

EMSA Consolidated Annual Activity Report 2022

Document history

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Assessment by the EMSA Administrative Board

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

The Administrative Board appreciates the structure of the Consolidated Annual Activity Report 2022 which reflects that of the EMSA Single Programming Document 2022-2024.

Each activity is clearly linked to its legal basis and placed in strategic context through references to the relevant articles of the EMSA Founding Regulation and to the relevant objectives of the EMSA 5-year Strategy. This demonstrates the consistency of the annual activities with the tasks assigned by the legislator and the strategic outlook adopted by the Administrative Board. Furthermore, the allocation of budget and staff to each activity clarifies relative impact on resources.

A) EMSA's strategic achievements in 2022

The EMSA 5-year Strategy 2020-2024 on which the Single Programming Document 2022-2024 was based, established EMSA's strategic priorities in the areas of Sustainability, Surveillance, Safety, Security and Simplification - the "5 S" – as well as Digitalisation and Technical & Operational Assistance. This 5-year Strategy reflects the important role played by EMSA to support the Commission priorities in EU policy areas related to the seas in order to strengthen Europe's competitiveness, sustainable growth and Blue economy, as well as contribute to the EU's security agenda and international profile.

The EMSA Single Programming Document 2022-2024 and the concrete actions planned under each of the "5 S" for 2022 were aligned with the strategic priorities of the 5-year Strategy. The Administrative Board welcomes the fact that the CAAR provides clear examples of EMSA's achievements that contribute to the realisation of the multi-annual strategic priorities or 5/S and the underlying 36 multi-annual strategic objectives.

The Administrative Board noted that overall, EMSA implemented the actions planned, and by that made progress towards achieving the strategic priorities of the Agency while still dealing with the COVID-19 pandemic, especially in the first quarter of 2022.

The Administrative Board noted furthermore that EMSA played a strategic role in providing monitoring of the implementation of the EU sanctions against the Russian Federation and underpinned the functioning of the Joint Cooperation Center under the UN Grain Corridor initiative. In this regard, the Administrative Board would like to once again strongly condemn the unjustified and brutal aggression of the Russian Federation against Ukraine and would urge the Agency to continue playing its current role supporting the Commission and the Member States with the monitoring of the relevant sanctions or any other initiatives supporting Ukraine.

In our view, the present report addresses the key deliverables of the Agency in 2022 and demonstrates that the objectives set, in particular for the five strategic priorities were met. The highlights of the strategic achievements in each work area in 2022 are outlined below.

Sustainability

Strategic priority:

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

Strategic achievements in 2022:

As knowledge hub and as the developer and provider of tools and services to support Member State environmental enforcement efforts and the expert support to the Commission at the IMO, EMSA continues to be a reference point for the Commission and the Member States with its tools and technical expertise.

EMSA has been actively involved in several initiatives related to the European Green Deal and provided support and data to the Commission and Member States. This support was mainly focused on different proposals as part of the "Fit for 55 package", such as the FuelEU Maritime proposal and the proposal aiming at the extension of the ETS to maritime transport.

At international level, EMSA continued to assist the Commission and Member States in relation to work on energy efficiency, carbon intensity and fuel lifecycle GHG intensity guidelines, including relevant correspondence groups.

Technical work in support of the Commission and different stakeholders continued also on alternative fuels and sources of renewable energy, marine litter, underwater noise, the implementation of the revised Port Reception Facilities Directive, the evaluation of the Directive on ship-source pollution and its subsequent revision, the Sulphur Directive and its enforcement, the Zero Pollution initiative, and Greenhouse Gases at international and European level thus confirming the commitment of the Agency towards sustainability goals and greener shipping.

The contribution of EMSA to the Member States and the Commission was also provided in the work leading to the approval and adoption of a Sulphur Emission Control Area (SECA) in the Mediterranean Sea.

In the field of pollution response, the Agency continued to develop a further diversified toolbox available to Member States with a new Equipment Assistance Service (EAS) for the Black Sea, equipping two additional vessels with RPAS capacity reaching a total of twelve with light RPAS onboard.

Regarding support to Member States in case of a chemical incident, the MAR-ICE service providing expert information and advice was renewed for another 5 year period.

As regards the cooperation with other EU Bodies and Agencies EMSA is providing assistance to EFCA, to prevent, deter and eliminate illegal, unreported and unregulated (IUU) fishing.

Surveillance

Strategic priority:

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

Strategic achievements in 2022:

The monitoring and reporting on vessels of interest became highly relevant after the Russian invasion of Ukraine on 24 February 2022. The MSS reported on Russian-flagged vessels to Member States and the Commission, on ship calls to EU ports to specific Member States and Commission, and on ship calls related to sanctions (e.g. coal imports). MSS kept the relevant lists of sanctioned ships and applicable derogations updated. MSS reported daily on the vessels engaged in the UN Grain Agreement by providing details of the ships, cargo, destinations, etc. to the Commission and Ukraine. Following a specific agreement, MSS reported on ship movements on the Western part of the Black Sea (the so-called "Grain Corridor") to the Joint Coordination centre set by the United Nations (UN).

EMSA Earth Observation services continued to develop and deliver surveillance capabilities in support of a wide range of use cases and services, with emphasis on CleanSeaNet, Copernicus Maritime Surveillance, support to Frontex under the existing SLA and the support to maritime emergencies at sea in the context of EMSA's contingency plan. The support to maritime emergencies at sea was in great demand in 2022, with a significant increase in the number of incidents supported by the Agency with satellite surveillance. A significant investment in the contractual framework for EMSA's Earth Observation services, was done with several procurements concluded successfully. EMSA offered RPAS services to support maritime surveillance, Search and Rescue and emissions monitoring, and is already a reference at EU and global level for the use of RPAS for maritime surveillance in the civil domain. In 2022 EMSA enhanced its regional strategy for multipurpose maritime surveillance by serving multiple entities of more than one country and therefore promoting the efficient use of resources in support of coast guard functions.

In 2022, EMSA offered eleven RPAS operations to Member States and relevant EU Agencies, with eight running in parallel. In addition two EFCA vessels were equipped with RPAS capabilities.

With respect to SAT-AIS data services, EMSA continued to provide global satellite AIS data services to end-users. EMSA continued also to promote the CISE initiative and more Member States have signed the Cooperation Agreement. The first set of operational services were defined in 2022 to begin roll out towards the end of the transitional phase.

Safety & Security

Strategic priorities

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

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

Strategic achievements in 2022:

The Agency confirmed and deepened its relevance as a key partner to the Commission and Member States at EU and IMO level in the development of the necessary adequate safety and standardisation framework both for traditional ship safety aspects, like life-saving appliances or fire safety, and innovative disrupting technologies, such as new alternative energy systems for ships and autonomous systems, multi-dimensional safety aspects of electrical systems related to shore side electricity or the carriage of electric vehicles on board ships, having actively supported the Commission and Member States in the development of an adequate analysis framework to address existing safety and standardization gaps, including the drafting of best practices.

During 2022, EMSA continued to run the notified bodies group technical secretariat and enhanced the EU MED Portal with new features. As regards EQUASIS the Agency has provided a number of proposals to modernise, improve and enhance the Equasis website and its the statistics.

Safety analyses of data from EMCIP provided added value as a tool to identify safety issues and possible improvements towards an enhanced safety culture. In this regard, in 2022 the Agency published the Safety Analysis of Navigation Accidents. EMSA is cognizant of its role in providing further operational support to AIBs in the area of underwater surveys. To this effect, the Agency has taken action to establish a new service by providing underwater surveys based on Remotely Operated Vehicles (ROVs). EMSA provided technical support to the Commission in the process of the revision of three safety Directives (AI, PSC and FS) in view of the finalisation of the Impact Assessments.

Regarding maritime security, EMSA provided technical support to the Commission and EFTA Surveillance Authority by participating in the inspections they organised to assess and verify the implementation and enforcement of EU maritime security legislation in the Member States. EMSA supported the Commission and the Member States in the implementation and the improvement of the of EU and International maritime security legislation by participating in the MARSEC (Maritime Security) Committee's and the Stakeholders Advisory Group on Maritime Security (SAGMAS) work on specific technical issues.

Given the steady increase in cyber-threats and cyber-attacks aimed at disrupting the maritime domain, the main stakeholders, i.e. industry, academics, and governments have acknowledged that more attention should be paid to this challenge. EMSA has underlined its willingness to work in this area by including cybersecurity in its 5-year Strategy and has established a Task Force to progress relevant work.

As concerns the Human Element, EMSA has worked at the side of the Commission and the Member States for the planned comprehensive review and revision of the STCW Convention and Code at the IMO and has promoted the implementation of the MLC, 2006 Convention, providing training to ensure compliance and enforcement to both EU Member States and third countries.

Digitalisation & Simplification

Strategic priority

[Facilitate the simplification of EU shipping by supporting EU-wide digital maritime solutions](#)

Strategic achievements in 2022:

In 2022 EMSA finalized the Cloud Roadmap to facilitate the implementation of its Cloud Strategy of 2021. The Roadmap defines the new EMSA technological landscape, standards and practices, as well as sequencing of projects aimed at keeping and improving high performance across the digital service portfolio.

The Agency as the main provider of the maritime picture in Europe, continued the development of its Integrated Maritime Services (IMS) producing comprehensive near real time maritime traffic visualization with the integration of new data, information and functionalities. During 2022, new Automated Behaviour Monitoring and capabilities were deployed for seven additional algorithms enabling users to gain global information on historical port calls. EMSA continued on the further expansion of the IMS toolboxes, amongst them the SAR toolbox.

Efforts to support the digitalisation/simplification of maritime transport for the new SafeSeaNet (SSN v.5) continued according to the agreed schedule by the HLSG and the Central SSN became operational on 12 January 2022. This new version supports the legal requirements for registration of persons on board passenger ships, the revised Port Reception Facilities Directive and the Exchange of Information with the new PRF inspection system (THETIS-EU), improved incident reports and additional security measures.

EMSA elaborated in cooperation with experts of the Member States and shipping industry's associations the technical specifications related to the EMSWe dataset, the EMSWe ships, locations and HAZMAT databases, harmonised spreadsheet templates, message implementation guide and functionalities of the graphical user interfaces.

The Interoperability project was completed in 2022. It delivered several outcomes such as the development of the traffic density mapping service with additional categories of maps, the development and testing of solutions to facilitate the reporting procedures from ship to shore and improve the coastal stations' situation awareness and the development of an automatic port call detection service which uses SSN's ship position tracking.

In 2022, EMSA and EUROSTAT agreed launching a study using EMSA aggregated data with the objective to explore how to use SafeSeaNet and other EMSA data for EUROSTAT statistical purposes. EMSA provided Europol with access to maritime and surveillance information services to support Europol staff activities in the areas of law enforcement and organised crime activities at sea.

The global data coverage available via EMSA IMS-MAOC (N) assists in monitoring vessels of interest in the Atlantic Ocean and Mediterranean Sea to combat illicit drug trafficking at sea.

In the context of the EU's Common Security and Defence Policy, EMSA continued to support two distinct EU Naval Force operations, namely (i) EUNAVFOR-Somalia : Operation Atalanta, and (ii) EUNAVFOR-Med: Operation Irini. EMSA provided EUNAVFOR with access to the maritime monitoring solution EMSA-IMS-EUNAVFOR Somalia integrated with EUNAVFOR data, such as piracy risk assessments, creating a specifically tailored maritime awareness picture.

Work continued in relation to ship related eCertificates, using THETIS as the platform to store relevant information and to make them available to Member States in their capacity both as Flag and Port States. EMSA successfully concluded a project with a Flag State (Denmark). The project entailed information exchange on eCertificates issued by Denmark to THETIS. The information is now readily available to Port State Control Officers within THETIS.

In cooperation with DG SANTE a new module of THETIS inspection database, being THETIS-Animal Welfare, was developed and deployed supporting the volunteer reporting of the control of livestock vessel and the training to competent authorities was provided. This module benefits competent authorities responsible for the enforcement of Regulation (EC) 1/2005, aimed at protecting the welfare of animals during transportation.

Technical & Operational Assistance

Strategic objectives

[Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation](#)

[Extend and formalise EMSA training schemes](#)

[Support EU neighbourhood and sea basin policies to level-up and harmonise standards](#)

Strategic achievements in 2022:

The contribution of the Agency to the development and implementation of EU standards and regulations in the maritime sector is delivered through a programme of Visits and Inspections, corresponding reports and cumulative horizontal analyses. The horizontal analyses, which incorporate a cost-efficiency assessment, confirmed their added value both for Member States and the Commission. 2022 saw the conclusion of two cycles of Member State visits concerning Port State

Control and the sulphur content of marine fuels and the start of the third cycle of visits to Member States in respect of seafarer training.

In 2022 one of the Agency's flagship projects, under the label of EMSA Academy, was successfully certified in accordance with the relevant ISO standard for the design, development and delivery of learning services outside formal education in the maritime domain. These learning services constituted the backbone of the different activities planned in support of the competent authorities of the Member States. Identified following a bottom-up approach, they aim at enhancing competencies and skills, thus fostering capacity at national level towards homogeneous implementation and enforcement of safety, security and sustainability rules and regulations in the EU and beyond.

The Agency continued to be a centre of excellence for capacity building actions entrusted to EMSA by the Commission for Pre-Accession and European Neighbourhood Policy countries. The IPA II project continued to be implemented. As maritime safety, maritime security and protection of the marine environment are common concerns of the EU Member States and third countries sharing the same sea basins, EMSA continued to implement the two projects for technical assistance for the Mediterranean Sea (SAFEMED IV) and the Black and Caspian Sea (BCSEA). Both projects were completed in 2022 - SAFEMED IV by March and BCSEA by September 2022. New projects were entrusted to the Agency: SAFEMED V started in April 2022, and BCSEA II started in October 2022.

Following the interest expressed by third countries, access to tools in support of Port State Control activities in different regions of the world was authorised by the EMSA Administrative Board, therefore confirming the potential for exporting the Agency's knowledge and by extension EU standards and solutions beyond the European geographical dimension. Currently, eight out of nine Port State Control regimes in the world, as well as the Australian Maritime Safety Authority, are using EMSA tools, namely RuleCheck and/or MaKCs.

EMSA further enhanced its role as reliable partner by enhancing the European cooperation on coast guard functions. The cooperation refers to the joint work of three EU agencies (EMSA, EFCA and Frontex) and national authorities from across the EU on functions comprising tasks related to safety and security at sea, search and rescue, border control, fisheries control, customs activities and environmental protection.

EMSA brought added value to the national coast guard authorities and promoted cooperation among them at EU level taking over the chairmanship of the Tripartite Working Arrangement in June and steering the interagency works towards the successful implementation of all the projects included in the Annual Strategic Plan 2022.

B) EMSA's operational achievements in 2022

The Administrative Board took note of the different operational achievements that contributed to the Strategic Objectives, as highlighted at the beginning of the CAAR 2022, and of the information on the operational outputs against previously set objectives as per the Single Programming Document 2022-2024, as detailed in Part I "Achievements of the year". We consider that the overall performance and quality of the outputs were high and contributed to reaching the strategic objectives.

C) Management

An overall effective and efficient monitoring of programme implementation was in place to track the delivery of planned outputs and performance per activity, and signal potential risks throughout the year and across the Agency.

The COVID-19 pandemic continued to affect the activities of the Agency, more in particular in the first quarter of the year. The Administrative Board welcomed that the adaptations and measures EMSA implemented earlier to adjust to the pandemic allowed the Agency to continue providing its stakeholders with the range and quality of services they expect.

The Administrative Board also commends the work carried out by the Agency in the aftermath of the invasion of Ukraine by the Russian Federation. This entailed a constant support to the Member States and the Commission with the provision of information and surveillance services, assisting in the implementation of the different sanctions applied by the Union against the Russian Federation.

The Key Performance Indicators used by the Agency to measure the continuity and quality of the EMSA external services have met their respective targets overall. As per previous years, cases in which targets have not been met have been duly justified.

The high level of implementation of the work programme resulted in an excellent budget implementation and the Agency executed 86,351,897 EUR in Commitment Appropriations (CA)¹, representing 99.80% of the total budget of the year, and 85,154,502 EUR in Payment Appropriations (PA)², amounting to 98.42% of the total budget when only counting C1 Funds³ (appropriations voted in the current budget).

Based on information outlined in Parts II, III and IV of the CAAR2022 and on the work of the Administrative and Finance Committee throughout the year, the Administrative Board notes the Agency's exhaustive and meticulous approach to the follow-up of the outcome of audits by the various auditing bodies. In particular, the Administrative Board appreciates the fact that the Internal Audit Service of the Commission (IAS) and the European Court of Auditors (ECA) did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance and that at the end of 2022, all audit recommendations issued and due by 31/12/2022 and earlier had been implemented.

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

Conclusion

The Administrative Board of the European Maritime Safety Agency concludes that the Agency has met its objectives in accordance with the annual work programme for 2022 and the overall multi-annual strategic framework.

¹ Commitment appropriations cover the total cost of the legal commitments entered into during the current financial year - even if such a legal obligation extends over more than one year.

² Payment appropriations cover expenditure arising from commitments of the current year and/or earlier years, which are due for payment in the current year.

³ These figures contain revenues from fees and charges amounting to 173,481 EUR.

The Administrative Board notes with satisfaction how the Agency is committed to its core tasks and also with dedication contributes to improved European cooperation and efforts to contribute to the EU green deal while continuing to take on a pioneering role in the digital transformation of maritime transport by incorporating new technologies into the maritime situational picture as well as into services that increase the efficiency and effectiveness of maritime administration and enforcement.

Finally, the Administrative Board greatly values the excellent performance of the EMSA staff in carrying out the tasks of the Agency, even throughout another particularly challenging year, enhancing maritime safety, security and prevention of pollution and paving the way for the use of new technology to the benefit of the European maritime community.

Done at Lisbon, 15 March 2023

Signed

A handwritten signature in blue ink, appearing to read 'A. Nordseth', is written over a faint, light blue rectangular background.

Andreas Nordseth

Chairman of the Administrative Board

Executive Summary / Introduction

2022 was a special anniversary year, marking 20 years since the adoption of the Agency's Founding Regulation. The framework for the activities of the European Maritime Safety Agency is shaped by the Agency's Founding Regulation, in which the legislator lays down and amends the tasks of the Agency; its 5-year Strategy, through which the Executive Director and the governing body, the Administrative Board, provide a strategic outlook in an evolving policy context; the EU political priorities and the programming of resources for decentralised agencies, which outlines the level of human and financial resources which may be made available in order to carry out its tasks in the field of maritime safety and security, traffic monitoring, prevention of pollution by ships and response to oil pollution cause by ships and oil and gas installations.

The annual programme of work for 2022, as published in the EMSA Single Programming Document 2022-2024, was drawn up within the multi-annual framework outlined above. During this anniversary year, the Agency had in store a year-long programme of dedicated activities and events. This made 2022 an exciting year for EMSA, but no less busy as the Agency continued providing efficient and reliable services across each of five action areas – sustainability, surveillance, safety, security and simplification.

Despite the restrictions still originating from the COVID-19 pandemic, the objectives set out for 2022 were achieved overall, through a high level of implementation of the annual work programme.

Thanks to good governance, sound management, resilient and dedicated staff the Agency delivered the operational services, the analysis and expertise, and the technical support that the Commission, the Member States and a growing canvas of users and stakeholders in the maritime sector need to help them make the sector cleaner, safer and more efficient.

The following section, Achievement of Strategic Objectives highlights key contributions in 2022 towards the realisation of the Agency's multi-annual strategic priorities and objectives as outlined in the EMSA's 5 year strategy. Detailed reporting on operational objectives in 2022 can be found in Part I - Achievements of the Year.

Achievement of Multi-Annual Strategic Objectives

After 20 years of operation, EMSA positions itself as the main EU technical maritime partner for both the Member States and the Commission. In the third 5-year strategy document covering the period 2020-2024, and its 20th anniversary year, the Agency strives to add maximum value for its stakeholders in the years to come. In that respect, the Agency has identified its **5 multi-annual strategic priorities** or 5/S and 36 multi-annual strategic objectives to strengthen the 5/S:

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

1. Support the development and implementation of relevant EU and international climate and environmental legislation



Achievements

EMSA has provided support and data to the Commission and the Member States in the definition of the content of the extension of the ETS to maritime transport and the FuelEU Maritime Regulation, the two main legislative initiatives of the “Fit for 55 Package” towards the decarbonization of shipping.

The cycle of visits to ensure the correct implementation of the legislation related to air emissions (Sulphur Directive) has been completed.

Technical assistance to the revision of the Ship source pollution Directive, the Ship Recycling Regulation and the Marine Strategy Framework Directive was provided.

At the level of IMO, EMSA provided support to the Commission and the EU Member States in all ongoing discussions related to the Sustainability Agenda, including underwater noise, energy efficiency, carbon intensity, Greenhouse gases, and led the working group on the Lifecycle assessment of alternative fuels.

The Common Core Curriculum for Sulphur Inspectors was delivered, in support of better implementation of the Sulphur Directive.

2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster

Achievements

EMSA offered a platform for discussions on alternative sources of power with a dedicated workshop in October 2022.

EMSA focused on the support to Member States in the implementation of the Port Reception Facilities Directive, with a dedicated workshop and training sessions on the PRF THETIS-EU Module and by updating the guidance for ship's inspection under the PRF.

An information session on LNG bunkering operations was organised and delivered for the benefit of Portugal.

The EU Maritime Profile was enhanced with a dedicated section on sustainability for use by the wider maritime cluster.

- Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change

Achievements

Two studies on Alternative fuels, namely the “Update on potential of Biofuels for shipping” and “Potential of Ammonia as Fuel in Shipping”, were completed, as a concrete contribution to the overall debate on the future sources of power for shipping to mitigate global change.

The technical workshop on Alternative Fuels and Power Solutions for Shipping and Ports, organised in October 2022, favoured an interesting exchange between a wider audience, including the industry, the Member States, EU Bodies and IMO.

EMSA also supported the work of the European Sustainable Shipping Forum (ESSF) subgroup on alternative sources of power acting as technical secretariat.

- Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations

Achievements

EMSA added to its stockpile of equipment near-shore response kits including workboats, thus answering the needs expressed by several Member States to make available equipment to fight pollution in shallow waters. EMSA continued to expand the implementation of Remotely Piloted Aircraft Systems (RPAS) on-board of its Oil pollution response vessels. By the end of 2022, 12 vessels were equipped with this capability.

EMSA’s CleanSeaNet service continued to provide satellite monitoring to EU Member States in support to the detection and prosecution of illegal discharges by alerting maritime authorities of potential spills, providing information on location and evolution of the spill and about potential polluters. In certain areas, EMSA has deployed complementary RPAS capabilities for further verification and monitoring of accidental spills in support to the response.

The RPAS services were also intensively used in critical coastal areas of high traffic to measure the sulphur content in the plume of the vessels and by doing so deter the use of fuel oils with sulphur content above the EU limits and follow-up through next port of call inspection on any infringement to these limits.

- Prepare for response to new, evolving and diversified environmental challenges

Achievements

EMSA engaged with the Member States to identify their needs regarding response to HNS incidents. This resulted in a dedicated workshop with experts from the civil protection side and experts for the marine pollution response side, in the launching of a procurement for lightering portable pumps and the establishment of a dedicated working group for defining training needs.

The two studies on alternative sources of power (ammonia and biofuels), released in 2022 provided also a first overview of the risks associated to the use of such fuels.

A first workshop on response to HNS incidents involving chemicals transported in bulk (BULK HNS) open to the experts from the Member States was held in Brest in September 2022.

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



6. Lead expertise and support the development, implementation and enforcement of safety standards

Achievements

2022 saw the accomplishment of a visits and inspections programme that exceeded expectations: not only did EMSA resume its normal post-COVID visit plan but the Agency also managed to complete the fieldwork component of the Member State visits and STCW inspections that had been conducted remotely during the pandemic. This resulted in a total of 53 visits and inspections, as opposed to the annual average of 43 registered in pre-COVID years.

EMSA completed two cycles of visits to Member States, concerning Directive 2009/16/EC on Port State Control (PSC - the third such cycle) and Directive (EU) 2016/802 relating to a reduction in the sulphur content of certain liquid fuels. The cycle on PSC also verified the PSC-relevant parts of Regulations (EU) 2015/757 on monitoring, reporting and verification of carbon dioxide emissions from maritime transport and (EU) No 1257/2013 on ship recycling. The conclusion of this cycle enabled the delivery of a Horizontal Analysis, highlighting the main horizontal findings and identifying areas where improvement has been made or is further needed, and promulgating lessons learnt and related proposals, to be presented to Member States at a planned workshop in 2023. EMSA also completed a Horizontal Analysis of the second cycle of visits to Member States, concerning Directive 2008/106/EC on Training of Seafarers (after codification in 2022 this is now Directive (EU) 2022/993) and organised a workshop where the results were presented.

The first EMSAFE (European Maritime Safety) report, which provided a comprehensive overview of maritime safety policies and issues in the European Union as well as an in-depth analysis of specific technical areas, was successfully completed and published. The methodology for risk-based assessment of unmanned vessels (so-called RBAT tool) was concluded and work progressed in the context of CARGOSAFE mapping hazardous risks and mitigation options related to fires onboard of container vessels. The work on providing support to the Commission on the process for the revision of the Accident Investigation (AI) Directive continued with successful conclusion of the Impact Assessment. Further substantial support was provided on the revision of Directive 2003/25/EC on damage stability for RoPax and on the study related to Small Passenger Ships. Work continued in the context of the IMO SDC, SSE and CCC sub-committees and MSC committee providing technical support to the Commission and Member States especially on fire safety for RoPax, LSA (Life Saving Appliances), MASS, PSC, cold ironing and IGF Code topics. Also, input was provided in the LSA, Chapter II-I of SOLAS, Fire Protection and IGF IMO Correspondence Groups (CGs) and to the EU coordination documents.

During 2022 the Blue Datawarehouse project has been initiated focusing on establishing the baseline architecture and governance of the Agency's ongoing work towards further data integration and intelligent processing of information with the use of the new generation of data management technologies facilitating digital transition. This project started with the selection of three priority use cases for business intelligence data processing (EQUASIS, RO and EMCIP) for validation purposes.

7. Support Maritime Administrations in their Flag State implementation effort

Achievements

The Common Core Curriculum for Flag State Inspectors was developed and the delivery of the “Basic level” kicked off at the end of 2022. This Curriculum specifically addresses inspections under the responsibilities placed on flag States by the IMO Instruments as well as under relevant EU legislation.

Following amendments to Regulation (EC)391/2009, the participation of Member States in EMSA’s field inspections of Recognised Organisations (ROs), which resumed in 2022, has increased. EMSA continued to provide all Member States that have authorised a RO with the relevant inspection reports. As a consequence, Member States gain a better insight into RO operations and EMSA activities provide added value for the monitoring of ROs by the Member States.

EMSA organised a workshop with the Member States and the Commission where feedback from Member States’ participation in EMSA inspections and best practices for RO monitoring were discussed.

EMSA, as requested by the Commission, finalised and published the Guidance on the maritime transport of Alternative Fuelled Vehicles, e.g., electric cars and the Guidance document on Shore-side electricity (also called OPS – Onshore Power Supply) to facilitate the implementation of supply of electricity to ships at port and organised a successful workshop on Alternative fuels and electrification safety. In order to provide further support to Accident Investigation Bodies (AIBs), EMSA has taken action to establish a new operational service for providing underwater services based on Remotely Operated Vehicles (ROV). The Agency also published the EMSA Safety Analysis on Navigation Accidents and updated and improved the European Maritime Casualties Investigation Platform (EMCIP) system and adapted the Marine Equipment Directive (MED) Portal, developing a mobile version that allows code scanning, training sessions, presentations, promotion campaign, etc.

8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally

Achievements

EMSA in close cooperation with Paris MoU is developing a Common Core Curriculum for Port State Control Officers (PSCOs) , which will eventually be incorporated into the revised training policy of the Paris MoU.

THETIS-PSC and THETIS-EU were fully operational to support the selection of ships for inspection, and reporting of findings resulting thereof, by the competent authorities in accordance with requirements of the legal acts. To comply with the implementing acts of the PRF Directive 2019/883, THETIS EU released in November 2022 integrated required new functionalities: the Risk Based Targeting and the calculation of the Sufficient Dedicated Storage Capacity.

EMSA successfully concluded a project with a Flag State (Denmark) on ship related eCertificates, using THETIS as the platform to store relevant information, so as to make them available to Member States in their capacity both as Flag and Port States. The project entailed information exchange on eCertificates issued by Denmark to THETIS. The information is now readily available to PSCOs within THETIS.

Preparing for comprehensive overhaul of THETIS in the next period aligned with the revision of PSC Directive, EMSA awarded a new framework contract to facilitate for modernization, extension and operation of THETIS Ecosystem.

The work on providing support to Commission on the process for the revision of the PSC Directive continued with successful conclusion of the Impact Assessment. EMSA, on behalf of the Commission, successfully coordinated the IMO PSC Correspondence Group and also chaired for the first time the IMO MSC Working Group on PSC.

Tools in support of PSC Inspectors were made available to the Viña del Mar MOU and to the AMSA (Australian Maritime Safety Authority). Today eight out of nine Port State Control regimes, as well as staff from the Australian Maritime Safety Authority are using the same repository of regulations through EMSA's RuleCheck.

Under the SAFEMED Project, THETIS-MED was developed and became the tool in support of PSC inspections within the context of the MED MOU on PSC.

9. Intensify work on ships for which the risk and impact of accidents are potentially higher

Achievements

MSS development of ad hoc products for the monitoring of temporary safety issues (e.g. reporting on LNG carriers idle along EU coast). During 2022, new Automated Behaviour Monitoring and capabilities were deployed for seven additional algorithms including historical overview of detected maritime navigational situations and ship related events in parallel with SafeSeaNet enrichments for vessels of interest and 'gaps' in vessels reporting positions.

A technical study on Container Ships safety (CARGOSAFE) is being finalised.

10. Explore further work on safety standards for vessels not covered by relevant international conventions

Achievements

Work has been initiated to tackle the fishing vessels safety. Training was delivered with EFCA and cooperation with the Commission was established on fishing vessel safety where support is being provided for the study on assessing the scope of the Directive 97/70/EC.

11. Become the technical facilitator in relation to autonomous ships

Achievements

Further work on Maritime Autonomous Surface Ships (MASS) related topics was conducted through the Agency's internal Task Force on MASS. The second phase of the risk-based assessment tool for MASS (RBAT MASS) was finalised and a workshop on MASS with Member States and relevant stakeholders was successfully organised. EMSA also participated at the IMO MASS inter-sessional Correspondence Group for the development of a MASS Code and contributed with concrete deliverables via the Commission.

A study was launched in support of the development of standards for shore-based personnel responsible for the operation of MASS, expected to be concluded in 2023.

12. Enhance role in relation to the human component of shipping

Achievements

EMSA contributed to various training initiatives for EU Member States and ENP Countries, that had the STCW and MLC implementation and enforcement as their focus.

EMSA assisted the Commission in its Study on the Implementation of the Maritime Labour Convention 2006 in ASEAN Countries. More particularly, in September 2022, EMSA provided to the Commission significant feedback on the final report of said study, which was expected to be sent to the ASEAN counterparts.

EMSA supported the Commission, Member States, international organisations and third countries by drafting and assisting in the preparation of a submission for IMO HTW 9 meeting on the comprehensive review and revision of the STCW Convention and Code.

A safety study to detect potential COVID19-related safety issues and emerging risks on shipping was launched.

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

13. Support proper implementation of EU and International maritime security legislation



Achievements

Through a Cooperation Agreement, EMSA supported Operation Atalanta in deterring, preventing and repressing acts of piracy and armed robbery off the Somali coast. EU Naval Force protects vessels of the World Food Programme (WFP) delivering aid to displaced persons in Somalia. Accordingly, EUNAVFOR has access to an integrated maritime monitoring solution (the so called EMSA-IMS-EUNAVFOR: Somalia) which is integrated with EUNAVFOR data, such as piracy risk assessments, creating a specifically tailored maritime awareness picture. This is the main maritime awareness tool used by Operation Atalanta.

Through another Cooperation Agreement, EMSA supported Operation Irini in the implementation of the UN arms embargo on Libya. The mission is mandated to carry out inspections of vessels on the high seas off the coast of Libya suspected to be carrying arms or related material to and from Libya in accordance with United Nations Security Council Resolution 2292 (2016) in addition to monitoring violations perpetrated via aerial and land routes. EUNAVFOR-Med has access to EMSA's integrated maritime service.

EMSA and DG MOVE issued the first updated version of the "Interim Guidance on Maritime Security for Member States' Competent Authorities" to reflect the experience gained during Commission Maritime Security inspections and to publicise best practices among Member States by also including aspects related to maritime cybersecurity.

14. Provide further information services to protect the EU merchant fleet worldwide

Achievements

MSS development of ad hoc products for the monitoring of EU merchant fleet in specific areas (e.g. reporting on EU vessels in the Ukrainian/Black Sea area); New Automated Behaviour Monitoring and capabilities were deployed enabling users to gain global automatic detection of port calls: IMS services extended with maritime picture from terrestrial AIS in the area of the Black Sea, Africa and South America.

Continued support to EUNAVFOR Somalia: Operation Atalanta to protect the EU merchant fleet in the Gulf of Aden (see 13).

15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster

Achievements

EMSA successfully organised the first EMSA cybersecurity workshop and worked towards the inception of the new EMSA training on cybersecurity. The Agency also hosted the second ENISA Conference on maritime cybersecurity.

16. Develop robust solutions to protect its maritime applications and information services

Achievements

A new modern back-up architecture has been put place. The security assessment of maritime applications under the specific contract for the implementation of the Information Security Management System project (ISO 27001) has been finalized in 2022 with the objective of full implementation in the next period.

17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy

Achievements

In the context of the EU's Common Security and Defence Policy, EMSA continued to support two distinct EU Naval Force operations, namely EUNAFOR-Somalia: Operation Atalanta, and EUNAVFOR-Med: Operation Irini. (see 13)

EMSA is in charge of the transitional phase of CISE. One of the aims of CISE is to enhance civilian and military cooperation. This goal will be addressed by establishing a permanent connection between CISE and the navy of the EU MS (either through MARSUR or directly connected through the national node). There are already six EU MS navies directly connected to CISE via their national node (namely DE, ES, FI, FR, GR, IT, PT).

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

18. Support further simplification, harmonisation and rationalisation of reporting formalities



Achievements

EMSA elaborated, in cooperation with experts of the Member States and shipping industry's associations, a reference dataset for the European Maritime Single Window environment (EMSWe) foreseen by Regulation (EU) 2019/1239, as well as common specifications for the Maritime National Single Windows (MNSWs) of the Member States and specifications for common databases of ships, location and dangerous goods. The EMSWe dataset and specifications were delivered to the Commission, which translated them into a Delegated Regulation and an Implementing Regulation with the support of EMSA. The dataset provides a unique and harmonised definition of the information to be reported by all ships in all ports of the EU therefore covering multiple reporting requirements. The specifications ensure that the similar interfaces are offered to the Shipping Industry in all ports. The dataset and specifications will contribute to the objective of the EMSWe Regulation to offer comprehensive, user-friendly communication and information flows, in order to improve the functioning of the internal market and to meet the needs of citizens and businesses.

In complement to the harmonised EMSWe dataset and specification, EMSA has elaborated a common Message Implementation Guide which provides harmonised technical specifications of messages to be exchanged between the MNSWs and the ICT systems of the shipping industry (declarants and data service providers). This Guide aims at ensuring that the same information can be reported to each MNSW of the EU in the same way.

The Agency contributed to the work of the IMO for the elaboration of the IMO Compendium of facilitation and electronic business, by attending the IMO Expert Group on Data Harmonisation and the FAL Working Group on electronic business. The work aimed at expanding the scope of reporting obligations covered by the IMO Compendium, including e.g. ship reporting systems, ship and company certificates, Port State Control inspection history, ballast water reporting, ship crew ranks and rating, waste delivery receipt, verified gross mass, port call optimisation and advance passenger information.

19. Support the transition of the EU maritime sector to a paperless environment including eCertificates

Achievements

EMSA successfully concluded a project with a Flag State (Denmark) on ship related eCertificates, using THETIS as the platform to store relevant information, so as to make them available to Member States in their capacity both as Flag and Port States. The project entailed information exchange on eCertificates issued by Denmark to THETIS. The information is now readily available to Port State Control Officers within THETIS.

The project to establish an EU seafarers' certification platform, started in 2021, continued with the work of a Correspondence Group with the participation of the Member States and the Commission. This group identified high level business requirements and high level technical specifications in support of the planned development.

20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible

Achievements

EMSA developed with volunteer Member States a technical solution for facilitating ship-shore reporting. By making available consolidated ship data to coastal stations, this solution facilitates the fulfilment of reporting obligations of ships sailing in EU waters to those coastal stations. It also allows the fulfilment of Mandatory Ship Reporting Systems (MRS) reports by ships in an electronic manner, replacing voice communication and allowing reusing information between reporting systems. Considering that the project has gained visibility and the growing expectations, the EU Commission, together with Member States, agreed in December 2021 to continue this work. The SSN Working Group (WG) on Facilitation of ship-to-shore reporting was established and tasked to review the reporting procedures currently in place for Ship Reporting systems in the EU with the objective of reducing administrative burden, better reusing data and harmonising reporting processes and to test suitability of electronic ship to shore reporting.

EMSA provided technical assistance to the EUREKA Consortium, following a request sent by Croatia on behalf of the Consortium to EMSA Administrative Board. Phase 1 was delivered for the development of a common understanding and defining the business and technical requirements of the modernised ADRIREP. The main objectives of the project are to automatise the reporting from ships, as much as possible, to reduce ships administrative burdens while at the same time improving navigation monitoring by usage of modern technologies and tools; and to expand the scope of ADRIREP to Albania, Bosnia and Herzegovina and Greece as that would improve overall safety at sea in the whole Adriatic Ionian maritime region. Phase 2A, aiming at the implementation of technical solutions defined during Phase 1 was approved at the 65th EMSA Administrative Board meeting (17-18 November 2022) and will continue during 2023.



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

21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system

Achievements

EMSA has expanded its surveillance services, both in terms of satellite monitoring as well as RPAS capabilities. EMSA finalized a contract with ICEYE, a SAR satellite provider, to provide the Agency with access to 16 new satellites. This service will provide broad support to all maritime surveillance activities, with focus on maritime safety and support to search and rescue. In parallel, the Agency contracted a broad range of near real time satellite services to ensure continuation for the next years of its earth observation services. This will enable the fast delivery of satellite images from a broad range of optical and radar satellites.

On the RPAS side, a new vertical take-off capability, with medium endurance, and ability to operate from vessels was also contracted. This capability will strengthen the already broad RPAS portfolio, becoming the 6th system in the EMSA RPAS toolbox.

The new SafeSeaNet version 5 was developed and deployed in Production. This new version supports the legal requirements for registration of persons on board passenger ships, the revised Port Reception Facilities Directive and the exchange of information with new PRF inspection system (THETIS-EU), improved incident reports and additional security measures. EMSA continues to provide support for the technical developments of the national systems of the Member States to upgrade to version 5.

EMSA continued to host, operate and maintain the EU LRIT CDC, the LRIT Consumption Tool, and the EU LRIT Ship Database on behalf of EU Member States, Iceland and Norway (EEA), and Georgia, Montenegro and Tunisia (Third Countries). The LRIT IDE was also hosted, operated and maintained by EMSA on behalf of the IMO. All the LRIT related applications were stable and functioned according to the standards set out by the IMO.

The new version of SEG with improved performance was developed and made available to the users, providing a global, enhanced maritime picture while a new versions of the IMS Mobile App were published and include new functionalities and data sets (e.g. Port Data, SSN info, Offline capabilities).

22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission

Achievements

With the aim to monitor key elements in surveillance technology market, four different preliminary market consultations were launched in areas where there are constant development and where EMSA can be key in terms of addressing fundamental needs of end-users. These included: i) a market consultation for low foot print RPAS, that can be launched from small vessels, but provide extended autonomy (2-3 hours); ii) assessment of the market on capabilities to use medium resolution optical sensors (Sentinel-2) to estimate oil spill volume, particularly in the case of large accidental spills; iii) assessment of maturity and fitness for purpose of satellite based radio-frequency detection for maritime applications; iv) use of artificial intelligence in the analysis of data coming from RPAS sensors. The results of these studies will all be analysed in 2023 and if solutions available are mature, procurements may subsequently follow to strengthen EMSA's operational portfolio of information and services for Member States.

23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation

Achievements

EMSA awarded contracts that will enable the use of Artificial Intelligence in the automation of the analysis of SAR and optical products. These products will initially include vessels and relevant features, and in the future, if technologically feasible, expand this approach to all Earth Observation added value products, including oil spills. The first operational results are expected in 2023.

EMSA completed and released to stakeholders the Study on the development of machine learning (ML) and artificial intelligence (AI) for Integrated Maritime Services (IMS). The study positively assessed the feasibility of the development of machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation in maritime affairs in order to support the IMS community and identified seven business cases of high priority for implementation. A contract for the Pre-operational solution for use of AI in detection of maritime events was awarded.

24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU

Achievements

The EMSA MSS developed a number of ad hoc products to assist the Member States and Commission in the implementation of EU sanctions related to the invasion of Ukraine by the Russian Federation (e.g. reporting on ship calls for specific cargoes and flags).

EMSA organized user groups linked with its RPAS services activities and satellite monitoring activities (CleanSeaNet) with the aim to show Member States existing capabilities of the EMSA surveillance service, as well as to gather requirements to guide future developments. Additionally, there was extensive participation in different forums and events, where surveillance services were showcased to a broad range of stakeholders. Moreover, active participation in European Coast Guard Cooperation activities enabled further engagement not only with EU Agencies but also with Member States National Administrations who were involved in the implementation of coast guard functions.

The Agency continued to coordinate the activities of the transitional phase of CISE, with the aim to enable exchange of maritime surveillance information between different communities and their legacy systems, maximising the sharing of relevant information to the benefit of authorities with maritime related mandate.

25. Support Search & Rescue efforts of Member States

Achievements

With the valuable support of experts from the Member States, a part-time online course for Maritime Search and Rescue (SAR) Coordinators was developed and delivered. The course aimed at individuals possessing a practical knowledge of the Maritime Search and Rescue operations from the coordination and control point of view.

In terms of support to emergencies at sea, EMSA provided satellite monitoring to Member States as part of 29 distinct activations. 13 of these activations concerned assistance to search and rescue activities, which were supported by EMSA with short notice radar and optical satellite images.

In the context of multipurpose RPAS services, Member States have been able to rely on these capabilities to support various search and rescue operations. These included the detection of small vessels in distress and the identification of the location of an aircraft crash site in the Baltic sea. In November, the Italian Coast Guard also successfully tested dropping a lift raft from an EMSA RPAS, with capacity for eight persons.

EMSA's Contingency Plan, as coordinated by MSS, was activated on 13 occasions in 2022 following SAR cases. IMS SAR Toolbox awareness material was produced and shared with Member States. The "Drift modelling" Guidelines for IMS were approved by the High Lever Steering Group (HLSG) and the development of the drifting modelling tool was initiated within the IMS user group. The SAR collaborative communication solution was selected and will be analysed for the implementation in IMS to support cross-border or national cross-authorities operations.

26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services

Achievements

EMSA finalized the Cloud Roadmap to facilitate the implementation of its Cloud Strategy of 2021. The Maritime Picture in the Cloud proof of concept was finalized and validated as feasible.

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

Service provider

27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation

Achievements

The Agency, using data reported by the Member States in the reporting gate functionality of the Dynamic Overview of National Authorities (DONA) performed an analysis of the implementation of Regulation (EU) No 1257/2013 on Ship Recycling (the SRR). This reporting relates to the recycling of ships under Member States' flags and the cases of illegal ship recycling. It also compares the Member States reports of recycled ships with the independent information that EMSA reports annually to DG Environment using data from MARINFO.

EMSA supported the Commission by drafting a submission to the 8th session of the IMO Sub-committee on the Implementation of IMO Instruments (III) regarding the carrying out of remote surveys, audits and verifications. The proposal included amendments to the Guidelines under the Harmonised System of Survey and Certification and the principles that should inform the development of Guidelines on remote surveys, ISM audits and ISPS verifications.

EMSA supported the Commission and the Member States in preparing and drafting a submission, on the Comprehensive Review of the STCW Convention and Code, to the 9th session of the IMO HTW Subcommittee, proposing aims, principles, initial areas for the review and a road map. This submission included also as co-sponsors third countries and international organisations. The 9th session of the IMO HTW Subcommittee meeting will represent the kick-off for the considerable work that will follow, at least until the end of 2026, and that will result in the adoption of amendments to the STCW Convention.

EMSA has signed a Memorandum of Understanding (MoU) with EUROSTAT for the provision of technical support and expertise, by EMSA, for a study conducted by EUROSTAT, on the use of SafeSeaNet and other EMSA data for maritime statistics needs. It is expected that the comparability with EUROSTAT statistics will improve allowing the production of more timely indicators.

28. Extend and formalize EMSA training schemes

Achievements

The EMSA Academy Management System was subject to an external audit and as a result was certified for its compliance with the requirements of ISO 29993:2017. The Agency is now accredited for the design, development and delivery of learning services outside formal education in the Maritime Domain.

The learning services offered by the Agency through the EMSA Academy include now Common Core Curricula (CCC). The CCC are a consistent set of learning activities, leading to certification and the demonstration of knowledge and specific skills for relevant job profiles (PSC Inspectors, Sulphur Inspectors, Flag State Inspectors, Accident Investigators, etc). 2022 saw the delivery of the CCC for Sulphur Inspectors and the kick-off of the delivery of the CCC for Flag State Inspectors. Work also started on the development of the CCC for PSC Inspectors and on the CCC for Accident Investigators, with the involvement of the respective users' communities.

An online training course was also developed on Assessment, Examination and Certification of Seafarers. This course required the update of IMO Model Course 3.12 and was designed to be delivered within a period of 2 months, including online classes, self-study and assessments.

29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability

Achievements

The Agency has developed and provides to relevant users a monthly report on the Impact of developments in Ukraine on maritime traffic and trade.

To raise awareness on the importance of the maritime sector and highlight ongoing challenges and achievements, the EU maritime Profile was further enriched with data and indicators offered to the general public.

EMSA continued to offer traffic density maps through its SSN Ecosystem graphical user interface as well made them available to the public through the European Marine Observation and Data Network (EMODnet) portal. The service allows maritime authorities and EU Agencies to visualise the density of shipping traffic in all the pre-defined areas.

During 2022, a Blue Datawarehouse project has been initiated focusing on establishing the baseline architecture and governance of the Agency's ongoing work towards further data integration and intelligent processing of information with the use of the new generation of data management technologies facilitating digital transition. This project started with the selection of three priority use cases for business intelligence data processing (EQUASIS, RO and EMCIP) for validation purposes.

The EMSA Maritime Analytics Tool (EMAT) prototype was used by a number of external IMS users, and new EMAT licences were granted. Two dashboards were also added to EMAT for the statistics of the 'at sea encounters' and 'sudden heading change', following requests from the end-users. Work has initiated on the additional, new dashboard for the overview of the ships crews' nationalities.

Reliable partner

30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions

Achievements

EMSA continued to enhance its cooperation with EFCA and Frontex in the framework of the European cooperation on coast guard functions, taking over the chairmanship of the Tripartite Working Arrangement in June and steering the interagency works towards the successful implementation of all the projects included in the Annual Strategic Plan 2022, ensuring the horizontal coordination of the Agencies and their coordinated participation within the most important events of coast guard relevance including the regional Coast Guard Fora (ECGFF, MedCGFF, NACGF, CGGS).

EMSA delivered on the information sharing domain through the enhancement of the Maritime Data Catalogue to raise awareness of the different datasets available via the three agencies and providing surveillance and communication services which include the provision of Earth Observation data to support coast guard activities.

Under the capacity building area of cooperation, cross-sectoral training and awareness sessions on "Maritime Surveillance", "Fishing vessel safety and fisheries control" and "Search and Rescue for non-SAR community" were organised in support of Member States national authorities. Additionally, the Practical Handbook on European Cooperation on Coast Guard Functions was further developed, establishing the business requirements for an online platform which will make it possible to easily navigate through the practical information contained in the Handbook.

Risk analysis to assess and address Member State needs and capacity sharing by way of Multipurpose Maritime Operations (MMO) undertaken at the request of the Member States were also enhanced, with EMSA taking part to the Black Sea MMO and taking all the necessary steps to start planning the first EMSA lead MMO for the upcoming year.

EMSA continued to provide a range of services through the EMSA-Frontex Service Level Agreement (SLA), to support operations to address irregular migration and cross-border crime along the European Union's maritime border and in pre-frontier areas, including through the implementation of the EUROSUR framework.

The system-to-system interface provided to Frontex was operational 24/7, with an annual availability of 100%, ensuring that data and information were provided to Frontex frontends in a harmonised manner (EUROSUR and JORA2). Together with Frontex, EMSA launched a new search engine available to both Agencies' communities, capable of combining information from different vessel databases to identify more efficiently vessels matching the user's criteria.

EMSA has a range of vessel monitoring algorithms (ABMs) available, enabling the monitoring and alerting of vessel movements relevant for the border control community. This service in particular is a good example of collaboration between the two Agencies, cooperatively developing technologies and avoiding duplication of efforts.

EMSA continued to be a major provider of Earth Observation expertise and services to Frontex, delivering SAR and optical imagery. EMSA continued to improve the Earth Observation analytical capabilities available to Frontex, launching system-to-system access to the Activity Detection product to assist Frontex in quickly using satellite imagery to identify where additional resources can be focused.

Throughout 2022, EMSA provided weekly reports to Frontex for vessels meeting specified criteria in three defined areas of interest, identifying unique vessels for further analysis by Frontex.

The Incidental Sightings of Potential Marine Pollution reporting procedure was fully operational, with a total of 9 incidental sightings reported by Frontex and shared via EMSA with the relevant (CleanSeaNet) National Competent Authority (NCA).

Regarding EFCA, EMSA continued providing a range of services through the EMSA-EFCA Service Level Agreement to support of their fisheries monitoring mandate the core activity being the provision of integrated maritime services to EFCA.

Given its unique features, the IMS for EFCA has become indispensable for the day-to-day fisheries control actions and can serve as a powerful back-up for national legacy applications. With more than 100 active algorithms, ABMs are intensively used by fisheries control authorities allowing the simultaneous and efficient monitoring of a large number of regulated areas such as the 87 areas established by Commission Implementing Regulation (EU) 2022/1614 of 15 September 2022 determining the existing deep-sea fishing areas and establishing a list of areas where vulnerable marine ecosystems are known to occur or are likely to occur. Project activities for the major overhaul of the IMS service were completed in 2022 implementing and integrating horizontal solutions that benefit all EMSA IMS users, while allowing a degree of customisation needed for the fisheries control community. Further IMS improvements will be implemented in the framework of the new SLA.

In 2022, the Copernicus Maritime Surveillance supported EFCA and its Member States with worldwide satellite surveillance.

EMSA continued providing lightweight Vertical Take-Off and Landing (VTOL) RPAS services and satellite communications (SATCOM) internet services on board EFCA chartered fisheries patrol vessel the Lundy Sentinel for most of 2022. In the first quarter, an additional vessel was also enabled with RPAS and SATCOM capabilities (AEGIS), for a limited period of time. RPAS flights support pre-boarding and boarding phases of fisheries inspections, gather data to improve the maritime situational awareness by observing fishing activities, and detects vessels not transmitting AIS or are sailing in fishing restricted areas.

At the request of EFCA the EMSA contracted vessel Aegis was deployed in the North Sea and in the Western Waters in the North East Atlantic from September 2021 until February 2022.

31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice

Achievements

Every company is offered the possibility to present their portfolio to EMSA. By doing so, the Agency remains informed about the latest technological developments and innovations available on the market. In 2022, also a number of market survey consultations have been used to gather information on latest developments and innovations from the industry.

Workshops are organised with the support and involvement of the Industry where relevant, to ensure exchange of views and lessons learned. The workshop organised in October 2022 saw active contribution by many stakeholders from the Industry.

32. Seek synergies with complementary EU bodies and communities to add more value for the EU

Achievements

Regarding Europol, EMSA continued providing Integrated Maritime Services (IMS) to support EUROPOL in the areas of Law Enforcement and Organised Crime activities at sea. In 2022, the number of Europol users increased significantly almost doubling. As reported in 2021, the service was used by a Member State for the first time in May. The German Federal Criminal Police Office was provided access to the system as part of “Exercise Pilot Project” for the future roll out phase to MS. The trial of the IMS by Europol services demonstrated the added value of the information for law enforcement. Accordingly, the second phase of the MS Pilot Project campaign was launched in April 2022 and 6 MS Law Enforcement Authorities used the service.

Concerning the Maritime Analysis and Operations Centre – Narcotics (MAOC (N)), EMSA continued providing IMS services to this initiative set up to facilitate the coordination anti-drug trafficking actions by 6 EU Member Countries (France, Ireland, Italy, Spain, Netherlands, Portugal) and the UK. Following the 1st MAOC (N) Annual Report provided in February 2022, EMSA and MAOC (N) agreed on the development of some new business requirements for IMS services.

In cooperation with DG SANTE a new module of THETIS inspection database, being THETIS-Animal Welfare, was developed and deployed supporting the volunteer reporting of the control of livestock vessel and the training to competent authorities was provided. This module benefits competent authorities responsible for the enforcement of Regulation (EC) 1/2005, aimed at protecting the welfare of animals during transportation.

In the context of the EU’s Common Security and Defence Policy, EMSA continued to support two distinct EU Naval Force operations, namely EUNAFOR-Somalia: Operation Atalanta, and EUNAVFOR-Med: Operation Irini. (see 13)

33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards

Achievements

Building upon the successful completion of SAFEMED IV and BCSEA projects, the Agency was entrusted with the implementation of SAFEMED V and BCSEA II projects which brings together European, national, and international stakeholders with the aim of raising maritime safety, security, and protection of marine environment standards in the Mediterranean basin, the Black Sea and the Caspian Region. Both projects are divided into five technical areas, with a communication component supporting each area, and an action plan which outlines each concrete action within every area that will be used as a basis for the planned actions aimed at level-up and harmonise standards.

Building capacity is also a strong driver of the ENP projects. As a concrete example, dedicated Pollution response equipment was purchased and earmarked for Ukraine and Georgia.

Finally, the Agency continued working within the context of the IPA project in support of maritime administrations from enlargement countries.

THETIS-MED services were provided continuously without interruption. THETIS-MED is now the only information system supporting Mediterranean MoU on Port State Control as a result of the decommissioning of the previous system – MEDSIS – at the end of 2021. Inspection data migration from the previous system was performed in Q1 2022 to THETIS-MED thus completing the operational transition to THETIS-MED.

International reference

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

Achievements

EMSA, within the context of the SAFMED IV project, has supported the ratification of MARPOL Annex VI by a number of beneficiaries, thus fostering the implementation of the said annex, and supporting the introduction of the MED ECA, one of the top priorities of the Commission.

Knowledge hub

35. Provide the central EU maritime information hub and access point for open data

Achievements

The European Maritime Safety Agency has developed the EU Maritime Profile, a one-stop-shop providing to the general public and relevant stakeholders in an easily accessible and user-friendly way relevant and up-to-date statistics highlighting the details and importance of individual sectors and domains within the maritime transport sector in the EU. Data used is extracted from EMSA's own databases as well as from information from external sources. All data sources are attributed in the charts, with links added where relevant

The Country Profile is a publicly available section of the Dynamic Overview of National Authorities (DONA), and offers information on EU Member States' competent authorities responsible for the flag-, port- and coastal State functions, including those responsible for the coast guard functions and/or for the implementation of EU maritime legal acts, the contact details of the mentioned competent authorities, which can be published without impairing the work and functioning of the competent authority, how the EU Member states' respective bodies fulfil their obligations under the EU maritime legislation and the international conventions and Information on the approved entities and institutions.

36. Support innovation and development of new technologies

Achievements

EMSA has been actively participating with Norway and the European Space Agency (ESA) in a demonstration project aiming at testing the new VHF Satellited Data Exchange System (VDE-SAT) to relay digital information between ships and Member States coastal stations using Norway's NorSat-2 satellite and specific ship on-board equipment. VDES is a new technological development building on the capabilities of AIS by providing the possibility of digital data exchange at higher data rates using terrestrial and satellite components. The satellite component (VDE-SAT) is set to optimise data communication with global coverage using space-based assets. During the project, a system-to-system interface had been developed between EMSA's application and VDE-SAT ground stations operated by Norway. The project demonstrated the successful exchange of MRS/VTs messages between EMSA and a test vessel via satellite with a VDES test-payload. The demonstration is continuing in 2023 by involving more vessels and to further demonstrate the benefits of VDE-SAT data exchange technology.

EMSA continued to strengthen its cooperation with ESA and pursued channels for further collaboration on the use of space-based assets and technologies for enhancing maritime safety and surveillance services. The Agency remained at the forefront in the provision of near real time satellite-based surveillance services and remotely piloted aircraft services in the civil domain by expanding its portfolio of services to include the latest technologies to assist better maritime administrations in conducting their operations.

Part I – Achievements of the year

List of activities – EU subsidy activities + Project financed activities

1. Sustainability

- 1.1. Prevention of pollution by ships
- 1.2. Operational pollution response services

2. Surveillance

- 2.1. Remotely piloted aircraft and satellite communication services
- 2.2. Satellite based services and innovation
 - 2.2.1. Earth observation services
 - 2.2.2. Innovative satellite-based services, remote sensing and communication technologies
- 2.3. [COPERNICUS maritime surveillance service](#)
- 2.4. [CISE Transitional phase](#)

3. Safety & Security

- 3.1. Maritime safety (+ EQUASIS)
- 3.2. Human element
- 3.3. Accident investigation
- 3.4. Maritime security

4. Simplification

- 4.1. SafeSeaNet
- 4.2. EMSW – European maritime single window
- 4.3. LRIT – Long range identification and tracking
- 4.4. eCertification

5. Digitalisation

Maritime digital services

- 5.1. Maritime digital services (+ [THETIS-EU & THETIS-MRV](#))

Digital infrastructure

- 5.2. Maritime support services
- 5.3. ICT operations

6. Technical Assistance

Visits & inspections

- 6.1. Classification societies
- 6.2. Seafarers training and certification
- 6.3. Visits to Member States

Capacity building

- 6.4. Analytics and research
- 6.5. Capacity building and EMSA Academy (+ [Commission Funds for candidate/potential candidate countries](#))
- 6.6. [New project in support of ENP Countries sharing the Mediterranean Sea \(SAFEMED V\)](#)
- 6.7. [New project in support of ENP Countries sharing the Black Sea and the Caspian Sea \(BC SEA II\)](#)

7. Strategic Support

- 7.1. European cooperation on coastguard functions
- 7.2. [EFCA Service level agreement](#)
- 7.3. [FRONTEX Service level agreement](#)
- 7.4. Communication
- 7.5. Missions and events

8. Executive and corporate services

1. Sustainability

1.1 PREVENTION OF POLLUTION BY SHIPS (46000)

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

Planned input		Actual input	
CA	1,897,046	1,981,806	
PA	1,984,556	1,961,877	
STAFF	7 AD, 0.5 AST, 0.75 SNE	6.5 AD, 0.75 AST, 0.25 CA, 0.75 SNE	
Performance Indicators (PI) ¹		Target 2022	Result 2022
Studies		2	2
Workshops		2	2
Outputs 2022			Achievements
1. Support the Commission in the development and implementation of new or amending EU legislation in the areas of air pollution (SOx, NOx, PM), alternative emission abatement methods, anti-fouling paints, ballast water management, greenhouse gas emissions, marine litter, plastics, port reception facilities, rules on liability and compensation, sanctions for ship source pollution, ship energy efficiency, ship recycling, sustainable alternative fuels and technologies, cleaner power technologies and underwater radiated noise. The support entails technical notes, drafting of IMO submissions and annual reporting obligations, drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.			✓
2. Participate and contribute to any initiative within the framework of the European Green Deal, including the newly released "Fit for 55 package", mainly the Fuel EU Maritime Initiative, the extension of ETS to maritime transport, the Alternative Fuel Infrastructure Directive, the Zero Pollution Action Plan, the maritime aspects of the revision of the marine strategy framework Directive, as requested and relevant for the Agency's mandate.			✓
3. Support the Commission at IMO (mainly at MEPC and PPR but also CCC) in areas of pollution prevention and sustainability including the IMO Strategy on reducing GHG emissions, carbon intensity of shipping, safety, evaluation, deployment and use of sustainable alternative fuels and technologies, marine litter and underwater noise. The upcoming IMO work on developing the corresponding requirements and standards for the use of new fuels and technologies will be of key importance in their uptake at both global and EU level.			✓
4. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention.			✓
5. Support the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.			✓
6. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.			✓
7. Commissioning studies for sources of power for ships, with focus for example on biofuels, ammonia, hydrogen and the operation, safety and technological standards for fuels and technologies, the use of which is expected to be accelerated by the FuelEU maritime initiative.			✓
8. Continue commissioning studies on issues of interest in the environmental domain, and in particular on underwater noise and if possible marine litter.			✓

¹ For most of the Agency's KPIs the source of data is internal. When this is not the case or when a more precise information is needed, source of data is provided in footnotes.

9. Contribute to the identification of business requirements for the development and enhancement of tools supporting the environmental legislation (THETIS-EU / Sulphur module, THETIS-EU / PRF module, THETIS-EU / SR Module, THETIS-MRV and a possible new FuelEU Tool, emissions modelling tool, pollution monitoring through satellite and RPAS).	✓
10. Support the Commission and the Member States in the implementation of the Sulphur Directive through the organization of an end-of-cycle visits workshop.	Due to the COVID pandemic and its impact on the relevant cycle of visits, this activity will take place in 2023, following the conclusion of the cycle in 2022
11. Start the work for an updated EMTER report to be published in 2024 and explore with EEA the possibility of targeted focussed annual releases.	✓

1.2 OPERATIONAL POLLUTION RESPONSE SERVICES (51000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2(b), 2.3(d) and 2.5

Planned input		Actual input	
CA	18,070,418	17,710,190	
PA	18,370,104	17,966,200	
STAFF	9.75 AD, 1.5 AST, 2 CA, 1 SNE	10.25 AD, 1.5 AST, 1.5 CA, 1 SNE	
Performance Indicators (PI)		Target 2022	Result 2022
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	16	16
	number of fully equipped vessels for dispersant application	6	6
	number of vessels equipped with RPAS	12	12
New vessels pre-fitting	number of newly contracted vessels pre-fitted	1	1
Equipment Assistance Service (EAS)	number of EAS stockpiles	5	5
	number of newly contracted EAS established	1	1
Vessel/Equipment replacement/adaptation/upgrade	number of projects completed per year	4	9
Vessel/Equipment drills and exercises	number of Vessel drills (acceptance drills and quarterly drills) per year	66	72
	number of operational exercises per year	10	10
	number of Equipment Assistance Service (EAS) drills	30	57
	number of notification exercises per year	12	13
Response to requests for vessel/equipment services	mobilisation time in hours vessels	24	24
	mobilisation time in hours EAS	12	12
Dispersant stockpiles	number of stockpiles	8	8
	minimum quantity of dispersants available at any time	1580 tonnes	1580 tonnes

Performance Indicators (PI)		Target 2022	Result 2022
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.	100%	100%
Developing datasheets	number of datasheets produced	20	20
Cooperation, coordination and information			
Coordination of the CTG MPPR rolling work programme	number of workshops, guidance documents	4	7
Coordination of the CTG MPPR annual meeting	number of meetings	1	1
Coordination of the PRS User Group annual meeting	number of meetings	1	1
Coordination of the annual Inter-Secretariat meeting with Regional Agreements	number of meetings	1	1
Outputs 2022		Achievements	
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 Aegean Sea in 2021, the vessel will become operational in 2022.		✓	
3. Tender one stand-by oil spill response service contract for the Atlantic North, following the unsuccessful outcome in 2021 of the relevant procedure; tender one stand-by oil spill response service contract for the Channel and North Sea, one for the Atlantic middle and one for the Black Sea to replace the non-renewable contracts ending in 2023.		All achieved with the exception of the tender for the Atlantic North, which was unsuccessful for the second time notwithstanding fine-tuned requirements.	
4. Replace the second stand-by oil spill response service contract for the Channel and North Sea, that expires in 2023, by procuring a new vessel with a large capacity for intermediate storage of recovered oil for the North and Baltic Seas.		The tender was unsuccessful. The procurement is planned for a second time in 2023 with fine-tuned requirements.	
5. Renewal of the vessel availability contract covering the Bay of Biscay for an additional 4-year period.		✓	
6. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.		✓	
7. Following the expected signature of the EAS contract for the Black Sea, the arrangement will become operational in 2022.		✓	
8. Retender the EAS contract for the Northern Baltic to replace the non-renewable contract that expires in 2023.		✓	
9. Manage the existing dispersant stockpiles in the Black Sea, Adriatic Sea, East and Central Mediterranean Sea, Canary Islands and Madeira, Southern Atlantic and North Sea.		✓	

10. Improve the response capacity of certain Vessels and EAS arrangements through purchase of new equipment or upgrades.	✓
11. Enhance the detection capability for oil pollution in a number of suitable oil spill response vessels to be equipped with light RPAS systems.	✓
12. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency.	✓
13. Develop HNS operational support to Member States through a public procurement for supply of HNS response equipment and PPE kits for the existing EAS.	✓
14. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC (DG ECHO).	✓
15. Support "hands-on" training in the use of EAS equipment for Member States' operators.	✓
16. Mobilise pollution response assets in case of request for assistance by a Requesting Party.	✓
17. Provide expertise to Member States and/or the Commission in case of pollution incidents.	✓
18. Support Member States pollution response operations through the provision of equipment and training for EU Agencies' multipurpose vessels, within the context of cooperation on coast guard functions.	✓
19. Renew the 3-party cooperation Agreement in order to maintain the network of specialised chemical experts (MAR-ICE Network).	✓
20. Maintain, update and improve database/datasheets of chemical substances for marine pollution response (MAR-CIS).	✓
21. Maintain oil and chemical spills fate and trajectory modelling capabilities.	✓
22. Develop, maintain and update marine pollution preparedness and response related information, studies, tools and reports.	✓
23. Coordinate the annual PRS User Group, Inter-Secretariat and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme.	✓
24. Support as a member of the INTERSPILL Committee the organisation of the tri annual INTERSPILL Conference and Exhibition events.	✓
25. Start the development of a software for a response simulator tool to assist the competent authorities of the Member States and enhance their preparedness.	✓

2. Surveillance

2.1 REMOTELY PILOTED AIRCRAFT AND SATELLITE COMMUNICATION SERVICES (21020)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2b, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5

Planned input		Actual input	
CA	13,746,259	11,033,394	
PA	14,223,449	10,877,752	
STAFF	8 AD, 1 AST, 1 SNE	6.75 AD, 1.5 AST, 1 SNE	
Performance Indicators (PI)		Target 2022	Result 2022
RPAS for multipurpose surveillance Operations	number of RPAS systems available for deployment for multipurpose operations ²	6	8
	number of deployment days per year ³	600	828
RPAS for environmental surveillance	number of (small/medium) RPAS systems available for environmental protection (marine pollution and emissions) ⁴	14	15
	number of deployment days per year (pollution monitoring and emission monitoring) ⁵	360	477
SAT-AIS	global data stream availability ⁶	99%	100%
Outputs 2022			Achievements
1. Provision of improved Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including satellite communications capacities and multi-purpose systems with advanced sensor technologies, building up a more permanent capacity for RPAS based surveillance in those areas of interest for more than one Member State, where possible.			✓
2. On request, continue providing tailor-made RPAS services in support of EFCA, including support to EFCA's Joint Deployment Plans, and Frontex and their stakeholders' activities in the fishery and border domains, participation in Multipurpose Maritime Operations (MMOs) in cooperation with Frontex, EFCA, and Member State authorities.			✓
3. Provide on request, specific RPAS based services to coastal States, for the monitoring of emissions by vessels and detection of illegal discharges and polluting vessels.			✓
4. Provide assistance to coastal States and the Commission in case of emergencies at sea, including accidental spills with the RPAS deployed on site and, if operationally feasible, by further equipping EMSA Oil Pollution Response Vessels (EMSA-OPRV) with lightweight RPAS (quadcopters).			✓
5. Hosting and management of the EMSA RPAS User Group by meeting at least once per year.			✓
6. The maritime surveillance operations, and in particular the RPAS services, will be supported by satellite communication allowing for real-time maritime information transmission from assets at sea to shore, where needed.			✓
7. Global SAT-AIS feeds will continue to be contracted by the Agency to support the monitoring of vessels worldwide and allow for identification of vessels reporting and, in combination with the Earth observation service identify dark vessels to be more closely monitor by surveillance authorities.			✓

² Source of data: Providers contracts.

³ Source of data: RPAS DC and operations deployment validated flight plans

⁴ Source of data: Providers contracts.

⁵ Source of data: Providers contracts.

⁶ Source of data: SAT-AIS data acquired from commercial service providers and from MSs with national SAT-AIS capability.

2.2 SATELLITE BASED SERVICES AND INNOVATION (52000)

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

Planned input		Actual input
CA	12,911,162	14,969,601
PA	11,097,202	13,706,315
STAFF	11.25 AD, 1.5 AST	12.25 AD, 0.5 AST

2.2.1 EARTH OBSERVATION SERVICES

Performance Indicators (PI)		Target 2022	Result 2022
CleanSeaNet service earth observation (EO) image delivery	percentage per year EO image delivery ratio ⁷	90%	98%
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.	90%	100%
Outputs 2022		Achievements	
1. Delivering and improving the CleanSeaNet service, which is based on satellite images and alerts to coastal States, for the monitoring of seas and detection of illegal discharges and polluting vessels, including providing training on the practical use of CleanSeaNet, as part of EMSA's capacity building services.		✓	
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. Organise meeting of the EMSA CleanSeaNet User Group.		✓	
5. Develop activities with enforcement authorities to promote effective follow-up to CleanSeaNet detections.		✓	
6. Provide earth observation services to support border control activities in the context of the interagency SLA with Frontex.		✓	
7. Provide earth observation services to SAFEMED, IPA and Black and Caspian Sea beneficiary countries.		✓	
8. Establish new framework contracts concerning the provision of earth observation services from radar and optical satellites.		✓	
9. Depending on the outcome of a technology readiness level assessment, establish new framework contract concerning the provision of satellite-based radiofrequency detection services. Operational delivery of the first satellite-based radio-frequency detection services will follow (if possible).		Technology still presents low maturity and therefore no procurement was launched in 2022.	

⁷ Source of data: EODC Database.

10. Delivery of oil spill characterization and volume estimation reports based on Sentinel-2 optical images in support of oil spill emergencies and larger combatable spills.	Proof of concept and preliminary market consultation were performed. Procurement of these services will take place in 2023.
11. Delivery of earth observation services in support of maritime emergencies at sea, in the scope of EMSA's Contingency Plan.	✓

2.2.2 INNOVATIVE SATELLITE BASED SERVICES, REMOTE SENSING AND COMMUNICATION TECHNOLOGIES

Performance Indicators (PI)		Target 2022	Result 2022
Integrating new satellite sources	Integrating new information sources from satellites in the field of earth observation and frequency detection counted per satellite or sensor	2	16 ⁸
Outputs 2022		Achievements	
1. Assessment on how satellite-based thermal imagery can be used to support maritime surveillance use cases.		✓	
2. Implement proofs of concept for new earth observation sensors and organize the transition of new capabilities to operations in order to expand the existing portfolio.		✓	
3. Continue the development of machine learning algorithms for satellite base products (Phase 2). In phase 2 of these activities these can include vessel detection and classification and feature detection (both from SAR and optical products).		✓	
4. Assess new radar and optical satellite constellations, particularly concerning rapid tasking and very high-resolution optical capabilities with the perspective to phase these into operational service.		✓	
5. Closely work with the European Space Agency in the operational assessment and review of operational use of existing Sentinel missions, associated technical elements and capabilities.		✓	
6. Finalize a technology readiness level assessment of different radio-frequency detection capabilities from space, towards potential deployment into operations.		✓	
7. RPAS operations require a stable communication infrastructure. EMSA will therefore continue supporting together with other EU Agencies, ESA and industry, the definition process of a new European governmental satellite communication service (GOVSATCOM).		✓	
8. Continue evaluating the operational added value of latest RPAS platforms (incl. High Altitude Pseudo Satellites - HAPS) which allow to optimise existing services and to provide new capacities.		✓	

⁸ EMSA signed a Framework Contract with ICEYE enabling access to its satellite constellation, which includes 16 individual satellites equipped with a Synthetic Aperture Radars. Albeit microsats of less than 100kg, they will significantly expand the Agency's capacity in terms of earth observation services used for maritime surveillance. Moreover, the company expects to launch additional satellites in the coming years, further improving its service provision.

9. Continue evaluating the operational added value of improved communication technologies for live streaming and latest generation of sensors and payloads on board of RPAS such as AI detection systems, remote gas measurements radio frequency detection, day and night target detection sensors and multispectral radars.	✓
10. Continue the dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS capacity or the VHF Data Exchange System (VDES) capability for non-commercial purposes and explore if new streams of national satellite AIS and VDES data can be channelled to EMSA users.	✓
11. Hosting and Chairing of the EU SAT-AIS Collaborative Forum at least once per year.	✓

2.3 COPERNICUS MARITIME SURVEILLANCE SERVICE (75000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c);

Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme

Project Financed Activity <i>COPERNICUS</i>			
Funding source	COMMISSION (DG-DEFIS)		
Timeframe	2021/2027 (Entry into force: 28 September 2021. Estimated budget: € 73,000,000 until 2027).		
	Planned input	Actual input	
Expenditure 2022	10,589,860	Committed: € 17,531,865 Paid: € 12,018,965	
Staff	6 CA FGIV, 1 CA FGIII	6 CA FGIV, 1 CA FGIII	
Performance Indicators (PIs)		Target 2022	Results 2022
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio ⁹	90%	95%
Number of user organisations registered	number of Member States National Administrations, EU institutions and international organisations using the service ¹⁰	56	60
Outputs 2022			Achievements
Copernicus Maritime Surveillance (CMS) baseline objectives (coming from the previous delegation agreement) should be maintained and include: 1. Provision of CMS services to the six functions areas as defined in the Annual Implementation Plan (as agreed with DG DEFIS, as required by the agreement in place). 1.1. Fisheries control: completing the integrated maritime picture through wide area surveillance using synthetic aperture radar (SAR) imagery; providing vessel detection services using correlation algorithms for the identification of potential inspection targets; provision of high-resolution SAR and optical imagery in support of specific operations. EFCA coordinates requests from Member States concerning fisheries control activities. 1.2. Maritime safety: tracking objects at sea; vessel locating and identifying.			✓

⁹ Source of data: EODC Database.

¹⁰ Source of data: Copernicus Registered Organization Forms.

1.3. Maritime Security: routine analysis of EO products enhancing the maritime picture for anti-piracy and maritime security purposes, particularly in hotspot areas for piracy and armed robbery or where vessel reporting information is scarce.	
1.4. Customs: detection of potentially suspicious vessels involved in trafficking or smuggling of goods; monitoring of ship-to-ship transfers; early warning and identification of criminal trafficking and smuggling.	
1.5. Law enforcement: the detection and tracking of suspicious targets; monitoring of shorelines; identification of vessels carrying out suspicious activities. Law enforcement may also include environmental compliance related activities.	
1.6. Marine Pollution monitoring: detection and tracking of illegal ship-source pollution; identification of possible polluters by combining information on oil spill detections with information on vessel positions and routes; monitoring the extent and spread of oil over time following a large-scale accident.	
1.7. International cooperation in the maritime surveillance domain: wide area surveillance with vessel detection and correlation of reporting and non-reporting vessels; high resolution imagery to provide detailed information on specific vessels and activities for intelligence-led operations; monitoring of shoreline activities. Example of this cooperation is the close cooperation with the United Nations Office on Drugs and Crime (UNODC) Global Maritime Crime Programme.	
2. Increase in the number of organisations served by CMS.	✓
3. Organising the CMS annual user group meeting.	✓
4. Delivery of planned training, communication and user uptake activities.	✓

2.4 CISE TRANSITIONAL PHASE (79020)

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

Project Financed Activity CISE Transitional phase			
Funding source	COMMISSION (DG-MARE)		
Timeframe	04/2019-12/2023 / € 3,500,000 (1st grant agreement) plus 12/2020-12/2023 / € 3,400,000 (2 nd grant agreement)		
	Planned input	Actual input	
Expenditure 2022	€ 2,000,000	Committed: € 3,136,604 Paid: € 1,344,671	
Staff	3 CA (1st grant agreement) + 3 CA and 1 SNE (2nd grant agreement)	6 CA	
Performance Indicators (PIs)		Target 2022	Results 2022
CSG meetings	Number of CISE Stakeholder Group (CSG) meetings per year	3 per year	3
Training and Best Practice workshops	Overall number of Training and Best Practice Workshop per year	2 per year	5
Network's node	Number of CISE's nodes deployed in the network	12	9 ¹¹
Outputs 2022			Achievements
1. Coordinate the activities of the CISE stakeholders <ul style="list-style-type: none"> a. Organize and coordinate the CISE stakeholder group meetings; b. Organize CISE trainings; c. Organize CISE workshops; 			✓

¹¹ Installation of 12 nodes is planned for the end of the transitional phase in December 2023. Three CISE stakeholders are already working in this direction.

<ul style="list-style-type: none"> d. Promote CISE to new stakeholders; e. Report to EU Member States, Commission and Council the state of play of the project. 	
<p>2. Maintain and further evolve the CISE infrastructure in order to target the operational stage</p> <ul style="list-style-type: none"> a. Roll-out and maintain the new CISE node (version 2.0); b. Provide the Technical and Operational support to the stakeholders connected to the network; c. Start the preparation of the CISE network for exchanging EU classified information. 	✓
<p>3. Increase the number of nodes connected to the CISE network</p> <ul style="list-style-type: none"> a. Maintain and further evolve the EMSA CISE adaptor; b. Support the process to add new EU Member States authorities' nodes. 	✓
<p>4. Promote CISE as a framework for exchanging surveillance information between different user communities</p> <ul style="list-style-type: none"> a. Establish the agreement for the condition of use of the data shared (so called Cooperation Agreement); b. Elaborate the responsibility to share principle in order to foster the sharing of information; c. Standardize the CISE data model and services in order to be adopted in surveillance systems. 	✓

3. Safety & Security

3.1 MARITIME SAFETY incl. EQUASIS (44000)

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

Planned input		Actual input	
CA	3,817,978	4,110,608	
PA	4,259,630	4,296,711	
STAFF	13.5 AD, 0.5 AST, 1 SNE	12.5, 1.25 AST, 2 SNE	
Project Financed Activity EQUASIS			
Funding source	Equasis Member States		
Timeframe	Ongoing		
	Planned input	Actual input	
Expenditure 2022	450,000 EUR expected	Committed: € 524,401	
Staff	No extra project-financed staff	Paid: € 344,853	
Performance Indicators (PIs)¹²		Target 2022	Results 2022
EQUASIS – Availability of the system	percentage per year availability	99.5%	99.88%
EQUASIS – Users	number of users per month	32 000	35 459
EQUASIS Contributors	number of contributing members	9-10	10
Outputs 2022			Achievements
1. Provide pro-active technical support to the Commission and the Member States on the work carried out at EU and IMO level in the field of Maritime Safety Standards, including proposing initiatives where safety problems have been identified. Participating and providing technical input to the EU coordination			✓

¹² Source of data: Equasis TU.

documents related to the IMO committees SDC, SSE, MSC, CCC and III and the associated correspondence groups.	
2. Provide technical support regarding implementation and developments on Maritime Autonomous Surface Ships (MASS), passenger ship safety, fire safety, life-saving appliances, steering and manoeuvrability standards and the ISM code.	✓
3. Ensure that the EMSA studies STEERSAFE, FIRESAFE and RBAT (risk-based assessment tool)-MASS have an appropriate follow-up including, where appropriate, dissemination sessions, submissions to IMO and technical input to EU expert groups and IMO committees.	✓
4. Facilitate and provide technical assistance in the development and implementation of passenger ship safety legislation or guidelines including technical assessment of notified exemptions and derogations, development of the Small Passenger Ship Guide, review of Directive 2003/25/EC, and implementation of the new Annex to Directive 2009/45/EC. Finalise the Guidelines on the carriage of alternative fuelled vehicles (AFV) on board ships.	✓
5. Manage the CARGOSAFE study to address container ship fire safety issues.	✓
6. Conduct initial analysis on EU fishing ship safety (in support of the Commission).	✓
7. Follow-up and coordinate safety issues related to new types of fuel or electricity storage onboard, like hydrogen fuel cells, LPG, onshore power supply (cold ironing). In particular, kick off the work for preparing guidelines on the use of battery systems in maritime applications.	✓
8. Coordination of the update to the list of standards for marine equipment which is subject to flag State approval.	✓
10. Technical review of safeguard clause cases submitted under the Marine Equipment Directive.	✓
11. 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. Support the Commission in concluding a new MRA with Canada.	✓
12. Follow-up to research project relevant for Ship Safety, e.g., AUTOSHIP, LASHFIRE, FLARE, SAFEPASS and PALAEMON.	✓
13. Participate and provide expertise, including documents and drawing analyses, for the cycles of visits related to Bulk Carrier loading and unloading (Directive 2001/96/EC), Marine Equipment (Directive 2014/90/EC) and Passenger Ship Safety (Directive 2009/45/EC, Directive 98/41/EC and Directive 2003/25/EC).	✓
14. Assistance to Member States and the Commission on the implementation of Directive 2009/16/EC on PSC and for 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.	✓
15. 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.	✓
16. Participation in all technical meetings and working groups of the Paris MoU, and related policy meetings when requested, on behalf of the Commission.	✓
17. Assistance to the Commission in preparing the revision of Directive 2009/16/EC on PSC, Flag State Directive 2009/21/EC and Accident Investigation Directive 2009/18/EC.	✓
18. The Agency will continue to host the Management Unit of Equasis, thus addressing its day-to-day operation, liaising with the Technical Unit (hosted by the French Administration), assessing the applications of potential data providers, preparing documentation and relevant meetings of the Editorial Board and the Supervisory Committee, monitoring the projects budget and publishing the annual statistical report on the world merchant fleet in Equasis.	✓
19. Explore possibilities to better support Member States with their Search and Rescue plans of domestic passenger ships.	The planned workshop was cancelled.

20. Develop the first EU Maritime Safety Report (EMSAFE).	✓
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3.2 HUMAN ELEMENT (36000)

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

Planned input		Actual input	
CA	422,540	565,120	
PA	322,540	466,690	
STAFF	1 AD	1.75 AD	
Performance Indicators (PI)		Target 2022	Result 2022
Human element	STCW Statistical overview	1	1
	Number of meetings attended in support of Commission on the review and/or implementation of STCW, STCW-F and MLC	3	10 ¹³
Outputs 2022		Achievements	
1. Publish the annual STCW statistical review.		✓	
2. Workshop on the review of the STCW Convention and Code.		✓	
3. Contribute to submissions related to the comprehensive review of the STCW Convention and Code.		✓	
4. Contribute to submissions on the comprehensive review of the STCW-F.		✓	
5. Support the Commission and the Member States in relation to Human Element issues.		✓	
6. Commission a study in support of the development of standards for shore-based personnel responsible for the operation of MASS, expected to be concluded in 2023.		✓	
7. Cooperate with the Commission, IMO and ILO to foster the implementation of the MLC Convention.		✓	

3.3 ACCIDENT INVESTIGATION (42000)

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

Planned input		Actual input	
CA	1,328,163	987,630	
PA	927,261	769,231	
STAFF	2.75 AD, 1 SNE	2.25 AD, 1 SNE	

¹³ More meetings were arranged than expected when the KPI was set.

Performance Indicators (PI)		Target 2022	Result 2022
EMCIP meetings	number of meetings per year	2	2
PCF meetings	number of meetings per year	1	1
Outputs 2022		Achievements	
1. Support the Member States and the Commission in the implementation of the Accident Investigation (AI) Directive.		✓	
2. Provide 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. Prepare and propose business changes and upgrades of the EMCIP system.		✓	
4. Take care of the business management of the EMCIP system and all its functionalities, including cooperation with the EMCIP contractor.		✓	
5. Coordinate activities related to EMCIP users on AI matters, including training, workshops, user group and governance.		✓	
6. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission.		✓	
7. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States. If necessary, publish a preliminary Annual Overview of Marine Casualties and Incidents.		✓	
8. Assist the Commission with the preparations of the revision of the Accident Investigation legislation.		✓	
9. The Agency will assess and may establish overtime underwater survey services supporting accident investigation based on Remotely Operated Vehicles (ROVs) or similar tools once interest of Member States is confirmed.		✓	
10. Launch a new study to assess specific implications in safety and detect potential COVID19-related safety issues leading to marine casualties and incidents to support the Member States when conducting safety investigations.		✓	

3.4 MARITIME SECURITY (34000)

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

Planned input		Actual input
CA	1,198,099	1,332,699
PA	1,197,362	1,275,013
STAFF	3.25 AD, 1.5 AST, 2 SNE	4.25 AD, 1 AST, 1 SNE
Performance Indicators (PI)		Target 2022
		Result 2022

Inspections	number of individual missions per year	35 ¹⁴	23 ¹⁵
Reports	number of contributions to reports per year ¹⁶	35	47
	percentage of inspection reports concluded within the deadline agreed with the Commission	95%	100%
Outputs 2022		Achievements	
1. Up to 35 individual inspection missions to EU Member States, upon request of the Commission.		Due to the COVID pandemic, external events and human resource issues, DG MOVE had to reduce the initial planning.	
2. Up to 2 to 4 individual inspection missions to Norway and Iceland, upon request of the EFTA Surveillance Authority.		Due to the COVID pandemic, external events and human resource issues, the EFTA SA had to reduce the initial planning.	
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.		✓	
5. Contribute to European inter-agency co-operation on cybersecurity in the transport sector, notably through membership of the Transport Resilience and Security Experts Group (TRANSSEC).		✓	
6. Support proper implementation of EU and International maritime security legislation.		✓	
7. Provide support to Commission and the Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on cybersecurity for the maritime cluster.		✓	

¹⁴ This figure reflects a mission carried out by one staff member. More staff members may be needed to cover a mission, in those cases each staff member will be counted. Subject to the evolution of the COVID-19 pandemic and the availability of staff resources.

¹⁵ The inspections schedule has been reduced by the Commission.

¹⁶ More than one report may be prepared following an inspection mission, e.g. if more than one Member State is inspected.

4. Simplification

4.1 SAFESEANET (21030)

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)

Planned input		Actual input	
CA	2,053,075	2,239,488	
PA	2,100,908	2,263,135	
STAFF	3.75 AD, 2.75 AST, 0.25 CA	3.75 AD, 2.75 AST, 0.25 CA	
Performance Indicators (PI) ¹⁷		Target 2022	Result 2022
SafeSeaNet system: Service Operation	percentage per year availability of central SafeSeaNet system	99%	99.64%
	hours maximum continuous downtime of central SafeSeaNet system	max 12 hr	07h:35min
SafeSeaNet system: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	99%	100%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99%	100%
Outputs 2022		Achievements	
1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.		✓	
2. Host and manage the "SSN User Group meetings" and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).		✓	
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements on data quality and provide training on SafeSeaNet as part of EMSA's capacity building services.		✓	
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems and EMSA maritime applications.		✓	
5. Deliver, and upgrade as needed, the Traffic Density Map service.		✓	
6. Prepare for the development of SafeSeaNet to support the EMSWe Regulation (EU) 2019/1239.		✓	
7. Further develop facilitation services for ship-to-shore reporting.		✓	

¹⁷ Source of data: SSN-EIS.

4.2 EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT (21040)

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)

Planned input		Actual input
CA	389,611	726,939
PA	390,307	729,610
STAFF	1.5 AD, 0.25 CA	2.5 AD, 0.25 AST, 0.25 CA
Performance Indicators (PI)		
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 SafeSeaNet services, and therefore covered by the SafeSeaNet indicators.	
Outputs 2022		Achievements
1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, including assisting in the development and validation of the different parts of the EMSWe architecture, e.g. Reporting Interface Module, Maritime National Single Windows, and in the maintenance of the specifications of e.g. EMSWe data set, reporting interface module, common functionalities of the graphical user interfaces, templates of harmonised digital spreadsheets, and common ship, location and hazmat databases.		✓
2. Assist Member States in the implementation of the EMSWe Regulation, including organisation of workshops and provision of technical assistance on the request of the Member States.		✓
3. Work on measures which will facilitate the overall effectiveness and efficiency for ships in relation to reporting obligations, including the contribution to the maintenance and expansion of the IMO compendium on facilitation and electronic business.		✓
4. Deliver SafeSeaNet services to exchange information between National Single Windows as required by Directive 2010/65/EU and make such information is available to relevant authorities, provide data analysis services.		✓

4.3 LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 2017/210

Planned input		Actual input
CA	2,412,196	2,007,448
PA	2,415,976	2,074,830
STAFF	2.5 AD, 1.5 AST, 0.25 CA	1.5 AD, 1.5 AST, 0.25 CA

Performance Indicators (PI)		Target 2022	Result 2022
EU LRIT DATA CENTRE¹⁸			
System operational	percentage per month availability	99%	99.88%
	hours maximum continuous downtime	max 4	1h 35m
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99%	99.40%
Web user interface	percentage per year availability to users	99%	99.80%
LRIT-IDE¹⁹			
LRIT-IDE System operational	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.9%	99.90
	hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	max 4	6.5h ²⁰
Outputs 2022		Achievements	
1. Continued operations and ongoing maintenance of the LRIT IDE and the EU LRIT CDC.		✓	
2. Perform necessary upgrading of the EU LRIT CDC, as requested by EU LRIT CDC Participating Countries, IMO and IMSO.		✓	
3. Perform necessary upgrading of the LRIT IDE, as requested by IMO and IMSO.		✓	
4. Support EU LRIT CDC Participating Countries for use of the EU LRIT CDC.		✓	
5. Quality of the services maintained.		✓	

¹⁸ Source of data: Nagios.

¹⁹ Source of data: LRIT-IDE.

²⁰ On December 2, a "broken pipe" error, in principle caused by the LRIT IDE periodic task "SystemStatusTask", stopped the sending of the System Status messages (SSM) to LRIT DCs. The SSMs are used to measure the availability of the LRIT IDE. The incident did not impact the regular flow of LRIT messages among LRIT DCs. The investigation is on-going by the developer. Technical implementations have been deployed to detect the event sooner and support the diagnosis. Additional procedural actions are in place to improve the reaction time as well.

4.4 eCERTIFICATION (21050)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art 2.2(b), 2.3(b), 2.3(c), 2.4.(d), 2.4(e), 2.4 (h), 2.4 (i), 2a 1 (a)

Planned input		Actual input	
CA	416,553	414,861	
PA	295,893	275,067	
STAFF	0.75 AD	1 AD	
Performance Indicators (PI) ²¹		Target 2022	Result 2022
Percentage of EU flagged ships for which Statutory eCertificates have been delivered by EU Recognized Organisations in their registers (THETIS)		95%	92% ²²
EU Flag Administrations providing Statutory eCertificates (THETIS)		1	1
Outputs 2022		Achievements	
1. Facilitate the work of the Member States in their capacity as Flag and Port States.		✓	
2. Start the development of a platform in support of eCertification for STCW purposes, through the completion of high-level business requirements and technical specifications aiming at a platform available to Member States to issue seafarers' eCertificates and other functionalities linked to the implementation of STCW requirements.		✓	

²¹ Source of data for both KPIs: THETIS (PSC).

²² This KPI is below target. Russian Maritime Register of Shipping is no longer providing information and technical issue occurred hampering upload of data by Bureau Veritas.

5. Digitalisation

Maritime digital services

5.1 MARITIME DIGITAL SERVICES (45000)

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

Planned input		Actual input
CA	14,205,023	14,917,468
PA	15,044,997	15,410,206
STAFF	24 AD, 11.25 AST, 0.5 CA	24 AD, 10 AST, 0.5 CA

5.1.1 INTEGRATED MARITIME SERVICES

Performance Indicators (PI) ²³		Target 2022	Result 2022
Integrated Maritime Services Availability	percentage per year availability of IMS for Member States, including ABMs	99%	99.23%
	percentage per year availability of IMS specific functionalities and data sets to support relevant anti-piracy and maritime law enforcement and border control bodies (EUNAVFOR-Somalia: Operation Atalanta, EUNAVFOR-Med: Operation Irini ²⁴ , EUROPOL, MAOC (N)).	99%	99.82%
	percentage per year availability of the AIS Maritime Picture service to legitimate users (shipowners, agents, masters, shippers and others) authorised by the NCA.	95%	99.82%
	percentage per year availability of IMS Mobile App service	99%	99.92%
	Overall number of IMS services users ²⁵	5000	6566
Outputs 2022		Achievements	
1. Continue the operation, delivery and development of Integrated Maritime Services' interfaces and Automated Behaviour Monitoring tools in line with VTMS scope (Directive 2014/100/EC, Annex III); and user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies or other EU stakeholders with maritime related tasks / functions, including the European Fisheries Control Agency (EFCA), the European Union Agency for Law Enforcement Cooperation (Europol), EU Naval Forces (EUNAVFOR Atalanta and MED, Irini) and the Maritime Analysis and Operations Centre – Narcotics (MAOC-N), and/or third countries, including provision of		✓	

²³ Source of data: Nagios.

²⁴ The Common Security and Defence Policy (CSDP) action EUNAVFOR-Med: Operation Irini was launched in 2020 effectively replacing EUNAVFOR-Med: Operation Sophia, the mandate of which came to an end in March 2020

²⁵ Source of data: Identity Management System (IdM).

operational support such as training, as part of EMSA's capacity building services, and helpdesk activities.	
2. Host and manage the "IMS for Member States Group meetings" and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).	✓
3. Further advance the collaboration with the IMS Member State and EU bodies within the context of the "Automated Behaviour Monitoring and Advanced Analytics" Workshop and development of historical and combined Automated Behaviour Monitoring (ABMs) products and services.	✓
4. Develop IMS cloud-based products, functionalities and services, advanced Data Analytics and explore the potential of Artificial Intelligence (and Machine Learning, where applicable) to support maritime safety and VTMIS authorities, to improve of maritime domain awareness and to support coast guard functions.	✓
5. Development of SAR toolbox with drift modelling capabilities initiated.	✓
6. Maritime Picture in the Cloud development underway.	✓
7. EMSA Maritime Analysis Tools (EMAT) and its external dashboards will be further explored.	✓

5.1.2 THETIS AND THETIS-EU

Legal basis: 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; Directive 2009/16/EC as amended; Directive (EU) 2016/802; Directive (EU) 2019/883; Regulation (EU) No 1257/2013; Regulation (EC) No 725/2004

Project Financed Activity THETIS-EU			
Funding source	COMMISSION, DG ENV		
Timeframe	2018-2022 / 200,000 EUR (DG ENV)		
	Planned input	Actual input	
Expenditure 2022	n/a	Committed: € 43,245	
Staff	No extra staff	Paid: € 43,245	
Project Financed Activity THETIS-AP			
Funding source	COMMISSION. DG SANTE		Committed: € 25,910
Timeframe	2021-2024 / 50,000 EUR (DG SANTE)		
Performance Indicators (PIs)		Target 2022	Results 2022
System operational²⁶	availability in percentage	96%	99.88%
	hours maximum continuous downtime	max 6	2h 0m 27s
Helpdesk Service²⁷	percentage of requests closed in less than 5 days	75%	89.40%
Outputs 2022			Achievements
1.	Information System THETIS: operational, maintained, interfaced with SafeSeaNet and under continuous enhancement to meet new requirements. Enhanced to support the requirements set by the user communities (Paris MoU, EU Member States for ROPAX/PSC).		✓

²⁶ Source of data: Nagios.

²⁷ Source of data: JIRA ticketing tool.

2.	Assist in the development related to eCertificates. EMSA will further enhance the inclusion of eCertificates into THETIS and other applications.	✓
3.	Information System THETIS-EU: operational, maintained, and under continuous enhancement to meet new requirements. Enhanced to support the requirements set by the user communities (Ship Recycling, MARSEC, and EU Member States for ROPAX /FS) as well as Directive (EU) 2019/883 on Port Reception Facilities which entered into force in June 2021 including the foreseen Union risk-based targeting mechanism for the selection of ships to be inspected. THETIS-EU to remain available for extension to support other EU legal instruments requiring a database for inspections of ships or other objects.	✓
4.	To further expand THETIS-EU with a new inspection module THETIS-AP catering for the reporting of inspections to livestock vessels carried out under Council Regulation (EC) 1/2005.	✓
5.	To further enhance THETIS EU in support of the enforcement of the MRV Regulation (THETIS MRV).	✓
6.	THETIS-MED operational and maintained (see also Project: SAFEMED IV). Cooperation with the Med MoU for the operation and further enhancement of THETIS-MED to support the MeD MoU. Concept will be anonymised through de-configuration to allow cloning in support of other MoUs if and when deemed appropriate. further enhance THETIS EU in support of the enforcement of the MRV Regulation (THETIS MRV).	✓
7.	Assist in the monitoring of air emissions from individual ships through the RPAS based service for SOx monitoring. Calculations can then be made of the sulphur content in the fuel used on board the ships and this data is then made available and integrated in the THETIS-EU system. Service to be extended to include NOx measurements following the relevant MARPOL Annex VI changes on 01 Jan 2021.	✓
8.	Assistance to Member States and the Commission in implementing the PSC provisions not falling within the context of Directive 2009/16/EC, such as the provisions of Directive (EU) 2016/802 (Sulphur), the Directive (EU) 2019/883 (port reception facilities) Regulation (EU) No 1257/2013 (Ship Recycling) and other legislation as may be agreed.	✓
9.	Assist the Commission in the discussions on the Fuel-EU Maritime Initiative for the aspects related to the potential impact on THETIS-EU enhancements.	✓

5.1.3 THETIS-MRV

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

Project Financed Activity THETIS-MRV			
Funding source	COMMISSION, DG CLIMA		
Timeframe	2018-2022 / 700,000 EUR (DG CLIMA)		
	Planned input	Actual input	
Expenditure 2022	n/a	Committed: € 192,639	
Staff	No extra staff	Paid: € 174,295	
Performance Indicators (PIs)²⁸		Target 2022	Results 2022
THETIS-MRV	system availability	95%	99.94%
	hours max continuous downtime	max 12	2h 48m 28s
Outputs 2022			Achievements
1. Continued implementation of the tasks defined in the relevant cooperation agreement with the Commission, including the publication of annual figures and contributing to the annual report.			✓
1. Provision of helpdesk services to support the users of the application.			✓
3. Enhancement of the application in order to ensure the alignment between international obligations and EU legislation where relevant.			✓

²⁸ Source of data: Nagios.

4. It is also expected that THETIS-MRV will be revised and further enhanced to support the implementation of FuelEU maritime. Enhancement of the application in order to ensure alignment between international obligations and EU legislation where relevant, as well as the appropriate extension of EU ETS to maritime transport.



5.1.4 OTHER DIGITAL SERVICES

Performance Indicators (PI) ²⁹		Target 2022	Result 2022
RuleCheck system operational	percentage per year availability	95%	99.99%
	days maximum continuous downtime	3d	0d 0h 25m 0s
RuleCheck Helpdesk Service	percentage of requests closed in less than 9 days	95%	n/a ³⁰
STCW Information System	percentage per year availability	96%	99.81%
MED DB	percentage per year availability of MED data base ³¹	95%	99.91%
SurvSeaNet availability	SurvSeaNet availability ³²	95%	99%
Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service ³³	97.5%	100%
EMCIP	percentage per year availability	90%	99.8%
MARINFO	percentage per year availability	95%	98.85% ³⁴

²⁹ Source of data: Nagios.

³⁰ This KPI has been discontinued as RuleCheck has become an element of the EMSA Academy Helpdesk. The relevant performance has been replaced by KPIs under the section Capacity Building and EMSA Academy Helpdesk Service where it is verified that the pre-set KPI was met.

³¹ Source of data: Microsoft Azure Cloud – Application Insights – Report prepared by contractor.

³² Source of data: Information provided by Contractor (RPAS is hosted outside of EMSA).

³³ Source of data: EODC Database.

³⁴ Source of data: Windows Azure performance metrics Monthly report.

Outputs 2022	Achievements
1. Commissioning and rollout of the SurvSeaNet Web Application, the next generation of the RPAS Data Centre.	The contractor was unsuccessful. The repeated procurement of this development will take place in 2023
2. Maintenance and development of the RPAS DC service to support the needs of integrated maritime services including RPAS operations until go live of the SurvSeaNet Web Application.	✓
3. Maintaining, operation and enhancements of the STCW Information System, minimising down-time, ensuring a high level of availability and providing system support to users.	✓
4. Maintenance, operation and enhancements of the Earth Observation Data Centre. A technological upgrade of the EODC CleanSeaNet and EO Processing modules.	All completed, except the technological upgrade. Due to complexity a cost benefit documentation has been developed. Upgrade to take place in 2023.
5. Ensure that the content in RuleCheck (web based and mobile App) is always up to date in relation to applicable EU and international legislation as well as introducing required enhancements to make the system more robust. This includes expansion as an intelligent search engine for maritime legislation, its interaction with, but not limited to, both operational tools (THETIS) and capacity building tools (MaKCs, VRESI) as well as the development of tailor-made aid memoirs for Flag State Inspections.	✓
6. MED DB available, maintained and in operation with enhanced features simplifying delivery of data.	✓
7. Maintaining, operation and enhancements of European Marine Casualty Information Platform (EMCIP) released in 2018.	✓
8. Design the enhancement of the MARINFO tool in order to cater for acquisition of trade and environmental data, thus increasing the capabilities of the Agency to develop valuable and reliable statistical products for the Member States, the Commission and the general public.	✓
9. Maintain and enhance the ePortal for Speakers and Experts.	✓
10. Phase I of the Dynamic Overview of National Authorities (DONA) deployed and in operation with its two distinguished functionalities (country profile, and a reporting gate). Development of Phase II (regular statistics and enhancement of the reporting gate including links to GISIS). DONA will support Member States in their different functions while on the same time reducing their administrative burden.	✓
11. Elaborate a comprehensive analyses and assessment on ICT security and interoperability solutions for the overall information services of the Agency available and in actions in implementation.	✓
12. Investigate and design a cost-effective solution to integrate the data sets handled by the Agency's maritime applications and expand information services, statistics and data analytics (e.g. data publication, pre-set statistical products, ad hoc statistical products) on the bases of business cases.	✓
13. Establishment of Data management infrastructure- Datawarehouse: business cases for data analytics developed.	✓
14. "Cloud Roadmap" adopted providing implementation of the EMSA Cloud Strategy.	Cloud Roadmap finalized. Adoption pending.
15. Promotion of CISE for operational use by EMSA maritime digital services.	✓
16. Project plan for the new platform for recording and analysing the results of RO inspections developed.	✓

17. Information Security Management System Implemented and Penetration testing concluded.	Finalized except for complete implementation of ISMS. ISMS documentation developed.
18. Horizontal notification platform available providing distribution of messages from maritime digital services to user community through various communicational channels (SMS, e-mail, WhatsApp, etc.).	✓

Digital infrastructure

5.2 MARITIME SUPPORT SERVICES (24000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2

Planned input		Actual input	
CA	1,585,865	1,312,736	
PA	1,618,141	1,397,969	
STAFF	1 AD, 4.25 CA, 6 SNE	1 AD, 4.25 CA, 4 SNE	
Performance Indicators (PI)		Target 2022	Result 2022
Maritime Support Services available 24/7 ³⁵	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2	10.4 min
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8	13.1 min
MSS Data Quality Reports	reporting on the SafeSeaNet /LRIT implementation and data quality (overall and per Member State)	20 reports	24 reports
Outputs 2022		Achievements	
1. 24/7 User support and helpdesk as per SLAs, including provision of maritime information.		✓	
2. Incidents and problems are managed under ITIL procedures, reporting on the process efficiency in place.		✓	
3. Requests for support of SAR and Pollution Response activities are processed efficiently under defined Contingency plan; Satellite images and other services are provided in the least time possible to support operational response on site, including information services to Commission.		✓	

³⁵ Source of data: JIRA ticketing tool.

4. Exercises and trainings are provided to ensure efficient communication and provision of services during emergencies.	✓
5. Feedback on the toolbox is regularly provided to business and development units, potential improvements are registered and managed.	✓
6. Issue at least 20 SSN/LRIT data quality reports per year.	✓

5.3 ICT OPERATIONS (64000)36

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

Planned input		Actual input	
STAFF	5.25 AD, 12.5 AST, 2.5 CA	4.5 AD, 12.5 AST, 2.5 CA	
Performance Indicators (PI)		Target 2022	Result 2022
Service desk	Percentage of timely response to users' ICT requests ³⁷	95 %	94.3% ³⁸
Availability	Infrastructure availability per year	99.5 %	100%
Outputs 2022		Achievements	
1. Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability SLAs.		✓	
2. Test, validate and deploy new releases of Maritime applications.		✓	
3. Maintain EMSA Corporate Services platforms and associated Business Continuity Platforms and Services in accordance with the relevant SLAs.		✓	
4. Continue tasks related to the automation of the infrastructure monitoring and operational tasks.		✓	
5. Assist to the implementation of cloud services at EMSA.		✓	
6. Maintain ICT security operation of the EMSA digital services (maritime and corporate).		✓	
7. Migrate the Microsoft Exchange system to the cloud.	The migration to the cloud was blocked due to some technical issues related to the old Microsoft technology. This issue will be addressed in 2023.		
8. Modernise the back-up system architecture.		✓	
9. Contribute to the EMSA greening project by modernising the Data Centre.		✓	

³⁶ Financial resources distributed across the activities.

³⁷ Source of data: JIRA ticketing tool.

³⁸ The yearly cumulative result for this KPI is below target due to Q2 results when Service Desk experienced significant lack of resources. Q1, Q3 and Q4 were above the target.

6. Technical assistance

Visits & inspections

6.1 CLASSIFICATION SOCIETIES (31000)

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

Planned input		Actual input	
CA	2,212,789	2,230,713	
PA	2,212,789	2,192,410	
STAFF	8.5 AD, 1.25 AST, 0.25 CA, 1 SNE	8 AD, 1 AST, 0.25 CA, 1 SNE	
Performance Indicators (PI)		Target 2022	Result 2022
Inspections	Number of RO inspections per year	16-20 ³⁹	20
Reports	Number of reports per year	16-20	18
Draft assessment reports	Number of reports per year	5-6	1 ⁴⁰
Outputs 2022		Achievements	
1. 16-20 inspections of Recognised Organisations' (ROs) offices.		✓	
2. Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.		✓	
3. Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the ROs in accordance with Article 11 of Regulation (EC) No. 391/2009.		✓	
4. Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.		Deferred by the Commission due to the COVID-19 pandemic. It will resume in 2023, following completion of a sufficient number of inspections.	
5. Assist the Commission with the follow-up of RO assessments under Articles 5 and 6 of Regulation (EC) No. 391/2009 and Commission Regulation (EU) No 788/2014.		✓	
6. Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.		✓	
7. Organise a workshop with the Commission and the Member States on the monitoring of ROs.		✓	
8. Upon request from the Commission, organise a workshop on RO activity focussing on passenger ship safety		Deferred to 2023 following request by the Commission.	

³⁹ Subject to the evolution of the COVID-19 pandemic.

⁴⁰ Draft assessments have been deferred in agreement with the Commission following delays completing the required number of inspections due to the COVID-19 pandemic.

9. Support the Commission in the ongoing discussions at international level on remote surveys and inspections, including technical assistance in drafting EU submissions.	✓
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6.2 SEAFARER TRAINING AND CERTIFICATION (32000)

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

Planned input		Actual input	
CA	1,537,461	1,530,901	
PA	1,537,461	1,424,128	
STAFF	5.25 AD, 1 AST, 0.25 CA, 1 SNE	4.75 AD, 0.75 AST, 0.25 CA, 1 SNE	
Performance Indicators (PI)		Target 2022	Result 2022
Inspections and visits	Number of inspections and visits per year	5-7 ⁴¹	6
	Fieldwork to complete inspections already started remotely	1	1
	Percentage of visit notifications sent to Member States within the applicable deadline ⁴²	95%	100%
Reports	Number of reports per year	7-9	9
	Percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	95%	100%
Outputs 2022		Achievements	
1. 3-4 inspections in third countries. In addition, 1 inspection that was carried out remotely in 2020 will be completed by fieldwork on-site.		✓	
2. 3-4 visits to Member States.		✓	
3. Support to the Commission for draft assessments of third countries upon request.		✓	
4. Organisation of a workshop at the end of the second cycle of visits to Member States.		✓	

⁴¹ Subject to the evolution of the COVID-19 pandemic. Fieldwork on-site following a remote visit or inspection not included.

⁴² Due to the volatility in planning because of uncertainty caused by COVID-19, the usual 3 months' notice was reduced to 2 months in 2020/21.

6.3 VISITS TO MEMBER STATES (33000)

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

Planned input		Actual input
CA	1,430,531	1,337,112
PA	1,430,531	1,352,804
STAFF	4.5 AD, 1.75 AST, 0.5 CA, 1 SNE	4.5 AD, 1.25 AST, 0.5 CA

Performance Indicators (PI)		Target 2022	Result 2022
Visits	Number of visits per year	7 ⁴³	7
	Fieldwork to complete visits already started remotely	17	19
	Percentage of visit notifications sent to Member States within the applicable deadline ⁴⁴	95%	100%
Reports	Number of reports per year	16-20	22
	Percentage of draft reports submitted to the visited Member State within 90 days from end of visit	95%	100%

Outputs 2022	Achievements
1. 1 visit in respect of Directive 2009/16/EC on port State control. In addition, 4 visits that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.	✓
2. 1 visit in respect of Directive 2014/90/EU on marine equipment. In addition, 5 visits that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.	✓
3. 2 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers. In addition, 2 visits that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.	✓
4. 3 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety. Most of these visits will also include Directive 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service. In addition, 1 visit that was carried out remotely in 2021 will be completed by fieldwork on-site.	✓
5. 5 visits, including to two EFTA Member States, in respect of the Sulphur Directive 2016/802/EU that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.	✓
6. 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.	✓

⁴³ Subject to the evolution of the COVID-19 pandemic. Fieldwork on site following a remote visit not included.

⁴⁴ Due to the volatility in planning caused by COVID-19, the usual 3 months' notice was reduced to 2 months in 2020/21

Capacity building

6.4 ANALYTICS AND RESEARCH (35000)

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

Planned input		Actual input
CA	933,674	906,876
PA	932,845	885,030
STAFF	4.25 AD, 0.25 AST, 0.25 CA	3.75 AD, 0.25 AST, 0.25 CA

Performance Indicators (PI)		Target 2022	Result 2022
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	1	2
Regular statistics on the EU shipping sector	number of updates of the EU maritime profile	4	4

Outputs 2022	Achievements
1. Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2022, work is expected to focus on End-of-Cycle Horizontal Analyses of the Port State Control Directive.	✓
2. Production of the Equasis Annual Statistics.	✓
3. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through workshops and seminars.	✓
4. Support the Member States with regular statistics through the specific functionality in DONA and the BI dashboards.	✓
5. Support the Commission with data and analysis for updating/developing legislation impact assessments for the FS, PSC and AI Directives.	✓
6. Produce upon request meaningful reports and analysis using available in-house data to address issues affecting shipping in general. Within this context support will be offered for the Safety Report.	✓
7. Produce meaningful and up-to-date statistics with added value for the general public, through the EU Maritime Profile in order to highlight the importance of shipping and maritime transport.	✓

6.5 CAPACITY BUILDING AND EMSA ACADEMY (43000)

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

Planned input		Actual input
CA	3,696,165	3,897,059
PA	3,902,656	3,742,044
STAFF	10.25 AD, 0.25 AST, 0.75 CA, 2.25 SNE	10.25 AD, 0.25 AST, 1 CA, 2.25 SNE

Funding source	COMMISSION, DG NEAR	
Timeframe	Ongoing, new time frame to be determined by the Commission	
	Planned input	Actual input
Expenditure 2022	Not yet known, depending from Commission	Committed: € 474,639
Staff	No extra staff	Paid: € 170,162

Performance Indicators (PI)		Target 2022	Result 2022
EMSA Academy⁴⁵	number of trainings on specific topics on EU/International maritime legislation (including PSC Seminars and AI) ⁴⁶	11	17
	number of trainings on EMSA's operational maritime applications and tools ⁴⁷	15	29
	number of professional development and training programs, including the development of common core curricula, instructions, guidance, procedures, syllabi, training materials and contents	2	2
	number of part time online trainings	2	2
	number of Member States' experts attending per year	500	1045
Enlargement countries	number of IPA experts attending ⁴⁸ per year	50	28 ⁴⁹
	implementation ratio of planned technical assistance activities according to agreed schedules	>85%	> 85%
Customer satisfaction	Learning Services (Member States)	>85%	>85%
	Learning Services (IPA)	>85%	> 85%
	Technical assistance services (IPA)	>85%	> 85%

⁴⁵ Some training categories have been adjusted with the introduction of the EMSA Academy. Performance indicators from 2020 are therefore not comparable with 2022 and have been marked "n/a".

⁴⁶ Delivered face-to-face or in a live synchronous mode.

⁴⁷ Delivered face-to-face or in a live synchronous mode.

⁴⁸ Delivered face-to-face or in a live synchronous mode.

⁴⁹ In line with the Action Plan agreed with the European Commission as Contracting Authority and the beneficiaries, in 2022 more focus was given to technical activities (such as transposition of EU Maritime legislation into the national legal framework). Due to the limited financial resources available under the project, less training sessions were offered, that resulted in a reduced number of participants compared to the initial target.

EMSA Academy Helpdesk system operational	percentage per year availability	85%	100%
EMSA Academy Helpdesk Service	percentage of requests closed in less than 9 days	75%	98%
Outputs 2022			Achievements
1.	Implementation of the EMSA Academy Quality Management System (AMS) looking towards certification following the principles of ISO 29993:2017 for the delivery of learning services outside formal education by the end of 2022/beginning of 2023.		✓
2.	Identification of Member States needs for new trainings or modification of the existing offers through a structured Training Need Analysis Methodology as part of the AMS.		✓
3.	Implementation of Curriculum Development and Design methodologies for all learning services offered by the Agency (face-to-face trainings, live broadcasting, part time online courses and common core curricula). In 2022 all trainings, either face-to-face or through live synchronous broadcasting on specific topics on EU/International maritime legislation or on EMSA's operational maritime applications and tools will be redesigned to meet the provisions of the applicable process.		✓
4.	Common Core Curricula for Sulphur Inspectors and Flag State Inspectors available as new learning service.		✓
5.	Development of common Core Curriculum for PSCOs.		✓
6.	Development of the part time online course for SAR.		✓
7.	Implementation of the Curriculum Delivery process to engage the individuals of beneficiary organisations in innovative and modern courses and training activities.		✓
8.	Delivery of face-to-face trainings, live broadcast and part time online courses as foreseen by the annual training plan.		✓
9.	Enhancements of MaKCs and VRESI and facilitation of the use of the eLaboratory to enrich learning activities.		✓
10.	Support to interested Member States in using MaKCs for national training programs.		✓
11.	Continuation of the upskilling and continuous development of trainers and other relevant EMSA staff with dedicated training courses to get acquainted with the eLaboratory and development of skills of added value for the development and/or delivery of training activities.		✓
12.	Support to Member states for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).		✓
13.	Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the implementation of a joint SAR training.		✓
14.	Cooperation with the World Maritime University on areas of common interest.		✓
15.	Support to the enlargement countries for the transposition of EU maritime legislation to their national legal system and the implementation of a Quality management System for their maritime Administrations.		✓
16.	Continuation of the cooperation with Paris MoU within the context of TF 34 for potential amendments to the existing Paris MoU Policy, to reflect the PSCOs scheme to be developed by the EMSA Academy.		✓
17.	Continuation of the cooperation with MeD MoU for potential amendments to the existing MeD MoU Policy, to reflect the PSCOs scheme to be developed by the EMSA Academy.		✓

18. Support to the work of the IMO Correspondence Group chaired by EMSA on the development of an entrant training manual for PSC personnel.	✓
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6.6 New project in support of ENP Countries sharing the Mediterranean Sea (SAFEMED V) (71000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Project Financed Activity SAFEMED V, EuroMed Maritime Safety Project			
Funding source	COMMISSION, DG NEAR		
Timeframe	Expected duration of 72 months / expected to be 8 MEUR		
	Planned input	Actual input	
Expenditure 2022	Not yet known	Committed: € 1,527,926 Paid: € 661,122	
Staff	Not yet known	4.5 CA	
Performance Indicators (PIs)		Target 2022	Results 2022
Implementation SAFEMED V, EuroMed	Implementation ratio of planned activities	80%	100%
	Number of participants in learning services	90	59 ⁵⁰
	Customer's satisfaction for learning services	80%	91.25%
	Customer's satisfaction for technical assistance activities	80%	80% ⁵¹
Outputs 2022			Achievements
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			✓
2. Support the building up of the national capacity through technical meetings, seminars, workshops, and other technical assistance, activities (such as studies) in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			✓
3. Foster the national capacity through exercises, bilateral activities, access to tools (RuleCheck, THETIS-MED, MaKCs and VRESI) and services (IMS/ CleanSeaNet) developed by EMSA.			✓
4. Enhance the cooperation on AIS matters.			✓
5. Offer scholarships in support of the attendance by staff from beneficiary countries of Maritime Fellowship (Masters and PhDs) at the World Maritime University (WMU) in Malmo and the IMO International Maritime Law Institute (IMLI) in Malta.			✓
6. Support the beneficiary countries for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).			✓

⁵⁰ The SAFEMED IV project ended on 31 March 2022, therefore the number of participants reported reflects participation in learning services provided only in Q1. As from 1 April 2022 the SAFEMED V project started. In its inception phase emphasis was given to bilateral meetings to identify potential needs of the beneficiaries and discussions with the Commission as Contracting Authority to define possible activities under the new project. The Action Plan for SAFEMED V was approved in November 2022. Consequently, the reduced number of participants reflects the inception phase of the new project.

⁵¹ Activities were assessed based on evaluation questionnaires in Q3 only as there was no activity in Q1, Q2 and Q3.

7.	Support of the Transposition, Implementation, and Enforcement following the Ratification of International Conventions – TIE(R) by beneficiary countries.	✓
8.	Support the introduction of a Quality Management System in the Maritime Administrations of the beneficiaries.	✓
9.	Kick off the work for a feasibility study on Sea Traffic Management.	✓
10.	Kick off the work for a feasibility study Digitalization of national registries.	✓
11.	Kick off the work for a feasibility study for the development of a DONA-Med – Dynamic Overview of National Administrations.	✓
12.	Support the beneficiary countries in the ongoing discussions on the potential submission to IMO to designate the Mediterranean Sea as ECA as well as sharing views on the ongoing discussions at IMO on reducing greenhouse gas emissions from ships.	✓
13.	Cooperate with regional partners such as the UfM, REMPEC and the Barcelona Convention.	✓

6.7 New project in support of ENP Countries sharing the Black Sea and the Caspian Sea (BC SEA II) (74000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 2.5

Project Financed Activity BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)			
Funding source	COMMISSION, DG NEAR		
Timeframe	Expected duration of 48 months / Expected to be 3.5 MEUR		
	Planned input	Actual input	
Expenditure 2022	not yet known	Committed: € 1,335,046 Paid: € 834,076	
Staff	not yet known	2.5 CA	
Performance Indicators (PIs)		Target 2022	Results 2022
Implementation BC Sea	Implementation ratio of planned activities	80%	100%
	Number of participants in learning services	70	62 ⁵²
	Customer's satisfaction for learning services	80%	97,87%
	Customer's satisfaction for technical assistance activities	80%	100% ⁵³

⁵² The BC SEA project was supposed to end by 31 March 2022 but was extended until 30 September 2022 as a consequence of the invasion of Russia in Ukraine, to deliver a targeted action for the purchase of anti-pollution equipment in support of Georgia and Ukraine in the Black Sea. The start of the BC Sea II project was characterised by bilateral meetings to identify potential needs of the beneficiaries and discussions with the Commission as Contracting Authority to define possible activities under the new project. The Action Plan for BC SEA II was approved in November 2022. Consequently, the reduced number of participants reflects the focus of the extended period of the project on the purchase of anti-pollution equipment for Ukraine and Georgia and the inception phase for the new project which included an online training session to enable Ukrainian CSN users to benefit of the EMSA's CSN service.

⁵³ No technical actions were implemented during the project's inception running from October to December 2022. The only exception was a training session to enable Ukrainian CSN users to benefit soon of the EMSA's CSN service.

Outputs 2022	Achievements
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.	✓
2. Support the building up of the national capacity through technical meetings, seminars, workshops, and other technical assistance, activities (such as studies) in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.	✓
3. Foster the national capacity through, exercises, bilateral activities, access to tools (RuleCheck, MaKCs and VRESI) and services (IMS/ CleanSeaNet) developed by EMSA.	✓
4. Enhance the cooperation on AIS matters.	✓
5. Offer scholarships in support of the attendance by staff from beneficiary countries of Maritime Fellowship (Masters and PhDs) at the World Maritime University (WMU) in Malmo and the IMO International Maritime Law Institute (IMLI) in Malta.	✓
6. Support the beneficiary countries for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).	✓
7. Support of the Transposition, Implementation, and Enforcement following the Ratification of International Conventions – TIE(R) by beneficiary countries;	✓
8. Support the introduction of a Quality Management System in the Maritime Administrations of the beneficiaries.	✓
9. Kick off the work on a feasibility study on Sea Traffic Management.	✓
10. Kick off the work on a feasibility study Digitalization of national registries.	✓
11. Cooperate with regional partners such as the Black Sea Commission.	✓

7. Strategic support

7.1 EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS

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

Performance Indicator (PI)	Target 2022	Results 2022
Implementation of EMSA tasks under the Annual Strategic Plan	Full implementation	Full implementation
Outputs 2022	Achievements	
1. Implementation of EMSA tasks under the Annual Strategic Plan 2022 on coast guard cooperation as annual implementation of the Tripartite Working Arrangement between EMSA, EFCA and Frontex.	✓	

Horizontal

To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level

Objectives	Outcomes
<p>1) To hold the annual joint Annual European Coast Guard Event (AECGE) under the coordination of Frontex (as chair of the TWA), in line with the experience gained at the previous annual events, while enhancing interaction between participants.</p> <p>2) To ensure the joint participation of the agencies in European and international maritime events with coast guard relevance.</p> <p>3) To produce a set of communication tools (brochures, videos etc.) promoting EU inter-agency Cooperation.</p> <p>4) To coordinate the cooperation with regional Coast Guard Functions Fora.</p>	<p>The interagency cooperation on coast guard functions was promoted at the EU and international levels via:</p> <p>1) The Annual European Coast Guard Event was held on 31 May-1 June in Warsaw (PL) under Frontex coordination. Approximately 120 participants attended from EU MS, EFTA, SAC and EU bodies and institutions. Representatives of EFCA, EMSA and Frontex facilitated the discussions with the participants, consulting their needs and gathering feedback on the activities developed under the Annual Strategic Plan;</p> <p>2) The Agencies participated in several coast guard related events including in a High level session on "Maritime Security: The role of the EU agencies in promotion of maritime security and safety" organised by the European Commission at the European Maritime Day in Ravenna (IT) on 19-20 May;</p> <p>3) Regarding communication with the general public, the leaflet presenting the European cooperation on coast guard functions was updated, produced and distributed at the AECGE. During the event, a video on the European cooperation on coast guard functions was broadcast. The leaflet was translated in 20 languages and is available through the Agencies' respective websites.</p> <p>4) EFCA, EMSA and Frontex participated in all the relevant Coast Guard related Fora activities and events.</p> <p>In the framework of the European Coast Guard Functions Forum (ECGFF), two workshops were co-organised by the Agencies with the relevant Chairmanship, with the following themes:</p> <ul style="list-style-type: none"> o ECGFF-EMSA workshop on "RPAS for Maritime Surveillance", 15-16 February in Lisbon (PT); o ECGFF-Frontex workshop on "Multipurpose Maritime Operations – Best Practices", 6-7 April in Dubrovnik (HR). <p>ECGFF-EFCA workshop was organised within the first year of the Croatian Chairmanship in November 2021.</p> <p>Additionally, EFCA and EMSA took part to the Coastex exercise organised during the ECGFF Plenary chaired by Croatia on 5-7 September in Split.</p> <p>Finally, the Agencies participated in:</p> <ul style="list-style-type: none"> - the Mediterranean Coast Guard Function Forum in Naples (IT), 28-30 September; - the North Atlantic Coast Guard Forum in Cartagena (ESP), 17-20 October; - the Coast Guard Global Summit held online on 29 November.

<i>Information sharing</i>	
<p>Project: A</p> <p>Maintenance/dissemination of the Maritime Data Catalogue and fostering the sharing of different datatypes across Coast Guard Function / User Communities</p>	
Objectives	Outcomes

<p>1) Ensure the relevance of the Maritime Data Catalogue and associated datasheets by maintaining its quality and incorporating updates/additions as appropriate, following feedback from the Member States and EU Agencies gathered in 2021.</p> <p>2) Create an interactive online version of the Maritime Data Catalogue, including assessing the preparation of links to the points of contact for requesting access to data.</p> <p>3) Assess the feasibility of publishing a public version of the Maritime Data Catalogue.</p> <p>4) Share the Maritime Data Catalogue with the CISE Transition project.</p> <p>5) Hold a dedicated session at the (Inter-Agency) Annual European Coast Guard Event/relevant event with Member States which fosters awareness and utilisation of the different datasets available via the different Agencies.</p> <p>6) Consider potential interagency participation with Member States within, for example, the framework of the annual ECGFF exercise (either tabletop or at sea) to foster "hands on" understanding of the operational usage of different information sources.</p>	<p>1) Two new (EMSA) data sets identified for inclusion namely, EMSA THETIS EU Animal Welfare and THETIS MRV. Work underway to update the Catalogue in 2023.</p> <p>2) Following Steering Committee agreement on scope of TWA Portal, TSC1 finalised user requirements for interactive version of the Maritime Data Catalogue. Requirements shared with the "EFCA Project" for implementation.</p> <p>3) Feedback from Member States at the Annual European Coast Guard Event (AECGE) 2022 did not indicate support for a public version. Possible follow-up pending launch of interactive Maritime Data Catalogue.</p> <p>4) Maritime Data Catalogue shared with CISE Transition project.</p> <p>5) Dedicated session held with Member States on the Maritime Data Catalogue and its utilisation during the AECGE2022, with feedback gathered to be integrated in 2023.</p> <p>6) No suitable event was identified.</p>
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Surveillance and communication services	
Project: B	
Development of a roadmap to implement satellite-based services identified by the Member States in support of Coast Guard Functions	
Objectives	Outcomes
<p>Organise a workshop to discuss with Member States the prioritisation of potential improvements and high-level user requirements of earth observation/satellite-based services identified in the 2021 questionnaire.</p> <p>Prepare a report on the priorities of Member States and propose a roadmap for potential implementation of the requirements identified.</p>	<p>Workshop held on 29 November 2022. Final report completed.</p> <p>Report on Roadmap of Requirement Implementation delivered.</p>
Project: C	
Strengthen sharing of data from surveillance assets between EFCA, FRONTEX and EMSA	
Objectives	Outcomes
<p>Assess the existing surveillance data portfolio and its exploitation to identify new requirements, synergies and redundancies related to:</p> <p>Share manned aircraft/RPAS and other video streams/data centre capabilities among Agencies and with MS aerial operations.</p> <p>Integrate AIS collected during all Agency airborne and vessel-based surveillance missions into EMSA systems for consumption by end users of the 3 Agencies' services.</p>	<p>Assessment Report delivered, based on the Maritime Data Catalogue and the results of Project D, covering the potential integration of AIS data collected by the 3 Agencies.</p>

Project: D Mapping of information exchange standards between different Coast Guard Communities	
Objectives	Outcomes
<p>Based on the datasets described in the Maritime Data Catalogue and exchanged in EU level systems including CISE, EUROSUR (including Specific Situational Pictures), FIS, IMS and SSN and in an effort to avoid duplication to establish and maintain maritime awareness pictures, TSC1 will:</p> <p>Identify and map standards for maritime information exchange.</p> <p>Identify commonalities and variations between standards.</p>	<p>Report on Mapping of information exchange standards between different Coast Guard Communities Mapping Standards delivered.</p> <p>Identification of commonalities and variations delivered as part of the Report described in point 1.</p>

Capacity building	
Project: E Handbook on European Cooperation on Coast guard Functions	
Objectives	Outcomes
<p>Further develop and update the Handbook on European Cooperation on Coast guard Functions (the "Handbook") as a valuable document and online portal for the Member States authorities.</p> <p>Tasks:</p> <ol style="list-style-type: none"> 1. Develop and maintain as needed the content of the Handbook, in coordination with the European Commission. 2. Cooperate with Member States on the updating of the individual country factsheets. 3. Make accessible to Member States an electronic version of the Handbook through an online platform. 	<p>The work on the Handbook on European Cooperation on Coast guard Functions (the "Handbook") and the related online platform continued in 2022 with support from the EFCA Project "Implementation of the results of the Coast Guard qualifications Network and the Practical Handbook on European cooperation on coast guard functions"⁵⁴ (Coast Guard Project) to be implemented in close cooperation with EMSA and Frontex. In summary:</p> <ul style="list-style-type: none"> • A total of 48 Points of Contact from 21 coastal Member States as well as Norway and Iceland were nominated to follow up the work of the Handbook; • A total of 17 Member States have already verified fully or partially the content of their Member State factsheet; • An online platform has been developed. <p>The Handbook and a beta version of the online platform were presented during the 2022 Annual European Coast Guard Event (AECGE). A dedicated AECGE break out session showed that overall there was an appreciation for the initiatives of the CG Handbook and the complementary website.</p>

⁵⁴ Contribution Agreement attributed to EFCA through Commission Implementing Decision of 4.6.2021 on the financing of the European Maritime, Fisheries and Aquaculture Fund and the adoption of the work programme for 2021, C(2021) 3870 final.

Project: F Cross-sector training and capacity building	
Objectives	Outcomes
<p>1) Offer joint cross-sectoral training to Member State national authorities:</p> <p>Task:</p> <p>To develop or implement as relevant joint cross-sector training for items such as:</p> <ol style="list-style-type: none"> Search and Rescue Fishing vessels safety/fisheries control rules Maritime Surveillance related topics <p>2) To foster a coast guard exchange programme and to promote the Coast Guard Sectoral Qualifications Framework (SQF).</p> <p>Tasks:</p> <ol style="list-style-type: none"> To define, after feasibility analysis, a staff exchange programme for Member States authorities on cross-sectoral training activities including training and on the job exchanges. To raise awareness and promote the exchange of experience on the implementation of the voluntary Coast Guard SQF at national and at EU level. To update the mapping of Training activities in Third Countries offered by each Agency. 	<p>1) Joint cross-sectoral training was organised for Member State national authorities. These training sessions were organised either online or in person and were evaluated as very good or excellent by the participants:</p> <ul style="list-style-type: none"> Maritime Surveillance: An online session was held on 4-5 May 2022. The session covered topics related to Maritime Surveillance activities, tools and systems used within the Member States and EU Agencies. A total of 77 participants from 21 Member States and Norway participated. Fishing Vessel Safety and Fisheries control rules: An in-person session was held in Vigo on 21-23 June 2022 and included as practical element a visit to a fishing vessel. Search and Rescue awareness for the non-SAR community: The awareness session was organised online on 28-29 November 2022 with more than 60 participants from 14 Member States. <p>2) The following activities were completed:</p> <ul style="list-style-type: none"> 60 Points of Contact from 14 Member States were nominated; The draft Terms of Reference of the Exchange Programme were prepared; <p>The activities of an exchange programme and Sectorial Qualifications Framework (SQF) were promoted during the 2022 Annual Coast Guard Event.</p> <p>3) Training activities organised by the Agencies in 3rd countries were mapped. The following training activities were organised through dedicated projects per specific geographical area: EU enlargement countries (EMSA, Frontex), Black Sea or Caspian Sea (EMSA and Frontex), Middle East and North Africa (EFCA, EMSA and Frontex) and West Africa (EFCA).</p>

Risk Analysis	
Project: G Cross-sector risk analysis	
Objectives	Outcomes
<p>1) Follow up of the survey to identify potential support to Member States authorities carrying out coast guard functions on cross-sector risk analysis/assessments needs:</p> <ul style="list-style-type: none"> Tasks: <ol style="list-style-type: none"> Assessment of Member States' needs raised through 2021 dedicated survey. Following result point 1, to develop potential related cross sectorial risk analysis/assessment methodologies to be used in different European sea basins and deliver a common report for specific areas and/or sea basins in coordination with TSC3 MMO project. 	<p>1) The survey conducted in 2021 showed that three different areas of possible future activities could be developed: 1) Sharing of data and information regarding risk and threats, 2) Development of methodologies on information/risk assessment products, and 3) Training, Capacity Building and Awareness sessions on risk assessment. The following activities were implemented in 2022:</p> <ul style="list-style-type: none"> A joint document was drafted describing the risk assessment frameworks and the relevant support to Member States provided by each Agency. This document includes an overview of data and products available through the agencies and a comparative analysis of the risk methodologies and an experimental combination of risk assessment products. <p>2) A joint mapping of risk related events and a new methodology on how to link those events was explored. However, due to the very different nature of data sets combined, it was</p>

	considered necessary to further discuss the development of such methodology to avoid any possible misinterpretations of results.
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Capacity sharing**Project: H****Multipurpose Maritime Operations****Objectives**

To implement the MMO(s) agreed by TWA Steering Committee in the European sea basin, upon MS's or Agencies request and following the generic modalities.

- 1) Keep updated the generic modalities and prepare specific modalities for multipurpose maritime operations (MMO) implemented by the EU agencies established by the Steering committee.
- 2) Identify potential areas and periods of interest for the implementation of MMO, taking into consideration the availability of multipurpose capacities of the three Agencies, in those areas in such periods, and considering MSs' needs through a dedicated consultation.
- 3) Implement a MMO in the Black Sea in accordance with the general modalities for multipurpose maritime operations (MMO) based on the decision of the Steering committee.
- 4) Assess European Coast Guard Functions Officer's support provided in the frame of MMOs and possible way forward.

Outcomes

- 1) The Generic Modalities were updated and version 2.0 was endorsed by the Steering Committee in July 2022. Specific modalities for MMO Black Sea 2022 were endorsed.
- 2) Taking into account Member States needs for 2023, the Adriatic Sea, Black Sea and the Central and Northern Baltic Sea were identified as potential areas for MMOs.
- 3) MMO Black Sea 2022 took place between the 10th of August and the 30th of November, hosted by Bulgaria and Romania. 6 national Coast Guard Functions authorities were involved as well as EFCA, EMSA and Frontex communities. Specific modalities were endorsed by the TWA Steering Committee detailing support provided by each agency.
- 4) The assessment was performed showing that the current framework for the ECGFO to act within Frontex's operational activities has a positive development. ECGFO can be considered a viable operational coordination asset for Frontex when working with EFCA and EMSA, without prejudice to the Agencies mandates.

Project: I**Mapping of the Agencies' assets deployment in support of Member States****Objectives**

Develop and update a mapping of the agencies' assets deployment in the MSs or for the benefit of operational activities coordinated by agencies

- 1) Each Agency to provide regularly updated information of their assets deployed in EU sea basins.

Outcomes

The project aims at having an overall picture of agencies owned/leased multipurpose assets to support Member States. In 2022, the agencies have agreed on the assets and general information to be shared within this project. A table has been put in place to provide a monthly update shared between the Agencies

7.2 EFCA SLA (72100)

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

Project Financed Activity EFCA SLA			
Funding source	EFCA		
Timeframe	Annual perspective due to the indefinite duration of the SLA		
	Planned input	Actual input	
Expenditure 2022	Approximately 250,000 EUR expected	Committed: € 260,200 Paid: € 179,856	
Staff	No extra staff	0 Staff	
Performance Indicators (PIs)		Target 2022	Results 2022
Integrated Maritime Services	percentage per year availability to EFCA	99%	99.82% ⁵⁵
Outputs 2022			Achievements
1. Provision of integrated maritime services to support fisheries monitoring and control operations under the existing EFCA-EMSA SLA framework.			✓
2. Further improvement of integrated maritime services to support fisheries monitoring and control operations.			✓
3. Sharing of operational capacities.			✓

7.3 FRONTEX SLA (72000)

Legal basis: Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b); Regulation (EU) N° 2019/1986 Art. 69 (Frontex and EUROSUR); Commission Implementing Regulation (EU) 2021/581 of 9 April 2021 on the situational pictures of the European Border Surveillance System (EUROSUR)

Project Financed Activity FRONTEX SLA			
Funding source	FRONTEX		
Timeframe	Annual perspective due to the indefinite duration of the SLA		
	Planned input	Actual input	
Expenditure 2022	Approximately 9.400,000 EUR expected	Committed: € 9,453,979 Paid: € 6,563,004	
Staff	9 CAs	9 CAs	
Performance Indicators (PIs)		Target 2022	Results 2022
Frontex Service platform	percentage per year availability to FRONTEX	99%	100% ⁵⁶
Frontex Service platform	hours maximum continuous downtime of Frontex service platform	<12h	0d 0h 0m 0s ⁵⁷
Frontex operational exercises	minimum number of exercises EMSA participates in	2	2 ⁵⁸

⁵⁵ Source of data: Nagios.

⁵⁶ Source of data: Nagios.

⁵⁷ Source of data: Nagios.

⁵⁸ Source of data: EMSA-Frontex SLA Monthly Report.

Outputs 2022	Achievements
1. Continue implementing the Service Level Agreement signed between EMSA and Frontex based on the SLA Annual Programme and associated Specific Agreement signed with Frontex.	✓
2. Further develop Integrated Maritime Services to Frontex and their end users, including tools for maritime risk assessment.	✓
3. Continue implementing the Incidental Sightings of Potential Marine Pollution procedure established between Frontex and EMSA sharing incidents with Member States through the CleanSeaNet service.	✓
4. Provide operational and training support to users under the existing Frontex-EMSA SLA framework.	✓
5. Tailor made EMSA Earth Observation services and RPAS services will continue to be provided to Frontex upon request.	✓

7.4 COMMUNICATION (60000)

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

Planned input		Actual input	
CA	1,208,051	1,378,170	
PA	1,208,051	1,353,099	
STAFF	3 AD, 2.25 AST, 1 CA	3 AD, 2.75 AST, 1.25 CA	
Performance Indicators (PI)		Target 2022	Result 2022
Publications	number of publications/leaflets/brochures produced per year	18	29
Outputs 2022		Achievements	
1. Implement the new communication strategy for 2020-2025 with a view to building up effective communication practices and applying these in a cost-effective way.		✓	
2. Increase visibility of the Agency, ensuring that EMSA's mission and activities are well known among targeted audiences and information multipliers.		✓	
3. Further promote the Agency's activities in its host country.		✓	
4. Increase the social media presence of EMSA.		✓	
5. Support the promotion of the 5-year strategy in each of the different priority areas and roles		✓	
6. Increase the multilingualism of EMSA communication products		✓	
7. Organising a main conference in 2022, marking the 20th anniversary of EMSA.		✓	
8. Further promote the Agency at national level (EU, EFTA, IPA, ENP) with targeted local engagements and activities.		✓	

7.5 MISSIONS AND EVENTS SUPPORT (65000)

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

Planned input		Actual input	
CA	1,215,426	761,079	
PA	1,215,426	734,381	
STAFF	2 AST, 3.75 CA	1.25 AST, 3 CA	
Performance Indicators (PI)		Target 2022	Result 2022
	number of meetings/workshops organised by EMSA per year	80	83
	number of participants at EMSA meetings/workshops per year	2000	2790

Outputs 2022	Achievements
1. Support the organisation of events/meetings (face-to-face, online and hybrid) in the Agency.	✓
2. Ensure state-of-the-art technical solutions for online and hybrid meetings.	✓
3. Ensure timely reimbursement of external participants to EMSA's events.	✓
4. Ensure the organisation and reimbursement of missions of EMSA staff.	✓

8.1 EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)⁵⁹

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

Planned input	Actual input	
STAFF		
Management, quality and greening	11.25 AD, 6.75 AST, 1.25 CA	
Human resources, implementation of the Seat Agreement & document management	10.75 AD, 7.25 AST, 0.75 CA	
Facilities and logistics	4 AD, 4 AST, 7.75 CA	
Legal and Finance	1.25 AD, 2 CA	
	4.5 AD, 6 AST, 2.25 CA	
	4.5 AD, 6 AST, 1.75 CA	
Performance Indicators (PI)	Target 2022	Result 2022
Implementation of the Work Programme	as close as possible to full impl.	Assessed through the CAAR 2022
Execution rate commitment appropriations	as close as possible to 100% and in any case above 95%	99.80% ⁶⁰
Execution rate payment appropriations	as close as possible to 100% and in any case above 95%	98.42% ⁶¹
ECA recommendations implemented in time	as close as possible to 100%	100%
IAS recommendations implemented in time	as close as possible to 100%	100%
QMS certification maintained	Valid QMS Certificate	Certification valid for 2022
Number of greening projects implemented	2	10
EMAS registration maintained	EMAS registration maintained	Maintained
Execution rate establishment plan	as close as possible to 100% and in any case above 95%	99.06%
Outputs 2022	Achievements	
Management, quality & greening		
1. Implementation of EMSA's multi-annual strategy.	✓	
2. Establishment and implementation of the budget of the Agency.	✓	
3. Preparation of the meetings of the Administrative Board, decisions, minutes.	✓	

⁵⁹ Financial resources distributed across the activities.

⁶⁰ Final execution : Result calculated taking into account the 1st 2022 budget amendment.

⁶¹ Final execution : Result calculated taking into account the 1st 2022 budget amendment.

4.	Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Annual Activity Report and the Financial Statement.	✓
5.	Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.	✓
6.	Providing budget follow-up including execution of transfers.	✓
7.	Providing and further developing budget planning and management tools.	✓
8.	Implementing an Internal Control Framework (ICF) and assessment of the ICF.	✓
9.	Implementation and certification of EMSA Quality Management System.	✓
10.	Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.	✓
11.	Implementing EMSA Environment Management System and EMSA registration within EU Eco-Management and Audit Scheme (EMAS).	✓
Human Resources, implementation of the Seat Agreement & document management		
1.	Providing advice to the Executive Director in matters related to staff, the Seat Agreement, records management and archives.	✓
2.	Updating and developing of Implementing Rules giving effect to the Staff Regulations and the Conditions of Employment of Other Servants.	✓
3.	Management and implementation of HR Policies and Processes.	✓
4.	Implementation and management of the Seat Agreement with the Republic of Portugal.	✓
5.	Implementation of the Archive Regulation and its Implementing rules.	✓
6.	Implementation of the annual Appraisal Exercise.	✓
7.	Implementation of the annual Promotion/Reclassification Exercise.	✓
8.	Implementation of the Staff Learning & Development Policy.	✓
9.	Implementation of the traineeship programme and the programme for National experts on professional training.	✓
10.	Implementation of the Decision of the Administrative Board on the Secondment of National Experts to EMSA.	✓
11.	Implementation of the EMSA Gender Plan and its SMART indicators.	✓
12.	Ensuring the correct functioning and development of the e-HR tools, Ares and other relevant tools supporting administrative procedures and workflows.	✓
13.	Managing selection and recruitment processes to ensure business continuity.	✓
14.	Management of the day-to-day of EMSA staff, including payroll, management of staff files, staff helpdesk, schooling issues, etc.	✓
Legal & finance		
1.	Providing legal, financial and budgetary advice to the Executive Director and the different EMSA entities.	✓
2.	Legal and financial verification of procurement procedures, legal and financial files.	✓
3.	Further updates, development and integration of EMSA e-procurement, contract management, finance, budgetary and monitoring tools.	✓
4.	Drafting and implementing internal rules, guidelines, templates and procedures.	✓
5.	Drafting and implementing internal security framework in respect of inter alia EUCI.	✓
6.	Implementation of Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.	✓
Facilities & logistics		
1.	Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.	✓

Part II – Management

2.1 Administrative Board

Meetings

EMSA's Administrative Board held three ordinary meetings in 2022. The March Board meeting was held online and the June meeting was held in a hybrid form. The Administrative Board meeting of November took place in a presentational mode. Each meeting was preceded by a meeting of the Administrative and Finance Committee where technical, financial and administrative matters were reviewed in detail. Recommendations and opinions to the Administrative Board in accordance with the mandate of the Administrative and Finance Committee were provided, allowing the Administrative Board to focus on strategic orientations for the Agency's activities and discussions on substance.

3rd year of implementation of the EMSA 5-year Strategy

The EMSA 5-year Strategy 2020-2024 on which the Single Programming Document 2022-2024 was based, established EMSA's strategic priorities in the areas of Sustainability, Surveillance, Safety, Security and Simplification - the "5 S" – as well as Digitalisation and Technical & Operational Assistance.

The main achievements against the Strategic Objectives are provided in the beginning of this document and operational achievements in each work area in 2022 are provided in Part I – Operational activities.

Steering and monitoring the work of the Agency

The Administrative Board continued to play its crucial role in steering the work of the Agency through the consideration and adoption of the major programming and reporting documents of the Agency.

In a permanent effort to streamline its processes and in order to provide an advanced opportunity for the Administrative Board to shape the focus of the Agency's activities over several years in the medium-term, a workshop was held in November on the multi-annual section of the programming document for 2024 – 2026. Based on two key questions on areas where the Agency should focus more and which areas have the highest priority, the outcomes of the workshop were taken into account in the further drafting of the document. It was decided that a similar format of discussions will be organised in future at June Board meetings.

In 2022, the Administrative Board continued to be supported in its work by the Administrative and Finance Committee. At its November meeting, the members of the Administrative and Finance Committee were reappointed for an additional 3-year term. They were warmly thanked by the Chairman for their invaluable service.

New ways of working

In order to make the most of the experience gained throughout the pandemic in the conducting of meetings online and at the proposal of the Chairman, the Administrative Board decided to hold March Administrative Board meetings, in principle, online. With the amendment of the Rules of Procedure of the Administrative Board from November 2020 introducing the provisions for online meetings and electronic voting and March meetings often not requiring more than half a day, this informal proposal was welcomed by the Administrative Board with the reservation of the possibility of a physical meeting if so required by the agenda.

Furthermore, also capitalising on the positive practices developed during the pandemic, and based on the common agreement of the Chairman, the Executive Director, the Chairman of the Administrative and Finance Committee and its members, it was decided to hold, in principle, the meetings of the Administrative and Finance Committee online, two days before the Board meetings.

In addition to saving resources and time, these decisions demonstrated both the Agency's and the Board's commitment to limiting CO₂ emissions. This is very much in line with the efforts by the Commission on all fronts

to limit its own emissions linked to travel. The proposals were also in line with the Agency's greening efforts and its environmental performance for which the Agency was certified in 2022.

Cooperation with third countries and/or international organisations

In addition to the provision of technical assistance to accession and neighbouring countries respectively through the IPA and ENP instruments with the SAFEMED and the Black Sea and the Caspian Sea agreements, in 2022 the Agency's expertise and portfolio of tools were further extended worldwide with the MoU with the Secretariat of the Viña del Mar Agreement on Port State Control for the provision of the EMSA RuleCheck to its members, as well as the MoU with the Australian Maritime Safety Authority (AMSA) for the provision of access to EMSA RuleCheck to their staff.

Administrative Agreements

In 2022, the Administrative Board considered and approved the following draft administrative arrangements, amendments to service level agreements, as foreseen by Article 10(2)(cc) of the Agency's Founding Regulation:

- draft Memorandum of Understanding between EMSA and the Secretariat of the Viña del Mar Agreement on Port State Control about the provision of the EMSA RuleCheck to the members of the Viña del Mar Agreement;
- draft Agreement between EMSA and the MEDMOU on THETIS-Med information system management;
- draft Contribution Agreement between EMSA and the European Commission on the implementation of the action SAFEMED V, EuroMed Maritime Safety Project;
- draft Contribution Agreement between EMSA and the European Commission on the implementation of the action Maritime safety, security and marine environmental protection in the Black and Caspian Sea Regions (BCSEA II);
- draft Memorandum of Cooperation between EMSA and the European Union Aviation Safety Agency (EASA) regarding unmanned/remotely piloted aircraft (UAS/RPAS) services by EMSA;
- draft Memorandum of Understanding between EMSA and the Australian Maritime Safety Authority (AMSA) about the provision of access to EMSA RuleCheck to the staff of the AMSA;
- draft Service Level Agreement between EMSA and the Directorate-General for Climate Action of the European Commission (DG CLIMA);
- draft Amendment to the Cooperation Agreement with MAOC (N);
- draft Working Arrangement with DG ECHO;
- draft EFCA EMSA Service Level Agreement;
- draft Amendment No 4 to the Cooperation Agreement between EMSA and DG ENV;
- draft Amendment No 6 to the 3-party Cooperation Agreement establishing the MAR-ICE Network;
- draft Memorandum of Understanding between EMSA and Eurostat;
- draft Cooperation Agreement with the Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia (acting on behalf of the EUREKA Consortium).

Written procedures

As in previous years, in 2022 the Administrative Board continued to use written procedures as an efficient means of consultation and decision making during the course of the year in relation to Administrative Arrangements, budget and programming document endorsement.

Written procedures are only used upon a thorough assessment, on a case-by-case basis and when possible operational or administrative time constraints are not synchronised with the actual convening of Administrative Board meetings.

In 2022, there were six written procedures:

1. adoption of the 1st 2021 budget amendment;

2. consideration of the Memorandum of Cooperation (MoC) between the European Maritime Safety Agency and the European Union Aviation Safety Agency regarding unmanned/remotely piloted aircraft (UAS/RPAS) services by EMSA;
3. consideration of the Memorandum of Understanding (MoU) between the European Maritime Safety Agency and the Australian Maritime Safety Authority (AMSA) about the provision of access to EMSA RuleCheck to the staff of the AMSA;
4. consideration of the Service Level Agreement (SLA) between the European Maritime Safety Agency and the Directorate-General for Climate Action of the European Commission (DG Clima);
5. approval of 2022 budget transfers from one title to another beyond the limit of a maximum of 10% of the appropriations for the year shown on the line from which the transfer is made;
6. endorsement of the Draft EMSA Single Programming Document 2024-2026.

2.2 Major events

2022 was marked by the celebration of the 20 years of EMSA celebrated with a series of actions and events throughout the year.

A Headline Conference was held in Lisbon in the margins of the 64th EMSA Administrative Board to mark this important milestone. On 16 and 17 June EMSA had the great honour and privilege to welcome distinguished speakers and guests to celebrate the Agency's 20th anniversary milestone in a conference on the forward-looking theme: 'Charting EMSA's course for the next 20 years'.

The event gathered dignitaries from across the maritime transport sector with keynote addresses from Adina Vălean, EU Transport Commissioner; Kitack Lim, IMO Secretary General; Karima Delli, Chair of the EP's Transport Committee; Justine Bénin, France's State Secretary for the Sea and, Vitaly Kindrativ, Head of the Ukrainian Maritime Administration.

Two highly dynamic and interesting panel discussions were held focussing on day 1 on 'European shipping in the next 20 years and the role of EMSA', and on day 2 on 'Innovation and future opportunities' with panellists joining both from Member State Administrations and industry associations and bodies.

The event culminated in the release of the first ever comprehensive overview of maritime safety in the EU - the European Maritime Safety Report (EMSAFE) which sets safety at the core of all maritime activities and upcoming challenges. The #EMSA20years conference was the perfect opportunity to take stock of the achievements so far and more importantly to set the tone for the next 20 years.

2.3 Budgetary and financial management

Regarding the EU subsidy, the Agency executed 86,351,897 EUR in Commitment Appropriations (CA)⁶², representing 99.80% of the total budget of the year, and 85,154,502 EUR in Payment Appropriations (PA)⁶³, amounting to 98.42% of the total budget when only counting C1 Funds⁶⁴ (appropriations voted in the current budget).

After considering automatic carry-overs of PA (C8 funds: appropriations carried over automatically), 0.87% of payment appropriation were cancelled. Consequently, both targets set by the Commission (DG BUDG) for the year, namely more than 95% execution for CA and less than 5% cancellation for PA, were met.

The budgetary structure of the Agency was presented in titles: Titles 1 and 2 cover Administrative Expenditure. Title 3 is for Operational Expenditure, covering the cost of implementation of the operational projects and activities funded by the EMSA subsidy and outlined in the Agency's annual Work programme. Activities under Title 3 can have a multi-annual dimension, extending over more than one financial year. Within this title Anti-Pollution Measures in the field of response to pollution caused by ships and marine pollution caused by oil and gas installations represented 29% of total commitment and 28% of total payment appropriations, respectively; 99.9% of commitment appropriations were committed⁶⁵ and 99.3% of payment appropriations were paid. The Cooperation on coast guard functions represented 18% of total commitment appropriations and payment appropriations, respectively; 99.7% of commitment appropriations and 99.6% payment appropriations were consumed. The multi-Annual Schedule of Payments and specific follow-up on Anti-Pollution Measures and Cooperation on coast guard functions were regularly reported to the Administrative Board and the Commission. Title 4 is for Project financed actions whose sources of finance stem from operational income.

44,379,582 EUR of budgetary commitments associated with the EU subsidy were carried forward as C8 Funds. The majority of these credits related to the multi-annual operations of the Agency. 59% were paid (consumed), 39% remained as "open amount" (amount due, not yet paid) and 2% of the total has been de-committed (cancelled).

The Administrative Board adopted an amending budget (Article 34 of EMSA Financial Regulation) in order to record extra income generated or refunds during the course of the financial year. There was extra income for SAFEMED, BLACK and CASPIAN SEA, CISE, FRONTEX SLA, COPERNICUS, EQUASIS, THETIS MRV & ETS and miscellaneous revenue, some refunds related to EFCA SLA, EC Funds for candidate and potential candidate and Interoperability project as well as a negative adjustment to record the difference between anticipated versus actually cashed LRIT fees. These funds could only be loaded once cash payment was received by the Agency in the bank account.

Some of the extra income concerned internal assigned revenue (C4 funds)⁶⁶, – 1,585,281 EUR of which the Agency executed 92,541 EUR in CA and PA, representing 6% of the total C4 funds of the year. Regarding C5 funds the Agency executed 215,114 EUR in CA, representing 99.98% of the total C5 funds of the year, and 477,807 EUR in PA, amounting to 100% of the total C5 funds.

⁶² Commitment appropriations cover the total cost of the legal commitments entered into during the current financial year - even if such a legal obligation extends over more than one year.

⁶³ Payment appropriations cover expenditure arising from commitments of the current year and/or earlier years, which are due for payment in the current year.

⁶⁴ These figures contain revenues from fees and charges amounting to 173,481 EUR.

⁶⁵ A budgetary commitment is money reserved for payments to be executed at a future date.

⁶⁶ The overwhelming majority of C4 credits concerns the recovery of costs related to the use of the EMSA pollution response assets (i.e. OSR vessels Ria de Vigo and VN Partisan) as well as the use of RPAS services to respond to the clean-up operations led by the French authorities following the sinking of the "Grand America" plus fees collected for the mobilisation of the vessel "Brezzamare" for response operations purpose after the collision between "CSL Virginia" and "Ulysse" in 2018.

Most of the extra income was external assigned revenue (R0 funds) relating to Project Financed Actions, which does not follow the principle of annuality and cover activities beyond 2022. Of the 47,511.542 EUR of R0 appropriations available for consumption, 19,811,118 EUR were cashed before 2022 and 27,700,424 EUR in 2022; the Agency executed 35,677,811 EUR in CA, representing 75% of available appropriations, and 23,505,606 EUR in PA, amounting to 49% of appropriations available for consumption.

2022 has been a year of high inflation which significantly impacted the salary expenses of the Agency. Repeated planning and budget reviews throughout the year as well as a number of budget transfers addressed and resolved the issue.

There were eight normal budget transfers in total; one transfer required the prior approval of the Administrative Board in accordance with Article 26.2 of the Financial Regulation. All other transfers were processed in accordance with Article 26.1 of the Financial Regulation. EMSA informed the Administrative Board of all transfers made as well as informed the European Parliament and the Council of those transfers which required prior approval of the Administrative Board, as required by Article 2.4 of the Financial Regulation.

Planning and monitoring tools and processes are in place to ensure a continuous and close follow-up of the activities and projects and related budget. This provided for aligning activities with objectives, streamlining costs and improving business practices, as well as consistent follow-up of the implementation of the objectives defined in the work programme.

Effective and efficient internal controls are also in place to support sound financial management across the Agency. Each operation is subject to at least one ex-ante verification.

Throughout the year, 53 procurement procedures were initiated (14 open, 4 special negotiated, 3 competitive with NEG and 32 very low and low value negotiated procedures) and a total of 58 contracts were signed.

2.4 Delegation of the powers of budget implementation to agency's Staff

Pursuant to Article 41 of the Agency's Financial Regulation the Executive Director delegated powers to members of the management team to sign legal acts and make commitments and payments for all budget lines. Sub-delegation of powers and responsibilities occurs only by virtue of the organisational hierarchy and the use of these powers.

Each authorising officer by delegation signed the "Charter of tasks and responsibilities of authorising officers by delegation". This Charter, which has been drawn up in accordance with the provisions of the Staff Regulations, the Conditions of Employment of Other Servants and the EMSA Financial regulation, identifies the tasks entrusted to authorising officers by delegation, their rights and duties and the responsibilities they assume in their capacity as authorising officers by delegation. The Charter provides authorising officers by delegation with a framework within which they are empowered to develop reliable and effective management controls while upholding the principle of zero tolerance of fraud as well as to comply with EMSA system of controls as defined by the Executive Director. The Charter aims to ensure that authorising officers by delegation are able to provide a reasonable assurance concerning sound financial management and the legality and regularity of operations for which they are responsible (the "Declaration of Assurance").

In principle, Heads of Unit delegated as authorising officers on dedicated budget lines are limited to use the budget appropriations up to a maximum amount of 60,000 EUR. All Heads of Department delegated as authorising officers shall use the budget appropriation up to a maximum of 200,000 EUR and only for budget appropriations designated to their own Department and files under the responsibility of their own Department. In case of absences, Heads of Department are authorised and may carry out operations with unlimited amount on all budget appropriations in accordance with Article 4.7 the "Charter of tasks and responsibilities of authorising officers by delegation".

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

Each authorising officer by delegation reported to the authorising officer who delegated the powers on the implementation of programmes, operations or actions in respect of which powers have been delegated to her/him by means of the annual Declaration of Assurance.

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

Qualitative criteria are linked to failure in achieving annual objectives, risks to EMSA's reputation, significant deficiencies in the internal control systems and repetitive errors. These involve use of resources, sound financial management and legality and regularity of transactions. Their significance is judged on the basis of:

- the nature and scope of the weakness;
- the duration of the weakness;
- the existence of compensatory measures (mitigating controls which reduce the impact of the weakness);
- the existence of corrective actions to correct the weakness (action plans and financial corrections) which have had a measurable impact.

In quantitative terms, a deficiency is considered material if the financial impact or risk of loss is greater than 2% of EMSA's authorised payments of the reporting year for the ABB activity concerned. In addition, the weakness must imply a significant reputational risk.

2.5 Human Resources management

During 2022 the workload related to recruitment was high with interviews and written tests still being held remotely. Written tests were organised through an external contractor. At the end of the year EMSA achieved a 99.06% occupancy rate in its establishment plan⁶⁷.

In line with EMSA's mentorship programme, newcomers were guided by a dedicated EMSA mentor. The mentor's mission is not only to help new EMSA staff to better integrate by sharing knowledge and experience of working at EMSA or living in Portugal but also to provide guidance, encourage, and help the newcomers to adapt to the new working environment as quickly and efficiently as possible.

The recruitment of Seconded National Experts (SNE) continues to be very challenging given the difficulty to attract experts from the Member States to join the Agency under the SNE scheme. Due to this, the Agency had some unsuccessful calls.

The traineeship programme continued to be successful. The duration of the traineeship was revised so trainees now have the possibility of a further six-month extension, depending on budget and the performance of the trainee. This makes the traineeship scheme more attractive whilst allowing the Agency to benefit from the expertise the trainees have gained in their initial months of traineeship. EMSA was able to accommodate 19 trainees allowing recent graduates to start a career in the maritime sector. The statistics of 2022 show that young female graduates filled 68.42% of our traineeship positions.

An exercise for EMSA's internal contract agents to be given the opportunity to advance to the next function group by taking part in a general selection procedure was launched for the first time.

⁶⁷ This figure includes one offer letter sent and accepted in 2022 but for which the position was not yet taken up.

The HR Strategy project was launched with the consultation of staff, management and the Staff Committee. Follow-up actions are currently being discussed with management and the strategy document is expected to be adopted in early 2023.

Training and development actions continued remotely during the year focusing on EMSA's strategic priorities and the individual needs of staff. A project to create an online induction programme for newcomers has been launched and is expected to be completed in 2023.

In the context of prevention of harassment in the workplace six new Confidential Counsellors were appointed after having successfully completed a compulsory training. They are now active in this role at the Agency.

EMSA continued its strong commitment to improving gender balance and equality in the maritime sector by launching its latest Gender Action Plan for 2022-2025. The plan focuses on improving gender balance and equality in the long term at EMSA on a qualitative basis. This will be achieved through various actions such as awareness campaigns, outside activities challenging stereotypes, equality regarding working conditions and the promotion of EMSA and maritime careers. Members of EMSA's Women Network have assisted to implement the Gender Action Plan through the very successful Speed Network Initiative. Under this initiative, women interested in a position at EMSA or a career in the maritime sector in general have the opportunity to organise a short informal conversation with female EMSA staff members about their careers at the Agency or their experience in the maritime sector. Members of EMSA's Women Network have also visited schools in the capacity of the Ambassador's Programme with the aim to gain students' interest when making career decisions and to attract the interest of women in particular with the long-term objective to receive more female applications in the future. EMSA will continue implementing actions from the plan in the upcoming years.

One implementing rule on the general implementing provisions on the conduct of administrative inquiries and disciplinary proceedings was adopted by the Administrative Board on 23 March 2022. In addition, the Agency undertook preparatory work related to the upcoming decision related to working time and hybrid working. This is expected to be adopted in 2023.

Projects to introduce a Qualified Electronic Signature in EMSA's records management system (ARES) and to integrate corporate tools with ARES were carried out and will go live in 2023, with the aim to simplify and make internal processes more sustainable.

2.5.1 Data Protection

As regards data protection, during the course of the year the Data Protection Coordinators (DPC) network continued its activities and implemented a number of actions to be taken in relation to Data Protection.

During 2022, the Jira-based ticketing system, used for the processing of incoming questions from EMSA staff related to Personal Data Protection was further evolved and the tool became the main mechanism of contact for the EMSA staff with the Data Protection Officer (DPO) and the DPC Network. In 2022, 25 queries were answered using the system.

In 2022, EMSA organised and hosted the 51st Bi-annual meeting of the DPO Network and the EDPS.

During 2022 there were no Audits performed by the European Data Protection Supervisor (EDPS) concerning EMSA.

Since the entry into force of the Regulation, a considerable number of new Records of Processing Activities were created in the Agency. In 2022, 35 new and amended Records of Processing Activities were registered, included in the DPO Registry and uploaded on the Intranet and EMSA website.

In 2022, EMSA carried only one Data Protection Impact Assessment (DPIA).

In addition to the above activities, 2 Personal Data Breaches were detected in 2022. In the two cases mitigating measures were taken in due course in accordance with EMSA Data Breach Manual.

2.6 Strategy for efficiency gains

Regarding the efficiency gains, the Agency aims and works continuously to improve its procedures to enhance its efficiency and effectiveness and achieve the best possible use of its human and financial resources.

In particular, during the course of 2022 the following actions took place.

- 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 Agency's organisational structure in place from 1 January 2020, also aimed to increase efficiency in overhead/horizontal functions.

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

The automatization of procedures intends to further reduce the administrative workload of certain staff members and allow them to concentrate on other tasks in related areas with more added value. The Agency also implemented pilot projects for the Qualified E-signature and to integrate corporate tools with ARES.

- Screening and benchmarking:

The EMSA 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 2022 annual job screening exercise was carried out at EMSA. Ultimately the purpose of this screening is to reduce staffing levels in administrative support and coordination and thus reallocate resources from 'overheads' to 'frontline' operational activities. The screening also improves transparency by providing information on how jobs are assigned. This facilitates to make better informed strategic decisions on resource allocation.

- Cooperation with other EU Agencies:

Efficiency gains and synergies are one of the action points of the Network of EU decentralised Agencies. In this context, Agencies have already set up specific 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.

EMSA is active member of number of EUAN networks and participates actively in number of working groups e.g. new way of working, greening etc.

EMSA and the EMCCDA continued to work closely with a view to increasing effectiveness, efficiency and save costs given the geographical proximity of the agencies EMSA was supporting EMCCDA via knowledge sharing in respect of EMAS registration. EMSA and EFCA continued to ensure the mutual back-up arrangement in place for the Accounting function in both Agencies.

- Internal redeployment of staff dealing with functions related to the COVID-19 Outbreak:

Staff dealing with functions directly affected by the COVID-19 travel restrictions (i.e. expert reimbursements, mission reimbursements) was temporarily assigned to perform other duties and to cover for absences of staff.

2.7 Assessment of audit results during the reporting year

EMSA's internal audit function is ensured by the Commission's Internal Audit Service (IAS), which remains the official internal auditor of the Agency, in accordance with the EMSA Financial Regulation. Moreover, financial audits are performed annually by the European Court of Auditors. On average the Agency is audited every year by each of these auditing bodies and their audits cover all identified audit risks. Finally, a number of specific programmes or activities were audited by external audit firms or other Commission services.

During the reporting year the Agency's auditing bodies - the Internal Audit Service of the Commission (IAS) and the European Court of Auditors (ECA) - did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance. Also, none of the other audits led to any critical audit finding.

All recommendations and observations stemming from various audits from years before 2022 were addressed and there were no pending actions that could have a negative influence on the risks linked to the Agency's activities. In particular, all action plans stemming from past audits were implemented within the agreed time frame: by 31 December 2022 all action plans, due by year-end, were fully implemented by the Agency.

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

2.7.1 IAS

In line with the relevant international professional auditing standards, the IAS established a multiannual audit plan (Strategic Internal Audit Plan 2020-2022). This audit plan which is based on the results of an in-depth risk assessment includes the following list of prospective audit topics for the years 2020-2022.

	Prospective IAS audit topics (2020-2022) ⁶⁸
Audit	<ul style="list-style-type: none">▪ IT governance and portfolio management (performed in 2021)▪ Operational oil pollution response services (performed in 2022)▪ CleanSeaNet and illegal discharges (not performed)
Follow-up	<ul style="list-style-type: none">▪ Continuous desk review of the recommendations reported as implemented▪ On-the-spot follow up as required

⁶⁸ The performance of the IAS Strategic Audit Plan 2020-2022 was affected by the COVID-19 pandemic. One audit could not be performed.

Following this audit plan, and as agreed by the Agency, the audit on the “Operational oil pollution response services”, was initiated in 2022.

The objective of the audit is to assess the adequacy of the design and the effectiveness and efficiency of the management and control systems put in place by the Agency for the operational oil pollution response services, including compliance with the regulatory framework and guidelines.

The scope of the audit includes the

- Definition of needs and results from the stress test;
- Vessel procurement process;
- Effectiveness of the drills, exercises and activation of services;
- Monitoring and reporting;
- Assets and inventory management.

The field work of this audit was conducted in November 2022. The final audit report is expected to be issued during the first quarter of 2023.

As regards the audit on IT governance and portfolio management, performed during the course of 2021 and which resulted into six recommendations, the Agency already implemented four out of six recommendations within the agreed timeframe. The remaining recommendations, due by mid-2023 are expected to be implemented in time.

2.7.2 ECA

Following its audit of the financial accounts for 2021 the European Court of Auditors issued the opinion that “the accounts of the Agency for the year ended 31 December 2021 present fairly, in all material respects, the financial position of the Agency at 31 December 2021, the results of its operations, its cash flows, and the changes in net assets for the year then ended, in accordance with its Financial Regulation and with accounting rules adopted by the Commission’s accounting officer.” Moreover, the Court concluded that the transactions underlying the annual accounts were legal and regular in all material aspects.

As a result of this audit, the ECA issued one observation, which did not call the Court’s opinion into question:

“In 2021, EMSA amended 14 specific contracts for the provision of services on the basis of Article 172(3)(d) of the Financial Regulation. The total initial value of these contracts was €8.9 million and the total amended value was €15.7 million. Thus, the value of the amendments was €6.8 million, an increase of 76 % of the contracts’ initial value. Article 172(3)(d) of the Financial Regulation allows the modification of contracts that do not alter the minimum requirements of the initial procurement procedure and are limited to 10 % of the contracts initial value, unless such modification of value results from the strict application procurement documents or contractual provisions. EMSA used this specific case as legal basis for the 14 amendments in question. The contracts (including the related procurement documentation) in question do not explicitly stipulate that the value may be increased. Therefore, an increase of the contract value could not result from “the strict application of procurement documents or contractual provisions”. The 14 amendments in question increased the initial value of the contracts by more than 10 % and therefore, were not in line with Article 172 (3)(d) of the Financial Regulation. However, the amounts paid in 2021 (€5.4 million) resulted from the application of the unit prices set in the respective framework contracts and were within the original framework contract ceiling. Given that each framework contract was concluded with a single economic operator, the amendments in question did not change the economic balance in favour of the contractor and did not lead to a distortion of competition. Thus, the resulting payments were not affected.”

The Agency took note of the ECA's observation and has already taken measures to amend future tender specifications and contract templates accordingly. The recommendation is expected to be "closed" by the Court.

The ECA's audit report also confirmed that all previous observations have been adequately addressed by the Agency.

The full Report on the annual accounts of the European Maritime Safety Agency (EMSA) for the financial year 2021, together with the Agency's reply can be consulted on the ECA's website.⁶⁹

In accordance with Article 104 of the Agency's Financial Regulation, the audit on the Agency's financial accounts 2021 was partially performed by an external audit firm, Mazars. To this end, the Agency launched, early 2020, a tender procedure covering the audits for the Annual Accounts 2020 and 2021. The costs for the audit performed by the external audit firm are borne by the Agency.

2.7.3 QMS and other Audits

The certification of EMSA Quality (ISO 9001) was maintained whilst EMSA obtained the Environmental (ISO 14001) management systems during 2022. Furthermore, the Agency has successfully implemented ISO 29993 for its training courses. The external audit for all three ISO Standards was successfully performed in December, extending the certification through the next year (2023).

In October 2022, the Agency also supported CEPOL by conducting the internal audit of their QMS (9001) system.

During the course of 2022, DG DEFIS audited the costs presented under two distinct reports:

- "Final Implementation Report" (for the period of 2015-2021, concerning the overall implementation of the Delegation Agreement (DA) between EMSA and DG-DEFIS)
- "Annual implementation report 2021" (for the new Contribution Agreement (CA) between EMSA and DG-DEFIS, valid from 2021 to 2027).

Both agreements were signed between the European Union, represented by the European Commission (DG-DEFIS), and the European Maritime Safety Agency, concerning on the implementation of the maritime surveillance component of the Copernicus security service". Following this audit, DG DEFIS proposed an audit adjustment of 23.578,24 EUR to the costs reported by EMSA. This audit adjustment which was already proposed by EMSA in its final Implementation Report, concern costs declared prior to 2019, representing 0.49% of the final eligible costs. Apart from this minor adjustment, the final conclusion was that, except for the effect of the financial adjustment, the audited Final Implementation Report of the DA and the audited Annual Implementation Report of the CA properly reflects eligible costs, receipts and interests.

DG DEFIS issued three recommendations in its final audit report :

1. "EMSA should carefully follow the instructions of the signed Agreements and present all the reports and documents required in due time."

⁶⁹ <https://www.eca.europa.eu/en/Pages/DocItem.aspx?did={B72375E3-B0E0-467A-AB50-55536ACAC4DE}>

EMSA informed DG DEFIS that the AIR 2021 was not submitted to DG-DEFIS in full agreement with the relevant Commission services, by email from DG DEFIS dated 20/10/2021 (email was provided to DG-DEFIS as proof). The decision not to produce the Annual Implementation Report 2021 (AIR) but instead to issue immediately the Final Report, as proposed by DG-DEFIS, stemmed from the fact that CMS delivered only very limited services in July and August 2021, and the first semester services were presented in full in the Semestrial Implementation Report 1 (SIR1) 2021. As both parties agreed that it would have been repetitive and inefficient to submit the same information in the SIR2 2021, the AIR 2021, and the Final Report covering the Delegation Agreement, it was agreed by the Commission Services for EMSA to only produce the Final Report.

2. "The Auditors recommend the entrusted entity to set up a methodology/system able to produce an SAP extract for the Copernicus service, so that it can be provided in compliance with the requirements of the signed Agreements. This is one of the elements to certify the eligibility of costs reported."

EMSA provided to the DEFIS auditors a Business Object-report directly extracted from the ABAC Datawarehouse (DWH), the tool used by both the Agency and the Commission for financial reporting purposes. As all ABAC data are transferred automatically to SAP, the data contained in the DWH are identical to the ones in SAP. Considering that the data related to the General Ledger accounts are automatically transferred from ABAC to SAP, the extraction of the General Ledger accounts from the DWH is totally reliable, identical to SAP and allows for the reconciliation of the General Ledger accounts with the costs reported for the year.

3. "The Auditors recommend EMSA to track, in the asset table dedicated to Copernicus, all the elements existing in SAP (e.g. the field "Asset") which would simplify the recognition of Copernicus items among all the items booked in the entrusted entity accounts, making possible a simple verification and reconciliation of all the assets related transactions."

EMSA is using ABAC Assets, a financial tool which is validated both by the Commission and the EMSA Accountant for the tracking and reporting of assets. The data provided in the ABAC Assets tool are transferred to SAP automatically. The Assets report, stemming from the ABAC Datawarehouse that was provided during the audit perfectly allows to identify all the assets related to the Copernicus project.

2.8a Follow up of audits plans, audits and recommendations

The Agency has developed its own internal follow-up tool where relevant recommendations issued by the IAS and the European Court of Auditors (ECA) as well as the corresponding actions to address the detected weaknesses are recorded.

The Agency considers the follow-up on the progress of the action plan on audit recommendations as an important element of its Internal Control System. A quarterly indicator is discussed by senior management and reported to the Commission (DG MOVE).

Equally, a detailed overview of the progress of the implementation of the action plans following the different audits is presented to the Administrative and Finance Committee of the Administrative Board, in accordance with the mandate of the Committee, at each meeting. Subsequently, this information is provided to the Administrative Board.

At the end of 2022, all audit recommendations with an action implementation date of 31/12/2022 and earlier had been implemented.

2.8b Follow up of recommendations issued following investigations by the European Anti-Fraud Office (OLAF)

The only recommendation, stemming from 2021 has been adequately followed up in 2022 and, as a consequence the case has been closed.

There are no open recommendations pending.

2.9 Follow up of observations from the Discharge authority

In reply to observations and comments made by the European Parliament in its discharge of 2020⁷⁰, the Agency provided further information on actions taken to address previously identified areas for improvement and highlighted some actions taken that are of the interest of the European Parliament.

As regards the Budget and financial management, more in particular the late payment situation and to mitigate the financial and reputational risk described by the Court in its reports for 2019, the Agency informed the European Parliament about the fact that the different measures taken to address the issue of late payments have resulted in a very low rate of late payments: the final figure of late payments for the year 2021 shows a total of 0.56% late payments. The Agency considers this issue to be fully resolved⁷¹.

Regarding the fact that the European Aviation Safety Agency did not sign the service level agreement with the Agency in 2020, concerning safe and efficient remotely piloted services, the European Parliament called on the Agency to inform the discharge authority about the state of play and to indicate any resulting consequences for the budget implementation of the Agency. The Agency informed the European Parliament that EASA and EMSA have maintained a good level of cooperation since the start of the Remotely Piloted Aircraft System (RPAS) services and the signature of the initial Cooperation Agreement of 2019. In 2022 both Agencies, in alignment with DG MOVE, agreed to sign a new Memorandum of Cooperation defining the scope of collaboration concerning RPAS related activities. The EMSA's Administrative Board authorized the signature of this Memorandum. The Memorandum of Cooperation, signed on 9 June 2022, replaces all previously signed agreements. There has been no impact on the budget implementation of the Agency.

Concerning the implementation of the European Union Eco-Management and Audit Scheme (EMAS), which supports the Agency's commitment to creating and sustaining an environmentally-friendly workplace and to improving its environmental performance in general, the Agency informed the European Parliament about the different actions falling under the "Greening EMSA" project and the fact that EMSA has now officially received the EMAS label and has its environmental statement published.

⁷⁰ European Parliament decision of 4 May 2022 on discharge in respect of the implementation of the budget of the European Maritime Safety Agency for the financial year 2020 (2021/2134(DEC)); and the European Parliament resolution of 4 May 2022 with observations forming an integral part of the decision on discharge in respect of the implementation of the budget of the European Maritime Safety Agency for the financial year 2020 (2021/2134(DEC)).

⁷¹ The issue was also considered closed by the European Court of Auditors in its latest audit report.

Finally, with regard to the call of the European Parliament to increase the availability of its website in languages other than English, the Agency reiterated its commitment to increasing its multilingual communication, both through its website, social media, and through its publications, to enable greater accessibility for all European citizens. The 'About Us' section on EMSA's website, which gives core information on its mission, was translated into 24 EU languages in 2020. At the same time, EMSA's five year strategy – its strategic roadmap – was made available in 24 EU languages and its flagship publications are now regularly accompanied by a summary overview in 24 languages (the COVID-19 impact on shipping report, the European Maritime Transport Environmental Report, and shortly the European Maritime Safety Report). In addition, the Agency has created a short mini-video series in several EU languages for publication on social media, centring on its main strategic drivers under the five-year strategy.

In 2022, as part of the Agency's 20th anniversary year, a special web hub was created, with information on EMSA's main strategic and operational tasks also translated into 24 EU languages. Now, citizens can obtain information on EMSA's institutional mandate, legal basis, organisational structure, and key strategic actions in all official languages of the EU.

2.10 Environment management

The "Greening EMSA" project that aims to introduce environmental management and the EMAS registration was officially launched in 2019, following the adoption of EMSA's Environmental Policy and principles on greening. In 2020 EMSA completed its first environmental review. EMSA's environmental management system has been adopted, including strategic pillars and objectives for the following years. In 2021 EMSA has implemented its environmental management, prepared and adopted its first Environmental Statement. The Internal audit and the first part of the external audit for EMAS registration (and ISO 14001:2015) was performed followed by second part at the beginning of 2022. 2022 was a milestone as EMSA received the ISO 14001:2015 certificate followed by the EMAS registration in March 2022. The Environmental management system became part of EMSA's Integrated Quality and Environmental Management System (IQEMS). EMSA has continued to implement its environmental programme and prepared the environmental programme for 2023.

In 2022, the following greening activities and projects have been carried out:

- Extensive greening communication campaign during 2022, including a number of challenges for staff e.g. meatless Monday at the canteen, giving up bins in offices;
- Creation of a reusable stationery room and 0 EUR expenses for stationery;
- Participation in Vélomai 2022, Earth Hour 2022, Walking Challenge 2022, Fancy Women Bike Ride during the European Mobility Week;
- Procurement to have a plan for visible greening in EMSA;
- Implementing new management of air conditioning in empty offices during summer holidays;
- Creation of the EMSA Exchange Library;
- Lowering the basic temperature in the premises by 2 degrees during the winter season (occupants can still adjust the temperature in their offices using the local heating/cooling controller);
- Shortening the time schedule of the main heating/cooling devices by 2 hours, from 6 a.m. to 6 p.m.;
- Further reduction of paper by digitalization: the Agency has moved to 'paperless office' and worked on a pilot project for Qualified E-signature that will permit EMSA to operate in a fully paperless environment;

- The Agency continued implementing a policy of purchasing green stationery materials as well as green EMSA corporate gifts, eliminating plastic and single-use items, and reusing items as much as possible.

2.11 Assessment by management

The Agency's operational and administrative activities in 2022 were carried out in accordance with the work programme for the corresponding year, with the necessary guidance and support of the Administrative Board.

Regular consultations through the Administrative Board meetings and the written procedure mechanism allowed for transparent and constructive exchange of information between the Agency and its governing body.

The outbreak of the Coronavirus continued, although in a lesser manner, to influence the life of billions of people around the world including in the EU and our institutions and authorities have experienced and are still experiencing an unprecedented situation which has changed the way people live, interact and work. As in the previous years, at the time of the outbreak of the pandemic, EMSA continued to adjust to the consequences of the pandemic by assessing and adapting its working methods. By doing so, the Agency was once again able to continue providing its stakeholders with the range and quality of services they are used to.

During the course of 2022, mitigating measures remained in place to address the effect of the COVID-19 pandemic and to reflect on the impact, in the short and medium term, of the pandemic on the Agency's activities and related financial resources. The Agency has continuously assessed the situation in order to minimise the impact on the budget and, at the same time, ensure the most efficient budget execution. During the first quarter of 2022, the Portuguese authorities initiated a two-phase plan aimed at lifting the restrictions in place, and, as a result EMSA was able to start from Monday 14 March a new normal working pattern again with staff coming to the office. EMSA started operating under a teleworking legal framework which allows staff to request a maximum of two teleworking days (full days) per week.

The EMSA teleworking policy and safety measures were updated to reflect the current situation.

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

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

Part II (b) External Evaluations

The last evaluation from May 2017 concluded that by operating at EU level, EMSA is providing significant added value and has become an important and respected player in the maritime community. The agency's efficiency has increased, demonstrated by a lower share of overhead expenditure, the accomplished new tasks without additional resources and also due to the performance management system used by the Agency. The cost

effectiveness of the Agency's activities is assessed positively. As a result, the evaluation concludes that EMSA's services and products are cost-effective and provide value for money within the context of the EU maritime sector and within all areas of work. The full evaluation report is available on the agency's website: <http://emsa.europa.eu/who-are-we/admin-board/evaluation-activities.html>.

A study concerning the possible revision of the Agency's mandate has been initiated by the Commission and is expected to materialise in a formal proposal in the first semester of 2023. This could have an impact on the Agency's tasks in the years to come.

Part III Assessment of the effectiveness of the internal control systems

3.1 Risk Management

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

The Agency has developed a rigorous approach to risk management. This includes a risk register, which covers all identified internal and external risks related to all EMSA's activities and action plans to reduce the potential consequence of each identified risk to an acceptable level.

It should be noted that the EMSA Risk Management Framework is fully aligned and integrated with the Agency's Quality Management System. As part of the audit of this Quality Management System (see 2.7.3), the Risk Process was fully audited (December 2022), and no non-conformities were found.

In accordance with the Agency's Risk Management Framework the risk register was fully updated and fine-tuned in 2022. During this exercise special attention was given to the identification of potential fraud-related risks and overall opportunities. Following the invasion of Russia in Ukraine, some new identified risks and opportunities related to this major crisis were identified and included in the updated risk registers.

The update of the Agency's risk register did not result in any critical risks that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance. During 2022 none of the previously identified risks materialised.

3.2 Fraud Prevention and Detection

As regards the prevention, detection, correction and follow-up of fraud and irregularities, since 2015, the Agency has developed its Fraud Prevention and Detection Strategy.

In preparation for the 2021-2027 MFF, the Commission updated its own Anti-Fraud Strategy ("the 2019 CAFS"). Following this update, all Agencies were requested to adapt their existing Fraud Prevention and Detection Strategies to the new Commission document. As a result, the Agency, in close cooperation with OLAF and DG MOVE/SRD, updated its Fraud Prevention and Detection Strategy. This new strategy, now called Anti-Fraud Strategy, was adopted by the Administrative Board in March 2021.

EMSA's Anti-Fraud Strategy is based on the methodology and guidance presented by OLAF as well as on the Anti-Fraud Strategy of DG MOVE/SRD of the Commission. It provides an updated framework addressing the issues of prevention, detection and conditions for investigations of fraud at Agency level. This methodology consists of the following steps:

- Fraud risk assessment (updated annually) as part of the Risk Management;
- Setting the Agency's objectives regarding the prevention and detection of fraud;
- Establishing an Action plan implementing the anti-fraud strategy;
- Evaluating the impact of the strategy and updating the strategy or action plan.

During the course of 2022, overall the residual risks related to fraud remained low and no new risks related to fraud were identified.

In line with the above, the Agency implemented a number of actions to (i) Promote the highest level of integrity of EMSA staff, (ii) Support effective prevention and detection of fraud risk and (iii) Establish appropriate internal procedures for reporting and handling potential fraud cases and their outcomes.

Examples of such measures include the obligatory training for all staff on Ethics and Integrity, the guidelines on whistleblowing and the continuous update of the mechanisms and procedures to avoid or manage conflict of interest.

3.3 Compliance and effectiveness of Internal Control Standards

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

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

Examples of measures in place are: implementation of organisational structures and making sure they are continuously adapted to the changing environment; development and updates of several staff policies and operational procedures; setting of clear objectives and monitoring them through well-developed management reporting and monitoring tools including Key Performance Indicators, risk management and business continuity planning. When implementing new measures, where possible, the Agency takes into account the costs and benefits of such controls.

Taken together, these measures constitute the internal control framework (ICF) of the Agency.

The Agency's ICF is designed to provide reasonable assurance regarding the achievement of five objectives set in Article 30 of the Financial Regulation of the Agency:

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

The framework supplements the Financial Regulation and other applicable rules and regulations.

EMSA's ICF is based on the framework adopted by the Commission and consists of five internal control components. EMSA's framework also includes the principles that are included in the Commissions framework, each of them complemented by several characteristics. EMSA's updated ICF is fully in line with the Commission's framework but has been adjusted to reflect the organisational set-up and characteristics of the Agency (e.g. the existence of Departments and Units, the role of its Administrative Board etc).

The effectiveness of the Agency's Internal Control Framework is continuously assessed. This assessment covers all principles and internal control components.

The controls in place are designed to optimise their effectiveness and efficiency, by striking the right balance between the benefits of the controls regarding especially the legality and regularity of the underlying transactions, and the effectiveness and efficiency of the control taking into consideration the risks involved. Regarding the effectiveness of the controls, no indications were found that the controls in place were not effective.

Regarding the efficiency and economy of the controls, no anomalies were reported to indicate that the efficiency and economy were under question. However, in order to better measure the efficiency and economy of the controls, EMSA is working on introducing an improved control strategy and some more detailed indicators.

The estimated cost of controls for EMSA in 2022 is 1,322,552 EUR. The calculation method has been based on the approach used in the Commission and includes the estimated average salary costs (including social charges) of the staff involved in the key control systems such as the legal and financial verification as well as in other internal, budgetary and accounting controls. The estimation does not take into account the costs paid by the Agency for external audits nor does it include any direct or indirect information technology costs (E.g. licence fees for ABAC), any staff costs for general control related activities (e.g. planning, quality management) or any other overhead costs (e.g. costs for office space).

Another key element of EMSA's internal control framework is the control and registration of exceptions to established regulations, policies, rules and procedures. An exception is any transaction, financial or operational, which requires an approach that deviates from EMSA's regulations, policies, rules and procedures.

A total of 11 of such exceptions were registered in 2022 (vs.7 in 2021), of which four ex-ante (approval for a future foreseeable deviation) and seven ex-post (approval after the deviation had occurred) exceptions. There were three financial related exceptions for an amounts between of 1,935.77 and 10,006.58 EUR.

None of the exceptions were material and of a nature that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance. Where necessary, corrective actions were carried out or clarifications were given to avoid similar situations occurring in the future.

Overall, the continuous assessment carried out by Agency's Internal Control Coordinator concluded that all internal control principles and the five internal control components are adequately implemented and effective overall with some minor improvements needed. No significant control weaknesses were reported.

Part IV Management assurance

4.1 Review of the elements supporting assurance

On the basis of elements of the internal control systems and the assurance they provide – the building blocks of assurance – the Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report. The building blocks of assurance that are normally in place and were available to the Executive Director in 2022 are outlined below.

Monitoring and reporting – budget implementation

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

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

Monitoring and reporting – programme implementation

Regular unit, department, management and senior management meetings provided ongoing monitoring of the implementation of the work programme throughout the year, drawing on a series of data and exercises including: monthly report on budget, procurement and financial management; quarterly scoreboard - Key Performance Indicators; monthly horizontal indicators; various progress reporting exercises at unit and department level; and monthly reporting at Agency-level on planned activities and deliverables. A consolidated exercise to assess the overall level of implementation of the Work Programme, as well as signal potential risks and workload issues throughout the activities was conducted twice during the year, in April and in November.

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

Delegation of powers and declarations of assurance

The Executive Director delegated powers to members of the management team to sign legal acts and make commitments and payments, and the delegated staff members' in turn reported on the use of those powers as reported in section 2.4 of this report.

In addition, sub-delegation of other powers and responsibilities occurs by virtue of the organisational hierarchy, and the use of these powers, were also reported on.

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

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

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

The Accounting Officer’s certification of the provisional accounts have been provided by 1 March 2022 (Art. 101 and 102, EMSA Financial Regulation) and should provide reasonable assurance to the Executive Director that the accounts present a true and fair view of the financial situation of the Agency.

Other internal control tools

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

The work of the Internal Audit Service and the European Court of Auditors concerning the Agency in 2022 and the follow-up by the Agency is reported in section 2.7.

The Internal Control Coordinator ensures and assesses, on a continuous basis, the effectiveness of the Agency’s Internal Control Framework. As part of the CAAR, the Internal Control Coordinator signs a statement to the best of his/her knowledge, on the accuracy and exhaustiveness of the information on management and internal control systems (Part V).

Use of ISO⁷² Standards for better management assurance

The Agency is also using ISO Standards as a mean to achieve assurance that best management practices are used for the relevant activities. Specifically, EMSA uses the ISO 9001:2015 for Quality Management System (QMS) as the framework.

The certification of EMSA Quality (ISO 9001) management systems was maintained during 2022. The Environmental management system became part of EMSA's Integrated Quality and Environmental Management System (IQEMS). Furthermore, the Agency has successfully implemented ISO 29993 for its training courses. The external audit for all three ISO Standards was successfully performed in December, extending the certification through the next year (2023).

4.2 Reservations

There were no reservations.

4.3 Overall conclusion on assurance

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

⁷² ISO – International Organization for Standardization - <https://www.iso.org/home.html>

Part V Declarations of assurance

Internal Control Coordinator

Declaration of assurance

Statement of the EMSA Internal Control Coordinator

I, the undersigned, Tom Van Hees,

In my capacity as Internal Control Coordinator in charge of risk management and internal control, I declare that in accordance with EMSA's Internal Control Framework, I have reported my advice and recommendations on the overall state of internal control in the Agency to the Executive Director.

I hereby certify that the information provided in the present Consolidated Annual Activity Report and in its annexes is, to the best of my knowledge, accurate, reliable and complete.

Lisbon, 14 January 2023



Tom Van Hees,
Internal Control Coordinator



Declaration of assurance

Declaration of the Executive Director

I, the undersigned, Executive Director of the European Maritime Safety Agency (EMSA), in my capacity as authorising officer,

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

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

This reasonable assurance is based on my own judgement and on the information at my disposal, such as the results of the self-assessment, ex-post controls, the work of the Internal Audit Service and the lessons learnt from the reports of the Court of Auditors for years prior to the year of this declaration.

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

Lisbon, 26 January 2023



Maja Markovčić Kostelac
Executive Director

Annexes

Annex I. Core business statistics

EMSA Key Performance Indicators 2022

KPI n°	KPI name	Target 2022	Result 2022
SUSTAINABILITY			
<i>PREVENTION OF POLLUTION BY SHIPS (46000)</i>			
1	Pollution Prevention Studies	2	2
2	Pollution Prevention Workshops	2	2
<i>OPERATIONAL POLLUTION RESPONSE SERVICES (51000)</i>			
3	Number of fully equipped vessels for mechanical recovery	16	16
4	Number of fully equipped vessels for dispersant application	6	6
5	Number of vessels equipped with RPAS	12	12
6	Number of newly contracted vessels pre-fitted	1	1
7	Number of EAS stockpiles	5	5
8	Number of newly contracted EAS established	1	1
9	Number of projects completed per year (vessel equipment, replacement, adaptation or upgrade)	4	9
10	Number of vessel drills (acceptance drills and quarterly drills) per year	66	72
11	Number of operational exercises per year	10	10
12	Number of Equipment Assistance Service (EAS) drills	30	57
13	Number of notification exercises per year	12	13
14	Mobilisation time in hours vessels (Response to requests for vessel/equipment services)	24	24
15	Mobilisation time in hours EAS	12	12
16	Number of dispersant stockpiles	8	8
17	Minimum quantity of dispersants available at any time	1580 tonnes	1580 tonnes

18	Percentage of responses within 2 hrs.	100%	100%
19	Number of datasheets produced	20	20
20	Number of workshops, guidance documents CTG MPPR	4	7
21	Number of meetings CTG MPPR	1	1
22	Number of meetings PRS User Group	1	1
23	Number of meetings Annual Inter-Secr. mtg w/Regional Agreements	1	1

SURVEILLANCE

REMOTELY PILOTED AIRCRAFT AND SATELLITE COMMUNICATION SERVICES (21020)

24	Number of RPAS systems available for deployment for multipurpose operations	6	8
25	Number of RPAS deployment days per year (multipurpose operations)	600	828
26	Number of (small/medium) RPAS systems available for environmental protection (marine poll and emissions)	14	15
27	Number of RPAS deployment days per year (pollution monitoring and emission monitoring)	360	477
28	Global data stream availability	99%	100%

SATELLITE BASED SERVICES AND INNOVATION (52000)

29	Percentage per year EO image delivery ratio (CSN)	90%	98%
30	Percentage response rate to requests for participation in oil spill response exercises	100%	100%
31	Percentage response rate to assistance requests (assistance for accidental spills)	100%	100%
32	Integrating new information sources from satellites in the field of earth observation and frequency detection counted per satellite or sensors	2	16

COPERNICUS MARITIME SURVEILLANCE SERVICE (75000)

33	Percentage per year EO image delivery ratio (Copernicus)	90%	95%
34	Number of Member States National Administrations, EU institutions and international organisations using the service	56	60

CISE TRANSITIONAL PHASE (79020)

35	Number of CISE Stakeholder Group CSG meetings per year	3 per year	3
36	Overall number of Training and Best Practice Workshop per year	2 per year	5

37	Number of CISE's nodes deployed in the network	12	9 ⁷³
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SAFETY & SECURITY

MARITIME SAFETY incl. EQUASIS (44000)

38	Percentage per year availability (EQUASIS)	99.5%	99.88%
39	Number of users per month (EQUASIS)	32000	35459
40	Number of contributing members (EQUASIS)	9 to 10	10

HUMAN ELEMENT (36000)

41	STCW Statistical overview	1	1
42	Number of meetings attended in support of European Commission on the review and/or implementation of STCW, STCW-F and MLC	3	10 ⁷⁴

ACCIDENT INVESTIGATION (42000)

43	Number of EMCIP meetings per year	2	2
44	Number of PCF meetings per year	1	1

MARITIME SECURITY (34000)

45	Number of individual missions per year	35	23 ⁷⁵
46	Number of contributions to reports per year	35	47
47	Percentage of inspection reports concluded within the deadline agreed with the European Commission	95%	100%

SIMPLIFICATION

SAFESEANET (21030) & EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT⁷⁶ (21040)

48	Percentage per year availability of central SSN system	99%	99.64%
49	Hours maximum continuous downtime of central SafeSeaNet system	max 12h	07h:35min

⁷³ Installation of 12 nodes is planned for the end of the transitional phase, in December 2023. 3 CISE stakeholders are already working in this direction.

⁷⁴ More meetings were arranged than expected when the KPI was set.

⁷⁵ The inspections schedule has been reduced by the Commission.

⁷⁶ The information exchange requirements of the Reporting Formalities Directive are integrated in the SafeSeaNet services, and therefore covered by the SafeSeaNet indicators.

50	Percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	99%	100%
51	Percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99%	100%

LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)

52	Percentage per month availability EU LRIT Data Centre	99%	99.88%
53	Hours maximum continuous downtime EU LRIT Data Centre	max 4h	1h 35m
54	Percentage position reports delivered in accordance with IMO requirements (periodic reports: 15 min; polls: 30 min)	99%	99.40%
55	Percentage per year availability to users through UWI	99%	99.80%
56	Percentage per year availability of LRIT IDE in accordance with IMO requirements	99.90%	99.90
57	Hours maximum continuous downtime of LRIT IDE	max 4h	6.5h ⁷⁷

eCERTIFICATION (21050)

58	Percentage of EU flagged ships for which Statutory eCertificates have been delivered by EU Recognized Organisations in their registers (THETIS)	95%	92% ⁷⁸
59	EU Flag Administrations providing Statutory eCertificates (THETIS)	1	1

DIGITALISATION

⁷⁷ On December 2, a "broken pipe" error, in principle caused by the LRIT IDE periodic task "SystemStatusTask", stopped the sending of the System Status messages (SSM) to LRIT DCs. The SSMs are used to measure the availability of the LRIT IDE. The incident did not impact the regular flow of LRIT messages among LRIT DCs. The investigation is on-going by the developer. Technical implementations have been deployed to detect the event sooner and support the diagnosis. Additional procedural actions are in place to improve the reaction time as well.

⁷⁸ This KPI is below target. Russian Maritime Register of Shipping is no longer providing information and technical issue occurred hampering upload of data by Bureau Veritas.

MARITIME DIGITAL SERVICES (45000)

60	Percentage per year availability of IMS to Member States, including ABMs	99%	99.23%
61	Percentage per year availability of IMS specific functionalities and data sets to support relevant anti-piracy and maritime law enforcement and border control bodies (EUNAVFOR-Somalia: Operation Atalanta, EUNAVFOR-Med: Operation Sophia, EUROPOL, MAOC (N))	99%	99.82%
62	Percentage per year availability of the AIS Maritime Picture service to legitimate users (shipowners, agents, masters, shippers and others) authorised by the NCA	95% ⁷⁹	99.82%
63	Percentage per year availability of IMS Mobile App service	99%	99.92%
64	Overall number of IMS services users	5000	6566

THETIS AND THETIS-EU (77000)

65	Availability in percentage	96%	99.88%
66	Hours maximum continuous downtime	max 6h	2h 0m 27s
67	Percentage of requests closed in less than 5 days (THETIS Helpdesk)	75%	89.40%

THETIS-MRV (77100)

68	System availability THETIS-MRV	95%	99.94%
69	Hours maximum continuous downtime THETIS-MRV	max 12h	2h 48m 28s

OTHER DIGITAL SERVICES

70	Percentage per year availability of RuleCheck	95%	99.99%
71	Days maximum continuous downtime of RuleCheck	max 3 days	0d 0h 25m 0s
72	Percentage of requests closed in less than 9 days (RuleCheck)	95%	n/a ⁸⁰
73	Percentage per year availability (STCW IS)	96%	99.81%

⁷⁹ Pending the green light from the High Level Steering Group.

⁸⁰ The KPI 72 has been discontinued as RuleCheck has become an element of the EMSA Academy Helpdesk. The relevant performance has been replaced by KPIs 109 and 110 where it is verified that the pre-set KPI was met.

74	Percentage per year availability of MED data base	95%	99.91%
75	SurvSeaNet availability	95%	99%
76	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	97.5%	100%
77	Percentage per year availability of EMCIP	90%	99.8%
78	Percentage per year availability of MARINFO	95%	98.85%

MARITIME SUPPORT SERVICES (24000)

79	Average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2h	10.4 min
80	Average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8h	13.1 min
81	Reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	20 Reports	24 reports

ICT OPERATIONS (64000)

82	Percentage of timely response to users' ICT requests	95%	94.3% ⁸¹
83	ICT Infrastructure availability per year	99.50%	100%

TECHNICAL ASSISTANCE

VISITS AND INSPECTIONS

CLASSIFICATION SOCIETIES (31000)

84	Number of RO inspections per year	16-20	20
85	Number of reports per year	16-20	18
86	Number of draft assessment reports per year	5 to 6	1 ⁸²

SEAFARER TRAINING AND CERTIFICATION (32000)

87	Number of inspections and visits per year	5 to 7	6
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⁸¹ The yearly cumulative result for this KPI is below target due to Q2 results when Service Desk experienced significant lack of resources. Q1, Q3 and Q4 were above the target.

⁸² Draft assessments have been deferred in agreement with the Commission following delays completing the required number of inspections due to the COVID-19 pandemic.

88	Fieldwork to complete inspections already started remotely	1	1
89	Percentage of visit notifications sent to Member States within the applicable deadline	95%	100%
90	Number of reports per year	7 to 9	9
91	Percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	95%	100%

VISITS TO MEMBER STATES (33000)

92	Number of visits per year	7	7
93	Fieldwork to complete visits already started remotely	17	19
94	Percentage of visit notifications sent to Member States within the applicable deadline	95%	100%
95	Number of reports per year	16-20	22
96	Percentage of draft reports submitted to the visited Member State within 90 days from end of visit	95%	100%

CAPACITY BUILDING

ANALYTICS AND RESEARCH (35000)

97	Number of horizontal analyses per year	1	2
98	Number of updated of the EU Maritime profile	4	4

CAPACITY BUILDING AND EMSA ACADEMY (43000)

99	Number of trainings on specific topics on EU/International maritime legislation (including PSC Seminars and AI)	11	17
100	Number of trainings on EMSA's operational maritime applications and tools	15	29
101	Number of professional development and training programs, including the development of common core curricula, instructions, guidance, procedures, syllabi, training materials and contents	2	2
102	Number of part time online trainings	2	2
103	Number of Member States' experts attending per year	500	1045

104	Number of IPA experts attending per year	50	28 ⁸³
105	Implementation ratio of planned technical assistance activities according to agreed schedules	> 85%	> 85%
106	Learning services (MSs)	> 85%	>85%
107	Learning services (IPA)	> 85%	> 85%
108	Technical assistance services (IPA)	> 85%	> 85%
109	Percentage per year availability (EMSA Academy)	85%	100%
110	Percentage of requests closed in less than 9 days (EMSA Academy)	75%	98%

SAFEMED V, EuroMed Maritime Safety Project (71000)

111	Implementation ratio of planned activities SAFEMED	80%	100%
112	Number of participants in learning services SAFEMED	90	59 ⁸⁴
113	Customer satisfaction for learning services SAFEMED	80%	91.25%
114	Customer satisfaction for technical assistance activities SAFEMED	80%	80% ⁸⁵

⁸³ In line with the Action Plan agreed with the Commission as Contracting Authority and the beneficiaries, in 2022 more focus was given to technical activities (such as transposition of EU Maritime legislation into the national legal framework). Due to the limited financial resources available under the project, less training sessions were offered, that resulted in a reduced number of participants compared to the initial target.

⁸⁴ The SAFEMED IV project ended on 31 March 2022, therefore the number of participants reported reflects participation in learning services provided only in Q1 . As from 1 April 2022 the SAFEMED V started. In its inception phase emphasis was given to bilateral meetings to identify potential needs of the beneficiaries and discussions with the Commission as Contracting Authority to define possible activities under the new Project. The Action Plan for SAFEMED V was approved in November 2022. Consequently, the reduced number of participants reflects the inception phase of the new Project.

⁸⁵ Activities were assessed based on evaluation questionnaires in Q3 only as there was no activity in Q1, Q2 and Q3.

BC Sea II (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) (74000)

115	Implementation ratio of planned activities BC Sea	80%	100%
116	Number of participants in learning services BC Sea	70	62 ⁸⁶
117	Customer satisfaction for learning services BC Sea	80%	97,87%
118	Customer satisfaction for technical assistance activities BC Sea	80%	100% ⁸⁷

STRATEGIC SUPPORT

EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS

119	Implementation of EMSA tasks under the Annual Strategic Plan	full implementation	full implementation
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EFCA SLA (72100)

120	Percentage per year availability to EFCA	99.00%	99.82%
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FRONTEX SLA (72000)

121	Percentage per year availability to Frontex	99.00%	100%
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⁸⁶The BC SEA project was supposed to end by 31 March 2022 but was extended until 30 September 2022 as a consequence of the aggression of Russia to Ukraine, to deliver a targeted action for the purchase of anti-pollution equipment in support of Georgia and Ukraine in the Black Sea. The start of the BC Sea II project was characterised by bilateral meetings to identify potential needs of the beneficiaries and discussions with the Commission as Contracting Authority to define possible activities under the new Project. The Action Plan for BC SEA II was approved in November 2022. Consequently, the reduced number of participants reflects the focus of the extended period of the project on the purchase of anti-pollution equipment for Ukraine and Georgia and the inception phase for the new Project which included an online training session to enable Ukrainian CSN users to benefit of the EMSA's CSN service.

⁸⁷ No technical actions were implemented during the project's inception running from October to December 2022. The only exception was a training session to enable Ukrainian CSN users to benefit soon of the EMSA's CSN service.

122	Hours maximum continuous downtime of Frontex service platform	<12h	0d 0h 0m 0s
123	minimum number of exercises EMSA participates in	2	2
<i>COMMUNICATION (60000)</i>			
124	number of publications/leaflets/brochures produced per year	18	29
<i>MISSIONS AND EVENTS SUPPORT (65000)</i>			
125	number of meetings/workshops organised by EMSA per year	80	83
126	number of participants at EMSA meetings/workshops per year	2000	2790
<i>EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)</i>			
127	Implementation of the Work Programme	as close as possible to full impl.	<i>Assessed through the CAAR 2022</i>
128	execution rate commitment appropriations	as close as possible to 100% and in any case above 95%	99.80% ⁸⁸
129	execution rate payment appropriations	as close as possible to 100% and in any case above 95%	98.42% ⁸⁹
130	ECA recommendations implemented in time	as close as possible to 100%	100%
131	IAS recommendations implemented in time	as close as possible to 100%	100%
132	QMS certification maintained	Valid QMS Certificate	Certification valid for 2022
133	Number of greening projects implemented	2	10
134	EMAS registration maintained	EMAS registration maintained	Maintained
135	execution rate establishment plan	as close as possible to 100% and in any case above 95%	99.06%

⁸⁸ Final execution : Result calculated taking into account the 1st 2022 budget amendment.

⁸⁹ Final execution : Result calculated taking into account the 1st 2022 budget amendment.

Operational Agreements active in 2022

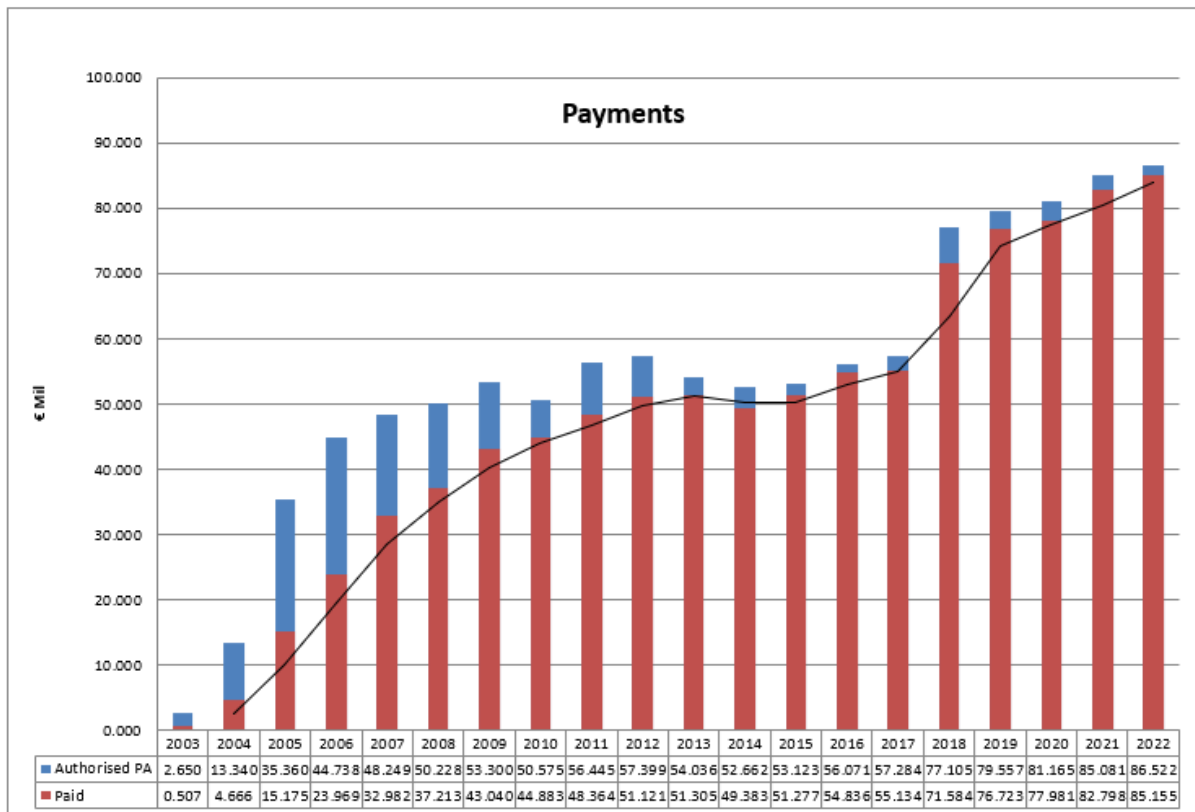
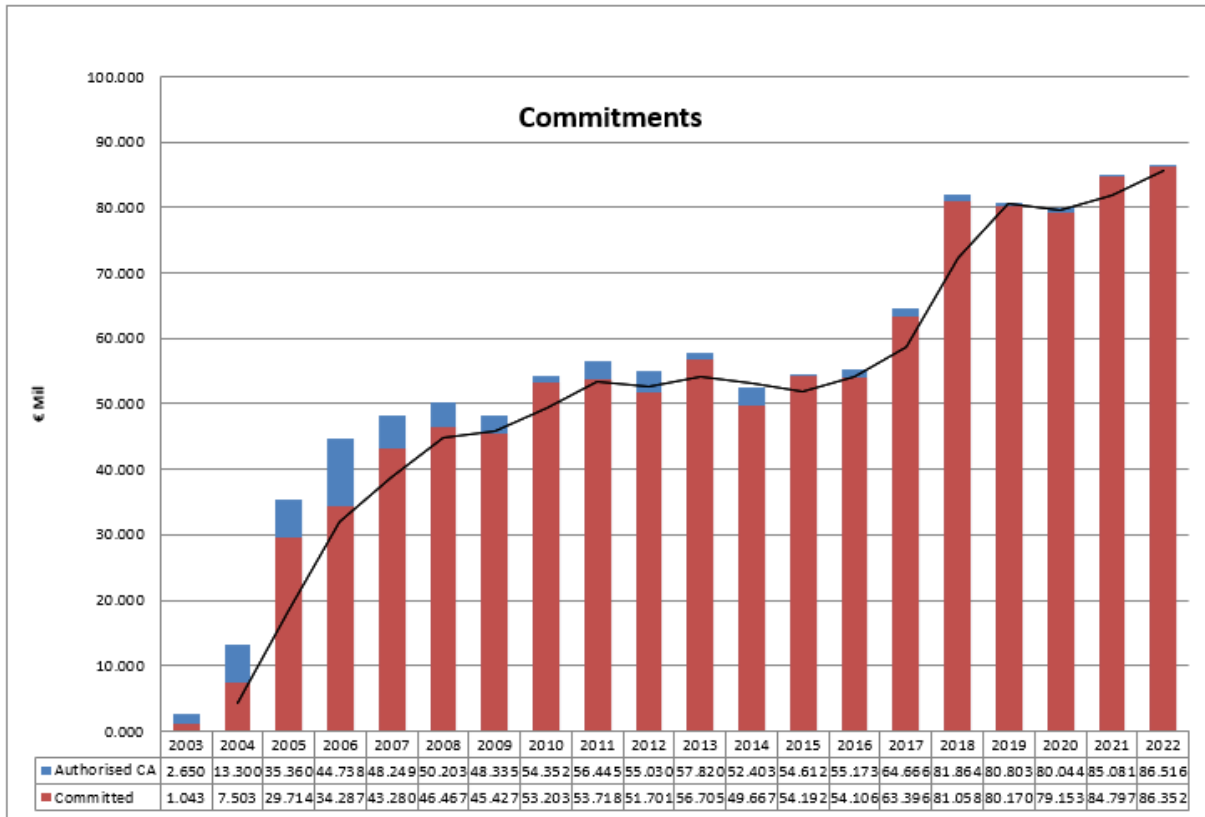
Contractor	Contract Short Name	Start Date	End Date	Automatic Renewal
DG CLIMA	Support for the implementation of Regulation on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport and amending Directive 2009/16/EC on Port State Control and relevant technical Assistance	30/03/2016	29/09/2022	No
DG CLIMA	Service Level Agreement between EMSA and DG Clima regarding Thetis MRV and ETS	28/10/2022	27/10/2026	No
DG ECHO	2014 Working Arrangement DG ECHO & EMSA, as amended in 2022	13/11/2014	No End Date	No
DG ENV	Cooperation Agreement for the support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels, and technical assistance actions relevant to the Energy Community	08/03/2018	07/03/2022	No
DG GROW	Copernicus Contribution agreement (2021-2033)	28/09/2021	31/12/2033	No
DG GROW	Copernicus Delegation agreement (2015-2026)	03/12/2015	31/12/2026	No
DG MARE	CISE I – Operations	17/04/2019	16/12/2023	No
DG MARE	CISE II – Transition	08/12/2020	07/12/2023	No
DG MARE	Interoperability between industry and competent authorities in the EMSW environment under the CISE Process	19/09/2018	18/05/2022	Yes
DG MOVE	Provision by EMSA of technical assistance for maritime security 1	29/10/2013	No End Date	No
DG NEAR	Black and Caspian Sea Project	01/11/2016	31/03/2022	No
DG NEAR	Maritime Safety, Security and Environmental Protection in the Black and Caspian sea Regions	01/10/2022	30/09/2026	No
DG NEAR	IPA 2020-2023	01/05/2020	28/02/2023	No
DG NEAR	SAFEMED IV, EuroMed Maritime Safety Project	01/01/2017	31/03/2022	No
DG NEAR	SAFEMED V, EuroMed Maritime Safety Project	01/04/2022	31/03/2028	No

DG SANTE	SLA DG SANTE/EMSA THETIS AP	28/04/2021	27/04/2024	No
EFCA - European Fisheries Control Agency	SLA between EFCA and EMSA - Cooperation to support coast guard functions and activities related to the provision of services by EMSA to EFCA for fisheries monitoring and control purposes.	12/12/2022	No end date	Yes
EQUASIS members	MOU on the establishment of the Equasis information system	17/05/2000	No End Date	No
ESA - European Space Agency	2010/SLA EMSA-ESA	02/07/2010	01/07/2025	No
ESA - European Space Agency	LICENCE AGREEMENT ESA-EMSA	18/02/2015	No End Date	No
EUNAVFOR - Athena Atalanta	EUNAVFOR TCA	06/04/2011	No End Date	Yes
EUNAVFOR Mediterranean – Operation Irini	CA EUNAVFOR MED - OPERATION IRINI	25/11/2021	No End Date	Yes
EUNAVFOR Somalia – Operation Atalanta	CA EUNAVFOR SOMALIA - OPERATION ATALANTA	25/11/2021	No End Date	Yes
EUROCONTROL	EUROCONTROL EMSA RPAS	13/12/2016	No End Date	No
European Free Trade Association Surveillance Authority	MoU on the release of classified information in the framework of the technical cooperation in maritime security	05/02/2014	No End Date	No
European Free Trade Association Surveillance Authority	Provision by EMSA of technical assistance for maritime security 2	05/02/2014	No End Date	No
EUROPOL	EUROPOL	18/12/2018	No End Date	No
FRONTEX	FRONTEX SLA (2016)	01/05/2016	No End Date	No
Frontex and EFCA	Tripartite Working Arrangement	18/03/2021	No End Date	No
IALA	IALA MEMBERSHIP 2022	01/01/2022	31/12/2022	No
International Mobile Satellite Organization (IMSO)	ANNUAL AUDIT IDE	20/03/2012	No End Date	Yes
International Mobile Satellite Organization (IMSO)	ANNUAL AUDIT LRIT DC	27/05/2009	No End Date	No

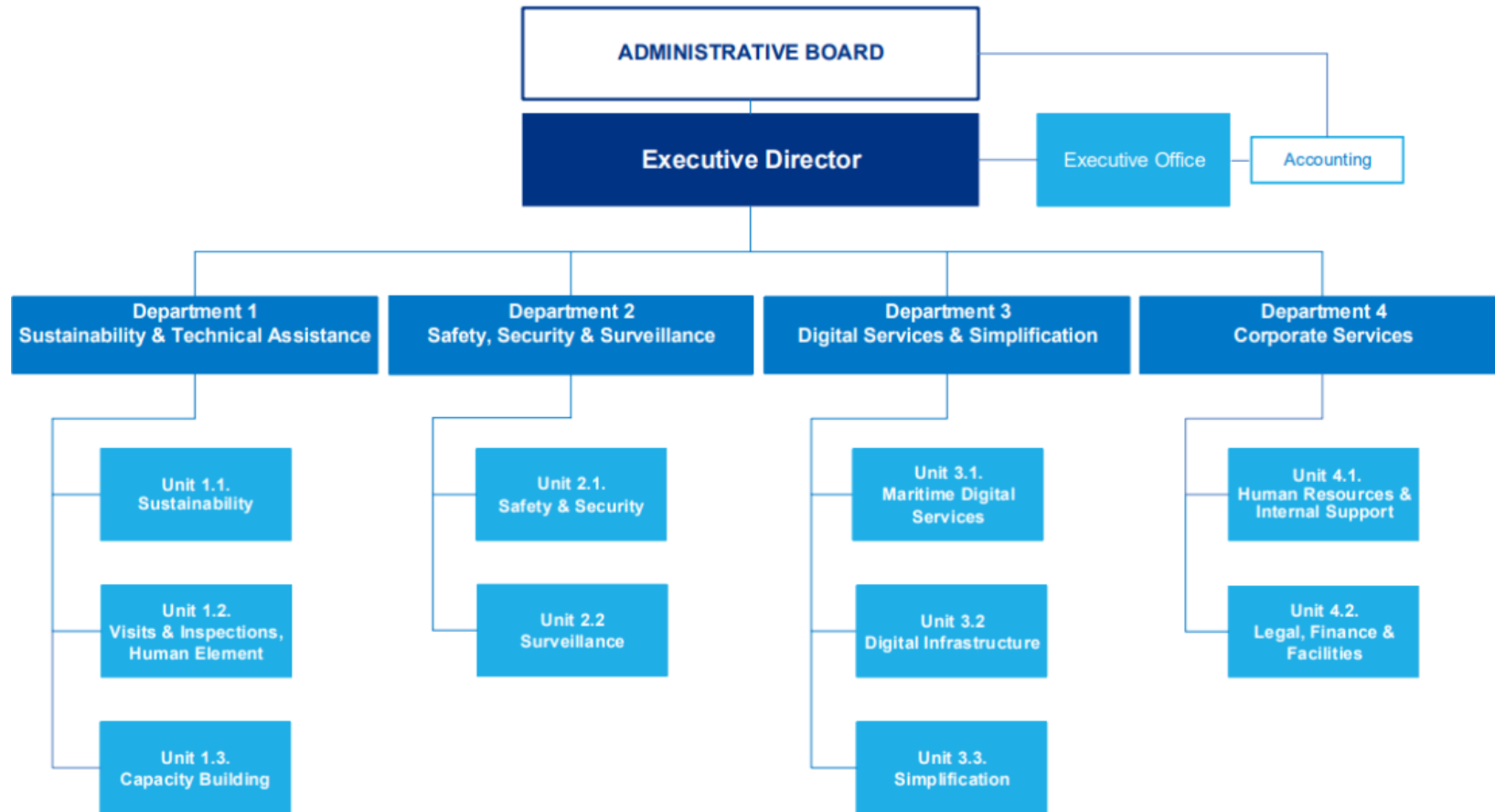
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.EU LRIT DC.AUDIT 2021	01/04/2021	31/11/2022	No
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.LRIT IDE.AUDIT 2022	01/04/2022	31/12/2022	No
International Mobile Satellite Organization (IMSO)	SLA IMSO-EMSA.LRIT IDE.AUDIT 2022	01/04/2022	30/09/2022	No
Interspill LTD	2016 Interspill MoU	13/12/2016	No End Date	No
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	SLA EMSA ICG REGIONAL SSN SERVER	22/10/2015	No End Date	Yes
Italian Coast Guard - Comando Gen.del Corpo delle Capitanerie di Porto	SLA for maintenance and operation of AIS REGIONAL SERVERS 2021 (MAR)-2022 (APR) IT	01/03/2021	30/04/2022	No
MAOC - Maritime Analysis and Operations Centre	2020/MAOC-EMSA COOPERATION AGREEMENT, as amended in 2022.	17/12/2020	No End Date	No
Ministry of the Sea, Transport and Infrastructure of Croatia	Administrative arrangement with Croatia	03/07/2019	No End Date	No
Norwegian Coastal Administration	SLA EMSA NCA REGIONAL SSN SERVER	20/12/2016	No End Date	Yes
Norwegian Coastal Administration	SLA for maintenance and operation of AIS REGIONAL SERVERS 2021 (MAR) -2022 (APR) NO	01/03/2021	30/04/2022	No
Paris MoU	Conditions of Use for and Level of access to the THETIS Information Systems for PSC	01/01/2011	No End Date	No
Republique Française	Hosting & Development of Equasis	27/02/2009	No End Date	Yes
RISE - Research Institutes of Sweden	Lash Fire	17/03/2020	31/08/2023	No
The International Group of Protection and Indemnity Clubs	2018 MOU	27/12/2018	No End Date	No

Annex II. Statistics on financial management

Evolution of budget execution



Annex III. Organisational chart



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

Establishment plan 2022

Function Group and Grade	2021 Authorised		2022 Authorised		2022 Filled*	
	Permanent	Temporary	Permanent	Temporary	Permanent	Temporary
AD15		1		1		
AD14		2		3		3
AD13	1	5	1	6	1	4
AD12	1	12	1	17	1	11
AD11		20		20		12
AD10	1	30	1	28		34
AD9		35		35	1	27
AD8		24		24		17
AD7		15		11		16
AD6		3		4		21
AD5		2				2
Total AD	3	149	3	149	3	147
AST11						
AST10		1		1		
AST9				2		1
AST8		3		7		4
AST7		13		15		10
AST6		22		19		21
AST5		15		13		13
AST4		6		3		6
AST3						3
AST2						1
AST1						1
Total AST		60		60		60
Total	3	209	3	209	3	207
Grand Total	212		212		210	

*Including 1 AST offer letter sent and accepted in 2022.

Information on recruitment grade/function group for each type of post

Key functions	Type of contract	Function group, grade of recruitment	Area of support (Administration / Operational / Neutral / Coordination)
<i>Head of Department</i>	TA (level 2)	AD12	Operational
<i>Head of Unit</i>	TA (level 3)	AD9, AD10, AD11 or AD12, related to the mandate and dimension of the Unit	Operational
<i>Head of Sector</i>	TA (level 4)	AD8	Administration Operational
<i>Senior Project Officer</i>	TA	AD8	Coordination
<i>Project Officer</i>	TA	AD6 or AD7 depends on the functions that are allocated	Operational
<i>Junior Officer</i>	TA	AD5	Administration / Operational / Neutral /

			Coordination
<i>Senior Assistant</i>	TA	AST4	Administration
<i>Head of Corporate Services</i>	TA	AD12	Administration
<i>Head of Human Resources and Internal Support</i>	TA	AD10	Administration
<i>Head of Legal, Finance and FAL</i>	TA	AD10	Coordination / Operational / Neutral
<i>Head of Operations Support (ICT)</i>	TA	AD10	Administration / Operational
<i>Administrative Assistant</i>	CA	FGII	Administration / Operational / Neutral Coordination
<i>Mail Clerk</i>	CA	FGI	Administration
<i>Webmaster -Editor</i>	TA	AST3	Administration / Coordination
<i>Data Protection Officer</i>	TA	AD8	Operational / Coordination
<i>Accounting Officer</i>	TA	AD8	Neutral
<i>Internal Control Coordinator</i>	TA	AD8	Administration
<i>Assistant to the Executive Director</i>	TA	AST2	Operational

Number of days of leave authorised to each grade under the flexitime and compensatory* leave schemes in 2022

GRADE	Authorised flexitime leave
AD	473
5	7.5
6	91.5
7	62
8	55.5
9	72
10	112
11	31
12	39.5
14	2
AST	109.5
1	3
2	2
3	3
4	6.5
5	14.5
6	57.5
7	13.5
8	9.5
FG II	10
5	0.5
6	3
7	6.5
FG III	35
8	6
9	7
10	9.5
11	3
12	9.5
FG IV	26.5
14	4.5
15	20.5
16	1.5
SNE	38.5
SNE	38.5
Total	692.5

Results of the screening exercise

Job type (sub) category	Year N (%)	Year N-1 (%)
Administrative support and Coordination		
<i>Administrative support</i>	13.49%	14.01%
<i>Coordination</i>	4.9%	5.09%
Operational		
<i>Top Level Operational Coordination</i>	3.39%	3.87%
<i>Programme Management & Implementation</i>	56.27%	51.94%
<i>Evaluation & Impact assessment</i>	7.8%	8.42%
<i>General Operational</i>	5.31%	8.68%
Neutral		
<i>Finance/Control</i>	8.85%	7.99%
<i>Linguistics</i>	0%	0%

Implementing rules adopted in 2022

Decision of the Administrative Board laying down general implementing provisions on the conduct of administrative inquiries and disciplinary proceedings.

Annex V. Human and financial resources by activity

Planned and Actual Resources	Planned Human Resources					Actual Human Resources					Planned		Actual		Variance	
	MANPOWER					MANPOWER					Financial Resources		Financial Resources		planned/actual	
	Temporary Agents		CA	SNE	TOTAL	Temporary Agents		CA	SNE	TOTAL	Total allocated costs Commitments	Total allocated costs Payments	Total allocated costs Commitment	Total allocated costs Payments	CA	PA
AD	AST	AD				AST										
21020 RPAS	8.00	1.00		1.00	10.00	6.75	1.50		1.00	9.25	13,746,259	14,223,449	11,033,394	10,877,752	-19.74%	-23.52%
21030 SafeSeaNet	3.75	2.75	0.25		6.75	3.75	2.75	0.25		6.75	2,053,075	2,100,908	2,239,488	2,263,135	9.08%	7.72%
21040 EMSW	1.50		0.25		1.75	2.50	0.25	0.25		3.00	389,611	390,307	726,939	729,610	86.58%	86.93%
21050 eCertification	0.75				0.75	1.00				1.00	416,553	295,893	414,861	275,067	-0.41%	-7.04%
22000 LRIT	2.50	1.50	0.25		4.25	1.50	1.50	0.25		3.25	2,412,196	2,415,976	2,007,448	2,074,830	-16.78%	-14.12%
24000 Maritime Support Services	1.00		4.25	6.00	11.25	1.00		4.25	4.00	9.25	1,585,865	1,618,141	1,312,736	1,397,969	-17.22%	-13.61%
31000 Classification Societies	8.50	1.25	0.25	1.00	11.00	8.00	1.00	0.25	1.00	10.25	2,212,789	2,212,789	2,230,713	2,192,410	0.81%	-0.92%
32000 Seafarer Training and Certification	5.25	1.00	0.25	1.00	7.50	4.75	0.75	0.25	1.00	6.75	1,537,461	1,537,461	1,530,901	1,424,128	-0.43%	-7.37%
33000 Visits to Member States	4.50	1.75	0.50	1.00	7.75	4.50	1.25	0.50		6.25	1,430,531	1,430,531	1,337,112	1,352,804	-6.53%	-5.43%
34000 Maritime Security	3.25	1.50		2.00	6.75	4.25	1.00		1.00	6.25	1,198,099	1,197,362	1,332,699	1,275,013	11.23%	6.49%
35000 Analytics and research	4.25	0.25	0.25		4.75	3.75	0.25	0.25		4.25	933,674	932,845	906,876	885,030	-2.87%	-5.13%
36000 Human element	1.00				1.00	1.75				1.75	422,540	322,540	565,120	466,690	33.74%	44.69%
42000 Accident investigation	2.75			1.00	3.75	2.25			1.00	3.25	1,328,163	927,261	987,630	769,231	-25.64%	-17.04%
43000 Capacity Building and EMSA Academy	10.25	0.25	0.75	2.25	13.50	10.25	0.25	1.00	2.25	13.75	3,696,165	3,902,656	3,897,059	3,742,044	5.44%	-4.12%
44000 Maritime Safety	13.50	0.50		1.00	15.00	12.50	1.25		2.00	15.75	3,817,978	4,259,630	4,110,608	4,296,711	7.66%	0.87%
45000 Maritime Digital Services	24.00	11.25	0.50		35.75	24.00	10.00	0.50		34.50	14,205,023	15,044,997	14,917,468	15,410,206	5.02%	2.43%
46000 Prevention of Pollution	7.00	0.50		0.75	8.25	6.50	0.75	0.25	0.75	8.25	1,897,046	1,984,556	1,981,806	1,961,877	4.47%	-1.14%
51000 Operational Pollution Response	9.75	1.50	2.00	1.00	14.25	10.25	1.50	1.50	1.00	14.25	18,070,418	18,370,104	17,710,190	17,966,200	-1.99%	-2.20%
52000 Satellite based Services and Innovation	11.25	1.50			12.75	12.25	0.50			12.75	12,911,162	11,097,202	14,969,601	13,706,315	15.94%	23.51%
60000 Communication	3.00	2.25	1.00		6.25	3.00	2.75	1.25		7.00	1,208,051	1,208,051	1,378,170	1,353,099	14.08%	12.01%
65000 Missions and Events Support		2.00	3.75		5.75		1.25	3.00		4.25	1,215,426	1,215,426	761,079	734,381	-37.38%	-39.58%
61000 Management, quality & greening	11.25	6.75	1.25		19.25	10.75	7.25	0.75		18.75						
62000 Human resources, implementation of the Seat Agreement & document management	4.00	4.00	7.75		15.75	4.50	4.75	7.25	1.00	17.50						
63000 Facilities & logistics	1.25		2.00		3.25	1.25		2.00		3.25						
64000 ICT Operations	5.25	12.50	2.50		20.25	4.50	12.50	2.50		19.50						
66000 Legal & finance	4.50	6.00	2.25		12.75	4.50	6.00	1.75		12.25						
SUBTOTALS	152.00	60.00	30.00	18.00	260.00	150.00	59.00	28.00	16.00	253.00						
TOTAL		212		48	260		209		44	253	86,688,085	86,688,085	86,351,897	85,154,503	-0.39%	-1.77%

Annex VI. Grant and contribution agreements and other project financed actions

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description	2021		2022		
Grant agreements					CA	PA	CA	PA	
SAFEMED IV EuroMed Maritime Safety Project	December 2016	March 2022	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: SAFEMED IV, Euromed Maritime Safety Project	Amount	1,013,893.79	465,306.02	455,342.01	455,342.01
					Number of CA	2		2 ⁹⁰	
					Number of SNE ⁹¹	0.5		0	
SAFEMED V EuroMed Maritime Safety Project	April 2022	March 2028	DG NEAR	Award of a financial contribution by DG NEAR to finance the implementation of the action entitled: SAFEMED V, Euromed Maritime Safety Project	Amount	-	-	1,072,584.09	205,780.03
					Number of CA	-	-	4.5	
					Number of SNE ⁹²	-	-	0	
BCSEA I Maritime Safety, Security and Environmental Protection in B&CS Regions	December 2016	Sept 2022	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: Maritime Safety, security and marine environmental protection in the Black and Caspian Sea Regions	Amount	969,534.87	608,256.57	780,375.78	780,375.78
					Number of CA	2		2 ⁹³	
					Number of SNE ⁹⁴	0.5		0	
BCSEA II Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	October 2022	Sept 2026	DG NEAR	Award of a financial contribution by DG NEAR to finance the implementation of the action entitled: Strengthening Environmental Resilience and maritime Safety for Black and Caspian Sea riparian States	Amount	-	-	552,496.61	53,699.17
					Number of CA	-	-	2.5	
					Number of SNE ⁹⁵	-	-	0	

⁹⁰ The 2 CA from the SAFEMED IV are not included in the total.

⁹¹ SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions share 1 SNE.

⁹² SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions share 1 SNE.

⁹³ The 2 CA from the BC SEA I are not included in the total.

⁹⁴ SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions share 1 SNE.

⁹⁵ SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions share 1 SNE.

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2021		2022	
Interoperability project	September 2018	May 2022	DG MARE	Promotion of interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment under the CISE Process	Amount	1,206,880.94	1,206,880.94	465,611.42	465,611.42
					Number of CA			-	-
					Number of SNE			-	-
CISE Transitional Phase I	April 2019	December 2023	DG MARE	Ad-hoc Grant agreement for the implementation of the action "Setting up and enabling the transitional phase to CISE Operations"	Amount	1,410,315.43	888,741.27	1,277,471.18	703,632.59
					Number of CA			3	3
					Number of SNE			0	0
Grant agreements					CA	PA	CA	PA	
CISE Transitional Phase II	December 2020	December 2023	DG MARE	Grant Agreement for the implementation of the action "Common Information Sharing Environment (CISE)" (Transitional Phase II)	Amount	607,379.03	307,769.21	1,859,133.24	641,038.83
					Number of CA			3	3
					Number of SNE			1	0
Contribution agreement					CA	PA	CA	PA	
IPA II	May 2020	June 2023	DG NEAR	Preparatory measures for the future participation of relevant IPA II beneficiaries in EMSA	Amount	179,514.15	96,020.23	474,639.39	170,162.36
					Number of CA			0	0
					Number of SNE			0	0
Contribution agreement					CA	PA	CA	PA	
Copernicus Maritime Surveillance	September 2021	December 2027	DG DEFIS	Implementation of Copernicus Maritime Surveillance Services	Amount	1,524,809.51	1,524,809.51	2,842,544.02	8,335,443.88
					Number of CA			3	6
					Number of SNE			0	0

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2021		2022	
Delegation agreement						CA	PA	CA	PA
Copernicus Maritime Surveillance	December 2015	December 2021	DG DEFIS	Implementation of Copernicus Maritime Surveillance Services	Amount	4,814,253.31	4,814,253.31	166.640,74	166.640,74
					Number of CA ⁹⁶	(3)			
					Number of SNE				
Cooperation agreements						CA	PA	CA	PA
EMSA-MAOC(N) Cooperation Agreement	December 2020	Indefinite	MAOC(N)	Cooperation Agreement between the European Maritime Safety Agency and the Maritime Analysis and Operations Centre-Narcotics	Amount	0	0	0	0
					Number of CA	0		0	
					Number of SNE	0		0	
THETIS-EU	March 2018	March 2022	DG ENV	Cooperation Agreement for the support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels, and technical assistance actions relevant to the Energy Community	Amount	86,670.35	86,670.35	43,245.00	43,245.00
					Number of CA	0		0	
					Number of SNE	0		0	
THETIS-MRV	March 2016	March 2022	DG CLIMA	Support for the implementation of Regulation on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport and amending Directive 2009/16/EC on PSC and relevant technical Assistance	Amount	172,872.85	172,872.85	174,295.00	174,295.00
					Number of CA	0		0	
					Number of SNE	0		0	

⁹⁶ Up to 2021 HR costs for the project are included in the EMSA subsidy and therefore not counted in the total staff financed by grant, contribution and other project financed actions.

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2021		2022	
Service Level Agreements						CA	PA	CA	PA
Thetis MRV and ETS	October 2022	October 2026	DG CLIMA	SLA for the support will in the implementation of the new legislative framework stemming from the ongoing discussions on the proposal for a Directive of the European parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757 for the elements related to maritime transport.	Amount	NA	NA	18,344.04	18,344.04
					Number of CA		NA		0
					Number of SNE		NA		0
THETIS-EU AWF	April 2021	April 2024	DG SANTE	SLA for the support of the implementation of Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations (hereinafter referred to Council Regulation (EC) No 1/2005)	Amount	NA	NA	25,910.00	25,910.00
					Number of CA		NA		0
					Number of SNE		NA		0

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2021		2022	
Other project financed actions ⁹⁷						CA	PA	CA	PA
EMSA - FRONTEX SLA	May 2016	Indefinite	FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework	Amount	7,358,402.98	7,358,402.98	6,448,678.44	6,448,678.44
					Number of CA	9		9	
					Number of SNE				
EFCA-EMSA SLA	June 2015	Indefinite	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency for the provision and cooperation on maritime surveillance services	Amount	194,672.81	194,672.81	193,937.01	193,937.01
					Number of CA	0		0	
					Number of SNE	0		0	
EFCA-EMSA SLA	December 2022	Indefinite	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency	Amount	NA	NA	0	0
					Number of CA	NA		0	
					Number of SNA	NA		0	
EQUASIS	May 2000	Indefinite	EQUASIS members	MOU on the establishment of the Equasis information system	Amount	415,581.10	451,701.00	480,357.42	659,905.09
					Number of CA	0		0	
					Number of SNE	0		0	
						CA	PA	CA	PA
Total					Amount	19,954,781.12	18,176,357.05	17,331,605.39	19,542,041.39
					Number of CA	22		28	
					Number of SNE	2		0	

⁹⁷ Other project financed actions includes legal instruments that have been concluded before 1 July 2019 (entry into force of current EMSA Financial Regulation).

Annex VI. Specific annexes related to Part II – Management

N/A

Annex VIII. Draft annual accounts

Economic outturn account

	2022	2021
Revenues from administrative operations	0	17,967,384
Other operating revenue	110,617,142	84,440,005
TOTAL OPERATING REVENUE	110,617,142	102,407,390
Administrative expenses	-42,978,617	-40,292,321
All Staff expenses	-28,846,777	-25,936,096
Fixed asset related expenses	-7,437,052	-8,386,860
Other administrative expenses	-6,694,788	-5,969,365
Operational expenses	-70,799,343	-62,678,426
TOTAL OPERATING EXPENSES	-113,777,960	-102,970,746
SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES	-3,160,818	-563,357
Financial revenues	25,678	0.00
Financial expenses	-2,503	-13,473
SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES	23,175	-13,473
ECONOMIC RESULT OF THE YEAR	-3,137,643	-576,830

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

These accounts are drawn up on an accrual basis and are rounded: some financial data in the tables may appear not to add-up.

Balance sheet

(in EURO)

	2022	2021
NON CURRENT ASSETS		
Intangible fixed assets	14,436,385	13,499,879
Tangible fixed assets	19,708,884	18,290,590
Long-term pre-financing	290,136	290,136
Long-term receivables		
CURRENT ASSETS		
Inventories	4,486,016	4,473,476
Short-term pre-financing	58,243	5,211,965
Short-term receivables	2,147,577	3,311,635
Cash and cash equivalents	27,467,094	22,513,130
TOTAL ASSETS	68,594,335	67,590,811
NET ASSET	40,816,206	43,953,849
NON-CURRENT LIABILITIES		
Provisions for risks and charges	0	0
Other long-term liabilities	82,618	105,510
CURRENT LIABILITIES		
Provisions for risks and charges	2,500	2,500
Accounts payable	27,693,012	23,528,953
TOTAL LIABILITIES	68,594,335	67,590,811