the Reporting Formalities Directive (2010/65/EU) are integrated in the PortPlus message, and therefore covered by the SafeSeaNet indicators.	

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

Input	
Commitment appropriations in EUR	3,418,710
Payment appropriations in EUR	3,561,712
Staff	6 AD, 7 AST

Legal Basis

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

EMSA will continue operating and monitoring the European Union Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC). It allows participating countries to comply with vessel tracking obligations under SOLAS 74. Activities will focus on maintaining the high level of performance achieved so far. The operation of the International LRIT Data Exchange (LRIT IDE) will continue as mandated by the International Maritime Organization (IMO). Support to the LRIT Operational Governance Body will be provided. The Agency will explore possibilities with the Commission and Member States to minimize administrative burdens connected to the hosting of the LRIT-IDE.

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 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 2017

- Continue operation and maintenance of the EU LRIT CDC in accordance with IMO performance standards.
- Continue operation and maintenance of the LRIT IDE in accordance with IMO Resolution MSC.322 (89).
- Provide operational support to all users of the EU LRIT CDC, including training and helpdesk activities.
- Provide LRIT services to new participants wishing to join the EU LRIT CDC.
- Organise regular meetings with relevant LRIT users.
- Provide training on EU LRIT CDC to LRIT users.
- Meet legal and financial obligations concerning the exchange of LRIT data.

Expected outcome 2017

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

Planned output 2017

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

Output Indicators		Result 2015	Target 2017
EU LRIT DATA CENTRE			
System operational	percentage per month availability	99.69	99
	hours maximum continuous downtime	0h:05min	4
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (periodic reports: 15 min; polls: 30 min)	99.60	99
Web user interface	percentage per year of availability to users	99.79	99
LRIT IDE			
System operational	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.98	99.9
	hours maximum continuous downtime of LRIT IDE	0h:30 min	4

2.3 THETIS

Input	
Commitment appropriations in EUR	2,043,475
Payment appropriations in EUR	1,929,999
Staff	5 AD, 1 AST, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
THETIS-EU	EC – DG ENV	2014-2017 200,000	p.m. ¹⁰	no extra staff

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

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

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

In 2017 the PSC provisions stemming from the BWMC, will be incorporated into THETIS. Subject to a successful completion of the deliberations by the co-legislator, THETIS could be further enhanced to cater the provisions of the new directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC.

A dedicated module, named THETIS-EU, has incorporated an existing THETIS module (developed and operated by EMSA since 1 January 2015 and which serves as a platform to record and exchange information on the results of individual compliance verifications under Directive 2016/802/EU). In 2017 the Sulphur module will be further enhanced to include risk-based target mechanisms, including specific alerts from remote sensing and other available technologies. As a consequence the system will provide a more efficient way of identifying and selecting substandard shipping that could pose a threat to the marine environment and air quality. In addition, functionalities to facilitate Member States when preparing annual reports in accordance with said Directive will be introduced.

Since April 2016 a module in support of the control provisions of the Port Reception Facilities Directive (2000/59/EC) has been added in THETIS-EU. The flag state enforcement obligations for EU member states, related to the provisions of the Directive on ro-ro ferries and high-speed passenger crafts on regular routes are already included in the system. The provisions of Regulation (EU) 1257/2013 on Ship Recycling as concerns Title II (Flag State Obligations) will also be covered in THETIS-EU as from 2017.

Furthermore, in the light of the outcome of the workshop that will be held in 2017 to identify the needs of the national authorities performing coast guard functions falling within the mandate of the Agency (See Section 4.3. Cooperation on coast guard functions), EMSA could be called upon to further enhance THETIS- EU, to support Member States as concerns Flag State responsibilities.

¹⁰ € 48,000 expected in 2017.

Finally the development of THETIS-MRV, as foreseen by Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, will be completed in order to receive Ship Emission Reports as from 1st January 2018 (see also Project: THETIS MRV).

Multi-annual strategic objectives

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

Annual objectives 2017

- Maintain the proper operation of THETIS, THETIS-EU and other newly developed modules.
- Implement timely developments to comply with new or amended International or EU legislation coming into force.
- Provide relevant training.
- Organise regular meetings with relevant end users.
- THETIS-MRV operational (see also project: THETIS MRV).

Expected outcome 2017

The Agency operates the Port State Control information system in line with the Port State Control Directive (2009/16/EC) as amended, including the Implementing Acts and the Paris MoU text, the RoPax Directive (1999/35/EC), Regulation 391/2009 on common rules and standards for ship inspection and survey organisations, the BWMC (when it enters into force in September 2017) and Regulation 1257/2013 on Ship Recycling.

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

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

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

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

Planned output 2017

1. Information System (THETIS): operational, maintained and under continuous enhancement to meet new requirements.
2. Information System (THETIS-EU): operational, maintained, and under continuous enhancement to meet new requirements.
3. Interface with SafeSeaNet operational.
4. Deployment of THETIS-MRV system.
5. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the THETIS system.
6. Cooperation with the Commission and the Sulphur Committee to supervise, verify and validate the operation and further enhancement of THETIS-EU (Sulphur Module).
7. Training to users.

Output Indicators		Result 2015	Target 2017
System operational	availability in percentage	99.59	96
	hours maximum continuous downtime	2h:47m	6
Helpdesk Service	percentage of requests closed in less than 5 days	n/a	75

Project financed input

Project	Funding source	Time frame and envelope	Financial input 2017	Staff
THETIS-MRV	EC – DG CLIMA	2016-2020 500,000	p.m. ¹¹	no extra staff

Legal Basis

- Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC.

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

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

In 2017 THETIS-MRV will be deployed and ready to receive emission reports as from 1st January 2018.

Multi-annual strategic objectives

- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)
- Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)
- To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3)
- To contribute to the protection of the marine environment in the EU. (C4)
- To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

¹¹ € 100,000 expected in 2017.

Annual objectives 2017

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

Expected outcome 2017

THETIS-MRV operational by the end of 2017.

Planned output 2017

1. THETIS-MRV developed and operational.
2. Organisation of awareness and technical workshops for competent authorities of Member States.

Output Indicators		Result 2015	Target 2017
THETIS-MRV	Timely delivery of tasks foreseen by the cooperation Agreement	n/a	THETIS-MRV operational Minimum one workshop/training organised

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
Emission Inventories Project	EC – DG ENV	2015-2018 150,000	p.m. ¹²	no extra staff

Legal Basis

- Directive 1999/32/EC as amended, Art. 7

EMSA supports the Commission and the Member States in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Due to the entry into force on 1 January 2015 of the low sulphur requirements in the EU Sulphur Emission Control Areas (SECAs), and on 1 January 2020 the foreseen 0.5% sulphur cap for all waters, it is important to assess whether the cost-effective strategy of the Commission and the Member States put in place for monitoring of compliance and enforcement concretely results in the achievement of environmental and health objectives of Directive 2016/802/EU. In this respect an emission inventories calculator was developed in 2016. The functionality is widely and successfully used by the Member States. In 2017 the Agency will continue to provide the functionality to establish and evaluate the inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping. The activity data are the historic AIS made available by the Member States through SafeSeaNet and LRIT related data. In 2017 the focus will be on the calculation and analysis of inventories of shipping emissions for the period 2016.

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)
- Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)
- To contribute to the protection of the marine environment in the EU. (C4)
- To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

Annual objectives 2017

- Implementation of the tasks defined in the relevant cooperation agreement with the Commission.
- Quantification of the bottom-up emissions (SOx, NOx and PM) resulting from combustion of marine fuel from international and domestic shipping, covered by the AIS data.
- Assessment, as appropriate, of the positive effect on air quality of specific measures such as the stricter sulphur requirements under Directive 2016/802/EU.

Expected outcome 2017

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

Further enhancement to develop a fuel calculator to support Sulphur Inspectors

¹² € 22,500 expected in 2017.

Planned output 2017

1. Emission inventory modelling functionality, relevant enhancements and results for emission inventories based on shipping activity data.
2. Organisation of awareness and technical workshops for competent authorities of Member States.
- 3.

Output Indicators		Result 2015	Target 2017
Emission Inventories	inventories of shipping emissions based on shipping activity data will have to be attributed per Member State in their relevant sea areas (EEZ, PCZ, SECAs) for the period 2012-2017	n/a	<p>New functionality in THETIS-EU operational</p> <p>Calculation and analysis of inventories of shipping emissions for the period 2016</p> <p>Minimum one workshop organised</p>
Fuel Calculator	<i>fuel calculator tool for voluntary open sea compliance checks</i>	n/a	<p>New functionality to support Sulphur Inspectors before or during Sulphur Inspections</p>

2.4 MARITIME SUPPORT SERVICES

Input	
Commitment appropriations in EUR	1,839,326
Payment appropriations in EUR	1,866,810
Staff	8 AD, 2 AST, 3 SNE, 2 CA

Legal Basis

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

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

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

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

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

Multi-annual strategic objectives

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

Annual objective 2017

- Provide timely and appropriate helpdesk and monitoring services.

Expected outcome 2017

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

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

Planned output 2017

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

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

Output Indicators		Result 2015	Target 2017
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	0h:16 min	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	0h:27 min	<8
MSS Data Quality Reports	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25	20 Reports

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
Implementing the Copernicus programme for maritime surveillance	EC-DG GROW	2015-2020 € 40,000,000 (expected)	p.m. ¹³	3 CA ¹⁴

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c)
- Regulation (EU) N° 377/2014 of the European Parliament and of the Council establishing the Copernicus Programme and repealing Regulation (EU) No 911/2010

In Regulation (EU) 377/2014 of the European Parliament and Council establishing the Copernicus Programme, it is stated that “the Commission may rely, where duly justified by the special nature of the action and specific expertise of the Union body, on competent Union agencies, such as [...] the European Maritime Safety Agency (EMSA)”.

EMSA’s role as Entrusted Entity of Copernicus maritime surveillance services is regulated by a Delegation Agreement that defines the roles and responsibilities of the Agency and of the Commission during the validity of the agreement. During 2017, EMSA will undertake the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan. The implementation plan defines the operational aspects of the entrusted tasks, which will be carried out until 31 December 2020.

In 2016 the setting-up of the structure for Copernicus Services took place and the first services were delivered to support fishery control and law enforcement (support of MAOC-N) and to start exploring new possibilities for the maritime community. In 2017 the Agency should be able to further increase Copernicus services and/or increase the Copernicus component of integrated maritime services and start the contribution to CleanSeaNet for the Near Real Time delivery of Sentinel 1 data.

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 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)

¹³ € 6,771,000 expected in 2017.

¹⁴ These posts are part of the establishment plan of the Agency and will be covered by EMSA's subsidy.

Annual objectives 2017

- Implement the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan for 2017.
- Develop EMSA's portfolio of earth observation products and services in areas relevant for Copernicus activities.
- Expand the Copernicus component to users already served by EMSA (Maritime safety, fisheries control, law enforcement and marine pollution (i.e. CleanSeaNet))¹⁵.
- Explore new technologies that can enhance the Copernicus service portfolio and support the Copernicus Service delivery process.
- Organising promotion, training and user up-take of Copernicus services.

Expected outcome 2017

Copernicus services are offered through EMSA to stakeholders in the maritime surveillance domain in accordance with user requirements.

Planned output 2017

1. Provision of Copernicus component of maritime surveillance services as part of existing Integrated Maritime Services and exploring new services based on collected user requirements.

Output Indicators		Result 2015	Target 2017
Copernicus services availability	percentage per year availability of Copernicus services	n/a ¹⁶	95

¹⁵ Border control is covered by a separate Copernicus service managed by Frontex.

¹⁶ The availability of Copernicus services could not be monitored 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 financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
Providing integrated maritime services to Frontex	Frontex	2016-2019 45,000,000	p.m. ¹⁷	4 CAs

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2a.2(d)
- Regulation (EC) N° 1052/2013 Art. 18. (EUROSUR)

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

Activities for 2017 will be refined and/or developed based on the SLA Annual Programme and associated service product description. Based on the development of irregular migration patterns, budget availability and the perceived effectiveness of the support given, Frontex will formulate the request for services.

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 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 2017

- Implement the Service Level Agreement signed between EMSA and Frontex.
- Service delivery based on the SLA annual programme and specific agreements signed with Frontex.
- Following Identification of appropriate business needs, further develop the services to Frontex and their end users in Member States.
- Provide operational support to users.

Expected outcome 2017

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

¹⁷ € 15,000,000 expected in 2017.

Planned output 2017

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

Output Indicators		Result 2015	Target 2017
Frontex services availability	percentage per year availability to Frontex	99.91	95

Visits and Inspections to monitor the implementation of EU legislation

3.1 CLASSIFICATION SOCIETIES

Input	
Commitment appropriations in EUR	1,778,181
Payment appropriations in EUR	1,782,936
Staff	10 AD, 1 AST, 1 SNE

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

The Agency will continue to carry out inspections to support the preparation and follow-up of the Commission's 2-yearly assessment of the EU Recognised Organisations (ROs) pursuant to Article 8(1) of Regulation (EC) No 391/2009. EMSA will inspect the ROs on the Commission's behalf against the Regulation's requirements and provide reports of each inspection and consolidated end-of-cycle and draft assessment reports with the objective of facilitating the Commission's overall assessment of ROs by grouping and combining the Agency's findings under the relevant requirements and criteria set out in the Regulation.

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

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

At the request of a Member State, the Agency will provide, after consultation with the Commission, appropriate information resulting from the inspections of the ROs, in order to support the Member State's monitoring of the ROs that carry out certification tasks on its behalf. The principal challenge will be to include the inspection of the Indian Register of Shipping and any other new or candidate ROs within the inspection programme without additional resources.

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 2017

- Maintain the same inspection effort per RO as in 2016 while incorporating IRS.
- Continue to apply a risk based approach for RO inspections.
- Provide assistance to the Commission and Member States as concerns the monitoring of Recognised Organisations.
- Develop and implement ideas for more effective sharing of information on inspections.
- Assist the Commission in 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.

Expected outcome 2017

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

Planned output 2017

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

Output Indicators		Result 2015	Target 2017
Inspections	number of RO inspections per year	17	16-20 ¹⁸
	percentage of planned inspections completed	106.25	100
Reports	number of reports per year	17	16-20
End-of-cycle inspection and draft assessment reports	number of reports per year	4	5-7

¹⁸ This target excludes inspections of candidate ROs and ad hoc ship visits.

3.2 STCW

Input	
Commitment appropriations in EUR	1,404,091
Payment appropriations in EUR	1,400,179
Staff	6 AD, 2 AST, 1 SNE, 1 CA

Legal Basis

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

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

In 2017, the second cycle of inspections of third countries and visits to Member States will continue.

In addition and based on the provisions of Directive 2008/106/EC, as amended by Directive 2012/35/EU, Member States will be required to continue updating information on certificates and endorsements of recognition recorded in the STCW information system maintained at EMSA. This will allow EMSA to continue providing objective and comparable information on numbers of seafarers holding EU certificates/endorsements and who are consequently able to work on board EU registered vessels.

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 2017

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

Expected outcome 2017

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

The assistance of the Agency in the legislative evaluation of Directives 2008/106/EC and 2005/45/EC should help the Commission to complete more effectively its fitness check in this regard and to develop with the assistance of the Agency as deemed necessary any resultant legislative initiatives.

Planned output 2016

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

Output Indicators		Result 2015	Target 2017
Inspections and visits	number of inspections and visits per year	7	7-9
	percentage of planned inspections and visits completed	100	100
Reports	number of reports per year	8	7-9
STCW Information System	percentage per year availability	99.32	95

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

Input	
Commitment appropriations in EUR	1,342,946
Payment appropriations in EUR	1,331,512
Staff	6 AD, 2 AST, 1 SNE

Legal Basis

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

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

In 2017, visits will continue to follow the current policy of applying a consistent approach to all types of visit to all Member States. The data accumulated from these visits will assist the Commission in its assessment of the degree of implementation of Union law by the Member States and be used in the compilation of horizontal analyses and other possible reports as a means of providing feedback to the Member States.

The first cycle of visits to monitor the implementation of the Accident Investigation Directive (2009/18/EC) is planned to be completed by mid-2017.

In 2017 the third cycle of PSC visits will start. This cycle of visits will have a different focus compared to the second cycle which ended in 2016 and, as already announced by the Commission and discussed with the Member States, will focus on:

1. Problematic areas identified with findings during the second cycle,
2. Implementation of corrective actions by Member States,
3. Implementation of Directive 2013/38/EU (with particular emphasis on compliance with the Maritime Labour Convention),
4. Implementation of relevant Articles and Annexes of Regulation (EU) No 1257/2013 on ship recycling and of Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.

In 2017 the cycle of visits to Member States to monitor the implementation of the requirements of Directive 2016/802/EU on the sulphur content of marine fuels - and of those prescribed by the Commission Implementing Decision laying down the rules concerning the sampling and reporting under the Directive – will continue. Five visits are envisaged in 2017. EMSA in cooperation with the Commission will define the sequence of visits.

In addition, EMSA has been asked by the Commission to start a second cycle of visits in respect of marine equipment, based on Directive 2014/90/EU, which has to be implemented by 18 September 2016. The visits are expected to start in the second half of 2017, with one to two visits being carried out, following a pre-cycle workshop to be held earlier in the year.

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

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 2017

- Sound implementation of the Methodology for Visits to Member States.
- Primary focus on accident investigation and the sulphur content of marine fuels.
- Start a third cycle of visits on port State control.
- Start a second cycle of visits on the implementation of Directive 2014/90/EU on marine equipment.

Expected outcome 2017

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.

Conclude the cycle of visits on accident investigation and start the third cycle of PSC visits and the second cycle of marine equipment visits.

Planned output 2017

1. 4-5 visits to Member States in respect of Directive 2009/16/EC on port State control and related activities.
2. Desktop analysis of implementation of the PSC Directive 2009/16/EC as amended at the request of the Commission.
3. 4 visits to EU Member States to monitor the implementation of Directive 2009/18/EC on the investigation of accidents in the maritime transport sector.
4. 5 visits on the implementation of the Sulphur Directive and related Commission Implementing Decisions.
5. 1-2 visits in respect of Directive 2014/90/EU on marine equipment.
6. 1 follow-up visit to an EFTA Member State in respect of port reception facilities.
7. 1 visit to an EFTA Member State concerning the implementation of EU legislation on fishing vessels.
8. Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.
9. Upon request by the EFTA Surveillance Authority other visits to EFTA Member States to monitor the implementation of relevant legislation.

Output Indicators		Result 2015	Target 2017
Visits	number of visits per year	6 (PSC) + 14 (other EU maritime legislation)	16-18
	percentage of planned visits completed	150 (PSC);100 (other EU maritime legislation)	100
Reports	number of reports per year	6 (PSC)+ 14 (other EU maritime legislation)	16-18

3.4 MARITIME SECURITY

Input	
Commitment appropriations in EUR	490,855
Payment appropriations in EUR	492,044
Staff	3 AD

Legal Basis

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

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

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

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

Multi-annual strategic objectives

- Adding value from visits and inspections (Strategic Action Area¹⁹).

Annual objectives 2017

- Similar effort of missions as in 2016.
- Provide the Commission and the EFTA Surveillance Authority with timely advice on the level of security implementation by the Member States.

Expected outcome 2017

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.

¹⁹ Activity 3.4 Maritime Security" has no corresponding strategic objective – the reference is therefore to the action area "Adding value from visits and inspections".

Planned output 2017

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

Output Indicators		Result 2015	Target 2017
Inspections	number of missions per year	11 ²⁰	12-15
	percentage of planned missions completed	91.7 ²¹	100
Reports	number of reports per year ²²	25	30-35

²⁰ Two maritime security missions were postponed by the Commission and one mission was added, resulting in 11 instead of 12-15 missions in 2015.

²¹ This is a percentage of missions undertaken divided by the bottom of the number range of inspections planned in the WP2015. For reasons explained above (previous footnote), the Agency did not reach the 100% of the planned missions completed.

²² More than one report may be prepared by the Agency following an inspection mission, for example if more than one Member State is inspected.

3.6 HORIZONTAL ANALYSIS AND RESEARCH

Input	
Commitment appropriations in EUR	536,000
Payment appropriations in EUR	537,585
Staff	3 ²³ AD, 1 CA

Legal Basis

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

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

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

In 2017, the Agency will continue to conduct horizontal analyses and identify horizontal conclusions, including the identification of good practices, lessons to be learnt and improvements to the current legislation.

Based on current progress of the cycles of visits to Member States, the focus of such horizontal analyses in 2017 is expected to be port State control and accident investigation, following completion of the full cycle during the first half of the year. The Agency will also continue to focus on elements of cost-effectiveness of measures in place, as foreseen by its Founding Regulation and the Methodology of Visits to Member States.

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)

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

Annual objectives 2017

- Carry out horizontal analyses of cycles and part cycles of visits and inspections to identify horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place, including the identification of good practices.
- Hold workshops, as relevant and appropriate, with the Commission and Member States to review the horizontal analyses and provide the Member States with a forum for the sharing of lessons learnt and best practices and identifying possible future training needs.
- 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 (especially in relation to environmental protection issues).

Expected outcome 2017

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

Planned output 2017

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 workshops and seminars.

Output Indicators		Result 2015	Target 2017
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	3	2-3
	percentage of planned analyses completed	100	100

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

Input	
Commitment appropriations in EUR	690,855
Payment appropriations in EUR	713,914
Staff	3 AD

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

In 2017 EMSA will continue to support the Commission in its participation in all the bodies of the Paris Memorandum of Understanding on Port State Control.

EMSA will support the Commission in the preparatory work and for the participation to the third joint ministerial conference of the Paris and Tokyo memoranda of understanding on port State control which is to be held in Vancouver, Canada, in May 2017.

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

EMSA will also support the Commission in the “Ex-post evaluation of Directive 2009/16/EC on port State control”.

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

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

Annual objectives 2017
<ul style="list-style-type: none"> Assist in the publication of information relating to ships (PSC Directive 2009/16/EC as amended). Provide technical assistance as concerns the Paris MoU on Port State Control. Support the Commission in the preparatory work and for the participation to the third joint ministerial conference of the Paris and Tokyo memoranda of understanding on port State control (Vancouver, Canada, May 2017). Provide technical assistance in the deliberations in the Council and the European Parliament in relation to the proposal on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC. Provide technical assistance as concerns the ex-post evaluation of Directive 2009/16/EC on port State control.

Expected outcome 2017

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

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

The Agency will support the Commission in the ex post evaluation of the PSC Directive (2009/16/EC) through participation in the steering committee of the relevant FWC for evaluation and impact assessment of the PSC Directive, as well as by providing relevant data from THETIS to the contractor.

Planned output 2017

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

4.2 ACCIDENT INVESTIGATION

Input	
Commitment appropriations in EUR	1,318,971
Payment appropriations in EUR	1,296,349
Staff	4 AD, 1 AST, 1 SNE

Legal Basis

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

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

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

The rapid increase of occurrences notified by the Accident Investigation bodies was addressed in 2016. In 2017 the Agency will focus on verifying the reported investigation data. The aim will be to facilitate the use of accident investigation data by the Agency, the Commission and the Member States.

Furthermore, development of an improved version of EMCIP, to be hosted at EMSA, will start at the beginning of 2017 and is expected to be delivered to the Accident Investigation Community by mid-2018.

Information from data investigation reports is used also to address safety issues identified by analysis of casualties and to identify added value in terms of lessons to be drawn at an EU level.

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

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 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 2017

- Ensure the proper running of EMCIP.
- Start the development of a more efficient and user-friendly EMCIP.
- Carry out analysis of the safety investigation data reports made available in EMCIP.
- Publish the annual overview of marine casualties and incidents on the basis of EMCIP data.
- Support the Permanent Cooperation Framework set-up under Art.10 of the Directive.
- Assist the Commission in the evaluation of the Accident Investigation Directive (2009/18/EC).

Expected outcome 2017

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

Planned output 2017

1. Supporting the Member States and the Commission in the implementation of the Accident Investigation Directive.
2. Providing the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF.
3. Monitoring and improving EMCIP data quality through sampling verification, aiming at maintaining high quality standards while reducing the burden for Member States and the Agency.
4. Developing a modern, more efficient and user-friendly platform for EMCIP, to be hosted at EMSA.
5. Investigating practical solutions for providing operational support, if requested by Member States, in investigations related to serious or very serious maritime accidents.
6. Analysing data and reports from casualty investigations and proposing any appropriate Safety Recommendations to the Commission.
7. Publishing the annual overview of marine casualties and incidents on the basis of data provided by the Member States.
8. Assist the Commission in the evaluation of the Accident Investigation Directive (2009/18/EC).

Output Indicators		Result 2015	Target 2017
EMCIP meetings	number of meetings per year	4	2
EMCIP Database	number of occurrences notified in EMCIP during the year	4311 ²⁴	4000
PCF meetings	number of meetings per year	2	1

²⁴ The 2015 annual target of 3500 occurrences notified in the Accident Investigation Database EMCIP was exceeded, reaching a number of 4311. This reflects a growing reporting effort of EU Member States and not an increase in accidents around EU waters. The target for 2017 has been adjusted accordingly to 4000.

4.3 TRAINING, COOPERATION AND CAPACITY BUILDING

Input	
Commitment appropriations in EUR	2,256,713
Payment appropriations in EUR	2,242,675
Staff	6 AD ²⁵ , 1 AST, 2 SNE, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
EC Funds for Candidate and Potential Countries	EC-DG NEAR	ongoing n/a	p.m. ²⁶	no extra staff

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

Training sessions and exchange of best practice cover all fields of EMSA's mandate: port state control, ship and port facility security, traffic monitoring, reporting formalities, port reception facilities, marine equipment, marine environment, accident investigation, pollution response, implementation of EU law, etc. The significant training portfolio already established by EMSA supports the national maritime authorities in their daily running of tasks as competent Flag, Port and Coastal State authorities, and includes e-learning modules for maritime experts of Member States, EFTA, Enlargement and European Neighbourhood Policy countries. This platform will be used either to enhance existing or to develop new modules and training sessions, strengthening skills and capabilities at national level.

Priorities regarding the Agency's training activities take into account national requests as well as the recommendations expressed by the EMSA Consultative Network for Technical Assistance (CNTA) with representatives from the maritime administrations of the 28 EU and 2 EFTA/EEA Member States. In 2017, taking into consideration the revised Founding Regulation, the Agency will continue to support national authorities performing coast guard functions falling within its remit through training, capacity building and e-learning, as well as through enhanced cooperation with Frontex and EFCA

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

The e-learning concept within the Agency's toolbox to support capacity building will be fostered and enhanced. Modules on the different basic trainings will be on offer, with focus on specialised in-house training at EMSA premises or through regional activities. The offer of training events in the Member States will increase, in order to reach a wider audience. This more targeted approach will be in a direction of "capacity building" as highlighted in the amended Founding Regulation, thus offering support to the national authorities carrying out coast guard functions within the mandate of the Agency.

²⁵ 3 AD for the European cooperation on coast guard functions.

²⁶ € 120,000 expected in 2017.

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

In 2017 the Agency will organise a workshop with Member States' representatives to discuss how the Agency could support for capacity building national authorities in charge for the coast guard functions falling within its mandate, and focussing on training and tools. On the basis of the outcome of the workshop the Agency will put in place relevant actions to enhance tools (RuleCheck, MaKCs, THETIS-EU) and to offer an adequate portfolio of trainings.

The Agency will support the Commission, in close cooperation with the Member States, Frontex and EFCA, for the development of a practical handbook on European cooperation on coast guard functions, as foreseen by the revised Founding Regulation. The support will entail guidelines, recommendations and best practices for the exchange of information.

Moreover the Agency will monitor the work and participate as an observer to the work of the European Coast Guard Function Forum, with focus on the work of the Training Network for the development of a set of common standards for education to be applied across the EU in order to assure the quality of training across the different functions and for the Academy Network II project.

Support will also be offered to the Mediterranean Coast Guard Function Forum, including its Secretariat, with focus on maritime safety and environment, strictly linked with the work carried out in the Mediterranean Region by the Agency within the context of SAFEMED (see also Section "Project: SAFEMED III and new project for assistance in the Mediterranean Sea").

Finally, based on the outcome of the pilot project (see below), the Agency will continue to cooperate with Frontex and EFCA to identify areas of common interest, explore the possibility of cross-fertilization and exchange of knowledge between the three agencies, and facilitate cross-sectoral and cross-border cooperation among national authorities.

In addition the Agency will continue the implementation of the Harmonized Community Scheme for the training and assessment of competences of port state control inspectors by Member States by organising and delivering training through seminars for Port State Control Officers.

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

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 2017

- Training for Member States more focussed on specialised needs, kept at least at the same level as in 2016, and complemented by e-learning modules.
- Provision of training to enlargement countries (specific budget provided by the Commission).
- PSC training for countries taking part in the Paris MOU.
- Cooperation with Frontex and EFCA and participation in relevant joint initiatives.
- Training for Member States in relation to the coast guard functions falling under the mandate of the Agency.
- Participation and support to the work of the European Coast Guard Functions Forum
- Participation and support to the work of the Mediterranean Coast Guard Functions Forum, including its Secretariat.

Expected outcome 2017

To promote best practices between EU Member States and increase knowledge and awareness of solutions found, benefiting maritime safety, ship and port facility security and prevention of and response to marine pollution by ships. To offer a programme of trainings targeted to the needs of the Member States and focussed on case studies, to support better capacity building in the implementation of EU legislation.

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

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

Planned output 2017

1. Up to 18 training sessions for Member States on the range of topics covered by EMSA’s mandate.
2. Up to 6 sessions for training/technical assistance for officials from enlargement countries related to EU-legislation and EMSA activities.
3. Six new e-learning modules available to Member States (see also Section 4.5 Ship Inspection Support).
4. 1 Conference with representatives of the Member States for the coast guard functions falling under the mandate of the Agency.

Output Indicators		Result 2015	Target 2017
Training for Member States	number of MS training sessions per year	22	18
	number of MS experts attending per year	592	360
Training for enlargement countries ²⁷	number of AC training sessions per year	0	up to 6

²⁷ Output indicators related to training sessions and attendance for accession countries 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.

	number of AC experts attending per year	0	50
Customer satisfaction	level of customer satisfaction	>70%	>80%

Pilot project: Coast guard functions

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
Pilot project: Coast guard functions	EC-DG MARE	2016-2017 420,000	p.m. ²⁸	no extra staff

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b) and 2.5 and 2a.1

Ahead of the adopted coast guard package, the European Parliament launched a pilot project to promote coast guard cooperation amongst the three Agencies, EMSA, Frontex and EFCA, and the Member States. In 2016 the possible activities were discussed and agreed between the Commission and the Agencies.

The pilot project aims to demonstrate the cooperation between the Agencies in the fields indicated in the new article in the amended Founding Regulation. In line with the Grant Agreement signed with the Commission and in cooperation with Frontex and EFCA, in 2017 EMSA will in particular:

- Organise an RPAS demonstration to test several platforms in view of testing multi mission operations;
- Organise the closing workshop of the pilot project presenting all findings and results of the interagency cooperation in support of national Coast Guard functions.

The closing workshop will gather users with maritime related tasks and functions (Member State representatives, EU bodies and other stakeholders) of the three Agencies, representatives from the European Coast Guards Functions Forum (ECGFF), relevant Commission services and representatives of the European Parliament.

The aim of the event will be to present the results of the cooperation under the pilot project for the different tasks, lessons learnt and recommendations for further cooperation, including (budget permitting) related communication activities, articulated around the four tasks defined by the Grant Agreement as follows:

- a) Sharing information generated by fusing and analysing data available in ship reporting systems and other information systems hosted by or accessible to the Agencies, in accordance with their respective legal bases and without prejudice to the ownership of data by Member States;
- b) Providing surveillance and communication services, including space-based and ground infrastructure and sensors mounted on any kind of platform;
- c) Capacity building by elaborating guidelines, recommendations and best practices (which might be adopted later on by the Commission in the form of a Handbook) as well as by supporting the training and exchange of staff;
- d) Capacity sharing, including the planning and implementation of multipurpose operations and the sharing of assets and other capabilities across sectors and borders.

²⁸ € 100,000 expected in 2017.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Input	
Commitment appropriations in EUR	1,899,419
Payment appropriations in EUR	1,743,382
Staff	7 ²⁹ AD, 1 AST, 2 SNE

Legal Basis

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

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

The Agency updates the list of standards for marine equipment that is subject to flag State approval, and manages the MarED database of such EU approved equipment. A particular focus is expected on the implementation of the new Marine Equipment Directive (Directive 2014/90/EU), notably by supporting market surveillance activities.

EMSA's study assessing the acceptable and practicable risk level of passenger ships related to damage stability completed in 2016, and in 2017 the Agency will continue to be active in disseminating the results and supporting the Commission and Member States with related negotiations at IMO.

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

The Agency will continue to coordinate technical discussions between Member State Administrations and Accident Investigation Bodies on Ro-Ro vehicle deck fire safety, and will follow-up on the FireSafe study that was initiated in 2016. It is foreseen that a second study will take place in 2017 to investigate other sources of risk than the two initially identified. The topic(s) of the study will be decided in the second workshop on fires on ro-ro vehicle decks that will take place in November 2016.

With regard to the REFIT (Regulatory Fitness) of the passenger ship safety legislation that began in 2014, two main sets of activities are envisaged:

- Provide technical support to the Commission in the discussions in the co-decision procedure on the proposals to simplify the relevant EU legislation, namely Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships, Directive 1998/41/EC on the registration of persons on board, and Directive 1999/35/EC on mandatory surveys of ro-ro ferry and High Speed Craft (HSC) passenger services.
- Based on the progress made on the legislative process, provide technical support for the development of other actions envisaged in the fitness check evaluation report adopted in 2015: simplification of technical standards for domestic passenger ships to increase its readability and development of goal based guidelines for small passenger ships (less than 24m in length) operating domestically.

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

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 2017

- Continue to assist the Commission in the development of legislation arising from the REFIT process 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.
- Continue to coordinate the technical discussions on Ro-Ro vehicle deck fire safety.
- Assist the Commission with technical advice in relation to their "Study on the safety level of specific stability requirements for ro-ro passenger ships", which aims to provide evidence on the potential safety gap between SOLAS 2009 (as amended) and Directive 2003/25/EC (Stockholm Agreement) and the impacts of updating or repealing the Directive.
- Support the Commission and the Member States in relation to the submissions and work of the technical bodies of the IMO on passenger ship safety and to the Member States' expert group meetings, with regard to matters of Union competence.
- Update the list of standards for marine equipment subject to flag State approval and conduct technical review of safeguard clause cases.
- Support the Commission and the Member States in work arising from the co-ordination group of Notified Bodies, authorised by the Member States to carry out the conformity assessment procedures in accordance with the Marine Equipment Directive.
- Maintenance of the MarED database.
- Follow-up of the EU-USA Mutual Recognition Agreement and management of the alert system.
- Analysis of research projects relevant to ship safety.
- Technical support for the implementation, update in line with the development of international legislation and development of Ship Safety and Marine Equipment legislation, including technical review of notified exemptions and derogations.

Expected outcome 2017

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

Planned output 2017

1. Providing technical support to the Commission and the Member States on the work at IMO in the field of Maritime Safety Standards.
2. In particular, the Agency will provide technical support regarding developments on passenger ship damage stability, fire safety, the ISM code and Goal Based Standards.
3. Providing technical support to the Commission in the development of relevant legislation and follow-up actions within the REFIT process of passenger ship safety legislation (Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships Directive, 1998/41/EC on the registration of persons on board, and Directive 1999/35/EC on mandatory survey of ro-ro ferry and HSC passenger services).
4. Preparation of the update to the list of standards for marine equipment that is subject to flag State approval (yearly basis).
5. Examination of safeguard clause cases submitted under the Marine Equipment Directive.
6. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.

Output Indicators		Result 2015	Target 2017
MarED Database	percentage per year availability of MarED DB	99.88	99

4.5 SHIP INSPECTION SUPPORT

Input	
Commitment appropriations in EUR	1,107,993
Payment appropriations in EUR	1,088,500
Staff	4 ³⁰ AD, 2 SNE

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
Equasis	Equasis Member States	ongoing	p.m. ³¹	no extra staff

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

EQUASIS is a valuable tool for both public administrations and the shipping industry since it provides objective, accurate and reliable ship safety related information with particular focus on information on port State control inspections, ship related information by classification societies as well as P&I ship specific data. The information is supplied by almost all port State control regions and various industry-based organisations. The data is accessible free of charge on the Internet. In 2017 the new five year strategy for EQUASIS will be implemented, with particular focus on the redesign of the website. Efforts will be devoted to seek for more data providers, as well as for new members among quality-minded maritime administrations for the EQUASIS Supervisory Committee

The internal MARINFO information system contains worldwide data collected from commercial providers on ships' characteristics, accidents, movements, ownership, ship's history etc. The system has been incorporated in the THETIS environment and provides valuable information to EMSA staff when preparing for visits and inspections as well as for the production of statistics and ad hoc analysis for studies. It is also used to support the Commission in its ex-post evaluations of EU legal acts.

RuleCheck was originally developed as an information system providing access to Paris MoU PSC officers as regards EU maritime legislation, all IMO and ILO Conventions and Resolutions and accompanying communication and the documents pertaining to the Paris MoU. In 2016, through a technical solution that safeguarded access to appropriate documentation for each user depending on relevant access rights, access was provided to SAFEMD III and TRACECA II beneficiary countries, and upon request to EU Accident Investigation Bodies and EU Flag Administrations as relevant. In 2017 EMSA will continue to keep RuleCheck up to date, as well as to further enhance it to provide support to national authorities carrying out coast guard functions at national and Union level falling within the remit of the Agency. The enhancement will be based on the outcome of the workshop that will be organised in 2017 by the Agency (see Section 4.3 Training, cooperation and capacity building).

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

³¹ € 450,000 expected in 2017.

Furthermore Member States will be offered to use the new functionality, already added in 2016 to RuleCheck on-line version, that will allow the creation of more and different User Groups, thus offering the option of uploading folders relevant to the work of user communities (for example national legislation folders).

MaKCs is an e-learning platform which provides distance learning to the Port State Control officers in the Paris MoU area, as well as to SAFEMED III and TRACECA II beneficiary countries and PSC officers from the Indian Ocean and Caribbean MoUs. In 2017 a number of modules related to EU legal acts, not falling within the context of PSC, will be made available to Member States, thus reaching a wider audience at national level, and in this respect offering support to national authorities performing coast guard functions falling within the mandate of the Agency (see also Section 4.3 Training, cooperation and capacity building).

Multi-annual strategic objectives

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

Annual objectives 2017

- Enhance and promote reliable statistics using the MARINFO Project.
- Address complex requests through the MARINFO HelpDesk.
- Increase the number of data providers contributing to Equasis.
- Search for new signatory parties for the Equasis.
- Implement the five year strategy (2016-2020) of Equasis.
- Promote and disseminate regular maritime-related statistics (possibly a publication) with particular focus on the EU ships and EU waters.
- Support to the Commission by providing reliable statistics.
- Ensure proper operation of RuleCheck and MaKCs for Paris MoU and ENP beneficiary countries, EU Accident Investigation bodies and EU Flag Administrations.
- Enrich MaKCs with new modules supporting national authorities performing coast guard functions within the mandate of the Agency.
- Manage, upon request, the creation of more and different User Groups in RuleCheck, thus offering the option of uploading folders relevant to the work of user communities (national legislation folders).
- Provide the necessary support to the Indian Ocean Caribbean MoUs for the use of MaKCs.

Expected outcome 2017

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

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

Planned output 2017

1. Management of Equasis.
2. Publishing the annual statistical report on the world merchant fleet in Equasis.
3. Production of statistical products (regular or ad hoc) from the MARINFO database, as well as analyses, services and publications, for internal and external use, as appropriate.
4. Support data analysis pilot projects.
5. Enhancement of the MARINFO database through the promotion and development of an in-house web portal.
6. Analysis of statistics on the basis of the reports submitted by the Member States through THETIS-EU, on the appropriate implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels.
7. Further development of MaKCs to support different stakeholders exercising functions in the maritime domain and national authorities carrying out coast guard functions.

Output Indicators		Result 2015	Target 2017
EQUASIS - Availability of the system	percentage per year availability	99.93	99.5
EQUASIS - Users	number of users per month	33 018	35 000
EQUASIS - Contributors	number of contributing members	9	9-10
RuleCheck ³²	availability in percentage	n/a	85
	Maximum continuous downtime in days	n/a	9
RuleCheck Helpdesk Service	Percentage of requests closed in less than 9 days	n/a	75
MaKCs	Availability in percentage	n/a	85
	Maximum continuous downtime in days	n/a	9
	Number of modules developed	n/a	5
MaKCs Helpdesk Service	percentage of requests closed in less than 9 days	n/a	85

³² RuleCheck and MaKCs KPIs have been adjusted for 2016 onwards. Results 2015 and targets 2017 are therefore not comparable.

4.6 PREVENTION OF POLLUTION BY SHIPS

Input	
Commitment appropriations in EUR	940,758
Payment appropriations in EUR	942,740
Staff	5 AD

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)

In 2017 EMSA will continue to provide assistance both to Member States and the Commission in the implementation of international and European legislation in the area of the prevention of pollution by ships. In the EU domain the assistance includes the Port Reception Facilities Directive (2000/59/EC), the Sulphur Directive (2016/802/EU), the Directive on ship-source pollution (2005/35/EC) as amended, the Ship Recycling Regulation 1257/2013, Directive 2009/20/EC on the insurance of shipowners for maritime claims and the Regulation (EU) 2015/757 on the monitoring, reporting and verification of emissions of carbon dioxide from maritime transport and amending Directive 2009/16/EC.

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

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

Multi-annual strategic objectives

- 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 SO_x and NO_x 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 2017

- Technical assistance to the Commission in monitoring compliance with the requirements relating to sulphur content in fuel.
- Technical assistance to the Commission in implementing and reviewing the Directive on Port Reception Facilities.
- Technical assistance to the Commission for further actions related to air quality.
- Provide assistance to Member States mainly by appropriate training of Sulphur inspectors.
- Provide technical assistance to the ESSF and the relevant subgroups.
- Follow-up of international developments in IMO and provide technical assistance to the Commission in IMO.
- Monitoring, Reporting and Verification (MRV) Regulation: Assist the Commission in the implementation of the MRV legislation, including the development of a dedicated module in THETIS (THETIS-MRV) and assistance in preparing implementing and delegated acts.
- Provide technical assistance to the Commission and to the Member States on the availability, the approval and use of abatement methods for different air pollutants.
- Technical assistance to the Commission for the implementation of Title II of the Ship Recycling Regulation.
- Support the Commission and Member States in matters regarding maritime liability and compensation.
- Support the Commission and the Member States in the implementation of Regulation 782/2003.
- Support as appropriate the Commission and Member States in the implementation of the Ballast Water Management Convention.

Expected outcome 2017

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

Planned output 2017

1. Port reception facilities:

- Organising workshops for Member State experts to improve the implementation of the Directive (guidelines, exchange of information), the reporting and enforcement (guidance on reporting, development of THETIS-EU), as well as to support the revision process (assistance in drafting the text of the revised Directive, support to the Commission in the deliberations at the Council and the European Parliament).
- Providing assistance to Member States for the uniform implementation of the Directive on the basis of the interpretative guidelines.
- Providing assistance to the PRF ESSF subgroup as technical secretariat.

2. Greenhouse gases:

- Providing technical assistance to the Commission on the implementation of Regulation (EU) 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport, and amending Directive 2009/16/EC, in particular for the preparation of the implementing and delegated acts.
- Providing technical assistance to the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures to reduce greenhouse gases from ships, depending on the regulatory choices made at international or EU level.
- Providing assistance to the Commission in following the international developments, notably in relation to the Energy Efficiency Design Index, its review and its extension to additional ship types.
- Providing assistance to the Commission in following the international developments for the Global Data Collection System for maritime transport covering fuel consumption and greenhouse gas emissions as well as for further technical and operational measures to enhance the energy efficiency of ships.
- Providing assistance to the two MRV ESSF subgroups as technical secretariat.
- Providing technical assistance for the alignment of THETIS-MRV to the Global Data Collection System if the latter is adopted by IMO.

3. Air emissions:

- Providing technical assistance to the Commission in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Assistance could include analysis of the reports submitted by Member States as foreseen by article 7 of the Directive and by the Commission Implementing Decision 2015/253, analysis of the data extracted from THETIS-EU, calculation and monitoring of inspection and sampling obligations of Member States, developing a targeting system in THETIS-EU.
- RPAS services are offered to interested Member States to monitor emissions of ships passing their waters in order to support the implementation of Directive 2016/802/EU.
- Providing technical assistance to the Member States in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Assistance could include further enhancement of guidance manuals for control, sampling and analysis, training for Sulphur Inspectors and workshops for the exchange of best practices.
- Providing technical assistance to the Commission and the Member States on the development of alternative emission abatement methods such as alternative fuelling (LNG, methanol, etc.), exhaust gas cleaning systems (scrubber), biofuels and other alternative methods as required by Directive 2016/802/EU as regards the sulphur content of marine fuels.
- Providing assistance to the Commission on organisational activities to the ESSF Plenary and to its relevant Sub-Groups.
- Providing technical support to the Commission within the context of the Sulphur Committee foreseen by Directive 2016/802/EU (Art.9).
- Finalising a study on the use of fuel cells in shipping.

4. Ship recycling:

- Providing technical assistance to the Commission on the implementation of the Hong Kong Convention by participating in IMO deliberations as technical advisor.
- Organising training and workshops for Flag State and Port State Inspectors with reference to the enforcement provisions of Title II of the SRR.
- Finalising Best Practise Guidance on the Inventory of Hazardous Materials.
- Performing a study on the Hazardous Materials included in the EU Ship Recycling Regulation but not in the Hong Kong Convention.
- Developing guidance manuals for Flag State and Port state Inspections with reference to the enforcement provisions of Title II of the SRR.

5. Ballast water and anti-fouling systems:

- 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.

6. Other:

- 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.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
SAFEMED III	DG NEAR	2013-2016 (extended to March 2017) 3,000,000	p.m. ³³	2 CAs + 1 SNE
New project for technical assistance in the Mediterranean Sea		2017-2021 4,000,000		

Legal Basis

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

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

In 2017, following the signature of a new Agreement with the Commission, the implementation of a new project for technical assistance to the southern EU neighbouring countries will start, with the aim of ensuring the most appropriate form of assistance in the area, building up on the achievements of SAFEMED III and identifying potential areas on enhanced cooperation. Turkey will be included among the beneficiaries.

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

Upon request EMSA can also provide support for the preparation of the IMO Member State Audit Scheme (IMSAS) and post-audit activities related to capacity building.

Some of EMSA's tools and services will continue to be provided to beneficiaries and, as follow-up of the pilot project on sharing AIS information, it will be explored the possibility of starting sharing SAT-AIS information between beneficiaries and some selected EU Mediterranean coastal States.

The technical support to implement the international maritime legislation will continue to be provided through regional and bilateral actions in order to address specific needs of each single beneficiary.

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

³³ For both SAFEMED III and the new project for technical assistance in the Mediterranean Sea € 2,000,000 expected in 2017.

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

Multi-annual strategic objectives

- 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 2017

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

Expected outcome 2017

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

Planned output 2017

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

Output Indicators		Result 2015	Target 2017
Implementation of SAFEMED III and the new Project for assistance in the Mediterranean Region	number of training sessions per year	16	Up to 5
	number of activities per year	11	Up to 6
	number of ENP experts attending per year	187	90
	level of customer satisfaction	>70%	>80%

Project: TRACECA II and new project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Sea)

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2017	Staff
TRACECA II	DG NEAR	2013-2016 (extended to 31 January 2017) 850,000	p.m. ³⁴	2 CAs
New project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Sea)		2017-2021 4,000,000		

Legal Basis

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

The TRACECA II “Maritime Safety and Security” complementary project will continue to run in 2017 in order to continue providing the project’s beneficiary countries with technical assistance through selected activities complementing those implemented by the Commission contractor for the main TRACECA II project. These activities aim to add value in terms of achievements by the Project’s Beneficiaries in the field of maritime safety, security and pollution preparedness/response.

Following the signature of the relevant agreement with the Commission, the implementation of the new project for technical assistance to the eastern EU neighbouring countries will start in 2017 with the aim of promoting a harmonised approach in the field of maritime safety, security and pollution preparedness/response as well as boosting expertise and organisational capacity of Beneficiaries to implement and enforce obligations arising from the implementation of the maritime international legislation. Iran and Turkey will be included as beneficiary countries. An additional objective of the project will be to assist the beneficiaries to align their national standards and practices with those of the European Union. Upon request EMSA can also provide support for the preparation of the IMSAS or post audit activities related to capacity building.

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

³⁴ For the New project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Sea) € 2,000,000 expected in 2017.

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 2017

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

Expected outcome 2017

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

Planned output 2017

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

Output Indicators		Result 2015	Target 2017
Implementation of TRACECA II and the New Project for technical assistance to the Eastern EU neighbouring countries (Black and Caspian Sea)	number of training sessions per year	10	Up to 5
	number of activities per year	10	Up to 6
	number of ENP experts attending per year	91	70
	level of customer satisfaction	>70%	>80%

Pollution preparedness, detection and response

5.1 OPERATIONAL POLLUTION RESPONSE SERVICES³⁵

Input	
Commitment appropriations in EUR	18,508,042
Payment appropriations in EUR	15,845,657
Staff	11 AD, 2 AST, 1 SNE, 3 CA

Legal Basis

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

The Agency has established an oil spill response capacity around the European coastline, available upon request via ERCC³⁶, to coastal States – including EU Member States, coastal European Free Trade Association/European Economic Area Contracting Parties, coastal EU Candidate/Accessing Countries, and third countries sharing a regional sea basin with the Union – and the Commission. The pollution response services of EMSA offer a “toolbox” of response options to Member States, which can be selected based on the circumstances of a spill and the type of pollutant.

EMSA stand-by oil spill response vessel network covers all European waters. However, as risks differ in regions, the vessel and its equipment or the need of additional land based stockpiles will be selected on known risks taking into consideration environmental sensitivities of sea areas, possible weather risks, amount of polluting cargo transported in the area, ship traffic density, existing oil pollution response capacity in coastal states of that region, etc.

Although the mechanical recovery through the network of stand-by oil spill response vessels will remain at the core of EMSA’s operational pollution response services, in 2017 other response options to support the pollution response mechanisms of affected coastal States, such as the sea-borne dispersant spraying service, on the Atlantic Coast and Mediterranean, and the Equipment Assistance Service (EAS) in the Baltic and North Seas, will also be fully operational.

Due care will be taken to complete the Equipment Assistance Service depots with sufficient specialised equipment and to offer adequate information and training to Member States in the vicinity of these depots (Baltic Sea and North Sea). Also in 2017, the set-up of a new depot in Southern Europe (Adriatic Sea) will be initiated.

As the first equipment was procured by the Agency over 10 years ago, special attention will be given to replacing older equipment which has deteriorated over time. Depending on the state of the equipment, it may be overhauled, sold, scrapped or donated, in line with the established policies.

In accordance with the Agency’s mandate, EMSA pollution response services will all in 2017 be available, in coordination with EU Member States, to third countries sharing a regional Sea Basin. The necessary contract amendments have been negotiated. Authorities in these countries will, through the SAFEMED and TRACECA funding in particular, be trained on available resources and existing operational procedures and participate in pollution response exercises.

³⁵ This section may be updated in the light of the outcome of oil recovery vessel procurements.

³⁶ ERCC is the operational centre for the EU Civil Protection Mechanism, to be activated during major disasters. The ERCC is accessible 24 hours a day and is managed and operated by DG Humanitarian Aid and Civil Protection (DG ECHO) of the Commission.

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 2017

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

Expected outcome 2017

The network of stand-by oil spill response vessels, the stand-alone equipment available through the EAS and the dispersant stockpiles offer a European tier of pollution response resources to top-up the capacities of coastal States protecting their coastlines from marine pollution caused by ships or oil and gas installations. EMSA's 'toolbox' of response methods will include equipment especially designed and adapted for response operations to marine pollution from oil and gas installations.

Planned output 2017

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's pollution response services in regional and national ship source and offshore installation oil pollution response exercises, using the mobilisation procedure of the ERCC.
3. Re-tender the stand-by oil spill response service for the Northern Baltic Sea, to replace the non-renewable contract ended in 2016.
4. Renewal of four vessel availability contracts covering the Bay of Biscay, Southern Atlantic Coast, Western Mediterranean Sea and Central Mediterranean Sea for an additional 4-year period.
5. Following the signature of the new Vessel Availability Contract for the (South) Black Sea in 2016, the vessel will undergo the preparation phase in 2017.
6. Manage EAS contracts for the North Sea and the Baltic Sea.
7. Award and implement a new EAS contract, based on the procurement procedure launched in 2016, to strengthen the response capacity in Southern Europe.
8. Implementing improvement projects to adapt and/or upgrade the capabilities and/or capacities of existing response arrangements.
9. Replace, overhaul, sell, scrap or donate ageing or obsolete oil spill response equipment, in line with the 'Equipment Policy' of the Agency.
10. Management of existing dispersant stockpiles.
11. Coordinate the mobilisation procedures for pollution response services in case of requests for assistance.
12. Provision of expertise to Member States or the Commission in case of pollution incidents.

Output Indicators		Result 2015	Target 2017
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	17 ³⁷	18
	number of fully equipped vessels for dispersant application	2 ³⁸	4
New vessels pre-fitting	number of newly contracted vessels pre-fitted	5	1
Equipment Assistance Service (EAS)	number of stockpiles	n/a	3
Vessel/Equipment replacement/adaptation/upgrade	number of projects completed per year	2	3
Vessel/Equipment drills and exercises	number of drills (acceptance drills and quarterly drills) per year	70	70
	number of operational exercises per year	11	10 ³⁹
	number of Equipment Assistance Service (EAS) drills	n/a	6
	number of notification exercises per year	14	10
Response to requests for vessel/equipment services	mobilisation time in hours	n/a	max 24
Dispersant stockpiles	number of stockpiles	2	4
	minimum quantity of dispersants available at any time	400 tonnes	800 tonnes

³⁷ One contract had to be terminated due to the bankruptcy of a contractor.

³⁹ EMSA participates in operational exercises which are organised by Member States. Targets and results for EMSA participation are affected by this.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Input	
Commitment appropriations in EUR	7,214,794
Payment appropriations in EUR	7,150,696
Staff	6 AD, 1 AST

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5

The CleanSeaNet service will continue to be provided in line with user requirements, using the new Sentinel-1 satellite network as the main data supplier, followed by Radarsat-2. Specific agreements have been in place to provide images for oil spill monitoring in the waters of the European periphery such as south-west Greenland (currently being evaluated for extension) and the Dutch Caribbean (expires at the end of 2016). Alternative arrangements (e.g. Copernicus Maritime Surveillance Service) for possible continuation are being explored.

In 2017, the CleanSeaNet service web interface will be phased into the SafeSeaNet ecosystem; the service can be accessed through the common Graphical Interface (GUI) and the Common Management Console. The Agency's Earth Observation Data Centre (EODC), the new generation CleanSeaNet Data Centre) is the application used to provide the oil spill monitoring, detection and alerting service to users. This Data Centre will be fully operational end 2017, early 2018.

In addition to oil spill monitoring through CleanSeaNet, the Agency's EODC will expand its range of satellite-based services where appropriate to respond to broader maritime surveillance needs. The EODC is the main tool used to provide the satellite sourced data component of EMSA services to a range of users in the field of maritime surveillance and/or pollution response.

The Agency would like to complement satellite imagery with offering RPAS monitoring services to a limited number of interested Member States, allowing for a more flexible and intensive detection and monitoring of illegal discharges.

The Agency plans to organise a special event in 2017 to mark 10 years of CleanSeaNet and of cooperation with the European Space Agency.

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 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 2017

- Provide the CleanSeaNet service to Member States, Commission and interested enlargement and ENP countries.
- Further utilise the Sentinel-1 missions as appropriate and phase in other missions considering a cost benefit perspective.
- Apply homogeneous quality management across the different data sources.
- Cooperate with existing regional arrangements related to marine pollution
- Respond to ad hoc requests for assistance in case of pollution emergencies or threat thereof.
- Support the implementation of the Action Plan for Response to Marine Pollution from Oil and Gas Installations as appropriate.

Expected outcome 2017

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

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

Planned output 2017

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. Provide training to coastal States on CleanSeaNet.
4. Organise meetings of the EMSA CleanSeaNet User Group at least once per year.
5. Develop activities with enforcement authorities to promote effective follow-up to CleanSeaNet detections.
6. Extend the EODC capabilities to support the needs of integrated maritime services.
7. Offer RPAS services to interested Member States for oil spill detection (see chapter 2).

Output Indicators		Result 2015	Target 2017
Satellite images	number of images ordered and analysed per year	2635	2800
Assistance for accidental spills	percentage response rate to assistance requests	100	100
EODC operational availability	percentage per year availability of CleanSeaNet	99.66	97.5
RPAS monitoring	Flight hours	n/a	200

5.3 COOPERATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Input	
Commitment appropriations in EUR	924,895
Payment appropriations in EUR	1,099,043
Staff	4 AD, 1 SNE

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

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

The Agency's Marine Intervention in Chemical Emergencies (MAR-ICE) service provides expert information and advice on chemical substances in maritime emergencies. The current arrangement expires in October 2017. The Agency will aim at maintaining the service operational, following appropriate evaluation and review. It will complete improvements of the MAR-CIS 2 (MARine Chemical Information Sheets) project, including linking MAR-CIS information to the new Central Hazmat Database (CHD) application in SafeSeaNet, and the distribution of MAR-CIS data will be expanded via EMSA's web portal and application for mobile devices.

The Agency will continue providing the Secretariat for the Inter-Secretariat meeting of Regional Agreement Secretariats, the pollution response services user group meeting and the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). EMSA will support the Group's work and the coordination of the EMPOLLEX programme, such as training/workshops on HNS pollution preparedness and response and the development of an oil sampling for identification ("fingerprinting") training curriculum.

EMSA will also develop a new e-learning course on the activation and use of the Agency's pollution response services. Regarding implementation of the Equipment Assistance Service, the Agency will provide operational training to Member States' users, particularly, on equipment deployment and operation.

Work on achieving a better understanding of dispersant usage will continue, including training on and maintenance of EMSA's Dispersant Usage Evaluation Tool (DUET). EMSA will also continue to: provide technical support to the Commission, as part of the European Union delegation, during international and Regional Agreement meetings; develop and disseminate information "tools"; and update lists of marine pollution response capacities available in Europe⁴⁰.

The Agency will also provide assistance for the Commission's activities linked to the Union Civil Protection Mechanism as concerns maritime incidents.

Multi-annual strategic objectives
<ul style="list-style-type: none"> 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)

⁴⁰ Updates will be done via the database of the Common Emergency Communication and Information System (CECIS).

Annual objectives 2017

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

Expected outcome 2017

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

The Agency aims to assist Member States dealing with spills involving hazardous and noxious substances by providing relevant information and expertise regarding operational response to chemical spills in the marine environment.

Planned output 2017

1. Implement the HNS Action Plan:
 - a. Renew the network of specialised chemical experts (MAR-ICE Network).
 - b. Maintain and update database/datasheets of chemical substances for marine pollution response (MAR-CIS 2).
2. Develop and update marine pollution preparedness and response related information, studies, tools, reports and inventories. Maintain the Dispersant Usage Evaluation Tool (DUET).
3. Complete/ improve the linking of MAR-CIS to SafeSeaNet Central HAZMAT Database. on the basis of user feedback and new business requirements; develop/revise datasheets;
4. Coordinate the Pollution Response (PRS) User Group (formerly Vessel User Group – VUG) meeting and the CTG MPPR meetings, workshops, and expert exchange programme (EMPOLLEX), and implement the CTG MPPR Rolling Work Programme⁴¹.
5. Development of an e-learning course on the activation of the Agency's pollution response services.
6. Provide operational training to Member States response teams on deployment and operation of EAS equipment.
7. Support activities of Regional Agreements, the IMO and other relevant bodies/organisations (including participation in the Arctic Council) where appropriate.

Output Indicators		Result 2015	Target 2017
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.	100	>75
	percentage of responses within 4 hrs.	0	<25

Developing datasheets	number of datasheets produced/revised	24	25
Cooperation, coordination and information			
Coordination of the CTG MPPR	number of CTG MPPR/ InterSec meetings and workshops	3	3
Coordination of PRS meeting	number of PRS meetings	n/a	1
Development of e-learning courses	number of e-learning courses	n/a	1

Horizontal activities

6.5 COMMUNICATION, MISSIONS AND EVENTS SUPPORT

Input	
Commitment appropriations in EUR	1,399,441
Payment appropriations in EUR	1,404,196
Staff	3 AD, 3 AST, 6 CA

Legal Basis

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

Communication is a crucial aspect of EMSA's activities. Four focus areas were defined in the communication strategy for 2014-2020 and will direct the efforts of the communication team throughout 2016.

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

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

Rationalisation of resources: given the nature of EMSA activities, data visualisation could be used more extensively to present information in a more engaging and concise way. Synergies should be sought throughout the Agency to avoid duplication of effort and promote best practice.

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

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

Multi-annual strategic objective

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

Annual objectives 2017

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

Expected outcome 2017

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

Planned output 2017

- Prepare 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 implementing the new visual identity for EMSA.
- Deliver presentations at meetings, exhibitions and conferences.
- Support the organisation of events/meetings in the Agency.
- Provide for timely organisation and reimbursement of missions.

Output Indicators		Result 2015	Target 2017
Publications	number of publications/leaflets/brochures produced per year	18,75	16
Events	number of meetings/workshops organised by EMSA per year	50	40
	number of participants at EMSA meetings/workshops per year	1426	1250

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Staff ⁴²	
Management/bureau/horizontal tasks	10 AD, 7 AST, 1 CA
Human Resources	3 AD, 5 AST, 5 CA
Legal and Financial Affairs, facilities and logistics	6 AD, 4 AST, 6 CA
Operations support (ICT)	1 AD, 8 AST, 2 CA

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

In 2017 the Agency will work on performance monitoring and concentrate efforts on the best possible use of existing resources and efficiency gains. Internal planning and monitoring systems and tools, which support and provide information on the planning and execution of the work programme and the budget, will be further developed and integrated to better support management processes and decisions. The Agency will continue working on a Quality Management System for the visits and inspections activities. After certification, which is planned for the end of 2016, the activities will enter into a 3-year cycle of annual verification and re-certification.

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

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

Efforts will continue in order to reinforce an efficient document and records management and archiving policy within the Agency.

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

In the field of Facilities and Logistics, maintenance of the office building and provision of internal services will be continued. Additionally measures to further increase the energy efficiency of the EMSA headquarters, as well as security and a healthy and safe working environment will be pursued.

In the field of ICT, focus will be put on operational / security and business continuity challenges and striving for improvements in performance and quality and reductions in ICT support costs. The overall task in 2017 will be to

⁴² Financial resources are not applicable here as already distributed across the activities.

support efficient, reliable, stable and secure operations with the smooth releases of application/infrastructure enhancements, new applications and pilots, in line with EMSA's evolving ICT landscape.

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

Multi-annual strategic objectives

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

Annual objectives 2017

- Monitor the implementation of the annual programme 2017 (Section III of the Single Programming Document 2017-2019).
- Further implementation of remaining requirements and principles emanating from the revision of the Framework Financial Regulation, the Joint Statement of the European Parliament, the Council of the EU and the Commission on decentralised agencies (Common Approach, Road-map).
- Development and Implementation of new Implementing Rules giving effect to the Staff Regulations.
- Job screening exercise with the aim of enabling the Agency to take sound decisions on resource allocation. The exercise will contribute to better reporting to stakeholders and increased transparency concerning the utilisation of jobs at EMSA, and will facilitate redeployment.
- Simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness.
- Continue the development of the document and records management policy and the archiving policy and relevant ICT tool(s).
- Maintain good relations with the Portuguese Authorities to allow for a smooth implementation of the existing Protocol between EMSA and the Government of Portugal.
- Provide business continuity and advanced ICT services.

Expected outcome 2017

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

Planned output 2017

Management team

- Work programme, including staff and budget planning (Single Programming Document).
- Action Plan for Pollution Preparedness and Response.
- 5 year Strategy implementation.
- Annual report (Consolidated Annual Activity Report) and accounts.
- Preparation of meetings of the Administrative Board, decisions, minutes.
- Regular monitoring of on-going projects.
- Quality Management development.
- Internal Control Standards.
- Monitoring and reporting on the implementation of the work programme and the budget.

Human resources

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

Legal, Financial and Facilities Support

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

Operations support (ICT)

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

Output Indicators		Result 2015	Target 2017
Audits	ECA recommendations implemented in time	100%	as close as possible to 100%
	IAS recommendations implemented in time	100%	as close as possible to 100%
Planning	Implementation of the Work Programme	High level of implementation of the Work Programme 2015	as close as possible to full implementation
Establishment plan	execution rate establishment plan	98,02%	as close as possible to 100%
Budget	execution rate commitment appropriations	99%	as close as possible to 100%
	execution rate payment appropriations	97%	as close as possible to 100%

Annexes

Annex I. Resources per Activity

ABB	List of activities 2017	Temporary Agents		SNE	CA	TOTAL	Commitment appropriations	Payment Appropriations
		AD	AST					
2100	Union maritime information and exchange system (integrated maritime services; SafeSeaNet; improving internal market and maritime transport efficiency)	32 ⁴³	12 ⁴⁴	3	4	51	25,429,504	19,403,501
2200	EU LRIT Cooperative Data Centre and LRIT International Data Exchange	6	7			13	3,418,710	3,561,712
2300	THETIS Information System	5	1		1	7	2,043,475	1,929,999
2400	Maritime support Services	8	2	3	2	15	1,839,326	1,866,810
3100	Classification Societies	10	1	1		12	1,778,181	1,782,936
3200	STCW	6	2	1	1	10	1,404,091	1,400,179
3300	Visits to Member States to monitor the implementation of Union Law	6	2	1		9	1,342,946	1,331,512
3400	Maritime Security	3				3	490,855	492,044
3600	Horizontal analysis and research	3 ⁴⁵			1	4	536,000	537,585
4100	Port State Control	3				3	690,855	713,914
4200	Accident investigation	4	1	1		6	1,318,971	1,296,349
4300	Training, cooperation and capacity building	6 ⁴⁶	1	2	1	10	2,256,713	2,242,675
4400	Marine equipment and ship safety standards (including IMO)	7 ⁴⁷	1	2		10	1,899,419	1,743,382
4500	Ship Inspection Support	4 ⁴⁸		2		6	1,107,993	1,088,500
4600	Prevention of pollution by ships	5				5	940,758	942,740
6500	Communication, Missions & Events support	3	3		6	12	1,399,441	1,404,196

⁴³ 7 ADs for the European cooperation on coast guard functions.

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

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

⁴⁶ 3 ADs for the European cooperation on coast guard functions.

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

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

5100	Operational Pollution Response Services	11	2	1	3	17	18,508,042	15,845,657
5200	CleanSeaNet and illegal discharges	6	1			7	7,214,794	7,150,696
5300	Cooperation and information relating to pollution preparedness and response	4		1		5	924,895	1,099,043
6100	Management/bureau/horizontal tasks	10	7		1	18	<i>financial resources distributed across the activities</i>	
6200	Human Resources, Protocol and Document Management	3	5		6	14		
6300	Legal and Financial Affairs, facilities and logistics	6	4		5	15		
6400	Operations support (ICT)	1	8		2	11		
SUBTOTALS		152	60	18	33			
TOTAL		212		18	33	263	74,544,969	65,833,430

- Figures are based on the staff and budget proposed for 2017 which are in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013; and with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency; pending the outcome of the budgetary procedure. The allocation of the +14 posts related to cooperation on coastguard functions is indicative.
- In 2017 the Agency will have, subject to signature of relevant agreements, 8 additional project-financed CAs (4 CAs for the implementation of a SLA with Frontex, 2 CAs for the implementation of the SAFEMED III programme and the new project for technical assistance in the Mediterranean Sea and 2 CA for the implementation of the TRACECA II programme and the new project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Seas).
- The Agency implements an activity based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one operational activity according to the prevailing function of the staff. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct staff allocated to each activity.

Project financed activities:

ABB Code	Project Financed Activities	Planned Contract Agents	Expected financial input in 2017
7100	SAFEMED III and new project for assistance in the Mediterranean Sea	2 CA + 1 SNE	2,000,000
7200	FRONTEX SLA	4 CA	15,000,000
7400	TRACECA II and new project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Sea)	2 CA	2,000,000
7500	COPERNICUS	3 CA (covered by EMSA's subsidy)	6,771,000
7600	EQUASIS (R0 FUNDS)	-	450,000
7700	THETIS-EU	-	48,000
7710	THETIS-MRV	-	100,000
7720	Emissions Inventories Project	-	22,500
7800	EC Funds for candidate and potential candidate	-	120,000
7900	Pilot project - coast guard functions	-	100,000
Total		8 CA + 1 SNE	26,611,500

Annex II. Financial Resources

Table 1: Expenditure

		Budget 2016		Draft Budget 2017 (Agency proposal)	
		CA	PA	CA	PA
Title 1	Staff Expenditure	20,932,800	20,932,800	22,334,000	22,334,000
	<i>of which Cooperation on Coast Guard Functions</i>			1,034,000	1,034,000
Title 2	Infrastructure & Operating Expenditure	3,959,787	3,959,787	4,125,036	4,125,036
	<i>of which Cooperation on Coast Guard Functions</i>			86,000	86,000
Title 1+2	Administrative Expenditure	24,892,587	24,892,587	26,459,036	26,459,036
	<i>of which Cooperation on Coast Guard Functions</i>			1,120,000	1,120,000
Title 3 Total	Operational Expenditure	8,729,292	8,727,457	25,285,933	19,129,262
	<i>of which Cooperation on Coast Guard Functions</i>			16,550,000	9,930,000
	<i>Operational Expenditure excl. Cooperation on Coast Guard Functions</i>	8,729,292	8,727,457	8,735,933	9,199,262
Title 4 Total	Anti-Pollution Measures	21,600,000	22,500,000	22,800,000	20,245,132
Title 5 Total	Project Financed Actions	p.m.	p.m.	p.m.	p.m.
Grand Total		55,221,879	56,120,044	74,544,969	65,833,430

Expenditure	Commitment appropriations						
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)	Envisaged in 2018	Envisaged in 2019
			Agency request	Budget forecast			
Title 1 - Staff expenditure	20,170,267	20,932,800	22,334,000	22,334,000	6.69%		
11 Salaries & allowances	18,654,927	19,762,800	21,089,000	21,089,000	6.71%		
- Of which establishment plan posts	18,654,927	19,762,800	21,089,000	21,089,000	6.71%		
- Of which external personnel							
12 Expenditure relating to Staff recruitment	175,576	275,000	410,000	410,000	49.09%		
13 Mission expenses	88,595	75,000	70,000	70,000	-6.67%		
14 Socio-medical infrastructure	20,824	15,000	20,000	20,000	33.33%		
15 Training	299,145	310,000	260,000	260,000	-16.13%		
External Services							
16 Social welfare	905,000	465,000	460,000	460,000	-1.08%		
17 Receptions events and representation	26,200	30,000	25,000	25,000	-16.67%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	4,649,898	3,959,787	4,125,036	4,125,036	4.17%		
20 Rental of buildings and associated costs	3,056,443	3,211,205	3,246,841	3,246,841	1.11%		
21 Information communication technology and data processing	1,177,227	307,587	447,000	447,000	45.32%		
22 Movable property and associated costs	88,984	66,500	52,500	52,500	-21.05%		
23 Current administrative expenditure	113,854	132,500	122,500	122,500	-7.55%		
24 Postage / Telecommunications	96,390	131,995	146,195	146,195	10.76%		
25 Meeting expenses	117,000	110,000	110,000	110,000	0.00%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	8,845,204	8,729,292	25,285,933	25,285,933	189.67%		
31 Information Services & Databases	4,916,004	4,303,942	4,471,333	4,471,333	3.89%		
32 Information and Communication	161,546	200,000	175,000	175,000	-12.50%		
33 Operational Workshops & Training	1,362,444	1,408,100	1,369,600	1,369,600	-2.73%		
35 Studies in support of the Agency's operations	311,422	623,250	473,000	473,000	-24.11%		

36 Operational missions	567,000	630,000	610,000	610,000	-3.17%		
37 (39 in 2015) L.R.I.T.	1,526,788	1,564,000	1,637,000	1,637,000	4.67%		
39 Cooperation on Coast Guard Functions			16,550,000	16,550,000			
Titles 1, 2 & 3	33,665,369	33,621,879	51,744,969	51,744,969	53.90%	57,675,013	58,441,759
Title 4 (ch. 38 in 2015) - Anti-pollution measures	20,526,766	21,600,000	22,800,000	22,800,000	5.56%	22,425,000	25,050,000
41 Pollution Response Services	16,055,883	15,046,500	16,315,800	16,315,800	8.44%		
42 CleanSeaNet	4,164,657	6,224,700	6,230,000	6,230,000	0.09%		
43 Co-operation & Co-ordination and Information	306,226	328,800	254,200	254,200	-22.69%		
Title 5 (in 2016 and 2017) - Project Financed Actions	8,772,745	p.m.	p.m.	p.m.		p.m.	p.m.
51 Maritime Information Services	220,163	p.m.	p.m.	p.m.			
52 Assistance to Candidate and ENP Countries	1,609,188	p.m.	p.m.	p.m.			
53 FRONTEX SLA	5,658,704	p.m.	p.m.	p.m.			
54 CleanSeaNet Services to Third Parties	551,827	p.m.	p.m.	p.m.			
55 COPERNICUS		p.m.	p.m.	p.m.			
56 EQUASIS	571,720	p.m.	p.m.	p.m.			
57 THETIS Modules	161,143	p.m.	p.m.	p.m.			
59 CG Pilot Project	0	p.m.	p.m.	p.m.			
TOTAL	62,964,880	55,221,879	74,544,969	74,544,969	34.99%	80,100,013	83,491,759

Expenditure	Payment appropriations						
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)	Envisaged in 2018	Envisaged in 2019
			Agency request	Budget forecast			
Title 1 - Staff expenditure	19,999,693	20,932,800	22,334,000	22,334,000	6.69%		
11 Salaries & allowances	18,580,608	19,762,800	21,089,000	21,089,000	6.71%		
- Of which establishment plan posts	18,580,608	19,762,800	21,089,000	21,089,000	6.71%		
- Of which external personnel							
12 Expenditure relating to Staff recruitment	143,496	275,000	410,000	410,000	49.09%		
13 Mission expenses	84,376	75,000	70,000	70,000	-6.67%		
14 Socio-medical infrastructure	16,775	15,000	20,000	20,000	33.33%		
15 Training	267,982	310,000	260,000	260,000	-16.13%		
External Services							
16 Social welfare	897,302	465,000	460,000	460,000	-1.08%		
17 Receptions events and representation	9,154	30,000	25,000	25,000	-16.67%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	3,929,173	3,959,787	4,125,036	4,125,036	4.17%		
20 Rental of buildings and associated costs	2,925,258	3,211,205	3,246,841	3,246,841	1.11%		
21 Information communication technology and data processing	761,264	307,587	447,000	447,000	45.32%		
22 Movable property and associated costs	8,937	66,500	52,500	52,500	-21.05%		
23 Current administrative expenditure	77,803	132,500	122,500	122,500	-7.55%		
24 Postage / Telecommunications	53,234	131,995	146,195	146,195	10.76%		
25 Meeting expenses	102,677	110,000	110,000	110,000	0.00%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	8,198,915	8,727,457	19,129,262	19,129,262	119.18%		
31 Information Services & Databases	4,173,453	4,272,127	4,959,076	4,959,076	16.08%		
32 Information and Communication	160,564	200,000	175,000	175,000	-12.50%		
33 Operational Workshops & Training	1,052,459	1,418,100	1,400,186	1,400,186	-1.26%		
35 Studies in support of the Agency's operations	654,645	663,230	313,000	313,000	-52.81%		
36 Operational missions	531,247	630,000	610,000	610,000	-3.17%		

37 (39 in 2015) L.R.I.T.	1,626,547	1,544,000	1,742,000	1,742,000	12.82%		
39 Cooperation on Coast Guard Functions			9,930,000	9,930,000			
Titles 1, 2 & 3	32,127,781	33,620,044	45,588,298	45,588,298	35.60%	57,463,051	58,707,161
Title 4 (ch. 38 in 2015) - Anti-pollution measures	19,149,076	22,500,000	20,245,132	20,245,132	-10.02%	23,267,500	23,833,000
41 Pollution Response Services	15,155,382	17,699,232	13,651,930	13,651,930	-22.87%		
42 CleanSeaNet	3,881,114	4,274,171	6,165,290	6,165,290	44.25%		
43 Co-operation & Co-ordination and Information	112,580	526,597	427,912	427,912	-18.74%		
Title 5 (in 2016 and 2017) - Project Financed Actions	5,413,979	p.m.	p.m.	p.m.		p.m.	p.m.
51 Maritime Information Services	208,021	p.m.	p.m.	p.m.			
52 Assistance to Candidate and ENP Countries	784,357	p.m.	p.m.	p.m.			
53 FRONTEX SLA	3,464,574	p.m.	p.m.	p.m.			
54 CleanSeaNet Services to Third Parties	452,777	p.m.	p.m.	p.m.			
55 COPERNICUS		p.m.	p.m.	p.m.			
56 EQUASIS	459,400	p.m.	p.m.	p.m.			
57 THETIS Modules	44,850	p.m.	p.m.	p.m.			
59 CG Pilot Project	0	p.m.	p.m.	p.m.			
TOTAL	56,690,836	56,120,044	65,833,430	65,833,430	17.31%	80,730,551	82,540,161

It should be noted that the above Executed Budget 2015 cover both, appropriations voted in the current budget (fund source C1) and external assigned revenue (fund source R0), while the information on 2015 budget outturn and cancellation of appropriations under II.3.2.1 Financial Resources relates to consumption of appropriations voted in the current budget (fund source C1) only.

Table 2: Revenue

REVENUES	2016		2017	
	Revenues estimated by the agency		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
EU contribution	53,379,372	54,253,413	72,358,585	63,857,035
Other Revenue	1,842,507	1,866,631	2,186,384	1,976,395
TOTAL REVENUES	55,221,879	56,120,044	74,544,969	65,833,430

Revenue ⁴⁹	Commitment appropriations						
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)	Envisaged in 2018	Envisaged in 2019
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	318,062	300,000	300,000	300,000	0.00%	300,000	300,000
2 EU CONTRIBUTION	52,248,359	53,379,372	72,358,565	72,358,565	35.56%	77,820,000	81,132,000
- Of which assigned revenues deriving from previous years' surpluses	1,773,677	2,230,340	961,831	961,831	-56.88%	961,831	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,499,098	1,411,713	1,755,404	1,755,404	24.35%	1,890,013	1,969,759
- Of which EEA/EFTA (excl. Switzerland)	1,499,098	1,411,713	1,755,404	1,755,404	24.35%	1,890,013	1,969,759
- Of which candidate countries							
4 OTHER CONTRIBUTIONS⁵⁰	126,617	130,794	131,000	131,000	0.16%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT	7,214,556	p.m.	p.m.	p.m.			
7 CORRECTION OF							

⁴⁹ C1 funds except for "4 Other Contributions": C4 funds in 2016 and 2017.

⁵⁰ C4 funds in 2016 and 2017.

Revenue ⁴⁹	Commitment appropriations						
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)	Envisaged in 2018	Envisaged in 2019
			Agency request	Budget forecast			
BUDGETARY IMBALANCES							
TOTAL	61,406,692	55,221,879	74,544,969	74,544,969	34.99%	80,100,013	83,491,759

Revenue ⁵¹	Payment appropriations						
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)	Envisaged in 2018	Envisaged in 2019
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	318,062	300,000	300,000	300,000	0.00%	300,000	300,000
2 EU CONTRIBUTION	49,417,166	54,253,413	63,857,014	63,857,014	17.70%	78,435,339	80,203,340
- Of which assigned revenues deriving from previous years' surpluses	1,773,677	2,230,340	961,831	961,831	-56.88%	961,831	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,415,012	1,435,837	1,545,416	1,545,416	7.63%	1,905,212	1,946,821
- Of which EEA/EFTA (excl. Switzerland)	1,415,012	1,435,837	1,545,416	1,545,416	7.63%	1,905,212	1,946,821
- Of which candidate countries							
4 OTHER CONTRIBUTIONS⁵²	126,617	130,794	131,000	131,000	0.16%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT	4,629,622	p.m.	p.m.	p.m.			
7 CORRECTION OF BUDGETARY IMBALANCES							

⁵¹ C1 funds except for "4 Other Contributions": C4 funds in 2016 and 2017.

⁵² C4 funds in 2016 and 2017.

Revenue ⁵¹	Payment appropriations						
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)	Envisaged in 2018	Envisaged in 2019
			Agency request	Budget forecast			
TOTAL	55,906,479	56,120,044	65,833,430	65,833,430	17.31%	80,730,551	82,540,161

REVENUES	Commitment appropriations				
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)
			Agency request	Budget forecast	
ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7) ⁵³	1,558,188	0	4,120,000	4,120,000	∞%
ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.8)	0	6,459,000	6,771,000	6,771,000	4.83%
TOTAL	1,558,188	6,459,000	10,891,000	10,891,000	68.62%

REVENUES	Payment appropriations				
	Executed Budget 2015	Budget 2016	Draft Budget 2017		VAR 2017/2016 (%)
			Agency request	Budget forecast	
ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)	784,357	0	4,120,000	4,120,000	∞%
ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.8)	0	6,459,000	6,771,000	6,771,000	4.83%
TOTAL	784,357	6,459,000	10,891,000	10,891,000	68.62%

It should be noted that the above Executed Budget 2015 cover both, appropriations voted in the current budget (fund source C1) and external assigned revenue (fund source R0), while the information on 2015 budget outturn and cancellation of appropriations under II.3.2.1 Financial Resources relates to consumption of appropriations voted in the current budget (fund source C1) only.

⁵³ The Grant Contracts for the next projects for technical assistance to ENP countries should be signed by the end of 2016. The date of the expected income will depend on the actual date of signature of the Grant Contracts and might happen before the end of 2016.

Table 3: Budget outturn and cancellation of appropriations

The 2015 budgetary outturn has been extremely high with 99.23 % (commitment appropriations) and 96.52 % (payment appropriations).

First estimate of the 2015 surplus that should be reimbursed to the EU budget (as assigned revenue): 961,830.99

Budget outturn	2013	2014	2015
Reserve from the previous years' surplus (+)			
Revenue actually received (+)	55,870,938	57,686,041	64,561,815
Payments made (-)	- 52,630,762	-52,903,994	- 57,425,469
Carry-over of appropriations (-)	-3,033,440	-5,178,491	- 10,420,250
Cancellation of appropriations carried over (+)	322,930	196,795	153,450
Adjustment for carry over of assigned revenue appropriation from previous year (+)	1, 250,125	2,461,847	4,108,142
Exchange rate differences (+/-)	- 6,144	- 31,858	- 15,857
Adjustment for negative balance from previous year (-)	-	-	-
TOTAL	1,773,677	2,230,340	961,831

Cancellation of appropriations

Cancellation of commitment appropriations: 419,748.20 EUR (C1 credits)

Cancellation of payment appropriations for the year: 954,808.81 EUR (C1 credits)

Cancellation of payment appropriations carried over: 153,450.39 EUR

Cancellation of appropriations on Title I has been mainly triggered by the Lisbon coefficient (-3%) driving the salaries down for the second half 2015.

Annex III. Human Resources

Table 1: Overview of all categories of staff

Staff population		Actually filled as of 31.12.2014 (N-2)	Authorised under EU budget 2015 (N-1)	Actually filled as of 31.12.2015 ¹ (N-1)	Authorised under EU budget for year 2016 (N)	2016 draft budget for year 2017 ³ (N+1)	Envisaged in 2018 ⁴ (N+2)	Envisaged in 2019 (N+3)
Officials	AD	3	4	3	4	3	3	3
	AST	0	0	0	0	0	0	0
	AST/SC	0	0	0	0	0	0	0
TA	AD	132	140	135	135	149	149	149
	AST	63	63	63	63	60	60	60
	AST/SC	0	0	0	0	0	0	0
Total		198	207	201	202	212	212	212
		FTE		FTE				
CA GFIV		5.9	11	8.9	16	16	16	16
CA GF III		4.1	6	5.4	6	7	7	7
CA GF II		18	18	16.8	16	16	16	16
CA GFI		2	2	2	2	2	2	2
Total CA ²		30	37	33.1	40	41	41	41
SNE ⁵		13.6	18	14.4	18	19	19	19
<i>Structural service providers</i>		n/a	n/a	n/a	n/a	n/a	n/a	n/a
TOTAL								
<i>External staff for occasional replacement</i>		0	0	0	2	3	3	3

1. Three offer letters have been included for Temporary Agent posts in grades AD10, AD7 and AST4. The candidates will take up duties in early 2016. 2 Offer letters for two contract agent positions have also been sent but have not been included, as the figures are provided as FTEs.

2. The total of CAs has been estimated as follows (subject to signature of new relevant agreements for years 2016-2019) :

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

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

2017: 33 Contract Agents to be financed by EMSA budget. 8 Contract Agents financed by external projects: 3 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea)

2018: 33 Contract Agents to be financed by EMSA budget. 8 Contract Agents financed by external projects: 3 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea)

2019: 33 Contract Agents to be financed by EMSA budget. 8 Contract Agents financed by external projects: 3 FG IV and 1 FGIII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea).

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

5. 2017, 2018 and 2019: 18 SNEs financed by EMSA budget and 1 SNE financed by external projects.

Table 2: Multi-annual staff policy plan 2017-2019

Category and grade	Establishment plan in EU Budget 2015		Filled as of 31/12/15		Modifications in 2015 in application of flexibility rule		Establishment plan in voted EU Budget 2016		Modifications in 2016 in application of flexibility rule		Establishment plan in Draft EU Budget 2017		Establishment plan 2018		Establishment plan 2019	
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA
AD 16	0	0	0	0			0	0			0	0	0	0	0	0
AD 15	0	1	0	0			0	1			0	1	0	1	0	1
AD 14	0	1	0	2			0	1			0	1	0	1	0	1
AD 13	1	3	0	1			1	3			1	4	1	4	1	4
AD 12	1	9	1	7			1	10			1	10	1	10	1	10
AD 11	0	13	0	5			0	14			0	14	0	14	0	17
AD 10	1	17	1	18			1	18			1	19	1	19	1	16
AD 9	0	28	0	26			0	28			0	28	0	28	0	28
AD 8	1	24	0	31			1	24			0	29	0	31	0	31
AD 7	0	24	0	16			0	24			0	26	0	26	0	26
AD 6	0	18	1	24			0	12			0	12	0	8	0	8
AD 5	0	2	0	5			0	0			0	05	0	07	0	07
Total AD	4	140	3	135			4	135			3	149	3	149	3	149
AST 11	0	0	0	0			0	0			0	0	0	0	0	0
AST 10	0	1	0	0			0	1			0	1	0	1	0	1
AST 9	0	0	0	1			0	0			0	0	0	0	0	0
AST 8	0	1	0	0			0	1			0	1	0	1	0	1
AST 7	0	2	0	2			0	4			0	4	0	4	0	6
AST 6	0	7	0	5			0	11			0	15	0	19	0	17
AST 5	0	17	0	16			0	18			0	20	0	20	0	20
AST 4	0	19	0	20			0	16			0	16	0	12	0	12
AST 3	0	16	0	15			0	12			0	3	0	3	0	3
AST 2	0	0	0	4			0	0			0	0	0	0	0	0
AST 1	0	0	0	0			0	0			0	0	0	0	0	0
Total AST	0	63	0	63			0	63			0	60	0	60	0	60
Total AST/SC	0	0	0	0			0	0			0	0	0	0	0	0
TOTAL	4	203	3	198			4	198			3	209	3	209	3	209

N.B. 2015: 3 offer letters (1AST4, 1AD7, 1AD10). 2017, 2018 and 2019: in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013, which provides for a further cut of -4 posts in 2017 and -3 in 2018 linked to the “redeployment pool”, in addition to the over 5% cut already implemented by the Agency by 2016; also in line with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency; pending the outcome of the budgetary procedure.

Annex IV. Human resources – qualitative

A) Recruitment Policy

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

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

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

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

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

All published vacancies in 2015 are available on the Agency's website <http://www.emsa.europa.eu/positions-available/previous-vacancies.html>. The call for applications containing the requirements and functions of the post illustrate the technical profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is substantially lower than in Brussels. In addition, over the years it has been reduced from 91.7% in 2006 to 79.2% from July 2015. Moreover, partners/spouses are facing difficulties to continue with their professional careers in Portugal, which is further affecting the attractiveness of Lisbon as a place of employment. It should also be highlighted that the Agency needs to recruit people with specialised maritime and other relevant expertise.

Temporary Agents and Officials

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

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

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

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

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

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

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

Contractual Agents

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

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

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

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

Seconded National Experts and National Experts on Professional Training

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

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

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

Interim Staff

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

B) Appraisal of performance and reclassification/promotions

Table 1: Reclassification of temporary staff/ promotion of officials

Category and grade	Staff in activity at 01.01.2014		How many staff members were promoted/ reclassified in 2015		Average number of years in grade of reclassified/ promoted staff members
	Officials	TA	Officials	TA	
AD 16	0	0	0	0	-
AD 15	0	0	0	0	-
AD 14	0	2	0	0	-
AD 13	0	2	0	0	-
AD 12	1	4	0	1	N/A
AD 11	1	2	0	3	4.3
AD 10	1	16	0	4	2.9
AD 9	0	27	0	5	4.2
AD 8	0	29	0	7	3.2
AD 7	0	19	0	3	4.1
AD 6	1	19	0	6	4.1
AD 5	0	11	0	0	-
Total AD	4	131	0	29	4.2
AST 11	0	0	0	0	-
AST 10	0	0	0	0	-
AST 9	0	1	0	0	-
AST 8	0	0	0	0	-
AST 7	0	1	0	1	N/A
AST 6	0	3	0	3	3.0
AST 5	0	15	0	3	3.7
AST 4	0	16	0	6	3.9
AST 3	0	22	0	2	3.3
AST 2	0	6	0	0	-
AST 1	0	0	0	0	-
Total AST	0	64	0	15	3.6
Total	4	195	0	44	3.8

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2014	How many staff members were reclassified in 2015	Average number of years in grade of reclassified staff members
CA IV	18	0	0	-
	17	0	0	-
	16	0	0	-
	15	0	0	-
	14	2	0	-
	13	3	0	-
CA III	12	0	0	-
	11	0	1	N/A
	10	1	0	-
	9	0	0	-
	8	2	0	-
CA II	7	1	1	N/A
	6	4	2	3.9
	5	7	2	5.3
	4	6	0	-
CA I	3	2	0	-
	2	0	0	-
	1	0	0	-
Total		28	6	4.4

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

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

In 2015, EMSA's promotion/reclassification policy followed the principles of the Commission's policy, based on the consideration of comparative merits, the CDR reports of staff, the use of languages in the execution of their duties (other than the language for which they have produced evidence of thorough knowledge in accordance with Article 28(f) of the Staff Regulations) and the level of responsibilities exercised. The ability to work in a third language was also considered for officials and temporary agents.

The promotion possibilities were provided to the AIPN by the Human Resources Unit. Social dialogue took place between the Staff Committee and the Executive Director regarding the comparison of merits. Staff had the possibility to appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification was in place to review the appeals.

The same principles applied to the reclassification of contract agents.

C) Mobility Policy

Mobility within the Agency

Staff are transferred in the interest of the service, mainly in the context of reorganisations.

Internal publications are done in a range of grades. The successful candidate retains his/her current grade and step. Internal mobility is therefore not a promotion or reclassification mechanism.

Internal mobility was further developed in 2015, the number of positions published internally increased significantly. Fifteen internal calls for applications were published during 2015.

Mobility amongst agencies (Inter-agency Mobility)

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

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

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

Mobility between the Agencies and the Institutions

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

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

D) Gender and geographical balance

Overall, as was the case in 2013 and 2014, at the date of December 2015, women represented 35% of the workforce of the Agency against 65% men.

The table below shows the breakdown of this overall picture:

Status 31.12.2015	Statutory Total	CA	SNE	Grand total	
Men	135	15	10	160	246
	84%	9%	6%	65%	
	160		100%		
Women	63	19	4	86	
	73%	22%	5%	35%	
	86		100%		

84% of men employed occupy statutory positions, whilst 9% occupy Contract Agent positions and 6% occupy Seconded National Experts positions. Within the female category the percentages are different: 73% are occupying statutory posts, 22% contract agent positions and 5% Seconded National Expert positions.

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

Status	Statutory		Statutory Total	CA	SNE	TOTAL
	AD	AST				
31.12.2015						
Men	105	30	135	15	10	160
	77%	48%	68%	44%	71%	65%
Women	31	32	63	19	4	86
	23%	52%	32%	56%	29%	35%
Grand total	136	62	198	34	14	246

The female/male ratio at the moment within the statutory positions (Officials and Temporary Agents) is 35% female and 65% male.

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

Regarding Contract Agents, the ratios are reversed, 56% are females against 44% males.

Regarding Seconded National Expert positions the ratio is 29% female and 71% male.

The table below shows the geographical distribution of staff (all categories, including National Experts) working in EMSA at 31 December 2015.

31 December 2015	Statutory			CA	SNE	Total	%
	AD	AST	Total Stat				
Portugal	28	23	51	11	0	62	25.20%
Spain	17	2	19	4	4	27	10.98%
Italy	10	7	17	3	3	23	9.35%
Belgium	5	11	16	4	0	20	8.13%
Greece	10	1	11	2	4	17	6.91%
United Kingdom	10	6	16	1	0	17	6.91%
France	11	1	12	2	1	15	6.10%
Poland	10	2	12	1	0	13	5.28%
Germany	8	1	9	1	0	10	4.07%
Netherlands	5	1	6	2	0	8	3.25%
Ireland	3	2	5	1	0	6	2.44%
Bulgaria	3	0	3	1	1	5	2.03%
Romania	3	1	4	1	0	5	2.03%
Malta	3	0	3	0	0	3	1.22%
Denmark	1	1	2	0	0	2	0.81%
Estonia	2	0	2	0	0	2	0.81%
Finland	2	0	2	0	0	2	0.81%
Sweden	1	0	1	0	1	2	0.81%
Austria	1	0	1	0	0	1	0.41%
Cyprus	1	0	1	0	0	1	0.41%
Czech Republic	0	1	1	0	0	1	0.41%
Hungary	1	0	1	0	0	1	0.41%
Latvia	1	0	1	0	0	1	0.41%
Lithuania	0	1	1	0	0	1	0.41%
Slovakia	0	1	1	0	0	1	0.41%
Grand Total	136	62	198	34	14	246	100%

On 31.12.2015 the Agency did not have amongst its staff nationals of Croatia, Luxembourg and Slovenia.

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

Regarding the nationality of the staff (including CAs and SNEs) who took up duties during 2015, the most represented nationalities were Italians and Spanish (31% each).

E) Schooling

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

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

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

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

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

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

For the scholastic year 2015-2016 a total number of 99 children of staff members have been enrolled in the different schools. The number of children has decreased in comparison with last year. The distribution of children of EMSA staff by language is as follows:

Language	Number of Children	%
German School	6	6.06%
Spanish School	4	4.04%
English Schools	59	59.60%
French School	29	29.29%
Swedish	1	1.01%
Total	99 children	

The additional cost of having this social measure in place has been of approximately 552,000 € for the budgetary year 2015. It should be noted that the average cost per pupil remains significantly lower than the average cost per pupil in the European School system.

Annex V. Building Policy

	Name, location and type of building	Other Comment
Information to be provided per building:	EMSA HQ, Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL.
Surface area (in square metres) Of which office space Of which non-office space	10,667 m ² 10,180 m ² 486.84 m ²	
Annual rent (in EUR)	1,870,000 €	
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Conference Centre (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	2,116.26 m ²	
Annual rent (in EUR)	310,000 €	
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Palacete (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and Lease Agreement between EMCDDA and APL
Surface area (in square metres) Of which office space Of which non-office space	1,933.9 m ²	
Annual rent (in EUR)	96,000 €	
Type and duration of rental contract	Service Level Agreement with EMCDDA	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Underground parking (101 spots), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	145,000 €	

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

Annex VI. Privileges and immunities

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

Annex VII. Evaluations

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

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

Annex VIII. Risks

Policy and/or legislative developments:

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

International

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

EU

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

Partners

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

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

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

Stakeholder priorities:

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

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

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

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

Planning for visits and inspections, while depending on legislative developments as mentioned above, is also very much subject to the specific requests of the Commission and the EFTA Surveillance Authority (3300, 3400).

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

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

Timeliness and quality of external input:

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

ICT

While the Agency may have reached most of the potential users of integrated maritime services in Member States and in EU bodies by 2017, the dynamism of the new Copernicus Security Maritime Surveillance and the EU Maritime Security Strategy may lead to continued growth. In any case, the introduction of new technologies and the improvement of fusion and correlation services will continue, posing a bigger (ICT) challenge. In view of potential delays in the upgrading of infrastructure, which may endanger the performance, scalability and timely introduction of new functionalities the Agency may need to prioritise further which new releases will be addressed first (2100a).

At the same time, in 2017 the new ICT infrastructure with a new common interface for all maritime information applications should be in place. New information databases for Member States should be consolidated. Possible delays in delivery of ICT components, including new databases, will be addressed by exploring if with pilot projects technical possibilities in support of new policies can still be demonstrated and will explore if based on contractual provisions delays can be limited as much as possible (2100b).

The modular concept of the THETIS platform provides the potential for supporting different business needs and the enforcement of a range of EU rules and standards. Careful contract management will be required to prevent potential delays due to a single contractor being in charge of the different developments (2300).

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

Availability and quality of information

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

The quality of the horizontal analyses, as well as of the cost-effectiveness analysis, is highly dependent on the data and information gathered from the visits and other tools. The effectiveness of the process using workshops

to report back to Member States on the results of a visit cycle through an horizontal analysis, and to get feedback from Member States, will depend also on the availability of information and the active contribution to the discussions by Member States (3600).

The Agency is delivering some services based on satellite information (CSN, Copernicus, IMS, SAT-AIS). Only a few satellites and/or a few companies are able to deliver the required services. This is a dependency. In case of a satellite anomaly or satellite failure the level of service will be reduced or even stopped. The Agency tries to enter into contract with more satellite operators to reduce the risk of failure.

Resources:

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

The Agency's Maritime Support Services is facing a growing number and diversity of services delivered by the Agency. Its workload in its function as helpdesk to (external) users is increasing and there will be a challenge to keep the different tasks under control and to have enough staff available to continue the 24/7 shifts. Should this materialise, the Agency may have to reduce its service level (2400).

In the area of inspections of recognised organisations, the planning is based on the current number of recognised organisations. Should the number increase, pressure on resources would require the planning to be revised (3100). In the case of STCW inspections, the need to carry out additional inspections of third countries to confirm the implementation of corrective actions following previous inspections may put pressure on the team and have a negative impact on their ability to increase the planned visits to Member States to shorten the duration of the second cycle (3200).

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

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

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

Annex IX. Indicative Procurement Plan

Indicative Procurement Plan 2017

ABB code	Activity name	Number of contracts*	Tentative timeframe**	Estimated value in EURO***
2100	Union maritime information and exchange system	14	Q1-Q4	17,670,333
2123	Horizontal ICT contracts	3	Q1-Q4	1,470,000
2200	EU LRIT Cooperative Data Centre and International LRIT Data Exchange	9	Q1-Q4	1,637,000
2300	THETIS Information System	2	Q1-Q4	635,000
3200	STCW	1	Q2 & Q4	25,000
4100	Port State Control	2	Q1-Q4	210,000
4200	Accident investigation	2	Q1-Q4	425,000
4400	Marine equipment and ship safety standards (including IMO)	4	Q2 & Q4	393,000
4500	Ship Inspection Support	2	Q1 & Q4	313,000
4600	Prevention of pollution by ships	1	Q1	50,000
6500	Communication, missions & events support	1	Q1-Q4	65,000
Title 3				22,893,333
5100	Operational Pollution Response Services	13	Q1-Q4	16,235,800
5200	CleanSeaNet and illegal discharges	9	Q1-Q4	6,125,000
5300	Cooperation and information relating to pollution preparedness and response	4	Q1-Q3	67,000
Title 4				22,427,800
	TOTAL	67		45,321,133

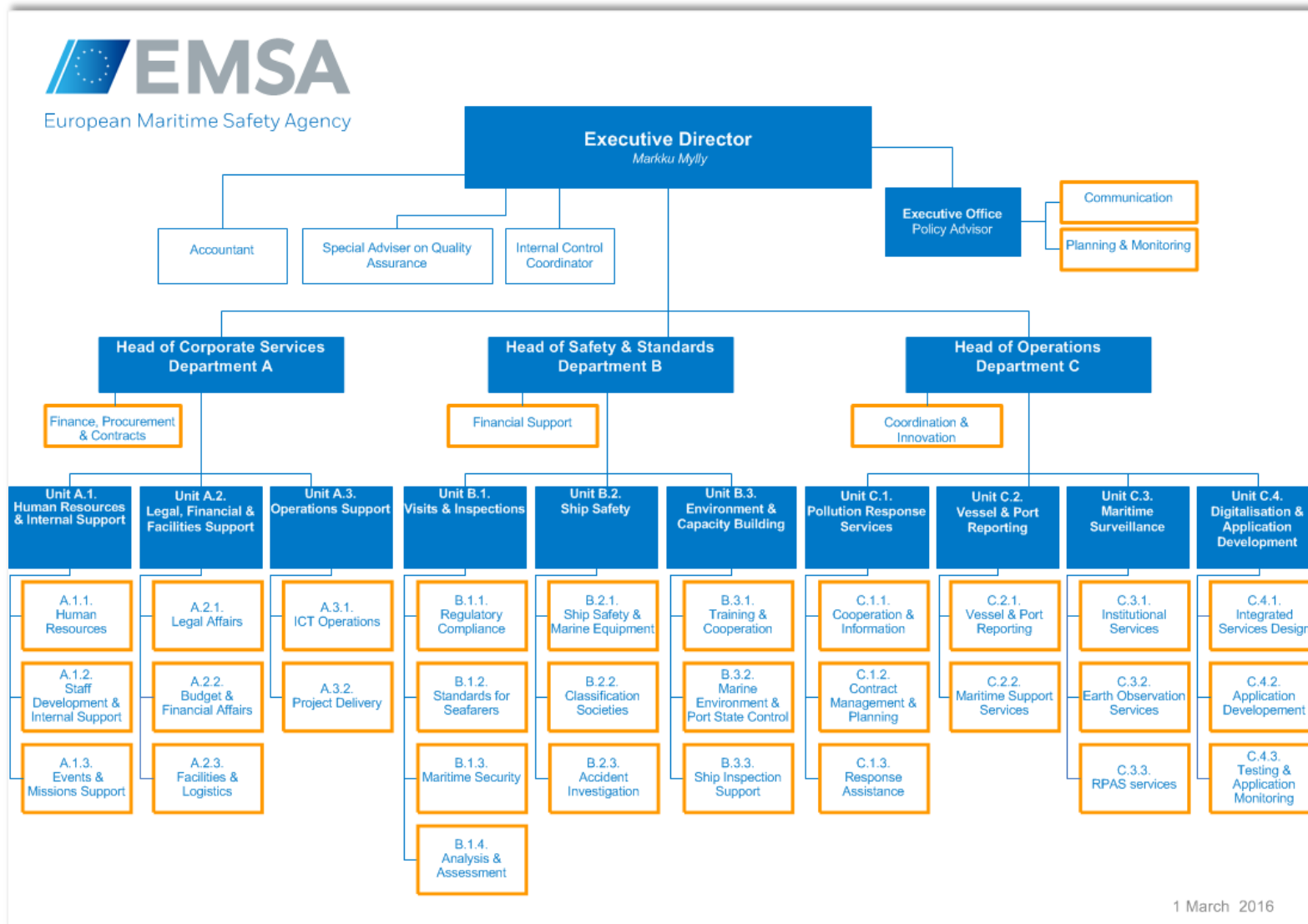
* Includes any type of contract or other legal commitment, as well as clusters of contracts/legal commitments.

**Tentative timeframe for launching tenders.

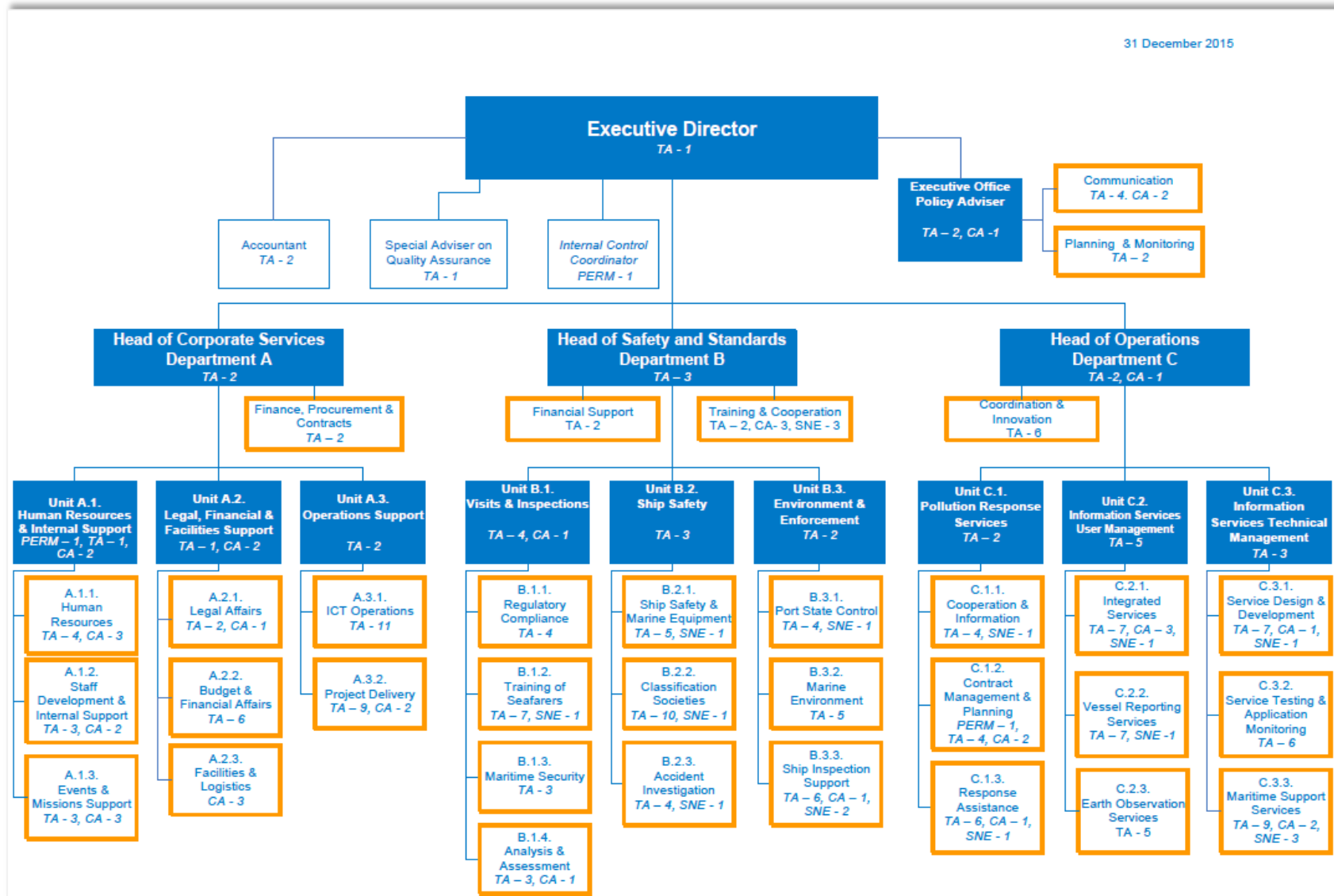
***Estimated Commitments 2017.

Annex X. Organisation charts

Current organisation chart:



Organisation chart at 31.12.2015:



Legislative references

Legislative References in EMSA Single Programming Document 2017-2019	Short name or phrase (where applicable)
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services as amended by Directive 2002/84/EC, Regulation (EC) No 219/2009 and Directive 2009/18/EC	RoPax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues, as amended by Directive 2002/84/EC, Regulation (EC) No 1137/2008 and Commission Directive (EU) 2015/2087	PRF Directive
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC as amended by Directive 2009/17/EC, Directive 2009/18/EC, Commission Directive 2011/15 and Commission Directive 2014/100/EU	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	

Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2009/45/EC on safety rules and standards for passenger ships as amended by Commission Directive 2010/36/EU and Commission Directive (EU) 2016/844	Domestic Passenger Ship Directive
Directive 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 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	new Marine Equipment Directive
Directive 2016/802/EU relating to a reduction in the sulphur content of certain liquid fuels (codified)	Sulphur Directive
Directive 96/98/EC on marine equipment, repealed by Directive 2014/90/EU	Marine Equipment Directive
Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Directive on the registration of persons on board
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
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 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/	MRV Regulation
Regulation (EU) No 2016/1625 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 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation