

EMSA Programming Document 2019-2021

Document history

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Mission

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

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

List of acronyms

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

Frontex	European Border and Coast Guard Agency (formerly the European Agency for the Management of Operational Cooperation at the External Borders)
FWA	Fixed wing aircraft
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
ICCAT	International Commission for the Conservation of Atlantic Tunas
IFCD	Interface and Functionalities Control Document
ILO	International Labour Organization
IMO	International Maritime Organization
IMS	Integrated Maritime Services
IMSAS	IMO Member State Audit Scheme
IPA	Instrument for Pre-Accession Assistance
ISM	International Safety Management
KPI	Key Performance Indicator
LNG	Liquefied Natural Gas
LRIT	Long Range Identification and Tracking
LRIT IDE	International LRIT Data Exchange
MaKCs	Maritime Knowledge Centre systems
MAOC-N	Maritime Analysis and Operations Centre – Narcotics
MAR-CIS	Marine Chemical Information Sheets
MarED DB	Marine Equipment (Directive) Database
MAR-ICE	Marine Intervention in Chemical Emergencies
MARINFO	Maritime Industry Information Infrastructure
MASS	Maritime Autonomous Surface Ships
MMSI	Maritime Mobile Service Identity
MoU	Memorandum of Understanding
MRA	Mutual Recognition Agreement
MRV	Monitoring, Reporting and Verification
MSC	Maritime Safety Committee
MSS	Maritime Support Services
NSW	National Single Windows
OLAF	European Anti-Fraud Office
PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PCZ	Preferred Conservation Zone
PFA	Project Financed Activity
PRF	Port Reception Facilities

PSC	Port State Control
PSCOs	Port State Control Officers
QACE	Quality Assessment and Certification Entity
REFIT	Regulatory Fitness and Performance programme (EC)
RFD	Reporting Formalities Directive
ROPAX	Roll-on/roll-off passenger ships
ROs	Recognised Organisations
RPAS	Remotely Piloted Aircraft Systems
SAFEMED IV	EuroMed Maritime Safety Project
SAT-AIS	Satellite detected Automatic Identification System
SECA	Sulphur Emission Control Area
SEG	SafeSeaNet Ecosystem Graphical User Interface
SLA	Service Level Agreement
SOLAS 74	International Convention for the Safety of Life at Sea (1974)
SSN	SafeSeaNet
STCW	Standards for Training, Certification and Watchkeeping of seafarers
THETIS	Inspection database to support Directive 2009/16/EU on Port State Control
THETIS-EU	Inspection database to support non-PSC enforcement regimes
THETIS-MRV	System to support Regulation (EU) 2015/757
TWA	Tripartite Working Arrangement
VDES	VHF Data Exchange System
VDS	Vessel Detection System (detection of non-cooperative targets through satellite imagery)
VHF	Very High Frequency
VMS	Vessel Monitoring System (EU system for fisheries controls)
VOO	Vessels of opportunity
VTMIS	Vessel Traffic Monitoring and Information Systems

SECTION I: General context

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

EMSA's activities can be broadly described as:

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

The Agency's mandate has been refined and enlarged through successive amendments to its founding act. The penultimate amendment, in 2013 (Regulation (EU) No 100/2013), enhanced existing tasks and added new tasks. EMSA was asked to further assist the Commission and the Member States in its core tasks, to assist States applying for accession and countries covered by the European Neighbourhood Policy (ENP), and to make broader use of its resources to help EU Member States respond to pollution caused by ships as well as respond to marine pollution caused by oil and gas installations. Moreover, ancillary tasks were introduced, allowing the Agency to use, subject to certain conditions, its expertise and tools for other EU activities related to the Union maritime transport policy. In addition, specific requests for assistance can be put forward by the Commission and/or the Member States. The implementation of these potential additional tasks will continue to be addressed on a case-by-case basis.

The last amendment (Regulation (EU) No 2016/1625), which was in 2016, aimed to intensify cooperation between EMSA, Frontex (European Border and Coast Guard Agency) and EFCA (European Fisheries Control Agency) to improve synergies between those agencies, "in order to provide more efficient and cost-effective multipurpose services to national authorities carrying out coast guard functions."¹

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

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

The role of the Union Maritime Information and Exchange System hosted by the Agency in the digitalisation of maritime transport is likely to increase. EMSA assists the Commission in discussions for developing technical solutions for simplified reporting formalities and interoperable IT solutions, amongst others through its support to

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

the e-Manifest pilot project and the European maritime single window environment which aims at completing an EU maritime transport space without barriers by 2020. The Agency is also providing technical assistance for the implementation of the Reporting Formalities Directive, in particular supporting the development of National Single Windows (NSW) in Member States, where requested. Moreover, the Agency will support the Commission and the Member States with any further development of port reporting formalities depending on the progress in the interinstitutional discussions regarding the latest Commission proposal.

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

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

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

Marine litter (plastic) has a serious negative ecological impact as well as significant detrimental economic effects on coastal communities. Increasingly, effects on human health are also being discussed. Solving this issue requires a combination of preventive (closing the source) and remedial (cleaning up the oceans) actions. Several initiatives have already been taken at EU level (Commission and Agencies) to start addressing the various aspects of this topic. In 2019, EMSA intends to review the status of on-going operational activities and their success.

The development of the Agency's Earth Observation Data Centre will be finalised, giving better support to pollution detection services but also to other services, including those for Copernicus, Frontex and EFCA. This will be partly done under the umbrella of the Copernicus Maritime Surveillance service, 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, standards for seafarers, marine equipment, maritime security etc. – as well as to provide technical advice and assistance to the Commission and the Member States, remains a core effort towards saving lives at sea and protecting the marine environment. Innovative approaches to processing, disseminating and exchanging information, knowledge and best practices developed over time has already become a focus and will increase in importance in the future.

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

The Agency's acknowledged expertise and know-how in coast guard functions falling under its mandate, as well as tools and information systems hosted by the Agency, will support relevant national authorities and EU Bodies.

The support provides a real time integrated maritime awareness operational picture including quick access to a wide selection of maritime information on vessels, their voyage, behaviour and cargoes, as well as satellite based services for detection of vessels and specific activities at sea. The current information sources will be completed further in terms of data range (Satellite AIS, EO imagery) and detection means (Remotely Piloted Aircraft Systems (RPAS) services). Support to authorities performing coast guard functions also includes capacity building by elaborating guidelines, recommendations and best practises, and by providing a portfolio of specialised training targeted to the needs of the national competent authorities, distance learning tools and enhanced information systems. EMSA, together with Frontex and EFCA, will support the Commission regarding the development of a practical handbook on European cooperation on coast guard functions, which will contain guidelines, recommendations and best practices for the exchange of information.

Looking to the future, in the context of information sharing, surveillance and communication services the Agency is exploring ways to fuse and integrate existing data as well as developing new data sources to add granularity to the maritime picture and support further simplification and digitalisation. At the same time, in the context of building capacity and standards within and beyond the EU, the Agency is increasingly sensitive and responsive to the diversity of functions, users and needs at national level. Digitalisation and eCertificates will be areas where the Agency will act as a facilitator, building up on the tools hosted in-house, thus offering assistance to the competent authorities of the Member States in their capacity as Flag and Port States.

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

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

In addition to the general perspectives outlined above, Section II of this document provides more detailed information about possible new tasks or potential growth in existing tasks anticipated at the time of writing for the period 2019-2021.

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

- Regulation (EC) No 1406/2002 of 27 June 2002 establishing the European Maritime Safety Agency, as amended by:
 - ~ Regulation (EC) No 1644/2003 of 22 July 2003
 - ~ Regulation (EC) No 724/2004 of 31 March 2004
 - ~ Regulation (EU) No 100/2013 of 15 January 2013
 - ~ Regulation (EU) No 2016/1625 of 14 September 2016
- Regulation (EU) No 911/2014 of 23 July 2014 on the multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations.
- The EMSA 5-Year Strategy as extended by the EMSA Administrative Board until end 2019.
- The Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013.

In addition, EMSA increasingly engages in project financed activities (PFAs), usually governed by Administrative Arrangements, as a synergetic way to use or build on existing expertise and tools for other EU activities related to

the Union maritime transport policy. This work with and for other EU bodies, agencies and end-users is likely to increase in the future.

The independent external evaluation on the implementation of the Agency's Founding Regulation was completed in June 2017. The final evaluation report is available on the EMSA website. This independent exercise fed into the development of formal recommendations by the EMSA Administrative Board to the Commission, adopted in November 2017. This was followed in 2018 by an Action Plan for the implementation of the Administrative Board recommendations.

Finally, at the time of writing, a series of important administrative, financial and political issues are outstanding and will have an impact on EMSA in the medium to long term. These are highlighted in the multiannual section that follows. In particular, and of some concern, the ongoing process for the next multi-annual financial framework suggests the possibility that resources in real terms beyond 2020 may be decreasing. The programming of activities after 2019 is therefore entirely indicative, until further information on the evolution of negotiations becomes available.

SECTION II: Multi-annual programming

The EMSA 5-year Strategy, adopted in November 2013 by the Administrative Board, provided the strategic framework for the Agency's planning from 2014 to the end of 2018². The Administrative Board, at its 51st meeting in June 2018 extended the validity of the 5-year Strategy for a further year until the end of 2019, in view of the pending administrative, financial and political issues with an impact on EMSA in the mid to long term:

- The next EMSA Executive Director was nominated in November 2018 and is expected to take office in January 2019;
- The next multi-annual financial framework, which will define funding for EMSA from 2021 onwards, is under negotiation;
- The EU Treaty gives the EU and UK until March 2019 to conclude "Brexit" negotiations; the impact of this issue on EMSA's work cannot be as of today determined;
- The new European Parliament will be elected in June 2019 and the new Commission shortly thereafter.

The political and financial framework for action from 2020 onwards is thus subject to a high level of uncertainty and all projections in this document relating to 2020 onwards are subject to revision in the light of the outcome of the above listed processes.

Part 1 below addresses the multi-annual objectives emanating from the current 5-year Strategy. The resource programming in part 2 covers the minimum period of three years (2019-2021) as required by the relevant guidelines³. **Task and resource programming beyond 2019 is indicative.**

1. Multi-annual objectives

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

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

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

- **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.

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

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

- **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.

The vast majority of the multiannual objectives are marked as ongoing, indicating that the Agency continues to deliver and further develop or enhance the relevant services and support. Accident investigation support is in the initial phase, both in terms of operational support and in terms of the analysis of investigation reports and casualty data and trends. The Agency's role in research – using available technical knowledge to analyse relevant research projects – is ongoing in the maritime safety field but not yet initiated in the environmental protection area.

In relation to the overarching categories, the Agency believes it has achieved a leading role in all four categories, in line with the drivers set for each one. In the months to come, the Agency will prepare a new multiannual strategy which will offer the opportunity to assess the level of implementation of the current strategy.

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

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

Monitoring, surveillance and information sharing

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

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

Environmental challenges and response

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

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

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

2. Human and financial resources

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

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

Recently launched activities in the fields of environmental legislation, maritime surveillance, and satellite applications, as well as increasing levels of cooperation with other Agencies and institutions⁴, clearly show that there is a growing demand for EMSA to provide services to the Commission, Member States and other bodies. Both the Commission and the Member States have already expressed support for the Agency to become a 'service provider' for other end-users, thus ensuring added value at EU level and the best possible use of existing tools. This is reflected in the Agency's 5-year strategy, which was adopted in November 2013 and will be updated in 2019.

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

Following the staff reductions that took place over the period 2013-2018, possibilities for internal redeployment of staff are combined with the best possible use of contract agents, while task forces will continue to be fully exploited. Contract agents are commonly used for project financed activities (PFAs), with some difficulties to attract highly qualified staff for short term contracts linked to the limited duration of PFAs. Interim staffs are brought in when necessary to reinforce support functions.

At this stage, staff requirements for 2020 and 2021 have to be considered as indicative.

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

2.1. Human resources

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

Overall, the Agency performed well in terms of savings and efficiency gains by reducing its establishment plan beyond the initial 5% required over the period 2013-2018, without impacting on its regulatory tasks and mandate (see detail under section II.2.E “Redeployment”).

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

The establishment plan for 2018 reflected full implementation of these variations, with a total of 212 posts.

For 2019, zero variance is foreseen. An establishment plan of 212 posts is therefore proposed, subject to the outcome of the budgetary procedure.

The figures for 2020 and 2021 have to be considered as purely indicative.

	2016	Variance	2017	Variance	2018	Variance	2019	Variance	2020	Variance	2021
Statutory posts	202	+10	212	0	212	0	212	0	212	0	212
EC Communication “Programming of human and financial resources for the decentralised Agencies” dated July 2013		-4		-3							
European cooperation on coast guard functions		+14		+3							

2.2. Financial resources

The budget proposed for 2019 in Title 1, 2 and 3 is in line with the Commission Communication on the “Programming of human and financial resources for the decentralised Agencies” dated July 2013; and with the Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

In Anti-Pollution Measures (Title 4) the proposal is in line with the relevant figures put forward by the Commission Communication mentioned above which also details the multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and oil and gas installations as agreed by Regulation (EU) No 911/2014. The 2019 proposal reflects the outcome of the 2018 re-programming within the 2014-2020 APM multiannual financial framework which was made without exceeding the total envelope.

Subject to their final adoption by the budgetary authority, the figures provided for 2019 should enable the Agency to provide planned services and assistance to both the Commission and the Member States as outlined in SECTION III: Work programme 2019.

Figures for 2020 have to be considered as purely indicative. Figures for 2021 are not available, pending the outcome of the multi-annual financial framework 2021-2027 process.

❖ Revenue

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

	2019	2020 <i>indicative</i>	2021 <i>not available</i>
Fresh credits from the Budgetary Authority	78,632,000	82,968,000	
of which Anti-Pollution Measures	25,050,000	26,100,000	
of which European Cooperation on Coast Guard Functions	20,533,592	23,276,000	
EFTA Contribution (2.42% from 2019 onwards)	1,879,842	1,983,626	
Other revenues: L.R.I.T.	300,000	300,000	
Other revenues: Miscellaneous Revenue	90,000	90,000	
Total "Other revenues"	390,000	390,000	
TOTAL REVENUE	80,901,842	85,341,626	

Notes:

- * - EMSA fresh credits from the Budgetary Authority are in line with the “Multi-annual financial perspectives 2014-2020”.
- R0 Funds (other external assigned revenue) are not included in the budget above presented.
- “Miscellaneous revenue”: these revenues come from C4 funds as internal assigned revenue; the Agency considers only the income from the EMCDDA for renting the conference centre as certain.

❖ Expenditure

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

		2019	2020 <i>indicative</i>	2021 <i>not available</i>	
Title 1	Staff Expenditure	26,047,261			
	<i>of which Cooperation on Coast Guard Functions</i>	1,385,000			
Title 2	Infrastructure & Operating Expenditure	4,214,981			
	<i>of which Cooperation on Coast Guard Functions</i>	185,000			
Title 3	Operational Expenditure	25,589,600			
	<i>of which Cooperation on Coast Guard Functions</i>	18,963,592			
Traditional Titles 1, 2 & 3		55,851,842			59,241,626
Title 4	Anti-Pollution Measures	25,050,000			26,100,000
Title 5	Project Financed Actions	p.m.			p.m.
TOTAL EXPENDITURE		80,901,842			85,341,626
	<i>of which Cooperation on Coast Guard Functions</i>	20,533,592	23,276,000		

2.3. Evolution of tasks and staff policy

A) New tasks

No new tasks are anticipated at this stage since there are no legislative proposals foreseen.

However, it is important to recognise that the last two revisions of the Agency's mandate continue to have an impact on the evolution of tasks, namely: the 2016 revision which tasks EMSA, in cooperation with Frontex and EFCA, each within their own mandate, to support national competent authorities carrying out coast guard functions; and the 2013 revision which provided the framework, as outlined below, for certain new tasks to be performed by the Agency, subject to the approval of the EMSA Administrative Board.

It should be noted that an increase in the volume of operational activities, even if accompanied by dedicated additional staff, may have an impact on the workload of existing EMSA staff.

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

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

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

As foreseen by the regulation, requests will be subject to examination and approval by the Administrative Board, in the framework of the preparation of the Agency's annual work programme.

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

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

The Founding Regulation also foresees the provision of technical assistance to Member States to support the development of the necessary national capacity for the implementation of relevant legal acts of the Union (article 2.3(b)). The expertise of the Agency has been considered of relevance by the co-legislator in order to support efforts by the national administrations to build up the necessary capacity for the implementation of relevant directives. Requests for technical assistance are most likely to be made in the context of a broader framework of ongoing work undertaken in cooperation between the Member States, the Commission and the Agency.

At the time of writing it is not known if there will be new requests for technical assistance during the period 2019-2021. However, the Agency will continue to share best practices and make recommendations for improvements to the implementation of the RFD in Member States.

Again, as foreseen by the Regulation, these types of requests are subject to examination and approval by the EMSA Administrative Board, in the framework of the preparation of the annual work programme. The need to

assess possible impact on staff levels would depend on the number and type of requests that the Agency receives.

❖ Performance of Ancillary tasks

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

The following possible ancillary tasks are included in the mandate:

1. Assistance to the Commission:

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

2. Assistance to the Commission and the Member States:

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

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

⁶ GMES is now known as "Copernicus".

B) Growth of existing tasks

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

It should be noted that an increase in the volume of operational activities, even if accompanied by dedicated additional staff, may have an impact on the workload of existing EMSA staff.

❖ Analysis of ongoing and completed research projects

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

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

❖ Investigation of maritime accidents – operational support upon request

The Founding Regulation enhances the role of the Agency in the field of accident investigation, by extending the Agency's assistance to operational support, if 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.

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

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

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

Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service 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 entered into force at the end of 2017, (to be applied by Member States from 21 December 2019). The new Directive, in order to further reduce the inspection effort and to maximise the time in which the ship can be commercially exploited, whilst continuing to ensure high safety standards, has introduced two regimes:

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

- Flag State Inspections before a vessel carrying out regular ro-ro passenger ship and high-speed passenger craft services is placed in service and for vessels in regular service between a Member State and a third country when the flag is the same as the flag of the Member State in question.

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

The Agency is expected to incorporate in its PSC activities (refer to section 4.1) the PSC provisions of this Directive as well as to enhance THETIS as appropriate (refer to section 2.3). In addition, the Agency's support will entail workshops, training, development of guidance notes as well as a new module in THETIS-EU for the required inspection database in line with the provisions of Article 10 of the Directive.

The revised PRF Directive is still under discussion between the legislators. However, the articles related to enforcement as adopted by the Council in June 2018 stipulates that EMSA needs to develop a dedicated module in THETIS EU to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This module should also foresee a Union risk based targeting mechanism for the selection of ships to be inspected.

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

In 2019 THETIS should be able to support the PSC elements of the Directive on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC (see also tasks highlighted above).

A dedicated module which was available as from 2015 to cater for the provisions of the revised Sulphur directive, now codified as Directive 2016/802/EU is at present incorporated in THETIS-EU. In 2019 the functionalities foreseen by a cooperation agreement with DG ENV and expected to be agreed in 2018 should be operational to facilitate Member States when submitting annual reports in accordance with said Directive and will be linked with the Emission Inventories functionality.

The dedicated module THETIS-EU was 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 was further enhanced in 2018 to cater other EU legislation such as Regulation (EU) 1257/2013 on Ship Recycling as concerns Title II (Flag State and Port State Obligations). In 2019 the new module to support the Flag State elements foreseen by Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC⁷ should be available.

The revised PRF Directive is still under discussion between the legislators. However, the articles related to enforcement as adopted by the Council in June 2018 stipulates that EMSA needs to develop a dedicated module in THETIS-EU to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This module should also foresee a Union risk based targeting mechanism for the selection of ships to be inspected.

⁷ Directive entered into force on 20 December 2017 and the transposition period is two years (Member State shall apply the new Directive from 21 December 2019).

Following a request of the Member States a dedicated module will be developed in THETIS- EU to support the PSC enforcement provisions of Regulation 1257/2013 on ship recycling which goes beyond, the provisions of Directive 2009/19/EC.

In addition, following the interest shown by the Member States, THETIS-EU will be further enhanced to include a module for Member States' Duly Authorised Officers under Regulation (EC) No 725/2004 on enhancing ship and port facility security to report their inspection activity on a voluntary basis in respect of maritime security.

❖ [Third countries requests to access the Agency's tools for capacity building](#)

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

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

The procedure has already been implemented and access to RuleCheck was granted to two PSC Regimes namely the Caribbean and Indian Ocean MoU. Taking into account that IMO is quite supportive to the use of common tools by PSCOs throughout the globe It is expected that more requests will be received (Tokyo MoU, Vina del Mar) in 2019.

[C\) Efficiency gains](#)

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

❖ [Efficiency gains in overhead/horizontal functions:](#)

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

❖ [Introduction of supporting electronic tools in the field of HR, procurement and budget monitoring:](#)

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

❖ [Creation of task forces to carry out specific projects:](#)

The Agency strives to use the expertise present in-house to the greatest extent possible, through the creation of task forces involving relevant staff members to carry out specific projects. The implementation of tasks under the European cooperation on coast guard functions, for instance, which brings together staff and expertise from different parts of the Agency, is coordinated by a task force. Following the requirements of the so-called "Archives Regulation", EMSA has established focal points across the Agency to handle the disposal actions of its legacy files.

❖ Screening and benchmarking:

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

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

❖ Cooperation with other EU Agencies:

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

In the framework of the new mandate for European cooperation on coast guard functions EMSA shares information, expertise, procedures, training material and tools in particular with Frontex and EFCA (see the Annual Strategic Plan for 2019 at the beginning of Section III).

Shared services are a priority, aiming at strengthening the EU Agencies' capacities to share (part of) their resources, expertise and practices associated with horizontal activities. A catalogue available to all EU Agencies has been set up to provide resources, services, tools and facilities to each other at no cost or real additional cost (e.g. mission expenses).

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

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

EMSA will also explore the possibility of setting up a back-up mechanism for the accounting function with EFCA.

D) Negative priorities/decrease of existing tasks.

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

E) Redeployment

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

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

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

F) Summary

In order to maintain quality and continuity of services provided to Member States and the Commission, and to perform the increased volume of activities as described in the above sections, the evolution of the Agency's staff requirements up to 2021 can be summarised as follows:

Staff requirements of EMSA					
2016	2017	2018	2019	2020	2021
- 5 posts through redeployment	- 4 posts through redeployment +14 posts under the European cooperation on coast guard functions package	- 3 posts through redeployment + 3 posts under the European cooperation on coast guard functions package	required staff cut target already achieved	required staff cut target already achieved	multi-annual financial framework not available
202	212	212	212	212	tbd

The figures for 2020 and onwards should be considered as indicative and will be subject to revision pending future developments.

SECTION III: Work programme 2019

Executive Summary

The annual programme for 2019 contains the concrete actions and outputs that the Agency plans to undertake and deliver in 2019 towards achieving the multi-annual objectives presented in Section II.1, taking into account the resource structure outlined in Section II.2, which remains subject to the outcome of the budgetary procedure for 2019 and indicative for 2020 and 2021, and within the general policy context outlined in Section I.

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

The Agency implements an activity based approach to planning, budgeting and reporting. Indications for human and financial resources per activity for 2019 are also provided. Project-financed activities, in view of the growth of this type of activity in the Agency's portfolio, are clearly identified either within core activities or separately, depending on their scale.

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

It is to be noted that the set of horizontal indicators, in place in the Agency since March 2014, also addresses the Commission Staff Working Document of 13 March 2015 on 'Guidelines on key performance indicators (KPI) for directors of EU decentralised agencies'⁸.

⁸ SWD(2015) 62 final of 13 March 2015.

List of EMSA activities

Area	Activity Based Budgeting (ABB) code		Activity name	Project Financed Activities (PFA)
			<i>Interagency cooperation with Frontex and EFCA on coast guard functions⁹ – Annual Strategic Plan 2019</i>	
Traffic monitoring and information on ships and cargoes	2100	7901	Union maritime information and exchange system (Integrated maritime services; SafeSeaNet; Improving internal market and maritime transport efficiency)	Interoperability Project
		7210		EFCA SLA
	7200			Frontex SLA
	2200		EU LRIT Cooperative Data Centre and International LRIT Data Exchange	
	2300	7700	THETIS Information System	THETIS-EU
		7710		THETIS-MRV
	2400		Maritime Support Services	
	7500			Copernicus
	<i>Planned Project</i>			<i>CISE Transitional Phase</i>
Visits and inspections to monitor the implementation of EU legislation	3100		Classification Societies	
	3200		STCW	
	3300		Visits to Member States to monitor the implementation of Union Law	
	3400		Maritime Security	
	3600		Horizontal analysis and research	

⁹ The expression “coast guard functions” as used in this document is not to be taken as conflicting with the meaning or the roles and responsibilities of the EU Member States as flag, port and coastal States in the context of the International Maritime Organisation, other international bodies and the EU.

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

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

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

Interagency cooperation with Frontex and EFCA on coast guard functions

The common Annual Strategic Plan 2019 was agreed by the three Agencies in June 2018 as follows:

Introduction

In recent years, European cooperation in the maritime domain has been in the spotlight and has substantially progressed, mainly due to the efforts of the EU Institutions and the relevant EU Agencies. Frontex, EMSA and EFCA, as core of the European interagency cooperation on coast guard function have been working together to provide the relevant stakeholders with the added value expected when performing cross sector initiatives.

The long-term vision and objectives for this cooperation were identified by the co-legislator in 2016 when a common article for the three Agencies' founding regulation was adopted. The Annual Strategic Plan is meant to present the high level objectives for the year to come to implement the above mentioned vision. The Plan is being submitted for consultation and approved by the respective governing boards of the three Agencies.

Building upon the experience and lessons learnt during the first year of implementation of the Tripartite Working Arrangement (TWA), the three Agencies have taken on board feedback from the relevant stakeholders, received throughout the year and more specifically during the first Annual European coast guard event, which helped fine-tuning and define the objectives for the cooperation in 2019. The input of the relevant Member State national competent authorities is essential for the planning and the implementation of the activities decided in each of the work areas identified for cooperation of the three Agencies.

One main area for cooperation in 2019 will be the drafting of a practical Handbook on European cooperation on coast guard functions. The three Agencies in cooperation with the relevant competent National Authorities will support the European Commission to complete the Handbook covering the five areas for cooperation: information sharing, surveillance and communication services, capacity building, risk analysis and capacity sharing.

Priorities for 2019 (outline)

Strategic / Crosscutting

- To hold the annual joint European Coast Guard event under the coordination of Frontex in line with the experience gained at the previous annual event.
- To promote further European cooperation with national authorities on coast guard functions considering the specificities of EU sea basins.
- To carry out coordinated communication/media activities related to the implementation of the European interagency cooperation on coast guard functions.
- To harmonise the format and implementing modalities of the interagency Service Level Agreements.

Information sharing

- To further enhance cooperation among the Agencies in the field of information sharing.
- To provide a maritime awareness picture in customized interfaces that include/integrate all relevant data sources available across policy areas.
- To continue working on analysing information needs and any gap in dialogue with relevant national authorities, continuing to ensure a sound and secure implementation of data access rights.
- To further work on common tools for data mining and exploitation (such as automated behaviour monitoring tools and historical data analysis tools).

Surveillance and communication services

- To further enhance cooperation between the three Agencies in the area of surveillance and communication services.
- To analyse the possibility to increase specific surveillance and communication services to relevant stakeholders.
- Follow up the developments of Air Traffic Control rules for RPAS.
- To avoid duplication and overlap of surveillance and communication cross-sectoral services, in particular in the area of RPAS services.

Capacity building

- To continue collecting and assessing cross-sector training needs of national authorities performing coast guard functions.
- To coordinate the preparation of the Handbook on European Cooperation on Coastguard Functions.
- To ensure consistency between the ECGFF Sectorial Qualification Framework and the relevant EU and international standards.
- To provide joint cross-sectoral training by the relevant Agencies related to coast guard functions.
- To map the ongoing relevant cross-sectoral cooperation projects with third countries.
- To jointly support future EU capacity building cooperation programmes with third countries, where relevant.

Risk Analysis

- To further enhance cooperation between the relevant EU agencies on cross-sector risk management cooperation.
- To enhance tailored cross-sector risk analysis services provided to relevant authorities responsible for coast guard functions where relevant and according to each Agency's mandate.

Capacity sharing

- To elaborate a concept for a European multipurpose maritime activities while using existing, planned, outsourced capacity of each Agency.
- To further enhance cooperation modalities between EU Agencies on capacity sharing issues including sharing assets beyond multipurpose operations.
- To identify the legal and operational regimes that apply to multipurpose operations led/supported by the Agencies;
- To further enhance cooperation between Agencies and National Operational Centres for exchange of information in real time and provision of responses to threats in the areas of operation (also relevant for Area 1).

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	27,393,171
Payment appropriations in EUR	27,203,271
Staff	37 AD ¹⁰ , 12 AST ¹¹ , 3 SNE

Multi-annual strategic objectives

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

a. Integrated Maritime Services

Legal Basis

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

The Union maritime information and exchange system is continually developed, in cooperation with the Member States and the Commission, to support the implementation of the Directive 2002/59/EC as amended, and other relevant Union legislation. Annex III of this Directive, as amended by Commission Directive 2014/100/EU, lists the other Union acts relevant for maritime information exchange and enhances the SafeSeaNet system to become an integrated maritime information exchange platform whose access is provided through a unique graphical user interface (SEG), available to users for all desktop, laptop and mobile devices (through a dedicated Mobile App).

EMSA will continue providing Integrated Maritime Services, in accordance with existing access rights, to all EU Member State authorities executing activities in the maritime domain (irrespective of the governmental department/authority in which users are located and based on the task and/or responsibility the users have) and to EU bodies or other EU stakeholders with maritime related tasks / functions, including the EU Naval Forces (EUNAVFOR), European Fisheries Control Agency (EFCA), the European Border and Coastguard Agency (Frontex), and the Maritime Analysis and Operations Centre – Narcotics (MAOC-N). The technical basis for the

¹⁰ 8 AD for the European cooperation on coast guard functions.

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

provision of similar services to Member States is reflected in the updated Interface and Functionalities Control Document (IFCD), covering both web services and system-to-system interfaces. Services will be refined and further developed in line with evolving operational needs based on feedback from users, including discussions which take place within the framework of user fora e.g. Integrated Maritime Service (IMS) Group User Consultation Meetings. New functionalities will be explored in particular to support the implementation of new rules at national level in the field of ship related pollution (emissions and protection of the marine environment). Provision of services to other EU/MS entities will be explored and developed as appropriate.

In addition, the IMS provides Automated Behaviour Monitoring (ABM) tools which are computer-based systems analysing real time vessel position reports for the detection of abnormal and/or user specific behaviours. EMSA will continue the existing operations of the ABMs for the Member States and EU bodies, developing new ABMs in close cooperation with interested users and in line with user requirements, and exploring the provision of new ABM services combining new technologies and/or data sets. Of specific focus will be the exploitation of historical data as well as the functionality to combine different ABMs to detect interlinked situations. The so called “chaining” of ABMs has the potential to be a powerful analytical tool. EMSA will aim at developing its services based on the potential of real time and historical maritime data currently available at EMSA for risk analysis by maritime authorities. This is part of a wider development using cloud based computer services to upgrade the performance of EMSA systems and computer based services, offering higher performance, bigger capacities to process big data volumes and more functionalities, partly based on machine learning and artificial intelligence.

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

The level of cooperation between the European Space Agency (ESA) and EMSA on the latest AIS technological advancements, based on the VHF Data Exchange System (VDES) will continue to be strengthened. The Agencies will be exploring further the benefits of VDES through a joint project which will consist of a number of activities including a VDES-SAT demonstrator. The VDES consists of a new high-speed robust digital radio-communication system operating in Very High Frequency (VHF) and it offers worldwide coverage. Depending on how VDES evolves (e.g. spectrum allocations and regulatory provisions by the 2019 World Radio Communication Conference of the International Telecommunication Union, and the technology that will eventually be used for transmitting and receiving digital data), it could provide a means for the exchange of maritime digital data on a global basis, reinforcing EMSA’s services (see 2.1.c., below). On VDES, EMSA will also collaborate with Norway through a joint project to test the feasibility of ship reporting through VDES by using Norway’s NorSat-2 LEO satellite with a VDES test-payload and VDES equipment on board a (test) vessel.

Through the EU Satellite-AIS Collaborative Forum, EMSA will continue its dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS capacity for non-commercial purposes, to explore if new streams of national satellite AIS data can be channelled to EMSA users. In order to enhance further the Agency’s SAT-AIS data service capability and to complement existing SAT-AIS data streams, a new procurement for SAT-AIS data service will be launched.

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

Based on user requests and within the limits of the budget made available for this task, RPAS operations will be organised for Member States. In 2019 the upgrade of the RPAS Data Centre should be finalised, allowing for a further integration of data in the maritime picture for the immediate users, which normally are the coastal states where the missions take place, subject to access rights and in accordance with prevailing data protection rules.

The RPAS services for maritime surveillance are also available to EFCA and FRONTEX, as the purpose is to support all coast guard functions.

The issue of autonomous ships/ Maritime Autonomous Surface Ships (MASS) is being discussed more intensely in IMO and elsewhere due to a number of pre-operational research projects. The operational use of such vessels may have an effect on the maritime transport industry as we know it today. In view of this technological development, EMSA aims to explore the possibility and need for a hybrid vessel traffic management system, integrating autonomous vessels with current manned vessel traffic in order to maintain safety of navigation. In the meantime, the Agency will monitor the unfolding discussions at IMO in light of the regulatory scoping exercise for the use of MASS (and impacts on international and European legislation) and will provide input at the new ad hoc expert sub-group on MASS - created under the HLSG of the Commission. The Agency, in cooperation with ESA, will be also exploring the possibility of launching a study on MASS with a view to identify issues and potential solutions in relation to, amongst others, autonomous navigation and communication systems including space-based technology that can be used for MASS.

Multi-annual strategic objectives

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

Annual objectives 2019

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

Expected outcome 2019

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

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

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

Planned output 2019

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, including enhancement of the long term storage of data and data analysis capabilities. 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. Procure a second SAT-AIS global data set for redundancy purposes and for having the possibility to more precisely track vessels outside of Europe.
4. Provide RPAS Services for Member States executing coast guard functions, including improved satellite communications capacities.
5. Provision and integration of met-ocean data within the Integrated Maritime Services, including the provision of additional in-situ, sea and weather forecast (model), and remote sensing earth observation data.
6. Maintain and develop as appropriate the RPAS DC capabilities to support the needs of integrated maritime services.
7. Host and manage the EMSA RPAS User Group by meeting at least once per year.
8. Explore the feasibility of new surveillance technologies, such as HAPS and explore the VTS challenge of managing autonomous vessels/MASS. Explore the use of VDES in support of port reporting formalities.
9. Provide support and input to the *ad hoc* expert sub-group on MASS created under the HLSG of the Commission.

Output Indicators		Result 2017	Target 2019
Integrated Maritime Services Availability	percentage per year availability of platform	99.37	99
	hours maximum continuous downtime of IMS platform	9h 20m	max 12
Integrated Maritime Services Availability	percentage per year availability to Member States	99.27	99
	percentage per year availability to EUNAVFOR Atalanta	99.24	99
	percentage per year availability to IMS mobile application users	not applicable	99
SAT-AIS	global data stream availability	not applicable	99
RPAS operations	number of RPAS available for deployment for multipurpose operations	not applicable	5
	number of deployment days per year	not applicable	210
	RPAS DC availability	not applicable	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 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. Through bilateral meetings with interested Member States, EMSA will continue to support developments at national level and improve the quality of the information exchanged through SafeSeaNet.

Following the revision of Annex II of the Port Reception Facilities Directive, the new SafeSeaNet version 4 was implemented at central and national level at the end of 2018. This version will be further tested in 2019 to identify technical and operational improvements. In parallel, the preparatory work for SSN v.5 will be launched in 2019 followed by technical developments at central and national level. SSN V.5 will support the legal requirements of Directive (EU) 2017/2109 amending Directive 98/41/EC on registration of persons on board (to be applied by Member States from 21 December 2019) and the revised Port Reception Facilities Directive, if approved by then.

Following the feedback received from the pollution response exercises, EMSA will work closely with the “pollution response” user community to improve the exchange of Incident Report information, the Incident Report Guidelines and the link with Common Emergency Communication and Information System (CECIS).

The SafeSeaNet Ecosystem Graphical User Interface (GUI) established in 2018 to support all maritime applications and services will see a continued improvement of the common interface for all maritime services. New functionalities will enable users to further benefit from improvements to the current service, such as access to integrated data flows, more options for data visualisation, new machine-to-machine interfaces and automated vessel behaviour monitoring. Services will evolve in response to user needs, legal requirements and technological impetus (e.g. VHF Data Exchange System).

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

The Central Ship Database (CSD) will be further developed to be used as a reference database by national systems, e.g. the national single window, or for cross-checking data stored within national ship databases. EMSA and the MS will further explore the possibility to connect their national Flag registries to the CSD in order to improve the quality of the information.

Subject to the HLSG support for a more open approach to information sharing, EMSA could establish a public version of SafeSeaNet, with AIS information only, based on pre-agreed conditions with the Member States and the Commission.

The eLearning platform will develop new training courses and webinars for users of SafeSeaNet. These platforms allow authorised users, external and internal to EMSA, to access SafeSeaNet, and other eLearning courses and webinars developed by the Agency, on the Internet.

EMSA will assist the Commission and Member States in the continuation of the work on improving implementation of the existing rules on the accommodation of ships in need of assistance in places of refuge,

including table top exercises. In particular, through the relevant expert group set up under the mandate of the HLSG, the use of SafeSeaNet, together with the Central Hazmat Database (CHD), will remain the main point of reference for the decision-making process as laid down in the EU Operational Guidelines on Places of Refuge.

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

Annual objectives 2019

- Ensure that the SafeSeaNet central service is available on a 24/7 basis, and provide operational support to all users, including necessary training and help desk activities.
- Maintain and upgrade as appropriate the central SafeSeaNet system, improving functionality and efficiency in line with Union legislation and requirements of stakeholders.
- Develop further the EMSA Traffic Density Map Service.
- Provide support to Member States regarding the operation of their national SafeSeaNet systems in particular the incorporation of any new message and business logic.
- Support the Commission in any work related to preparing legislative proposals in this field.
- Develop further courses on the eLearning platform as well as webinars for SafeSeaNet.
- Subject to the agreement of the HLSG, create a public version of SafeSeaNet only with vessel positioning data (AIS).
- Refine and improve the CHD.
- Support users' statistical needs (MS and Eurostat)
- Provide support to the MS cooperation group on Places of Refuge.

Expected outcome 2019

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

Planned output 2019

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. EMSA will provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements.
3. The SafeSeaNet Ecosystem Central databases will be operational and available to use in national systems and improve data quality on related national databases.
4. The SafeSeaNet Ecosystem Graphical User Interface and the Common (User) Management Console phased-in across all maritime applications.
5. Setting-up of a simplified SafeSeaNet version for the public at large.
6. Delivery of an aggregated Traffic Density Map Service.
7. Subject to ongoing needs, support to the Commission and Member States regarding the revision of the Directive 2002/59/EC as amended, will be provided as appropriate.

Output Indicators		Result 2017	Target 2019
SafeSeaNet system including requirements under the Reporting Formalities Directive (2010/65/EU): Service Operation	percentage per year availability of central SafeSeaNet system	99.61	99
	hours maximum continuous downtime of central SafeSeaNet system	9h20m	max 12
SafeSeaNet system including requirements under the Reporting Formalities Directive 2010/65/EU: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	not applicable	99
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	100	99

c. Improving internal market and maritime transport efficiency

Legal Basis

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

The Commission proposed a revision of the Reporting Formalities Directive (2010/65/EU) in 2018. EMSA will assist the Commission with the implementation of the proposed Regulation within its areas of competence, depending on the interinstitutional agreement reached.

In the meantime, EMSA will continue to assist the Commission in monitoring the implementation of the existing Directive and in implementing measures to further achieve simplification, harmonisation and rationalisation of reporting formalities. The Agency will also share best practices with Member States and provide technical assistance to Member States who may request assistance in improving their single windows, as a continuation of the work undertaken between 2014 and 2018. EMSA will continue providing assistance for the implementation of Directive (EU) 2017/2109 amending Directive 98/41/EC on the registration of persons on board and Directive 2010/65/EU on reporting formalities (see 2.1.a., above) that entered into force on 20 December 2017 and shall be applied by Member States as from 21 December 2019.

New AIS technology and possible new applications to improve maritime radio communication, such as the VHF Data Exchange System (VDES), will enable the transfer of information between terrestrial stations and satellites to allow for higher speed digital data exchange with potential for a worldwide coverage (see 2.1.a., above). The VDES is a new technological advancement which is still being developed. It 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 European single window environment, in improving business-to-administration communication will be strengthened by improving ship-to-shore communication, bringing advantages to European authorities and to industry. In this regard EMSA would follow developments at the IMO and other international fora and possibly participate in pilot projects related to the exchange of information.

EMSA will continue to co-operate with EUROSTAT. This co-operation will enable cross-checking of data received from Member States and will contribute to the development of guidelines and standardised correspondence

tables between classifications/code lists used in SSN/NSW. The implementation of pilot projects on the use of SSN and NSW data to enhance the quality and completeness of EU-wide maritime statistics is also foreseen.

Multi-annual strategic objectives

- 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 2019

- Assist the Commission where possible with the implementation of the proposed Regulation for Reporting Formalities.
- Provide technical assistance in the implementation of Directive (EU) 2017/2109 amending to Directive 98/41/EC on registration of persons on board and Directive 2010/65/EU on reporting formalities, including organisation of workshops.
- Work on measures which will facilitate the overall effectiveness/efficiency for ships in relation to reporting formalities.
- Participate in a project with Norway to test the exchange of ship reporting (reporting formalities) using their VDES satellite.

Expected outcome 2019

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.

Based on new technological developments, EMSA will test the benefits of VDES in cooperation with ESA and Norway and other means available to improve service quality.

Planned output 2019

1. Assist the Commission in the evaluation of and preparatory work for the implementation of the Reporting Formalities Regulation.
2. Implement measures which will further achieve simplification, harmonisation and rationalisation of reporting formalities for ships.
3. Providing assistance to Member States and the Commission in the implementation of Directive (EU) 2017/2109 amending Directive 98/41/EC on registration of persons on board and Directive 2010/65/EU on reporting formalities, including organisation of workshops.

Output Indicators

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

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

Project: Promotion of interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment under the Common Information Sharing Environment for the maritime domain (CISE) Process (Interoperability project)

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
Interoperability project	DG MARE	2018 - 2021 3,000,000 €	None expected	No extra staff

Legal Basis

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

This project financed activity is based on a grant agreement with DG MARE. The Administrative Board, by written procedure N° 5/2018, expressed its consent to the draft grant agreement with DG MARE.

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

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 2019

The project will demonstrate over a three-year period how to achieve:

- a more efficient data exchange between different authorities of Member States using SafeSeaNet, including exchange of cargo information,
- better connectivity among all relevant authorities and end-users in the different Member States,
- harmonised national single window interfaces, and
- an improved information exchange between ship to shore, a so-called reporting gateway, a.i. using VHF Data Exchange-satellite (VDE-SAT) communications. Where possible EMSA will cooperate with Norway using their satellite with a VDE-SAT payload for testing and validation.

Expected outcome 2019

A Steering Committee will be established composed of the relevant Commission DG's and EMSA. The outcome of the project has to be achieved by 2021.

Planned output 2019

To be confirmed by the Steering Committee.

Project: EFCA SLA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
EFCA SLA	EFCA	Automatic renewal since 2015	None expected	No extra staff

Legal Basis

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

EMSA supports the European Fisheries Control Agency (EFCA) in coordinating fisheries monitoring campaigns e.g. EU Joint Deployment Plans or ICCAT (International Commission for the Conservation of Atlantic Tunas). The Service Level Agreement (SLA) between EFCA and EMSA signed in 2015 is automatically renewed yearly. The SLA defines in particular the conditions under which EFCA provides access to the VMS data and vessel identifiers regarding fisheries vessels and EMSA provides surveillance tools (Integrated Maritime Service including Copernicus Maritime Surveillance products such as satellite imagery) in support of EFCA activities. Cooperation with EFCA also includes sharing of capacity for operational services (such as Remotely Piloted Aircraft services or vessel chartering)

Such activities are undertaken in the framework of the European cooperation on coast guard functions between EMSA, EFCA and Frontex.

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

Multi-annual strategic objectives

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

Annual objectives 2019

- Implement the Service Level Agreement signed between EMSA and EFCA.
- Service delivery based on the SLA and associated specific agreement signed with EFCA.
- Following identification of appropriate business needs, further develop services for EFCA and their end users in Member States.
- Provide operational and training support to users.
- Evaluate possible needs for sharing of resources (vessels).

Expected outcome 2019

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

Planned output 2019

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

Output Indicators		Result 2017	Target 2019
Integrated Maritime Services	percentage per year availability to EFCA	99.24	99

Project financed input				
Project	Funding source	Time frame and envelope (expected)	Financial input 2019	Staff
Frontex SLA	Frontex	2019-2021 45,000,000 €	12,000,000 € expected	8 CA

Legal Basis

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

EMSA supports the European Border and Coastguard Agency (Frontex) in conducting operations to address irregular migration and cross-border crime along European maritime borders. The Service Level Agreement (SLA) between Frontex and EMSA was amended in 2018, for an indefinite period. The SLA defines the conditions under which EMSA provides surveillance tools and services in support of Frontex activities, including for the implementation of EUROSUR framework.

Activities for 2019 will be refined and/or developed based on the SLA Annual Programme and associated service product description finalised at the end of 2018.

Such activities are undertaken in the framework of the European cooperation on coast guard functions between EMSA, EFCA and Frontex.

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

Multi-annual strategic objectives

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

Annual objectives 2019

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

Expected outcome 2019

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

Planned output 2019

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

Output Indicators		Result 2017	Target 2019
Frontex Service platform	percentage per year availability to Frontex	99.83	99
Frontex operational Exercises	minimum number of exercises EMSA participates in	not applicable	2

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

Input	
Commitment appropriations in EUR	3,843,297
Payment appropriations in EUR	3,924,194
Staff	7 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 to operate and monitor the European Union Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC). It allows participating countries to comply with vessel tracking obligations under SOLAS 74. Activities will focus on maintaining the high level of performance achieved so far.

The EU LRIT CDC may integrate new third countries complying with §8 of the Council Resolution of 9 December 2008.

Multi-annual strategic objectives

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

Annual objectives 2019

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

Expected outcome 2019

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

Planned output 2019

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

Output Indicators		Result 2017	Target 2019
EU LRIT DATA CENTRE			
System operational	percentage per month availability	99.99	99
	hours maximum continuous downtime	1h18m	max 4
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (periodic reports: 15 min; polls: 30 min)	99.74	99
Web user interface	percentage per year availability to users	99.84	99
LRIT - IDE			
LRIT-IDE System operational ¹²	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.93	99
	hours maximum continuous downtime of LRIT IDE	4h	4h

¹² Discussions on the hosting of the LRIT-IDE may continue during 2019. The service is listed nevertheless, pending the outcome of ongoing discussions. As long as the service is running at EMSA the output indicators continue to apply. After the completion of the hand-over process these indicators will be deleted.

2.3 THETIS and its modules

Input	
Commitment appropriations in EUR	2,063,081
Payment appropriations in EUR	2,428,771
Staff	5 AD, 1 AST, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
THETIS-EU	EC, DG ENV as concerns the Sulphur Directive	2018-2021	40,000 € expected	No extra staff

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2.(b) ▪ Directive (EU) 2017/2110, Art.10

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

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

In 2019 new functionalities in THETIS will be available to cater for the PSC provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.

A dedicated module, named THETIS-EU, has incorporated the existing THETIS-S module (developed and operated by EMSA since 1 January 2015 and which serves as a platform to record and exchange information on the results of individual compliance verifications under Directive 2016/802/EU). In 2019 the Agency will enhance the system with additional functionalities for the Sulphur module (integration of Energy Community States in THETIS-EU, development of a functionality to help EU sulphur inspectors in ports to check compliance under the Directive at open sea) under a revised cooperation agreement with the Commission covering the years 2018-2021. This will be complemented by the RPAS based service for monitoring of gas emissions from individual ships.

In addition in 2019 a new module in THETIS-EU will be available to cater for the Flag State provisions of the new Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC, where an inspection database to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive is foreseen.

In addition, in 2019 a dedicated voluntary module for Member States to report security inspections under Regulation (EC) 725/2004 will be made available.

Moreover, provided that the relevant co-legislative process for the revision of the PRF Directive will be concluded, THETIS-EU will need to be enhanced with a new dedicated module to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This module should also foresee a Union risk based targeting mechanism for the selection of ships to be inspected.

Following a request of the Member States a dedicated module will also be developed in THETIS EU to support the PSC enforcement provisions of Regulation 1257/2013 on ship recycling.

In 2018 a new web service was developed allowing both ROs and Flag States to submit data fields (eCertificates) to THETIS. In 2019 EMSA will be engaged in a pilot project with interested in their capacity as PSC and FS to assess efficiency gains by automated control of certificates, thus reducing time spend for checking certificates while on board.

In addition EMSA will lead TF 6 within the context of Paris MoU aiming at developing a standard for the data fields to be submitted in THETIS (eCertificates).

THETIS-MRV, as foreseen by Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, available since August 2017 (see also Project: THETIS-MRV), will provide the European Commission with the relevant information required for the publication of the annual figures foreseen by the MRV Regulation.

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

Multi-annual strategic objectives

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

Annual objectives 2019

- Ensure the proper operation of THETIS, THETIS-EU and other newly developed modules.
- Ensure on time development to comply with new or amended International or EU legislation coming into force.
- Ensure relevant training, including the development of best practises and guidance.
- Ensure regular meetings with relevant end users.

Expected outcome 2019

The Agency operates the Port State Control information system (THETIS) in line with the Port State Control Directive (2009/16/EC) as amended, including the Implementing Acts and the Paris MoU text, the RoPax Directive ((EU) 2017/2110), Regulation 391/2009 on common rules and standards for ship inspection and survey organisations, the BWMC and Regulation 1257/2013 on Ship Recycling.

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

THETIS-EU supports as a voluntary module Member States in reporting security inspections in accordance with Regulation 725/2004; accommodates the Port Reception Facilities Directive (2000/59/EC) as long as the Directive is still in force; caters for the Flag State elements of the Directive on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC on Port State Control.

THETIS-MRV caters for the provisions of Regulation (EU) 2015/757.

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 2019

1. Information System THETIS: operational, maintained and under continuous enhancement to meet new requirements. Enhanced to support the PSC provisions of Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
2. Information System THETIS-EU: operational, maintained, and under continuous enhancement to meet new requirements. Enhanced to support the FS provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC, Regulation 1257/2013 on Ship Recycling, Regulation 725/2004 on maritime security and Directive 2016/802/EU and Directive 2000/59/EC on Port Reception Facilities for as long as it will be valid.
3. Subject to the final outcome of the legislative process, a development of a new dedicated module to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by the revised Directive to repeal Directive 2000/59/EC on Port Reception Facilities. This module should also foresee a Union risk based targeting mechanism for the selection of ships to be inspected.
4. Interface with SafeSeaNet operational.
5. THETIS-MRV operational and maintained.
6. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the THETIS system, including the development of a standard for eCertificates
7. Cooperation with a number of Member States (PSC and Flag States) to verify efficiency gains by controlling eCertificates through THETIS.
8. Cooperation with the Med MoU for the development of a THETIS-MeD to support the MeD MoU with an inspection database.
9. Cooperation with the Commission, COSS, the Sulphur Committee, the Ship Recycling Committee and MARSEC Committee to supervise, verify and validate the operation and further enhancement of THETIS-EU as relevant.

Output Indicators		Result 2017	Target 2019
System operational	availability in percentage	99.96	96
	hours maximum continuous downtime	0	max 6
Helpdesk Service	percentage of requests closed in less than 5 days ¹³	not available	75

¹³ The statistics required to report on this KPI have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support this KPI is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
THETIS-MRV	EC, DG CLIMA	2016-2020 500,000 €	100,000 € expected	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 "per-voyage" basis and annual reporting to a central database (THETIS-MRV) which is to be developed, hosted and managed by EMSA. The European Commission, using this central database, will make publicly available on an annual basis the aggregated per-ship data on fuel consumption, CO₂ emissions and energy efficiency aiming at providing information facilitating the implementation of cost-effective measures to reduce ships' fuel consumption, by removing existing market barriers, such as the lack of reliable information. In addition, THETIS-MRV will facilitate the enforcement by EU Member States acting as flag States or as port States by providing information on the documents of compliance foreseen by the MRV Regulation. In accordance with the empowerments provided by the MRV Regulation, the Commission has adopted two Delegated Regulations and two Implementing Regulations entered into force in 2016.

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

In August 2017 THETIS-MRV became operational, supporting Companies and Verifiers to register and implement the provisions of the MRV Regulation with respect to the approval of Monitoring Plans. As from 1st January 2018, companies will use the system to monitor and report data on each ships CO₂ emissions, fuel consumption and other parameters foreseen by the MRV Regulation. In 2019 the system will enable the submission of the satisfactorily verified emission reports and the relevant documents of compliance. Finally in 2019 the Commission will use the information provided by the system in order to publish the information on CO₂ emissions as well as all other information foreseen by Article 21 of the MRV Regulation.

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)

Annual objectives 2019

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

Expected outcome 2019

THETIS-MRV operational.

Planned output 2019

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

Output Indicators		Result 2017	Target 2019
THETIS-MRV	timely delivery of tasks foreseen by the cooperation Agreement	<p>THETIS-MRV operational: yes</p> <p>Minimum one workshop/training organised: yes</p>	<p>THETIS-MRV operational.</p> <p>Companies able to register activity data in the system as from 1st January 2018.</p> <p>System to provide the necessary data to support the publication of information foreseen by the MRV Regulation</p>

2.4 MARITIME SUPPORT SERVICES

Input	
Commitment appropriations in EUR	1,470,865
Payment appropriations in EUR	1,470,865
Staff	3 AD, 1 AST, 4 SNE, 4 CA

Legal Basis

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

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

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

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

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

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

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 2019

- Ensure timely and appropriate helpdesk and monitoring services.

Expected outcome 2019

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 2019

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 2017	Target 2019
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	not available ¹⁴	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions		<8
MSS Data Quality Reports	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25 Reports	20 Reports

¹⁴ The statistics required to report on these KPIs have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support these KPIs is expected to be re-established by mid-2019. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

Project: COPERNICUS MARITIME SURVEILLANCE SERVICE

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
Copernicus	EC, DG GROW	2015-2020 40,000,000 €	10,877,000 € expected ¹⁵	3 CA ¹⁶

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

EMSA's role as Entrusted Entity of the Copernicus Maritime Surveillance service (CMS) is regulated by a delegation agreement, valid until end of 2020, which defines the roles and responsibilities of the Agency and of the Commission until 31 December 2020. In 2019, EMSA will undertake the activities defined in the Copernicus Maritime Surveillance Service Annual Implementation Plan for that year. The annual implementation plans define the operational aspects of the entrusted tasks.

The overarching goal of the service is to provide users from Member State administrations and EU bodies with earth observation information to have a better understanding of and improved monitoring of activities at sea. The functions currently foreseen under the CMS service include: fisheries control; maritime safety and security; law enforcement; customs; marine environment, including pollution monitoring. Other functions may also be considered, as well as support to international organisations. In the future this can be extended to support at sea emergencies worldwide as well as support to activities in the scope of the European maritime security strategy.

The CMS service is highly dependent on the IMS platform and data availability for vessel detection and visualisation to users.

Multi-annual strategic objectives

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

¹⁵ DG GROW may increase the amount to 12 million Euros.

¹⁶ These posts are part of the establishment plan of the Agency and will be covered by EMSA's subsidy.

Annual objectives 2019

- Implement the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan for 2019.
- Develop EMSA's portfolio of earth observation products and services in areas relevant for Copernicus activities.
- Expand the Copernicus component to users already served by EMSA (maritime safety and security, fisheries control, law enforcement, customs, and marine pollution. Border surveillance is addressed under a separate project with Frontex).
- Assess new user requirements.
- Explore new technologies that can enhance the Copernicus service portfolio and support the CMS delivery process.
- Organise promotion, training and user up-take of Copernicus services.

Expected outcome 2019

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

Planned output 2019

1. Provision of CMS, usually delivered through the existing Integrated Maritime Services platform.

Output Indicators		Result 2017	Target 2019
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio	not applicable	90

Planned Project: CISE Transitional Phase¹⁷

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
CISE Transitional phase	EC, DG MARE	2019-2021 3,500,000 € ¹⁸	Tranche for 2019 not known at this stage	5 CA ¹⁹

Legal Basis

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

The Common Information Sharing Environment (CISE) for the European maritime domain is an initiative fostering sharing of information between maritime authorities, across sectors and borders, aiming to enable their enhanced maritime awareness and more effective action at sea. CISE is promoting a voluntary and decentralised framework for these exchanges.

CISE cannot exist in isolation and should bring added value and complementarity to existing data sharing processes. It should be seen as part of a more comprehensive information exchange framework across the EU which, for methodological reasons, could be presented in three layers:

- Layer 1 – exchange of information amongst EU Agencies, mainly in the framework of coast guard cooperation;
- Layer 2 – exchange of information between Member States' authorities and EU Agencies and;
- Layer 3 – voluntary exchange of information within or amongst Member States' authorities (CISE).

With the upcoming conclusion of the EUCISE2020 project, which created a network of Member State authorities to pre-operationally test CISE interoperability solutions and taking into account the results of different national CISE-related projects, the Commission is currently looking into putting in place a preparatory action for the operational implementation of the CISE layer by 2020.

Supporting the transition to operations, the main objective of the preparatory action should be to further support Member States efforts to as far as possible implement the CISE interoperability building blocks in their systems (considering those developed and tested in EUCISE2020 project). It also aims to embed CISE in the overall European maritime information exchange framework presented above.

This preparatory action will imply the setting up of a technical, operational, and administrative framework, allowing the management of the transition to day-to-day operations of the CISE network and interoperability solutions. Participation to the preparatory action will be open to all Member States.

It is proposed that EMSA is involved in the setting up and in coordinating the preparatory action, subject to the agreement of its Administrative Board. As this is a project financed action, it should not pre-empt or prejudice any discussion on the ancillary task, which could take place towards the end of the transitional phase, when more information is available about what such a step would mean for the Agency.

Following the adoption of the inter-agency co-operation framework under the border and coastguard package, EMSA is serving as the main information exchange hub and provider of information services to national

¹⁷ Subject to a grant agreement, which will be submitted to the Administrative Board for consideration, in line with the procedure for operational administrative arrangements with third parties.

¹⁸ This figure is indicative and has to be confirmed.

¹⁹ These posts are part of EMSA's request to DG MARE for the implementation of this project, to be confirmed by the grant agreement. If confirmed, figures for project financed contract agents in Annex I and Annex III will be affected.

authorities at EU level and EU Agencies. From that perspective, EMSA is best positioned to support Member States in coordinating a consistent information exchange within CISE from a technical, operational, and administrative perspective.

Multi-annual strategic objectives

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

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

- Set up and test a technical, operational and administrative framework for CISE in close cooperation with the (to be established) CISE User Group.
- Define the baseline of CISE for 2020 operations based on the outcome of the EUCISE2020 project (project assessment);
- Further define and organise the data to be exchanged based on data analysis/data mapping in the context of the 3 layers (project assessment);
- Set up and test a technical, operational and administrative framework for CISE in close cooperation with the (to be established) CISE User Group.
- Define the baseline of CISE for 2020 operations based on the outcome of the EUCISE2020 project (project assessment);
- Further define and organise the data to be exchanged based on data analysis/data mapping in the context of the 3 layers (project assessment);
- Establishment of a number of relevant CISE information services (distinct data sets and complementary to the ones of layers 1 and 2) that could be exchanged between the participants;
- Explore the possibility to enrich CISE with information from layer 2 and under what circumstances (user needs).
- Set-up technical support to Member States for horizontal ICT requirements, budget permitting (technical support management);
- Refinement and consolidation (operationalisation) of the common and national CISE components as far as possible by providing technical and administrative support to MS authorities working on consolidating the pre-operational validated solutions and connecting their national systems.
- Working on the completion and extension of the CISE operational nodes (up to a network of 10 nodes, to pre-operationally validate the current solutions as targeted under EUCISE2020).
- Set up a repository/library with all relevant technical documentation and source codes, including the transfer of Intellectual Property Rights (Document Management);
- Prepare an outline of the work to be undertaken for the post 2020 CISE operations: e.g. standard operating procedures and user support/training/manuals.

Expected outcome 2019

To be defined, depending on signature of the grant agreement and discussions at the new User Group for CISE.

Planned output 2019

Progress with the implementation of the objectives as mentioned above.

Output Indicators	Result 2017	Target 2019
CISE Transitional phase	not applicable	To be defined

Visits and Inspections to monitor the implementation of EU legislation

3.1 CLASSIFICATION SOCIETIES

Input	
Commitment appropriations in EUR	2,108,955
Payment appropriations in EUR	2,084,415
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 two-yearly assessment of the EU Recognised Organisations (ROs) pursuant to Article 8(1) of Regulation (EC) No 391/2009. EMSA will inspect the ROs on the Commission's behalf against the Regulation's requirements and provide reports of each inspection and consolidated 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 appropriate information resulting from the inspections of the ROs, in order to support the Member State's monitoring of the ROs that carry out certification tasks on its behalf.

Challenges may include providing additional support to Member States and the Commission as a result of a possible amendment to Article 8(1) of Regulation (EC) No 391/2009 in response to Brexit or the inspection of any 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 quality assessment and certification entity (QACE). (A7)

Annual objectives 2019

- Maintain the same inspection effort per RO as in 2018.
- 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.
- Support and implement ideas for more effective sharing of information on inspections.
- Assist the Commission in the periodic assessment of the Quality Assessment and Certification Entity (QACE).
- Provide draft assessment reports to support the Commission's assessments of Recognised Organisations.

Expected outcome 2019

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 2019

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. Provide 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, provision of appropriate information resulting from the inspections of the ROs, in order to support the Member State's monitoring of the ROs that carry out certification tasks on its behalf.

Output Indicators ²⁰		Result 2017	Target 2019
Inspections	number of RO inspections per year	16	16-20
Reports	number of reports per year	19	16-20
End-of-cycle inspection and draft assessment reports	number of reports per year	4 ²¹	5-7

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

²¹ One End-of-Cycle report planned for 2017 was issued early, in December 2016, and another was produced by the Commission without EMSA involvement.

3.2 STCW

Input	
Commitment appropriations in EUR	1,571,606
Payment appropriations in EUR	1,572,006
Staff	6 AD, 2 AST, 1 SNE

Legal Basis
<ul style="list-style-type: none">Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(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 2019, the second cycle of inspections of third countries and visits to Member States will continue.

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

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

Multi-annual strategic objectives

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

Annual objectives 2019

- Similar effort of visits and inspections as in 2018.
- Ensure the availability of the STCW Information System.
- Produce an Annual Review of Seafarer Statistics.
- Provide any necessary technical assistance on aspects related to the education, training and certification of seafarers and social issues.
- Assist the Commission in any development of relevant legislation arising from the fitness check (REFIT – Regulatory Fitness) of Directives 2008/106/EC and 2005/45/EC, initiated in 2016.

Expected outcome 2019

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

The assistance provided by the Agency to the Commission for the REFIT exercise should contribute to better legislation within the EU, as well as to the incorporation in the EU legislation of the most recent amendments to the STCW Convention.

Planned output 2019

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 2017	Target 2019
Inspections and visits	number of inspections and visits per year	8	7-9
	percentage of visit notifications sent to Member States with at least three months' notice	not applicable	95
Reports	number of reports per year	7	7-9
	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	not applicable	95
STCW Information System	percentage per year availability	99.66	96

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

Input	
Commitment appropriations in EUR	1,272,988
Payment appropriations in EUR	1,262,788
Staff	5 AD, 2 AST, 1 SNE

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

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

In 2019, 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 current cycles of visits in respect of four EU Directives will continue.

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

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

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

Following a request by the Commission, EMSA started a new cycle of visits in 2018 in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers. This cycle of visits will continue in 2019, with four to five visits being carried out.

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

Following official completion of the Commission's EU legislation REFIT exercise and related legislative initiatives on passenger ship safety, a new cycle of visits will be prepared to start in 2020. According to the new Methodology, this would include organising a pre-cycle workshop by end 2019/beginning 2020, taking into consideration that the new EU passenger ship safety rules shall be applied by Member States from 21 December 2019.

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 2019

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

Expected outcome 2019

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

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

Planned output 2019

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

Output Indicators		Result 2017	Target 2019
Visits	number of visits per year	17	17-21
	percentage of visit notifications sent to Member States with at least three months' notice	not applicable	95
Reports	number of reports per year	12 ²²	17-21
	percentage of draft reports submitted to the visited Member State within 90 days from end of visit	not applicable	95

²² The new Methodology for Visits to Member States provides that draft reports of new cycles of visits are sent to the visited Member State for factual corrections before they are finalised. This has increased the time for a final report to be sent after a visit has been completed, so reporting is lower than expected.

3.4 MARITIME SECURITY

Input	
Commitment appropriations in EUR	786,341
Payment appropriations in EUR	767,341
Staff	3 AD, 1 SNE, 1 CA

Legal Basis

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

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

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

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

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

The Agency also provides follow-up on issues related to maritime cyber security, after the workshop hosted by EMSA in December 2017, under the German chairmanship of the ECGFF. An eLearning module to raise awareness on maritime cyber security will be available for the competent maritime authorities of the Member States.

Multi-annual strategic objectives

- Adding value from visits and inspections (Strategic Action Area²³).

²³ Activity 3.4 Maritime Security has no corresponding strategic objective – the reference is therefore to the strategic action area “Adding value from visits and inspections”.

Annual objectives 2019

- Similar effort of missions as in 2018.
- Provide the Commission and the EFTA Surveillance Authority with timely advice on the level of security implementation by the Member States.

Expected outcome 2019

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

Planned output 2019

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 2017	Target 2019
Inspections	number of missions per year	10 ²⁴	12-15
Reports	number of reports per year ²⁵	18 ²⁶	30
	percentage of inspection reports concluded within the deadline agreed with the European Commission	not applicable	95

²⁴ The Commission cancelled two missions and the EFTA Surveillance Authority requested EMSA's participation in fewer missions than expected.

²⁵ More than one report may be prepared following an inspection mission, e.g. if more than one Member State is inspected.

²⁶ EMSA's participation in fewer missions than expected, together with long term staff unavailability, meant that EMSA participated in fewer individual inspections during the missions that did take place and therefore fewer inspection reports were produced.

3.6 HORIZONTAL ANALYSIS AND RESEARCH

Input	
Commitment appropriations in EUR	586,654
Payment appropriations in EUR	574,654
Staff	3 AD ²⁷

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

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

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

In 2019, the Agency will continue to conduct horizontal analyses and identify horizontal conclusions, including the identification of good practices, lessons to be learnt and improvements to the current legislation.

Based on current planning of the cycles of visits to Member States, the two horizontal analyses that are foreseen for 2019 will be a mid-cycle analysis related to the cycle of visits concerning the Sulphur Directive 2016/802/EU and the third cycle of visits for the Port State Control Directive.

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

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)

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

Annual objectives 2019

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

Expected outcome 2019

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 2019

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

Output Indicators		Result 2017	Target 2019
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	2	1-2

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

4.1 PORT STATE CONTROL & FLAG STATE ENFORCEMENT

Input	
Commitment appropriations in EUR	560,154
Payment appropriations in EUR	550,654
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).▪ Directive 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.

In 2019 EMSA will continue to support the Commission in its participation in all the bodies of the Paris Memorandum of Understanding on Port State Control.

EMSA will support the Member States and the Commission in the implementation of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC, both for its PSC and Flag State elements.

The new Directive, in order to further reduce the inspection effort and to maximise the time in which the ship can be commercially exploited, whilst continuing to ensure high safety standards, has introduced two regimes:

- Port State Control inspections extending the scope of Directive 2009/16/EC as amended to ships providing regular ro-ro passenger ship and high-speed passenger craft services between ports within a Member State or between a port in a Member State and a port in a third State where the flag of the vessel is not the same as the Member State in question (see section 4.1 and 2.3).
- Flag State Inspections before a vessel carrying out regular ro-ro passenger ship and high-speed passenger craft services are placed in service and for vessels in regular service between a Member State and a third country when the flag is the same as the flag of the Member State in question.

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

The Agency in 2018 will develop a new module in THETIS-EU to support the provisions of Article 10 of the new Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC (see section 2.3). In addition in 2019 the Agency will support the Commission and the Member States in order to facilitate the FS provisions of the Directive. The support will entail workshops for the competent authorities, development of training, eLearning modules and guidance notes.

The revised PRF Directive is still under discussion between the legislators. However, the articles related to enforcement as adopted by the Council in June 2018 stipulates that EMSA needs to develop a dedicated module

in THETIS EU to which all Member States shall be connected and which shall contain all the information required for the implementation of the inspection system provided for by this Directive. This module should also foresee a Union risk based targeting mechanism for the selection of ships to be inspected.

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 as up to date training (see also Section 2.3- THETIS and Section 4.5 – Ship Inspection Support).

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

Multi-annual strategic objectives

- 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 2019

1. Assist in the publication of information relating to ships (PSC Directive 2009/16/EC as amended and Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service).
2. Provide technical assistance as concerns the Paris MoU on Port State Control.
3. Provide technical assistance in the implementation of the PSC provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
4. Provide technical assistance in the implementation of the Flag State provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
5. Assist the Commission in any development of relevant legislation arising from the fitness check & REFIT evaluation of Directive 2009/16/EC, initiated in 2016.

Expected outcome 2019

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

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 implementation of the Flag State provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control

and repealing Council Directive 1999/35/EC The support include inter alia the enhancement of the information system (THETIS-EU), the training of officials from competent authorities, the development of relevant eLearning modules in MaKCs and technical assistance to the Member States and the Commission on relevant issues.

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

Planned output 2019

1. Management and enhancement of harmonised training tools.
2. Keeping up-to-date the publication of banned vessels.
3. Ensuring the daily publication of the list of poor performing companies.
4. Providing statistics upon request.
5. Supporting the Commission in the implementation of the PSC Directive (2009/16/EC) as amended.
6. Providing assistance to Member States and the Commission on the implementation of the PSC provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
7. Providing assistance to Member States and the Commission on the implementation of the FS provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC.
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.

4.2 ACCIDENT INVESTIGATION

Input	
Commitment appropriations in EUR	1,297,108
Payment appropriations in EUR	1,262,108
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 Member States are used to compile an annual overview of marine casualties and incidents and to provide specific sets of data upon request.

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

Following the release of the new EMCIP in 2018, EMSA will enhance the platform by developing functionalities to aid the reporting of data and its use in analysis. Particular focus will be given to the graphical interfaces and the integrated Business Intelligence Tool.

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

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

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

Multi-annual strategic objectives

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

Annual objectives 2019

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

Expected outcome 2019

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 2019

1. Supporting the Member States and the Commission in the implementation of the Accident Investigation Directive.
2. Providing the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF.
3. Maintaining the new European Marine Casualty Information Platform (EMCIP) released in 2018.
4. Enhancing EMCIP by developing new functionalities.
5. Monitoring EMCIP data quality through sampling verification.
6. Investigating practical solutions for providing operational support, if requested by Member States, in investigations related to serious or very serious maritime accidents.
7. Analysing casualty data and reports from safety investigations and proposing any appropriate Safety Recommendations to the Commission.
8. Publishing the annual overview of marine casualties and incidents on the basis of data provided by the Member States.
9. Assist the Commission in the potential revision of the Accident Investigation legislation.

Output Indicators		Result 2017	Target 2019
EMCIP meetings	number of meetings per year	3	2
PCF meetings	number of meetings per year	2	1
New EMCIP	percentage per year availability	not applicable	98

4.3 TRAINING, COOPERATION AND CAPACITY BUILDING

Input	
Commitment appropriations in EUR	2,099,708
Payment appropriations in EUR	1,989,108
Staff	4 AD ²⁸ , 1 AST, 1 SNE

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
EU Funds for Candidate and Potential Candidate Countries	EC, DG NEAR	ongoing n/a	None expected	No extra staff

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

Priorities regarding the Agency's training activities take into account national requests as well as the recommendations expressed by the EMSA Consultative Network for Technical Assistance (CNTA) with representatives from the maritime administrations of the 28 EU and 2 EFTA/EEA Member States. In particular in 2019 the outcome of the workshop held in March 2017, where the Agency identified the needs of the national authorities performing coast guard functions falling within its mandate - namely Flag States, Port States and Authorities responsible for the implementation of EU and international legislation for the protection of the Marine Environment – will continue to be used to steer the proposed capacity building actions.

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

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

With focus on capacity building, in 2019 the Agency will continue to enrich both the portfolio of specialised training on offer and the e-Learning modules to reach a wider audience through distance learning options, with the assistance of the CNTA or following a specific request from the Commission (see Section 4.6) helping the Agency to identify priorities; at the same time the Agency will enhance and develop new tools to support national authorities performing coast guard functions (see Section 4.5 – Ship Inspection Support). Events in the Member States will be offered in a more regular way. In addition, and in close cooperation with the relevant Services of

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

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

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

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

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

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

Building up on the mapping of needs of relevant end users in charge of coast guard functions falling within the mandate of the Agency, in 2019 the Agency will enhance the support offered to the national authorities through its tools, services and products.

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

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

Multi-annual strategic objectives

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

Annual objectives 2019

- Offer an enhanced portfolio of trainings and e-Learning modules for Member States and Enlargement countries.
- Enrich training capabilities with new technologies, such as using virtual reality and 3D simulation of

vessel inspections for training purposes

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

Expected outcome 2019

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

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

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

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

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

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

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

Planned output 2019

1. Up to 16 training sessions for Member States on the range of topics covered by EMSA’s mandate.
2. Up to 6 sessions for training/technical assistance for officials from enlargement countries related to EU-legislation and EMSA activities.
3. Up to 2 Best Practices and Guidance Notes for the implementation of EU Legal acts (subject to agreement by the Commission where relevant).

Output Indicators		Result 2017	Target 2019
Training for Member States	number of MS training sessions per year	18	Up to 16
	number of MS experts attending per year	431	320
Training for enlargement countries	number of AC training sessions per year	16	Up to 6
	number of AC experts attending per year	117	50
Customer satisfaction	level of customer satisfaction	>80%	>85%

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS (including IMO)

Input	
Commitment appropriations in EUR	2,053,782
Payment appropriations in EUR	2,060,412
Staff	7 AD ²⁹ , 1 AST, 1 SNE

Legal Basis
<ul style="list-style-type: none">Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(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 EU approved equipment. In 2019, EMSA will initiate the development of a new MarED database able to support the implementation of electronic tagging for marine equipment.

The Agency will continue to coordinate technical discussions between Member State Administrations and Accident Investigation Bodies on Ro-Ro vehicle deck fire safety, and will ensure the follow-up of the studies that were initiated since 2016. The work will align with IMO's work programme and the developments within the SSE sub-committee.

The Agency will also increase its activity regarding the development of Maritime Autonomous Surface Ships (MASS), which could range from remotely controlled to fully autonomous ships. The IMO Maritime Safety Committee (MSC) included a new work item on MASS and initiated a regulatory scoping exercise to assess their impact upon the existing international maritime safety regulatory framework, with a target completion date of 2022. Regarding the potential impact of this subject upon EU maritime safety legislation, EMSA will participate in these technical exchanges and act as facilitator in order to support the Commission and the Member States. If deemed appropriate, EMSA will also propose any necessary technical study to improve the technical knowledge on this issue

EMSA will provide technical assistance in implementing the new Directives stemming from the REFIT process of EU passenger ship safety legislation, namely: Directive (EU) 2017/2108 amending Directive 2009/45/EC on safety rules and standards for passenger ships and Directive (EU) 2017/2108 amending Directive 98/41/EC on the registration of persons on board. This may include fact finding missions facilitating and providing technical assistance to Member States, as well as organising a workshop.

Finally, in 2019, EMSA will continue to coordinate the work and technical discussions on the new Annex to Directive 2009/45/EC and to support the Commission on delivering related actions identified during the REFIT process, namely the review of Directive 2003/25/EC, assessment of the need for common EU requirements for tenders and sailing vessels and possible further development of the Small Craft Code.

Multi-annual strategic objectives

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

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

Annual objectives 2019

- Provide technical assistance in the implementation of amended Directives, i.e. Directives 2009/45/EC on safety rules and standards for passenger ships, 98/41/EC on the registration of person sailing on board passenger ships.
- Continue to coordinate the technical discussions on Ro-Ro vehicle deck fire safety, promoting the results of the work already carried out.
- Continue the work and assist the Commission in the follow-up actions arising from the REFIT on passenger ship safety legislation.
- Support the Commission and the Member States in relation to the submissions and work of the technical bodies of the IMO on passenger ship safety and to the Member States' expert group meetings, with regard to matters of Union competence.
- Support the Commission and the Member States in relation to the development of Maritime Autonomous Surface Ships (MASS).
- 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.
- Development of a new MARED database able to support electronic tagging for marine equipment.
- 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 2019

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 2019

1. Providing technical support to the Commission and the Member States on the work at IMO in the field of Maritime Safety Standards.
2. In particular, the Agency will provide technical support regarding developments on Maritime Autonomous Surface Ships (MASS), fire safety, the ISM code and Goal Based Standards.
3. Providing technical support to the Commission in delivering relevant actions identified during the REFIT process of passenger ship safety legislation (Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships).
4. Facilitating and providing technical assistance in the implementation of amended passenger ship safety legislation.
5. Providing technical assistance in the assessment of notified exemptions and derogations.
6. Preparation of the update to the list of standards for marine equipment that is subject to flag State approval (yearly basis).
7. Examination of safeguard clause cases submitted under the Marine Equipment Directive.

8. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.

Output Indicators		Result 2017	Target 2019
MarED Database	percentage per year availability of MarED DB	99.73	95

4.5 SHIP INSPECTION SUPPORT

Input	
Commitment appropriations in EUR	1,828,709
Payment appropriations in EUR	1,788,180
Staff	6 AD ³⁰ , 2 SNE, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
EQUASIS	Equasis Member States	ongoing n/a	450,000 € expected	No extra staff

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

EQUASIS is a valuable tool for both public administrations and the shipping industry since it provides objective, accurate and reliable ship safety related information with particular focus on information on port State control inspections, ship related information by classification societies as well as P&I ship specific data. The information is supplied by almost all port State control regions and various industry-based organisations. The data is accessible free of charge on the Internet. In 2019 EQUASIS will seek for more data providers and continue to implement the actions foreseen by its five year strategy adopted in 2016.

The internal MARINFO information system contains worldwide data collected from commercial providers on ships' characteristics, accidents, movements, ownership, and ship's history and is, since 2016, incorporated into the THETIS environment. In 2019 the system will continue to provide valuable information to EMSA staff when preparing for visits and inspections, for the production of statistics and ad hoc analysis for studies - such as support to DG ENV in the discussion on the recycling capacity needs of the EU shipping industry - as well as feeding other tools and applications (THETIS-EU, CSD) with raw data.

In 2019, subject to positive feedback by the Member States through CNTA and an ad hoc workshop planned for the beginning of the year, the Agency will proceed with the development of a new tool, namely the Dynamic Overview of National Authorities (DONA). This new tool could serve three different purposes: firstly it could offer a publicly available country Profile; secondly it could serve as a Reporting Gate offering a single entry point where Member States will report to the European Commission as foreseen by the EU maritime Legislation and in accordance with pre agreed list and templates, with the Agency uploading data in the reporting gate from various tools and sources thus reducing the administrative burden for the MSs; finally through the tool the Member States could have access to Statistics that could be developed and uploaded regularly, in intervals to be defined with MSs, The statistics could retrieve data from sources available in EMSA, and could support Member States in

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

their capacity as Flag, Port and Coastal States and could enhance their monitoring activities as well when measuring their performance.

In 2019 the Agency will continue to provide statistics with respect to the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. These statistics will be extracted from the analysis of reports submitted by the Member States through THETIS-EU.

RuleCheck was originally developed as an information system providing access to Paris MoU PSC officers as regards EU maritime legislation, all IMO and ILO Conventions and Resolutions and accompanying communication and the documents pertaining to the Paris MoU. In 2016, access to appropriate documentation for each user depending on relevant access rights was provided to SAFEMED III and TRACECA II beneficiary countries, and upon request to EU Accident Investigation Bodies and EU Flag Administrations as relevant. Moreover, as of 2016, relevant information from RuleCheck is fed to the Central Hazmat Database (CHD), which is made available to both SafeSeaNet users and the general public. As of 2018, following a decision of the EMSA Administrative Board, RuleCheck was made available to a number of PSC MoUs around the globe, in an effort to harmonise PSC standards, upgrade enforcement in certain parts of the world and ensure level playing field for EU ships when calling to these areas.

Furthermore Member States can use the user group functionality, already added in 2016 to RuleCheck on-line version, that will allow the creation of more and different user groups, thus offering the option of uploading folders relevant to the work of end-users (for example national legislation folders), as well as the myShipEU functionality.

MaKCs is an eLearning platform which provides distance learning to the Port State Control officers in the Paris MoU area, as well as to SAFEMED IV and BC SEA beneficiary countries and PSC officers from the Indian Ocean MoU and the Caribbean MoU. In 2019 MaKCs (see also Section 4.3- technical assistance and Capacity Building). In 2019 the Agency will update all existing modules as well as enhance the platform with an offline version and an App.

With focus on capacity building, in 2019 the Agency will continue to enhance existing tools or to develop new ones in order to support national authorities performing coast guard functions falling within the mandate of the Agency.

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 2019

- Enhance and promote reliable statistics using the MARINFO Project.
- Address complex requests through the MARINFO HelpDesk.
- Increase the number of data providers contributing to Equasis.
- Search for new signatory parties for the Equasis.
- Implement the five year strategy of Equasis.
- Promote and disseminate regular maritime-related statistics (possibly a publication) with particular focus on the EU ships and EU waters.
- Support to the Commission by providing reliable statistics.
- Ensure proper operation of RuleCheck and MaKCs for Paris MoU, and ENP beneficiary countries, EU Accident Investigation bodies, EU Flag Administrations, and PSC MoUs with access granted through specific agreements.
- Update existing eLearning modules available for end-users beyond the PSC community, thus supporting national authorities in their different coast guard functions; develop new functionalities in MaKCs, such as the offline version and the App.

- Ensure, upon request, the creation of more and different User Groups in RuleCheck, thus offering the option of uploading folders relevant to the work of end-users (national legislation folders).
- Develop “DONA” (Dynamic Overview of National Authorities) with added value for the national authorities performing coast guard functions falling within the remit of the Agency.

Expected outcome 2019

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 2019

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

Output Indicators		Result 2017	Target 2019
EQUASIS - Availability of the system	percentage per year availability	99.92	99.5
EQUASIS - Users	number of users per month	33 819	32 000
EQUASIS - Contributors	number of contributing members	10	9-10
RuleCheck system operational	percentage per year availability	99.97	85
	days maximum continuous downtime	0	9d
RuleCheck Helpdesk	percentage of requests closed in	not available ³¹	75

³¹ The statistics required to report on this KPI have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support this KPI is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

Service	less than 9 days		
MaKCs system operational	percentage per year availability	99.87	85
	days maximum continuous downtime	0.12d	9d
	number of modules developed per year	13	n/a
MaKCs Helpdesk Service	percentage of requests closed in less than 9 days	n/a ³²	75

³² The statistics required to report on this KPI have not been available since November 2016, following a change of contractor and ticketing tool. The capability to support this KPI is expected to be re-established by mid-2018. In the meantime, working methodologies and procedures remain in place and stable and would suggest that the targets continue to be met.

4.6 PREVENTION OF POLLUTION BY SHIPS

Input	
Commitment appropriations in EUR	1,233,664
Payment appropriations in EUR	1,201,864
Staff	5 AD, 1 SNE

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

In 2019 EMSA will continue to provide assistance both to Member States and the Commission in the implementation of international and European legislation in the area of the prevention of pollution by ships. In the EU domain the assistance includes the Port Reception Facilities Directive (2000/59/EC), the Sulphur Directive (2016/802/EU), the Directive on ship-source pollution (2005/35/EC) as amended, the Ship Recycling Regulation 1257/2013, Directive 2009/20/EC on the insurance of shipowners for maritime claims and the Regulation (EU) 2015/757 on the monitoring, reporting and verification of emissions of carbon dioxide from maritime transport and amending Directive 2009/16/EC.

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

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

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

Multi-annual strategic objectives

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

Annual objectives 2019

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

Expected outcome 2019

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.

1. Port reception facilities:

- Organising workshops for Member State experts to improve the implementation of the amended Directive (guidelines, exchange of information), the reporting and enforcement (guidance on reporting in THETIS-EU), or support to the Commission in the deliberations at the Council and the European parliament if the co-decision process will last still in 2019.
- Providing assistance to Member States for the uniform implementation of the existing Directive on the basis of the interpretative guidelines if the amended directive is not yet entered into force.

2. Greenhouse gases:

- Providing technical assistance to the Commission on the implementation of Regulation (EU) 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport, and amending Directive 2009/16/EC, in particular for the analysis of reports in THETIS-MRV. Providing technical assistance to the Member States on the implementation of Regulation (EU) 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport, and amending Directive 2009/16/EC, in particular for the use (consultation) of information from THETIS-MRV.
- Providing technical assistance to the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures to reduce greenhouse gases from ships, depending on the regulatory choices made at international or EU level.
- Providing assistance to the Commission in following the international developments, notably in relation to the Energy Efficiency Design Index, its review and its extension to additional ship types.
- Providing assistance to the Commission in following the international developments for the Global Data Collection System for maritime transport covering fuel consumption and greenhouse gas emissions as well as for further technical and operational measures to enhance the energy efficiency of ships.
- Providing technical assistance for the potential 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.
- Integration of the measurements of Sulphur dioxide as captured by the RPAS services to THETIS-EU and their subsequent sharing with other Member States.
- Providing technical assistance to the Member States in the implementation of Directive 2016/802/EU as regards the sulphur content of marine fuels. Assistance could include further enhancement of guidance manuals for control, sampling and analysis, training for Sulphur Inspectors and workshops for the exchange of best practices.
- Providing technical assistance to the Commission and the Member States on the development of alternative emission abatement methods such as alternative fuelling (LNG, methanol, etc.), exhaust gas cleaning systems (scrubber), biofuels and other alternative methods as required by Directive 2016/802/EU as regards the sulphur content of marine fuels.
- Providing assistance to the Commission as technical secretariat of the Air Emissions Sub-Group of the ESSF.
- Providing technical support to the Commission within the context of the Sulphur Committee foreseen by Directive 2016/802/EU.
- Providing technical assistance to the Commission and the Member States to support effective and consistent implementation of the 0.50% global limit on the sulphur content of fuel oil which will apply from 1 January 2020.

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.
- Providing technical assistance to the Commission on the discussion on the recycling capacity needs of the EU shipping industry.

5. Ballast water and anti-fouling systems:

- Supporting Member States in the implementation of the IMO Convention by organising training and/or workshops as relevant.
- Helping Member States implement the Convention as requested by the CNTA (i.e. guidance notes/best practises for sampling).
- Providing technical assistance to the Commission and the Member States regarding the issue of anti-fouling systems, as appropriate.

6. Other:

- Provision, upon request, of technical assistance and support to the Commission and Member States in the implementation related to other environmental issues such as Maritime Spatial Planning and the Marine Strategy Framework Directive.
- 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 2019	Staff
EuroMed Maritime Safety Project (SAFEMED IV)	EC, DG NEAR	2017-2021 4,000,000 €	None expected	2 CA + ½ SNE ³³

Legal Basis

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

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

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

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

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

Finally the Agency, building upon its expertise with Paris MoU, will provide support to the work of the Mediterranean MoU with particular emphasis in developing a harmonized scheme for the training and assessment of competences of port state control inspectors, as well as a dedicated inspection database, namely THETIS-MeD.

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

³³ Project financed activities 7100 and 7400 (SAFEMED IV and BC Sea) will share 1 SNE.

Multi-annual strategic objectives

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

Annual objectives 2019

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

Expected outcome 2019

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 2019

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

Output Indicators		Result 2017	Target 2019
Implementation of SAFEMED IV, EuroMed Maritime Safety Project	number of training sessions per year	6	Up to 5
	number of activities per year	16	Up to 6

	number of ENP experts attending per year	30 ³⁴	90
	level of customer satisfaction	>80%	>85%

³⁴ The SAFEMED III and the TRACECA II projects ended, respectively, on 15 March 2017 and 31 January 2017, so no training sessions were held. The inception phases of the new projects have only recently been concluded and so the number of meetings and training sessions, and therefore attendees, has been limited.

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2019	Staff
Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions (BC Sea)	EC, DG NEAR	2016-2021 4,000,000 €	None expected	2 CA + ½ SNE ³⁵

Legal Basis

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

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

In 2019 the Agency will continue to provide the project's beneficiary countries with technical assistance through activities aiming to promote a harmonised approach in the field of maritime safety, security and pollution preparedness/response as well as boost expertise and organisational capacity of Beneficiaries to implement and enforce obligations arising from the implementation of the maritime international legislation. An additional objective of the project will be to assist the beneficiaries to align their national standards and practices with those of the European Union. Upon request EMSA can also provide support for the preparation of the IMSAS or post audit activities related to capacity building.

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

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

Multi-annual strategic objectives

- 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)

³⁵ Project financed activities 7100 and 7400 (SAFEMED IV and BC Sea) will share 1 SNE.

Annual objectives 2019

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

Expected outcome 2019

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 2019

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

Output Indicators		Result 2017	Target 2019
Implementation of Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions	number of training sessions per year	1 ³⁶	Up to 5
	number of activities per year	17	Up to 6
	number of ENP experts attending per year	38 ³⁷	70
	level of customer satisfaction	>80%	>85%

³⁶ The SAFEMED III and the TRACECA II projects ended, respectively, on 15 March 2017 and 31 January 2017, so no training sessions were held. The inception phases of the new projects have only recently been concluded and so the number of meetings and training sessions, and therefore attendees, has been limited.

³⁷ See previous footnote.

Pollution preparedness, detection and response

5.1 OPERATIONAL POLLUTION RESPONSE SERVICES³⁸

Input	
Commitment appropriations in EUR	19,982,361
Payment appropriations in EUR	17,510,471
Staff	10 AD, 2 AST, 1 SNE, 3 CA

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

The Agency has established an oil spill response capacity around the European coastline, available upon request via the Emergency Response Coordination Centre (ERCC)³⁹, to coastal States – including EU Member States, coastal European Free Trade Association/European Economic Area Contracting Parties, coastal EU Candidate/Acceding Countries, and third countries sharing a regional sea basin with the Union – and the Commission. EMSA's stand-by vessel arrangements and equipment assistance service (EAS) stockpiles cover all European waters.

In 2019, EMSA's "tool-box" available to support the pollution response mechanisms of coastal States will include:

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

As risks differ in regions, the distribution and response capabilities of the operational pollution response services provided by the Agency are based on environmental sensitivities of sea areas, amount of oil transported in the area, ship traffic density, existing oil pollution response capacity in coastal States of that region, etc. Following a review of the geographical distribution and number of response arrangements, in 2019 the location of certain response arrangements will be optimised.

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

Moreover, in 2019 the Agency will continue strengthening existing response arrangements considering latest developments of state-of-the-art equipment.

³⁸ Subject to the outcome of the oil spill response vessels procurements, it may be necessary to update this section.

³⁹ The Emergency Response Coordination Centre (ERCC) is the operational centre for the EU Civil Protection Mechanism, to be activated during major disasters. The ERCC is accessible 24 hours a day and is managed and operated by Directorate-General for European Civil Protection and Humanitarian Aid Operations (DG ECHO) of the European Commission.

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 2019

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

Expected outcome 2019

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

In 2019 the Agency will continue implementing a programme aiming at the enhanced operational cooperation with the Member States through seminars, e-learning modules and the provision of "hands-on" training on the operation of complex EAS equipment systems.

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

Planned output 2019

1. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.
2. Following the expected signature of the Vessel Availability Contract for the East Mediterranean Sea in 2018, the vessel will become operational in 2019.
3. Retender the three stand-by oil spill response service contracts for the Adriatic, Central and West Mediterranean Seas to replace the non-renewable contracts ending in 2020.
4. Renewal of four vessel availability contracts covering the North Sea, Atlantic coast and the Northern Black Sea for an additional 4-year period.
5. Manage the existing Equipment Assistance Service (EAS) contracts for the North Sea, the Baltic Sea and the Adriatic Sea.
6. Following the expected signature of the EAS contract for the Northern Baltic Sea in 2018, the arrangement will become operational in 2019.
7. Retender the two EAS contracts in the North Sea and Baltic Sea to replace the non-renewable contracts ending in 2020.
8. Renewal of three EAS contracts for the Baltic Sea, the North Sea and the Adriatic Sea for an additional 1-year period.
9. Management of existing dispersant stockpiles and setting up a new one in the Black Sea, as requested.
10. Enhance the response capacity of existing Vessel Network and EAS arrangements through equipment improvements and/or setting-up of additional dispersant capability.
11. Overhauling of ageing equipment and replacement of obsolete equipment, in line with the 'Equipment Policy' of the Agency.
12. Organise the participation of EMSA's pollution response assets in international exercises, using the mobilisation procedure of the ERCC.
13. Mobilise pollution response assets in case of request for assistance by a Requesting Party.
14. Provide expertise to Member States and/or the European Commission in case of pollution incidents.
15. Support multipurpose operations within the context of coast guard functions, including joint deployment of pollution response assets.

Output Indicators		Result 2017	Target 2019
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	17	17 ⁴⁰
	number of fully equipped vessels for dispersant application	4	5
New vessels pre-fitting	number of newly contracted vessels pre-fitted	1	1
Equipment Assistance Service (EAS)	number of stockpiles	3	4
Vessel/Equipment replacement/adaptation/upgrade	number of projects completed per year	5	5
Vessel/Equipment drills and exercises	number of Vessel drills (acceptance drills and quarterly drills) per year	70	70
	number of operational exercises per year	14	10
	number of Equipment Assistance Service (EAS) drills	13	16
	number of notification exercises per year	23	14
Training on the use of the Pollution response services	number of seminars and "hands-on" training sessions	n/a	4
Response to requests for vessel/equipment services	mobilisation time in hours	24	24
Dispersant stockpiles	number of stockpiles	4	7
	minimum quantity of dispersants available at any time	800 tonnes	1600 tonnes

⁴⁰ There is an uncertainty regarding the continuation of the two vessel arrangements in the Northern North Sea and Atlantic North areas, contracted from the British company James Fisher Everard, due to possible Brexit implications and commercial considerations of the company regarding the chartering of those vessels.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Input	
Commitment appropriations in EUR	7,717,096
Payment appropriations in EUR	8,928,487
Staff	6 AD ⁴¹

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

The CleanSeaNet service was developed on the basis of Directive 2005/35/EC, as amended, which states that EMSA shall “work with the Member States in developing technical solutions and providing technical assistance (...) in actions such as tracing discharges by satellite monitoring and surveillance”. The service will continue to be provided in line with user requirements, using primarily Synthetic Aperture Radar (SAR) missions, and in particular the Sentinel-1 satellite network as the main data supplier. The service can be accessed through EMSA’s common Graphical User Interface (SEG). The Agency’s Earth Observation Data Centre (EODC) continues to be the Agency’s main system in terms of management and dissemination of EO value added information (oil spill detection, vessel detection, activity detection, etc.) from SAR and optical satellites, providing a wide range of EO services to users in the maritime surveillance and pollution response domains. EMSA will explore how the Earth Observation CleanSeaNet service can also address other forms of marine pollution besides illegal discharges of oil by ships and oil spills in case of accidents.

The Agency will complement satellite imagery by offering RPAS monitoring services to interested Member States. This will allow a more flexible and intensive detection and monitoring of illegal oil discharges and use of heavy fuel for propulsion exceeding the sulphur limits.

The Agency will continue to dialogue with the relevant prosecutor networks to promote follow-up actions in the field of deliberate discharges following CleanSeaNet detections.

Multi-annual strategic objectives

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

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

Annual objectives 2019

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

Expected outcome 2019

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), activity detection and change detection. The EODC capabilities will be extended to match new user requirements, not only from CleanSeaNet but from across EMSA's range of maritime services, as these develop.

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

Planned output 2019

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

Output Indicators		Result 2017	Target 2019
Satellite images	number of images ordered and analysed per year	3816	n/a
CleanSeaNet service earth observation (EO) image delivery	percentage per year EO image delivery ratio	n/a	90
Assistance for accidental spills	percentage response rate to assistance requests	100	100
Participation in oil spill response exercises	percentage response rate to requests for participation in oil spill response exercises.	not applicable	80
Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	99.7	97.5
RPAS systems available	number of RPAS systems available for environmental protection (pollution and emissions)	not applicable	3
RPAS monitoring	number of deployment days per year (pollution monitoring and emission monitoring)	not applicable	90

5.3 COOPERATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Input	
Commitment appropriations in EUR	1,434,787
Payment appropriations in EUR	1,478,287
Staff	4 AD

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 including oil and chemical spills fate and trajectory modelling.

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

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

EMSA will also continue to: provide technical support to the Commission, as part of the European Union delegation, during international and Regional Agreement meetings; develop and disseminate information "tools" (including e-learning tools); and update lists of marine pollution response capacities available in Europe⁴².

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

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

In 2019, EMSA will conduct a review of current and past operational activities and their actual or potential effect on the removal of marine litter (plastic). This review shall include the activities of the "Ocean Cleanup" project, "Fishing for Litter" as well as other activities in Europe and beyond

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

⁴² Updates will be done via the database of the Common Emergency Communication and Information System (CECIS).

environmental, protection interest, where appropriate. (D7)

Annual objectives 2019

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

Expected outcome 2019

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

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

Planned output 2019

1. Implement the HNS Action Plan:
 - Maintain the network of specialised chemical experts (MAR-ICE Network).
 - Maintain and update database/datasheets of chemical substances for marine pollution response (MAR-CIS).
 - Maintain oil and chemical spills fate and trajectory modelling capabilities.
2. Maintain and update marine pollution preparedness and response related information, studies, tools, reports and inventories. Maintain the Dispersant Usage Evaluation Tool (DUET).
3. Coordinate the PRS User Group, Inter-Secretariat and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme. The envisaged events under the CTG MPPR include training courses on specific subjects such as maritime surveillance.
4. Support activities of the Commission, Regional Agreements, the IMO and other relevant bodies/organisations (including participation in the Arctic Council) where appropriate.
5. Develop a methodology and conduct an evaluation of the efficiency of the EMSA's oil pollution response services ("stress test") at EU level together with the Member States and Regional Agreements.
6. Conduct a study exploring the issue of marine litter (plastics) and what can be done about it in the European context.

Output Indicators		Result 2017	Target 2019
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	33	25
Cooperation, coordination and information			
Coordination of the CTG MPPR	number of CTG MPPR/InterSec meetings and workshops	3	3
Coordination of the PRS User Group Meeting	number of meetings	1	1
Development of decision support tools	number of decision support tools	1	1
Evaluation of EMSA's oil pollution response services ("stress test")	number of workshops	not applicable	2

Horizontal activities

6.5 COMMUNICATION, MISSIONS AND EVENTS SUPPORT

Input	
Commitment appropriations in EUR	1,597,515
Payment appropriations in EUR	1,597,515
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 2019.

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

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

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

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

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

Multi-annual strategic objective

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

Annual objectives 2019

- 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 2019

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 2019

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

Output Indicators		Result 2017	Target 2019
Publications	number of publications/leaflets/brochures produced per year	21.5	16
Events support	total number of meetings/workshops organised by EMSA per year	49	80
	total number of participants at EMSA meetings/workshops per year	1246 ⁴³	2000

⁴³ Against a target of 1250. These figures cover all EMSA events and participants, including all workshops and training that may also be reported in part under specific activities or sub-activities, such as training for enlargement countries under the activity "Training, cooperation and capacity building", where such events are key outputs of the activity. From 2019, the target also includes events under project financed activities.

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Staff ⁴⁴	
Management/bureau/horizontal tasks	11 AD, 8 AST
Human Resources, Protocol and Document Management	4 AD, 5 AST, 7 CA
Legal and Financial Affairs, Facilities and Logistics	5 AD, 6 AST ⁴⁵ , 4 CA
Operations support (ICT)	1 AD, 7 AST, 3 CA

Legal Basis

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

In 2019 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 has certified the Quality Management System for the Visits and Inspections activities in the beginning of 2017, for a 3-year cycle. In parallel, the Agency has started the development and implementation of the ICT Service Management System, aiming to certify it in 2019.

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

In the field of Human Resources, in the light of the 2014 amended Staff Regulations and the Conditions of Employment of Other Servants, efforts will continue focusing on the implementation of the relevant revised legislative framework. The Agency will foster staff development and staff redeployment policies, in order to enhance the efficiency and flexibility of staff, and to address the new priorities. Work to further streamline and automatize human resource-related processes in order to achieve efficiency gains will proceed.

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

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

⁴⁴ Financial resources are not applicable here as they are ventilated across operational activities following the Agency's activity based approach. See Annex I for further information.

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

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

In the field of ICT, focus will be put on operational / security challenges and striving for improvements in performance and quality and reductions in ICT support costs as well as business continuity. The overall task in 2019 will be to continue ensuring efficient, reliable, stable and secure operations with the smooth releases of application/infrastructure enhancements, new applications and pilots, in line with EMSA's evolving ICT landscape.

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

Multi-annual strategic objectives

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

Annual objectives 2019

- Monitor the implementation of the annual programme 2019 (Section III of the Single Programming Document 2019-2021).
- Further implementation of requirements and principles emanating from the applicable Framework Financial Regulation, the Joint Statement of the European Parliament, the Council of the EU and the European Commission on decentralised agencies (Common Approach, Road-map).
- Development and Implementation of new Implementing Rules giving effect to the Staff Regulations.
- Job screening exercise with the aim of enabling the Agency to take sound decisions on resource allocation. The exercise will contribute to better reporting to stakeholders and increased transparency concerning the utilisation of jobs at EMSA and will facilitate redeployment.
- Implementation of the "Action Plan for Gender Balance at EMSA".
- Simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness.
- Continue the development of the document management archiving policy and streamline the use of electronic workflows throughout the Agency.
- Maintain good relations with the Portuguese Authorities to allow for a smooth implementation of the existing Protocol between EMSA and the Government of Portugal.
- Ensure business continuity and advanced ICT services.

Expected outcome 2019

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

Planned output 2019

Management team:

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

Human resources:

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

Legal Financial and Facilities Support:

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

Operations support (ICT):

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

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

Output Indicators		Result 2017	Target 2019
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 with the exception of RPAS services delay. A budget amendment was adopted to return unused subsidy to the EU budget	as close as possible to full implementation
Establishment plan	execution rate establishment plan	96.7 ⁴⁶	as close as possible to 100%
Budget	execution rate commitment appropriations	98	as close as possible to 100% and in any case above 95%
	execution rate payment appropriations	96	as close as possible to 100% and in any case above 95%

⁴⁶ This result does not include the 4 offer letters sent which, if included, would result in an execution of the establishment plan of 98.58%.

Annexes

Annex I. Resources per Activity

ABB	List of activities 2018	Temporary Agents		SNE	CA	TOTAL	Commitment appropriations	Payment Appropriations
		AD	AST					
2100	Union maritime information and exchange system (integrated maritime services; SafeSeaNet; improving internal market and maritime transport efficiency)	37 ⁴⁷	12 ⁴⁸	3		52	27,393,171	27,203,271
2200	EU LRIT Cooperative Data Centre and LRIT International Data Exchange	7	7			14	3,843,297	3,924,194
2300	THETIS Information System	5	1		1	7	2,063,081	2,428,771
2400	Maritime support Services	3	1	4	4	14	1,470,865	1,470,865
3100	Classification Societies	10	1	1		12	2,108,955	2,084,415
3200	STCW	6	2	1		9	1,571,606	1,572,006
3300	Visits to Member States to monitor the implementation of Union Law	5	2	1		8	1,272,988	1,262,788
3400	Maritime Security	3		1	1	6	786,341	767,341
3600	Horizontal analysis and research	3 ⁴⁹				3	586,654	574,654
4100	Port State Control & Flag State Enforcement	3				3	560,154	550,654
4200	Accident investigation	4	1	1		6	1,297,108	1,262,108
4300	Training, cooperation and capacity building	4 ⁵⁰	1	1		6	2,099,708	1,989,108
4400	Marine equipment and ship safety standards (including IMO)	7 ⁵¹	1	1		9	2,053,782	2,060,412
4500	Ship Inspection Support	6 ⁵²		2	1	8	1,828,709	1,788,180
4600	Prevention of pollution by ships	5		1		6	1,233,664	1,201,864
6500	Communication, Missions & Events support	3	3		6	12	1,597,515	1,597,515
5100	Operational Pollution Response Services	10	2	1	3	16	19,982,361	17,510,471
5200	CleanSeaNet and illegal discharges	6 ⁵³				6	7,717,096	8,928,487

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

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

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

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

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

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

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

5300	Cooperation and information relating to pollution preparedness and response	4				4	1,434,787	1,478,287
6100	Management/bureau/horizontal tasks	11	8			19	<i>financial resources distributed across the activities</i>	
6200	Human Resources, Protocol and Document Management	4	5		7	16		
6300	Legal and Financial Affairs, facilities and logistics	5	6 ⁵⁴		4	15		
6400	Operations support (ICT)	1	7		3	11		
n/a	Copernicus staff financed by the EMSA subsidy				3	3		
SUBTOTALS		152	60	18	33			
TOTAL		212		51		263	80,901,842	79,655,391

- Figures are based on the staff and budget proposed for 2019 which are in line with the Commission Communication on the "Programming of human and financial resources for the decentralised Agencies" dated July 2013; and with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency; pending the outcome of the budgetary procedure.
- In 2019 the Agency will have, subject to signature of relevant agreements, 12 additional project-financed CAs (8 CAs for the implementation of a SLA with Frontex, 2 CAs for the implementation of the new project for technical assistance in the Mediterranean Sea and 2 CAs for the implementation of the new project for technical assistance to the eastern EU neighbouring countries (Black and Caspian Seas)).
- The Agency implements an activity based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one operational activity according to the prevailing function of the staff. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct staff allocated to each activity. For the purposes of the ABB exercise, the 3 Contract Agents foreseen for the project-financed activity Copernicus but financed by the EMSA Budget are treated as indirect staff.

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

Project financed activities:

ABB Code	Project Financed Activities	Planned Contract Agents	Expected financial input in 2019
7100	SAFEMED IV EuroMed Maritime Safety Project	2 CA + 1/2 SNE ⁵⁵	0
7200	FRONTEX SLA	8 CA	12,000,000
7210	EFCA SLA	-	0
7400	BC Sea Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions	2 CA +1/2 SNE	0
7500	COPERNICUS <i>Three CAs foreseen for Copernicus are covered by EMSA's subsidy: they are already included in the preceding table.</i>	-	10,877,000 ⁵⁶
7600	EQUASIS (R0 FUNDS)	-	450,000
7700	THETIS-EU	-	40,000
7710	THETIS-MRV	-	100,000
7800	EC Funds for candidate and potential candidate	-	0
7901	Interoperability project	-	0
Total		12 CA + 1 SNE	

⁵⁵ Project financed activities 7100 and 7400 (SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) will share 1 SNE.

⁵⁶ DG GROW may increase the amount to 12 million Euros.

Annex II. Financial Resources

Table 1: Expenditure

		Amended Budget 2018 ⁵⁷		Budget 2019	
		CA	PA	CA	PA
Title 1	Staff Expenditure	23,542,970	23,542,970	26,047,261	26,047,261
	<i>of which Cooperation on Coast Guard Functions</i>	1,423,000	1,423,000	1,385,000	1,385,000
Title 2	Infrastructure & Operating Expenditure	4,327,412	4,327,412	4,214,981	4,214,981
	<i>of which Cooperation on Coast Guard Functions</i>	182,000	182,000	185,000	185,000
Title 1+2	Administrative Expenditure	27,870,382	27,870,382	30,262,242	30,262,242
	<i>of which Cooperation on Coast Guard Functions</i>	1,605,000	1,605,000	1,570,000	1,570,000
Title 3 Total	Operational Expenditure	29,406,661	22,539,049	25,589,600	25,560,149
	<i>of which Cooperation on Coast Guard Functions</i>	21,002,000	13 021 000	18,963,592	20,395,279
	<i>Operational Expenditure excl. Cooperation on Coast Guard Functions</i>	8,404,661	9,518,049	6,626,008	5,164,870
Title 4 Total	Anti-Pollution Measures	24,675,000	26,783,282	25,050,000	23,833,000
Title 5 Total	Project Financed Actions	8 085 956	8 085 956	p.m.	p.m.
Grand Total		90,037,999	85,278,669	80,901,842	79,655,391

⁵⁷ EMSA 2018 Amended Budget (20 August 2018)

Expenditure	Commitment appropriations						
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018 (%)	Envisaged in 2020	Envisaged in 2021
			Agency request	Agency request			
Title 1 - Staff expenditure	22,368,873	23,542,970	26,047,261	26,047,261	10.64%		
11 Salaries & allowances	20,697,203	22,268,800	24,670,261	24,670,261	10.78%		
- Of which establishment plan posts	20,697,203	22,268,800	24,670,261	24,670,261	10.78%		
- Of which external personnel							
12 Expenditure relating to Staff recruitment	314,085	305,000	330,000	330,000	8.20%		
Employer's pension contributions							
13 Mission expenses	97,260	77,170	90,000	90,000	16.63%		
14 Socio-medical infrastructure	26,477	22,000	35,000	35,000	59.09%		
15 Training	213,564	260,000	230,000	230,000	-11.54%		
External Services							
16 Social welfare	1,008,500	580,000	670,000	670,000	15.52%		
17 Receptions events and representation	11,784	30,000	22,000	22,000	-26.67%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	4,034,656	4,327,412	4,214,981	4,214,981	-2.60%		
20 Rental of buildings and associated costs	3,185,724	3,409,355	3,429,481	3,429,481	0.59%		
21 Information communication technology and data processing	564,797	471,057	451,000	451,000	-4.26%		
22 Movable property and associated costs	39,260	35,000	28,000	28,000	-20.00%		
23 Current administrative expenditure	55,730	130,500	101,500	101,500	-22.22%		
24 Postage / Telecommunications	79,308	156,500	80,000	80,000	-48.88%		
25 Meeting expenses	109,837	125,000	125,000	125,000	0.00%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	14,863,031	29,406,661	25,589,600	25,589,600	-12.98%		
31 Information Services & Databases	5,437,830	4,352,221	4,394,131	4,394,131	0.96%		

32 Information and Communication	140,174	170,000	145,000	145,000	-14.71%		
33 Operational Workshops & Training	1,121,396	1,228,100	1,255,060	1,255,060	2.20%		
35 Studies in support of the Agency's operations	591,070	462,840	423,070	423,070	-8.59%		
36 Operational missions	635,000	615,000	664,000	664,000	7.97%		
37 (39 in 2015) L.R.I.T.	1,499,636	1,576,500	1,576,000	1,576,000	-0.03%		
39 Cooperation on Coast Guard Functions	5,437,924	21,002,000	17,132,339	17,132,339	-18.43%		
Titles 1, 2 & 3	41,266,561	57,277,043	55,851,842	55,851,842	-2.49%	59,241,626	
Title 4 (ch. 38 in 2015) - Anti-pollution measures	22,246,974	24,675,000	25,050,000	25,050,000	1.52%	26,100,000	
41 Pollution Response Services	17,748,897	16,939,782	17,610,084	17,610,084	3.96%		
42 CleanSeaNet	4,160,710	7,405,718	6,689,916	6,689,916	-9.67%		
43 Co-operation & Co-ordination and Information	337,368	329,500	750,000	750,000	127.62%		
Title 5 (in 2016 and 2017) - Project Financed Actions	27,579,359	8,085,956	p.m.	p.m.		p.m.	
51 Maritime Information Services		p.m.	p.m.	p.m.			
52 Assistance to Candidate and ENP Countries	2,041,034	1,735,781	p.m.	p.m.			
53 Surveillance SLAs	13,052,654	2,937,675	p.m.	p.m.			
54 CleanSeaNet Services to Third Parties	343,829	p.m.	p.m.	p.m.			
55 COPERNICUS	11,083,810	2,840,000	p.m.	p.m.			
56 EQUASIS	514,198	350,000	p.m.	p.m.			
57 THETIS Modules	324,654	222,500	p.m.	p.m.			
59 CG Pilot Project	219,180	p.m.	p.m.	p.m.			
TOTAL	91,092,894	90,037,999	80,901,842	80,901,842	-10.15%	85,341,626	

Expenditure	Payment appropriations						
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018 (%)	Envisaged in 2020	Envisaged in 2021
			Agency request	Budget forecast			
Title 1 - Staff expenditure	22,145,313	23,542,970	26,047,261	26,047,261	10.64%		
11 Salaries & allowances	20,641,414	22,268,800	24,670,261	24,670,261	10.78%		
- Of which establishment plan posts	20,641,414	22,268,800	24,670,261	24,670,261	10.78%		
- Of which external personnel							
12 Expenditure relating to Staff recruitment	243,931	305,000	330,000	330,000	8.20%		
Employer's pension contributions							
13 Mission expenses	82,927	77,170	90,000	90,000	16.63%		
14 Socio-medical infrastructure	11,437	22,000	35,000	35,000	59.09%		
15 Training	162,617	260,000	230,000	230,000	-11.54%		
External Services							
16 Social welfare	997,505	580,000	670,000	670,000	15.52%		
17 Receptions events and representation	5,482	30,000	22,000	22,000	-26.67%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	3,508,809	4,327,412	4,214,981	4,214,981	-2.60%		
20 Rental of buildings and associated costs	2,951,626	3,409,355	3,429,481	3,429,481	0.59%		
21 Information communication technology and data processing	353,122	471,057	451,000	451,000	-4.26%		
22 Movable property and associated costs	25,585	35,000	28,000	28,000	-20.00%		
23 Current administrative expenditure	39,974	130,500	101,500	101,500	-22.22%		
24 Postage / Telecommunications	45,065	156,500	80,000	80,000	-48.88%		
25 Meeting expenses	93,436	125,000	125,000	125,000	0.00%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	9,658,571	22,539,049	25,560,149	25,560,149	13.40%		
31 Information Services & Databases	5,266,796	5,151,693	5,566,899	5,566,899	8.06%		

32 Information and Communication	114,961	170,000	145,000	145,000	-14.71%		
33 Operational Workshops & Training	952,267	1,228,100	1,080,000	1,080,000	-12.06%		
35 Studies in support of the Agency's operations	297,654	696,256	452,910	452,910	-34.95%		
36 Operational missions	501,142	615,000	558,000	558,000	-9.27%		
37 (39 in 2015) L.R.I.T.	1,504,541	1,657,000	1,575,000	1,575,000	-4.95%		
39 Cooperation on Coast Guard Functions	1,021,210	13,021,000	16,182,340	16,182,340	24.28%		
Titles 1, 2 & 3	35,312,693	50,409,431	55,822,391	55,822,391	10.74%	59,512,080	
Title 4 (ch. 38 in 2015) - Anti-pollution measures	19,922,354	26,783,282	23,833,000	23,833,000	-11.02%	25,175,000	
41 Pollution Response Services	15,740,468	18,951,795	15,138,194	15,138,194	-20.12%		
42 CleanSeaNet	3,772,009	7,512,407	7,901,306	7,901,306	5.18%		
43 Co-operation & Co-ordination and Information	409,877	319,080	793,500	793,500	148.68%		
Title 5 (in 2016 and 2017) - Project Financed Actions	16,324,463	8,085,956	p.m.	p.m.		p.m.	
51 Maritime Information Services		p.m.	p.m.	p.m.			
52 Assistance to Candidate and ENP Countries	710,038	1,735,781	p.m.	p.m.			
53 Surveillance SLAs	8,704,981	2,937,675	p.m.	p.m.			
54 CleanSeaNet Services to Third Parties	240,984	p.m.	p.m.	p.m.			
55 COPERNICUS	6,109,236	2,840,000	p.m.	p.m.			
56 EQUASIS	254,640	350,000	p.m.	p.m.			
57 THETIS Modules	85,404	222,500	p.m.	p.m.			
59 CG Pilot Project	219,180	2,840,000	p.m.	p.m.			
TOTAL	71,559,510	85,278,669	79,655,391	79,655,391	6.59%	84,687,080	

Table 2: Revenue

REVENUES	2018		2019	
	Revenues estimated by the agency		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
EU contribution	83,196,590	72,131,827	78,632,000.00	77,415,000.00
Other Revenue	6,841,409	13,146,842	2,269,842.00	2,240,391.00
TOTAL REVENUES	90,037,999	85,278,669	80,901,842.00	79,655,391.00

Revenue ⁵⁸	Commitment appropriations						
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018 (%)	Envisaged in 2020	Envisaged in 2021
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	404,768	300,000	300,000	300,000	0.00%	300,000	
2 EU CONTRIBUTION	61,473,121	79,686,415	78,632,000	78,632,000	-1.32%	82,968,000	
- Of which assigned revenues deriving from previous years' surpluses	961,000	790,699	952,587	952,587	20.47%	1,000,000	
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,518,386	1,869,829	1,879,842	1,879,842	0.54%	1,983,626	
- Of which EEA/EFTA (excl. Switzerland)	1,518,386	1,869,829	1,879,842	1,879,842	0.54%	1,983,626	
- Of which candidate countries							
4 OTHER CONTRIBUTIONS⁵⁹	117,260	95,799	90,000	90,000	-6.05%	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	14,454,515	3,510,175	p.m.	p.m.			
7 CORRECTION OF BUDGETARY IMBALANCES							

⁵⁸ C1 funds except for "4 Other Contributions": C4 funds.

⁵⁹ C4 funds.

Revenue ⁵⁸	Commitment appropriations						
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018 (%)	Envisaged in 2020	Envisaged in 2021
			Agency request	Budget forecast			
TOTAL	77,968,050	85,462,218	80,901,842	80,901,842	-5.34%	85,341,626	

Revenue ⁶⁰	Payment appropriations						
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018 (%)	Envisaged in 2020	Envisaged in 2021
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	404,768	300,000	300,000	300,000	0.00%	300,000	
2 EU CONTRIBUTION	53,409,797	74,898,362	77,415,000	77,415,000	3.36%	82,328,920	
- Of which assigned revenues deriving from previous years' surpluses	961,000	790,699	952,587	952,587	20.47%	1,000,000	
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,319,222	1,898,552	1,850,391	1,850,391	-2.54%	1,968,160	
- Of which EEA/EFTA (excl. Switzerland)	1,319,222	1,898,552	1,850,391	1,850,391	-2.54%	1,968,160	
- Of which candidate countries							
4 OTHER CONTRIBUTIONS⁶¹	101,260	95,799	90,000	90,000	-6.05%	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	7,464,155	3,510,175	p.m.	p.m.			
7 CORRECTION OF							

⁶⁰ C1 funds except for "4 Other Contributions": C4 funds.

⁶¹ C4 funds.

Revenue ⁶⁰	Payment appropriations						
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018 (%)	Envisaged in 2020	Envisaged in 2021
			Agency request	Budget forecast			
BUDGETARY IMBALANCES							
TOTAL	62,699,202	80,702,888	79,655,391	79,655,391	-1.30%	84,687,080	

REVENUES	Commitment appropriations				
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018(%)
			Agency request	Budget forecast	
ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)	2,041,034	1,735,781	-	-	-100.00%
ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.8)	11,083,810	2,840,000	10,877,000	10,877,000	282.99%
TOTAL	13,124,844	4,575,781	10,877,000	10,877,000	137.71%

REVENUES	Payment appropriations				
	Executed Budget 2017	Amended Budget 2018	Budget 2019		VAR 2019/2018(%)
			Agency request	Budget forecast	
ADDITIONAL EU FUNDING STEMMING FROM AD HOC GRANTS (FFR Art.7)	2,751,072	1,735,781	-	-	-100.00%
ADDITIONAL EU FUNDING STEMMING FROM DELEGATION AGREEMENTS (FFR Art.8)	6,109,236	2,840,000	10,877,000	10,877,000	282.99%
TOTAL	8,860,308	4,575,781	10,877,000	10,877,000	137.71%

Table 3: Budget outturn and cancellation of appropriations

Budget outturn	2015	2016	2017
Reserve from the previous years' surplus (+)			
Revenue actually received (+)	64,561,815	71,113,486	78,297,956
Payments made (-)	- 57,425,469	-65,128,657	-71,562,000
Carry-over of appropriations (-)	- 10,420,250	-14,832,354	-20,175,391
Cancellation of appropriations carried over (+)	153,450	101,511	132,498
Adjustment for carry over of assigned revenue appropriation from previous year (+)	4,108,142	9,528,981	14,259,414
Exchange rate differences (+/-)	- 15,857	+7,732	+109
Adjustment for negative balance from previous year (-)	-		
TOTAL	961,831	790,699	952,587

Annex III. Human Resources

Table 1: Overview of all categories of staff

Staff population		Actually filled as of 31.12.2016 (N-2)	Authorised under EU budget 2017 (N-1)	Actually filled as of 31.12.2017 (N-1)	Authorised under EU budget for year 2018 (N)	2018 budget for year 2019 ² (N+1)	Envisaged in 2020 ³ (N+2)	Envisaged in 2021 (N+3)
Officials	AD	3	3	3	3	3	3	3
	AST	0	0	0	0	0	0	0
	AST/SC	0	0	0	0	0	0	0
TA	AD	133	149	147	149	149	149	149
	AST	59	60	59	60	60	60	60
	AST/SC	0	0	0	0	0	0	0
Total		195	212	209	212	212	212	212
		FTE		FTE				
CA GFIV		12.1	19	13.2	20	20	20	20
CA GF III		4.8	7	5.29	6	6	6	6
CA GF II		15.9	16	15.58	17	17	17	17
CA GF I		2	2	2	2	2	2	2
Total CA ¹		34.8	44	36.08	45	45	45	45
SNE ⁴		15.2	19	15.8	19	19	19	19
Structural service providers		n/a	n/a	n/a	1	2	2	2
TOTAL								
External staff for occasional replacement		0	2	4.33 ⁵	3	3	3	3

Notes:

1.

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

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

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

2018: 33 Contract Agents to be financed by EMSA budget. 12 Contract Agents financed by external projects: 6 FG IV, 1 FGIII and 1 FGII 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. 12 Contract Agents financed by external projects: 6 FG IV, 1 FGIII and 1 FGII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea).

2020: 33 Contract Agents to be financed by EMSA budget. 12 Contract Agents financed by external projects: 6 FG IV, 1 FGIII and 1 FGII 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).

2021: 33 Contract Agents to be financed by EMSA budget. 12 Contract Agents financed by external projects: 6 FG IV, 1 FGIII and 1 FGII for FRONTEX, 1 FGIV and 1 FGIII for the project for assistance in the Mediterranean Sea, 1 FGIV and 1 FGIII for the project for assistance to the eastern EU neighbouring countries (Black and Caspian Sea).

2 and 3.

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

4.

2018, 2019, 2020 and 2021: 18 SNEs financed by the EMSA budget and 1 SNE financed by external projects (split between assistance in the Mediterranean Sea and assistance to the eastern EU neighbouring countries (Black and Caspian Sea)).

5.

The figure provided includes the interim staff financed by external projects

Table 2: Multi-annual staff policy plan 2019-2021

Category and grade	Establishment plan in EU Budget 2017		Filled as of 31/12/17*		Modifications in 2017 in application of flexibility rule		Establishment plan in voted EU Budget 2018		Modifications in 2018 in application of flexibility rule		Establishment plan in EU Budget 2019		Establishment plan 2020		Establishment plan 2021								
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA							
AD 16	0	0	0	0	N/A		0	0	N/A		0	0	0	0	0	0							
AD 15	0	1	0	1			0	1			0	1	0	1	0	1	0	1					
AD 14	0	1	0	1			0	1			0	1	0	1	0	1	0	1					
AD 13	1	4	0	2			1	4			1	4	1	4	1	4	1	4					
AD 12	1	10	1	5			1	10			1	10	1	10	1	10	1	10					
AD 11	0	14	0	12			0	14			0	14	0	14	0	14	0	14					
AD 10	1	19	1	15			1	19			1	19	1	19	1	19	1	19					
AD 9	0	28	0	37			0	28			0	28	0	28	0	28	0	28					
AD 8	0	29	0	20			0	29			0	29	0	29	0	29	0	29					
AD 7	0	26	1	24			0	26			1	24	0	26	1	24	0	24					
AD 6	0	12	0	14			0	12			0	14	0	12	0	14	0	14					
AD 5	0	5	0	16			0	5			0	16	0	5	0	16	0	16					
Total AD	3	149	3	147							3	149			3	149	3	149	3	149			
AST 11	0	0	0	0			N/A				0	0	N/A		0	0	0	0	0	0			
AST 10	0	1	0	0							0	1			0	1	0	1	0	1	0	1	
AST 9	0	0	0	1							0	0			0	0	0	0	0	0	0	0	0
AST 8	0	1	0	0							0	1			0	1	0	1	0	3	0	3	
AST 7	0	4	0	2							0	4			0	4	0	4	0	8	0	11	
AST 6	0	15	0	11							0	15			0	19	0	17	0	20	0	22	
AST 5	0	20	0	20							0	20			0	20	0	20	0	18	0	15	
AST 4	0	16	0	15							0	16			0	12	0	12	0	10	0	8	
AST 3	0	3	0	10							0	3			0	3	0	3	0	0	0	0	0
AST 2	0	0	0	0							0	0			0	0	0	0	0	0	0	0	0
AST 1	0	0	0	0	0	0			0	0	0	0			0	0	0	0	0				
Total AST	0	60	0	59					0	60					0	60	0	60	0	60			
Total AST/SC	0	0	0	0					0	0					0	0	0	0	0	0			
TOTAL	3	209	3	206			3	209			3	209	3	209	3	209							

*The filled posts include 4 employment offer letters for temporary agents which have already been issued (2 AD5, 1 AD6 and 1 AD7).

Annex IV. Human resources – qualitative

A) Recruitment Policy

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

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

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

The majority of the Contract Agents are assigned to long term positions, with the exception of contract agent staff working for the Maritime Support Services.

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

All published vacancies in 2017 are available on the Agency's website <http://www.emsa.europa.eu/positions-available/previous-vacancies.html>. The call for applications containing the requirements and functions of the post illustrate the technical profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is substantially lower than in Brussels and over the years it has been reduced from 91.7% in 2006 to 82.4% from July 2017. Following the publication of the Eurostat report on 31 October 2018, there are indications that this trend may have reached a turning-point. Moreover, partners/spouses are facing difficulties to continue with their professional careers in Portugal, which is further affecting the attractiveness of Lisbon as a place of employment. It should also be highlighted that the Agency needs to recruit people with specialised maritime and other relevant expertise.

Temporary Agents and Officials

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

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

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

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

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

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

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

Contractual Agents

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

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

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

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

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

Seconded National Experts and National Experts on Professional Training

Following the Commission decision of 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

Since 2016, the Agency has been using interim staff. This provides for flexible arrangements in order to address service needs and replace statutory staff (e.g. administration) during the various leaves or absences.

B) Appraisal of performance and reclassification/promotions

Table 1: Reclassification of temporary staff/ promotion of officials

Category and grade	Staff in activity at 01.01.2016		How many staff members were promoted/ reclassified in 2017		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	6	0	0	-
AD 11	0	10	0	3	4.3
AD 10	1	17	0	1	N/A
AD 9	0	29	0	12	4.2
AD 8	0	28	0	5	2.9
AD 7	1	16	0	9	3.0
AD 6	0	20	0	1	N/A
AD 5	0	3	0	0	-
Total AD	3	133	0	31	3.7
AST 11	0	0	0	0	-
AST 10	0	0	0	0	-
AST 9	0	1	0	0	-
AST 8	0	0	0	0	-
AST 7	0	2	0	0	-
AST 6	0	10	0	1	N/A
AST 5	0	16	0	6	2.8
AST 4	0	18	0	4	5.0
AST 3	0	12	0	2	3.2
AST 2	0	2	0	0	-
AST 1	0	0	0	0	-
Total AST	0	61	0	13	3.1
Total	3	194	0	44	3.5

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2016	How many staff members were reclassified in 2017	Average number of years in grade of reclassified staff members ⁶²
CA IV	18	0	0	-
	17	0	0	-
	16	0	0	-
	15	0	1	N/A
	14	8	0	-
	13	3	0	-
CA III	12	0	1	N/A
	11	1	0	-
	10	1	0	-
	9	1	1	N/A
	8	2	0	-
CA II	7	2	3	2.78
	6	6	0	-
	5	5	1	N/A
	4	2	0	-
CA I	3	2	0	-
	2	0	0	-
	1	0	0	-
Total		33	7	2.7

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

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

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

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

⁶² With regard to the average number of years in grade of reclassified staff members, the average is not shown when only 1 staff member is promoted. The total takes all the averages into consideration.

appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification 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. Fifteen internal calls for applications were published during 2017.

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. Four posts were published using the interagency mechanism during 2017.

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

Obviously, the mechanism also works in the other direction. Some EMSA staff members have recently found new job opportunities in other EU bodies

Mobility between the Agencies and the Institutions

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

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

D) Gender and geographical balance

Overall, as was the case in 2015 and 2016, at the date of December 2017, women represented 35% of the workforce of the Agency against 65% men.

The table below shows the breakdown of this overall picture:

Status 31.12.2017	Statutory Total	CA	SNE	Grand total	
Men	137	16	13	166	257
	82%	10%	8%	65%	
	166		100%		
Women	67	21	3	91	
	74%	23%	3%	35%	
	91		100%		

82% of men employed occupy statutory positions, whilst 10% occupy Contract Agent positions and 8% occupy Seconded National Experts positions. Within the female category the percentages are different: 74% are occupying statutory posts, 23% contract agent positions and 3% Seconded National Expert positions.

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

Status	Statutory		Statutory Total	CA	SNE	TOTAL
	AD	AST				
31.12.2017						
Men	109	28	137	16	13	166
	75%	47%	67%	43%	81%	65%
Women	36	31	67	21	3	91
	25%	53%	33%	57%	19%	35%
Grand total	145	59	204	37	16	257

The female/male ratio at the moment within the statutory positions (Officials and Temporary Agents) is 33% female and 67% male.

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

Regarding Contract Agents, the ratios are more balanced, with 57% are females against 43% males.

Regarding Seconded National Expert positions, the ratio is 19% female and 81% male.

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

The table below shows the geographical distribution of staff (all categories, including National Experts) working in EMSA at 31 December 2017.

31 December 2017	Statutory			CA	SNE	Total	%
	AD	AST	Total Stat				
Portugal	33	21	54	15	0	69	26.85%
Spain	19	3	22	2	7	31	12.06%
Italy	14	6	20	5	3	28	10.89%
Belgium	6	10	16	5	0	21	8.17%
United Kingdom	9	6	15	3	0	18	7.00%
Poland	12	2	14	0	0	14	5.45%
France	9	1	10	0	0	10	3.89%
Germany	8	1	9	1	0	10	3.89%
Greece	8	0	8	1	1	10	3.89%
Ireland	4	2	6	0	1	7	2.72%
Romania	5	1	6	0	1	7	2.72%
Netherlands	4	1	5	1	0	6	2.33%
Bulgaria	3	0	3	1	0	4	1.56%
Finland	2	0	2	1	1	4	1.56%
Cyprus	2	0	2	0	1	3	1.17%
Malta	3	0	3	0	0	3	1.17%
Czech Republic	1	1	2	0	0	2	0.78%
Denmark	1	1	2	0	0	2	0.78%
Hungary	1	1	2	0	0	2	0.78%
Croatia	0	0	0	1	0	1	0.39%
Estonia	1	0	1	0	0	1	0.39%
Latvia	1	0	1	0	0	1	0.39%
Lithuania	0	1	1	0	0	1	0.39%
Slovakia	0	1	1	0	0	1	0.39%
Sweden	0	0	0	0	1	1	0.39%
Grand Total	145	59	204	37	16	257	100.00%

On 31.12.2017 the Agency did not have amongst its staff nationals of Austria, Luxembourg and Slovenia.

Due to the Agency's location, the number of Portuguese staff continues to be high, and has increased by more than 1 % in 2017. It should be noted that the correction coefficient affects the attractiveness of Lisbon as a place of employment. The latest indications that the downward trend has ended are positive in this respect. In order to remain attractive as an employer for all EU nationalities it is important to offer suitable conditions for families, such as access to multilingual tuition with similar terms to those available for staff in the EU Institutions.

Regarding the nationality of the staff (including CAs and SNEs) who took up duties during 2017, the most represented nationalities were Italians (24%) and Portuguese (21%).

E) Schooling

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

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

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

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

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

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

For the scholastic year 2017-2018 a total number of 112 children of staff members have been enrolled in the different schools. The number of children has increased in comparison with last year. The distribution of children of EMSA staff by language is as follows:

Language	Number of Children	%
German School	9	8.04%
Spanish School	10	8.93%
English Schools	63	56.25%
French School	28	25.00%
Swedish	2	1.78%
Total	112 children	

The additional cost of having this social measure in place has been of approximately 623,000 € for the budgetary year 2017. It should be noted that the average cost per pupil remains significantly lower than the average cost per pupil in the European School system.

The Agency continues its efforts towards the goal offsetting up an Accredited European School in Lisbon. It is to be noted that the final decision and initiative lies with the Portuguese Authorities and is beyond the control of the Agency.

Annex V. Building Policy

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

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

Annex VI. Privileges and immunities

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

Annex VII. Evaluations

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

Subsequent to the revision of the Founding Regulation in 2013, and in accordance with its Article 22a, five-year evaluation was completed by 2018. Following the initiative of its Chairman, the EMSA Administrative Board commissioned an independent external evaluation on the implementation of the Agency's Founding Regulation. The EMSA Administrative Board approved the final Report on the external evaluation in June 2017 and issued its recommendations to the Commission concerning the Regulation in November 2017. The Agency developed an action plan for their implementation in early 2018 and will be providing annual updates to the Administrative Board.

Annex VIII Risks 2019

Policy and/or legislative developments:

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

International

Discussions are also ongoing at IMO level on the potential Global Data Collection System. The outcome will determine whether International and EU standards, notably the MRV Regulation are aligned, and whether THETIS-MRV can be aligned with, connected to or even possibly become the future Global Data Collection System for Greenhouse Gas emissions (7710, 4600). The potential for a very high number of users will be tested against the available resources, notably for the THETIS helpdesk.

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

EU

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

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

Developments in the relevant EU legal framework could affect the planning of inspections and visits related to the implementation of Union Law. The outcome of the ongoing REFIT exercises may mean other Union law is prioritised for new visit cycles from as early as 2019. Such visits would need to be preceded by pre-cycle workshops and accompanied by sufficient budgetary and staff resources. In addition, the Methodology limits the number of possible visits to any Member State per year, which in turn restricts the number of cycles that can be conducted concurrently (3300).

In relation to maritime security, the EFTA Surveillance Authority is expected to request EMSA to extend technical assistance in the context of security inspections to the full scope of Regulation (EC) 725/2004. However, the timing is unknown and depends on the relevant amendment of the EEA Agreement (3400).

The planning of future THETIS and THETIS-EU developments are highly dependent of the timely completion of the legal proceedings and in particular the expected revision of the PRF Directive (2300). The provision of technical assistance in related activities will also be affected (4100 and 4600).

The outcome of the process for the revision of the Reporting Formalities Directive and the outcome of the political discussion on the European maritime single window environment will determine the tasks and objectives under the work package for improving the internal market and maritime transport efficiency (2100c). Likewise, the revisions of the VTMS Directive and of the Directive on the registration of persons sailing on board passenger ships will drive the specifics of SafeSeaNet v5 developments.

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

Partners

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

In the maritime surveillance sector, based on developments concerning irregular migration patterns, available budget and perceived effectiveness of the support given, Frontex will formulate the services expected from the Agency. Continuity of service is subject to timely signature of the SLA and subsequent establishment of contractual frameworks. At the same time, a change in policy would have an impact on the Agency and would lead to a refocus on other users (7200). To a lesser extent this also applies to the cooperation with EFCA which is taking place on a smaller scale but is lately very much expanding (7210).

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

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

Stakeholder priorities:

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

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

Should Member States show interest and commitment for the development of a THETIS-DCS module, still under discussion, priorities may need to be reshuffled.

Following the concept of a dynamic portal, Member States have registered their interest in the development of a single gateway covering all reporting obligations to EMSA and to the European Commission. Such development may require additional resources and may not be feasible for 2019 (4500).

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

Planning for visits and inspections, while depending on legislative developments as mentioned above, is also very much subject to the specific requests of the Commission and the EFTA Surveillance Authority (3100, 3300, 3400). This can have an impact on the Agency's planning and resources, as well as on the Member States. The EMSA Methodology for Visits to Member States provides for a coordinated approach, in order to avoid undue burden on Member States. The current review of the Working Arrangement between EMSA and the Commission is intended to further enhance cooperation and optimise use of available resources. It may also result in an increase in EMSA's assistance with maritime security inspections and other ancillary activities in 2019 and beyond (3400).

Demand for and implementation of RPAS based services (including technical capabilities of the contractor and the ability to obtain the permission to fly) will be significant factors. 2019 will be the second year of full operations. Users (Member States and EU entities) and service providers will continue to build their experience and should show effective utilisation of such services (2100a).

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

Timeliness and quality of external input:

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

ICT

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

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

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

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

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

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

Maritime information services of EMSA depend on ICT applications, software, hardware and internet connections. Although a lot of effort is invested to create redundancy, there are risks leading to unavailability of services, such as loss of internet connections, power failure, software bugs, changed license policies for middleware, etc. As the integration policy leads to more dependencies and links between applications, a problem in one application can affect other applications as well. The mandatory upgrade cycle of ICT components and licences is creating more tension as the ICT budget remains at the same level. At the same time the Agency depends more and more on its ICT capacity to deliver services to Member States and the Commission.

Availability and quality of information

The 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 which are likely to occur because of the ongoing political discussion on the level of harmonisation to be achieved for port reporting. Customs are planning to put in place their own single window system for cargo requirements, which may undermine the efforts in the maritime

domain. The Agency will explore if with pilot projects technical possibilities in support of new policies for improved port reporting 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, as well as other tools and information sources, the quality of which may not always be under EMSA's control. The effectiveness of the process using workshops to report back to Member States on the results of a visit cycle through 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 data in the STCW-IS and in EMCIP rely on input by Member States over which EMSA has no control, which may have an impact on the statistics compiled on the basis of those information systems (3200, 4200). In the case of the MED database, a facility that is crucial for industry, the continued availability of the database will depend on the successful retendering of the related contracts (4400).

The Agency is delivering some services based on satellite information (CSN, Copernicus, IMS, SAT-AIS). Only a few satellites and/or a few companies are able to deliver the required services. Satellites have a limited life time, which cannot really be predicted as most of the satellites are used for service delivery beyond their official life time. This is a dependency. In case of a satellite anomaly or satellite failure the level of service will be reduced or even stopped. Furthermore, the limited number of satellite missions with near real time capability compromises the fulfilment of user requirements. Contracts with multiple satellite providers aim to reducing these risks but given the limited market and few companies, the Agency also applies diversified procurement, splitting up projects and/or where possible using Framework Contracts in cascade, to involve multiple companies to avoid as much as possible single dependencies.

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

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, including Copernicus, RPAS Data Centre, and new functionalities of SSN. Therefore its workload for incident management and restoration of degraded services and its function as helpdesk to (external) users is increasing. Management of the different tasks and guaranteeing sufficient properly trained staff available to continue offering high quality services on a 24/7 basis may become a challenge (2400).

Limited human resources in the Copernicus team impact the ability to handle short term and emergency requests. Nevertheless, procedures are in place so that non-Copernicus staff can also handle Copernicus emergency orders, however not without impact on ongoing operational tasks (as emergencies have priority) (7500).

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

In the case of STCW inspections, efforts are being distributed between Member State visits and third country inspections (including additional inspections to confirm the implementation of corrective actions following previous inspections). Given the limited resources, if additional priority visits/inspections were required, EMSA may not be able to respond without deferring already agreed visits/inspections (3200). In the field of accident investigation, as the possibility of operational support upon request has not yet been activated by a Member State, there is no concrete

assessment of the feasibility and effectiveness of this option, which will depend on the case and the expertise available at the time in-house (4200).

The future development of RuleCheck will depend first on Member State interest, as mentioned above, 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 2019

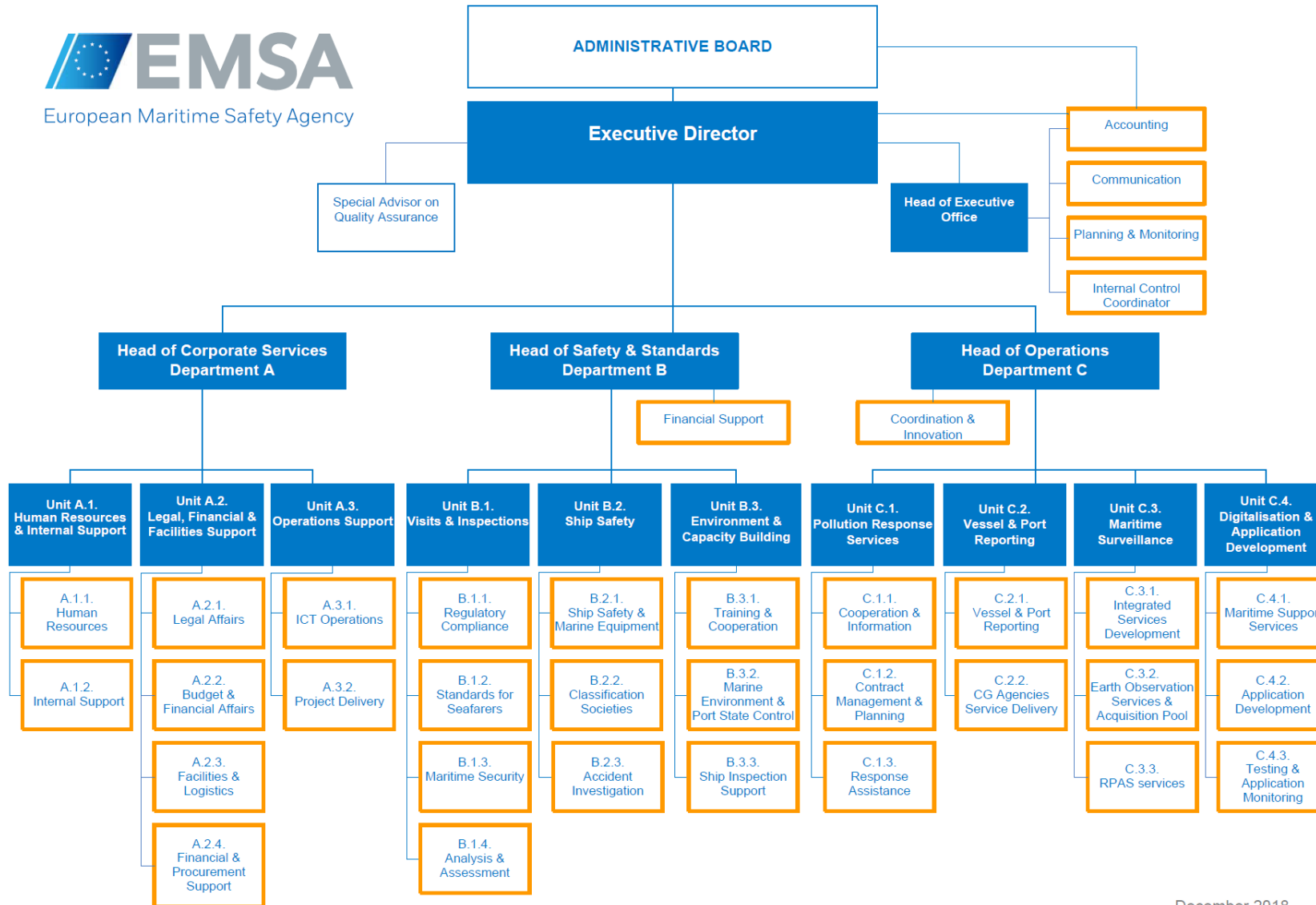
Title	ABB Code - Activity Name	Number of Contracts*	Tentative timeframe**	Estimated value in EURO***
	2100 - EU vessel traffic monitoring	20	Q1-Q4	17,793,339
	2123 - ICT operational support	4	Q1-Q4	1,828,391
	2200 - EU LRIT Data Centre and LRIT IDE	9	Q1-Q3	1,576,000
	2300 - THETIS Information System	2	Q1 & Q4	430,000
	3200 - STCW	1	Q3	20,000
	4200 - Accident investigation	1	Q1	200,000
	4300 - Capacity building	6	Q1-Q3	550,200
	4400 - Marine equipment and ship safety standards (including IMO)	3	Q2 & Q4	470,000
	4500 - Ship inspection support	4	Q1-Q4	449,740
	4600 - Prevention of pollution by ships	1	Q2 & Q4	120,000
	6500 - Communication, Protocol, Missions & Events support	1	Q1-Q4	60,000
Title 3		52		23,497,670
	5100 - Operational pollution response services	13	Q1-Q4	17,530,084
	5200 - CleanSeaNet and illegal discharges	9	Q2-Q4	6,609,916
	5300 - Cooperation and information (APM, HNS)	5	Q1-Q4	621,600
Title 4		27		24,761,600
	TOTAL	79		48,259,270

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

**Tentative timeframe for signing contracts.

***Estimated Commitments 2019.

Annex X. Organisation chart



Legislative references

Legislative References in EMSA Single Programming Document 2019-2021	Short name or phrase (where applicable)
Directive 2009/45/EC on safety rules and standards for passenger ships as amended by Commission Directive 2010/36/EU and Commission Directive (EU) 2016/844	Domestic Passenger Ship Directive
Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Directive on the registration of persons on board
Directive 96/98/EC on marine equipment, repealed by Directive 2014/90/EU	Marine Equipment Directive
Directive 2016/802/EU relating to a reduction in the sulphur content of certain liquid fuels (codified)	Sulphur Directive
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services as amended by Directive 2002/84/EC, Regulation (EC) No 219/2009 and Directive 2009/18/EC	Ropax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues, as amended by Directive 2002/84/EC, Regulation (EC) No 1137/2008 and Commission Directive (EU) 2015/2087	PRF Directive
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC as amended by Directive 2009/17/EC, Directive 2009/18/EC, Commission Directive 2011/15 and Commission Directive 2014/100/EU	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	
Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC	Reporting Formalities Directive
Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2012/33/EU as regards the sulphur content of marine fuels	

amending Council Directive 1999/32/EC	
Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	New Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Directive (EU) 2017/2110 of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC	
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations	
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Regulation on the liability of carriers of passengers
Regulation (EC) No 725/2004 on enhancing ship and port facility security	
Regulation (EU) No 100/2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) No 528/2012 concerning the making available on the market and use of biocidal products	Biocides Regulation
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation
Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/	MRV Regulation
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation (EU) No 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation
Regulation (EU) No 2016/1625 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	