



European
Maritime
Safety
Agency

Work Programme 2006





European Maritime Safety Agency

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Foreword

Our Work Programme for 2006 sets out where EMSA has come from and where we are heading. The new year is also a good time to reflect on my first term as Chairman of the Administrative Board, which ended in January. I believe that we have reached an important transition point in the life of our new Agency. We have moved from a clear vision, through a phase of intensive planning and development, to an effective organisation with an impressive and growing record of delivery.

Much evidence of this can be seen in this report. The signing of three contracts, in November 2005, to provide a supplementary oil pollution response capability for heavy oil spills, is a particularly public and tangible example. Member States continue to bear the lead responsibility for combating marine pollution, individually and through established, bilateral and regional co-operation agreements. EMSA has now established a cost-effective partnership with industry to provide stand-by ships and specialised recovery equipment, which can be dispatched at short notice to oil spills in European waters, when called upon by Member States. Thus our collective ability to prevent or minimise environmental damage has been materially enhanced.

2006 will be a year in which to build on the foundations now established. Once again, pollution response affords a good example. The contracts already referred to provide an initial capability, covering the Baltic, Mediterranean and Atlantic seas.

During 2006 we hope to enhance this capability, particularly in the Mediterranean and Atlantic, where large distances affect response times.

Apart from pollution response, EMSA will continue and develop its work to enhance maritime safety during 2006. Our programme of visits and inspections, covering the regulatory and enforcement work of EU maritime administrations and those of candidate countries, ship security and the work of Classification Societies, represents an important strand of the work programme. The aim of this work is to help us learn from each other and develop best practice in all aspects of safety at sea and in harbour. Visits will also be made to overseas countries which supply many of the seafarers engaged in international shipping. Their purpose is to assure us that high standards of training and certification are being applied, in accordance with international regulatory requirements. No ship can be safe without a well trained and qualified crew.

EMSA is rapidly developing important new capabilities to collect and share data on maritime activity throughout European waters. In some cases this is a matter of systems and technology - an example is our proposal to develop a shared satellite surveillance capability to monitor pollution incidents. In others it is a matter of bringing together experts from across Europe to share their experience, knowledge and ideas. EMSA is playing host to an increasing number of meetings and workshops, providing the impetus and framework for valuable learning.

All the activities in our work programme have important contributions to make to safer ships and cleaner seas. Much benefit will flow from the steady improvements we can make at operational level, month by month, year by year. There are also strategic opportunities. For example, the development of European best practice in port state control can help to drive global convergence of PSC standards, which may in due course enable us to reward quality ships with longer inspection intervals, while targetting inspections more intensively on vessels which give rise to concerns. EMSA's work on developing the EU vessel traffic monitoring and information system will position Europe

on the fast track towards an 'e-Navigation' future, reaping the benefits of 21st century positioning and communications technologies in the maritime sector.

An important public symbol of EMSA's 'coming of age' is our move to Lisbon, scheduled as of April 2006. We all look forward to settling in, initially in a new office nearing completion on the 'Expo' site, to be followed in November 2007 by the opening of our permanent, purpose-built headquarters.

In November 2005, Members of the Administrative Board were kind enough to re-elect me to serve as Chairman for a second term, until January 2008. I thank them most warmly for their support. I look forward to working with our Vice-Chairman Francis Vallat, with all the Members of our Board, with Willem de Ruiter our Executive Director and his capable and committed staff, for the next three years. Our programme for 2006 confirms that we face a busy and exciting time. I am sure EMSA will go from strength to strength.

Brian Wadsworth
Chairman of the Administrative Board

The European Maritime Safety Agency

1.1. INTRODUCTION

EMSA, in its third year of existence, will be up to speed in most areas of operation. The Agency is challenged, on a continuous basis, with refining, intensifying and broadening its activities to improve maritime safety and the marine environment. Operational tasks of the Agency in 2006 will continue to be based on three pillars, involving three distinct types of activity:

- supporting the Commission with monitoring of the implementation of EU maritime safety legislation and giving technical assistance for new and/or amending legislation,
- facilitating technical co-operation between Member States and between Member States and the Commission,
- providing Member States and the Commission with technical and scientific assistance in the field of accidental or deliberate marine pollution by ships and supporting on request the pollution response mechanisms of Member States.

The main challenges or priorities for 2006 are the building up of the support capabilities of the Agency in the field of pollution response and the intensification of the 'inspection tasks' of the Agency. The inspection related tasks include assessments of classification societies, port state control visits to Member States and Candidate Countries to verify the implementation of the maritime safety acquis, as well as assessments of the maritime education system in third countries providing seafarers for the EU fleet (ships operating under Member States' flags).

Building up pollution response support

In 2005, the Agency started to implement the Action Plan for Oil Pollution Preparedness and Response. A call for expressions of interest was launched in order to establish contracts with industry for stand-by oil recovery vessels, which will be mobilised following a request for assistance from a Member State.



Maritime Safety: a continued challenge ?

The first contracts will be a first step by the Agency towards offering affected Member States support to their pollution response actions in case of significant oil spills. As a second step, EMSA would like to improve its ability to react to requests for assistance from Member States without delay. Taking into consideration the large sea areas that will have to be covered by these stand-by oil recovery vessels (Baltic Sea, Western entrance of the Channel, the Atlantic coast, the Mediterranean Sea), the response support needs to be strengthened; otherwise the Agency will not be able to put a credible system in place. A challenge will be implementing this second phase of building up the operational oil pollution response task of EMSA.

The 'additional resources' should not only cover stand-by oil recovery vessels, but also other means need to be developed to assist Member States. In the framework of the fight against illegal discharges, the Agency would like to help Member States, as far as the available budget allows, by providing satellite imagery as a starting point in the response chain to track and trace oil slicks and the responsible polluters, in line with Directive 2005/35/EC on ship-sourced pollution. Furthermore, whereas the Agency started initially to address heavy viscous oils, also other pollutants should also be covered by the assistance of the Agency. Preparatory work will be carried out in 2006.

Assessments, inspections and visits

The need to ensure a proper implementation of the *acquis communautaire* – in EMSA's case EU legislation on maritime safety, maritime security, prevention of pollution and response to pollution caused by ships – has been stressed by the Commissioner for Transport Mr Barrot, by the transport committee of the European Parliament (TRAN) and by the Member States. This EU policy area is increasingly gaining attention.

In order to respond to this requirement beyond looking at the legal transposition of legislation, which is the task of the Commission, it is the primary role of the Agency to assist the Commission in verifying the technical aspects of the implementation by Member States. In this context, the visits programme of EMSA to Member States and candidate countries will be intensified. An effective monitoring of implementation is necessary for a number of different reasons. With a large number of Member States and new candidate countries, taking into account diverse



A commercial bunker vessel becoming an oil recovery vessel.

regional circumstances and different administrative practices, uniform implementation of Community law is a challenge in itself. With this in mind, it is important to identify the way in which the Community *acquis* is being implemented and to inform the Commission and the relevant Member State(s).

For the time being, the Agency is involved in different types of assessments:

- of maritime administrations of Member States, regarding the implementation of EU maritime safety legislation (for example Port State Control),
- of classification societies,
- of candidate countries (peer reviews in view of accession),
- of educational systems in third countries (verifying compliance of the STCW Convention rules for training of seafarers),
- of ship security. The Agency assists the Commission in assessing the compliance with the ISPS-code of ships and relevant companies and recognised security organisations.

To be able to monitor these and more areas in the field of maritime safety, the Agency will have to invest in its resources by recruiting



enough skilled assessors to carry out an increased number of assessments, inspections and visits. Member States are consulted in advance regarding visits of the Agency. It will be an effort in 2006 to improve the planning and coordination of visits.

It is the aim of the Agency to have, towards the end of 2006, at least 28 project officers¹ directly working in the field of assessments, inspections and visits (as set out above); representing the biggest group of specialised staff in the operational units. All indicated staff levels in this Work Programme do include A-grade statutory and non-statutory staff². The figures presented are indicative and the approach is further explained in the introduction to chapter 2.

1.2. EMSA - ITS ORIGIN AND ITS TASKS

The idea of setting up a European Maritime Safety Agency (EMSA) originated in the late 1990s, along with a number of other major maritime

1 - This number is composed of 9 assessors for Classification Societies, 9 for STCW/Training of Seafarers, 4 for Port State Control visits, 4 for maritime security and 2 for Port Reception Facilities. Activities and numbers are explained in the specialized paragraphs in chapter 2.

2 - Staff numbers do not include management and direct and indirect administrative support (B- and C-grades).

safety initiatives at European level. The set up process began at the end of a decade that had seen six major oil pollution accidents and the second of two major ferry accidents in EU waters. As a result of these and other accidents and incidents, hundreds of EU citizens had died, millions of tonnes of oil had spilled in EU waters, either accidentally or deliberately, and a significant number of seafarers had been killed or injured.

Consequently, EU decision makers decided that it was time to set in place a body of legislation and support which could substantially improve the situation. Within this package, EMSA was created to be a major source of support to the European Commission and Member States. A year after it had been set up, more operational tasks were added.

The Agency's primary goal is to make a significant contribution to reducing the risk of maritime accidents, pollution from ships and the loss of human lives at sea. Within this, its operational objectives are to provide: high quality monitoring capabilities to ensure that EU legislation is implemented effectively and consistently; improved technical and scientific support to the European Commission and Member States and support; on request to the pollution response mechanisms of Member States.

These objectives are addressed through a matrix of mainly preventative, but also reactive, tasks in a

number of key areas. Firstly, EMSA has been tasked with monitoring, on behalf of the Commission, the implementation of EU legislation relating to: EU recognised classification societies working on behalf of Member States; collection of ship waste in EU ports; application of the requirements of port state control; certification of marine equipment; ship security and; training of seafarers in non-EU countries.

An important element in this part of the programme is the provision of assistance to new and incoming Member States in transposing and implementing EU maritime safety legislation.

Secondly, the Agency sets up, at EU level, operational support capabilities which will provide significant added value over time. Significant examples are the SafeSeaNet system, which ensures effective tracking of vessels and their cargoes, and the EU accident database, which will contain comprehensive records of marine casualties and incidents occurring in EU waters. The Agency is working on a system interconnecting on-line information with existing data bases in order to improve its operational capabilities. In addition, an initial oil pollution preparedness and response support capability is being created, including a small fleet of contracted oil recovery vessels, with the eventual aim of playing a key role in an effective system for protecting EU coasts and waters from pollution.

In addition to monitoring the implementation of the acquis, EMSA will also provide technical and scientific advice to the European Commission in the field of maritime safety and prevention

of pollution by ships in the continuous process of evaluating the effectiveness of the measures in place, and in the updating and development of new legislation. It will also provide support to, and facilitate co-operation between, the Member States and disseminate best practice. The Agency sits at the heart of the EU maritime safety network, and fully acknowledges the importance of effective collaboration with many different interests and, in particular, with the European and international institutions, Member State administrations and the maritime industry.

1.3. MAIN ACHIEVEMENTS IN 2005 AND WORK IN PROGRESS

In 2005, the Agency was particularly active in assisting the Commission in important areas of maritime safety, such as the assessments of classification societies, port state control visits and assessing the application of EU Directives in Member States. In the field of cooperation with Member States, a contract was launched to develop a database and methodology for accident investigation and progress has been made with developing the EU traffic monitoring system



with Member States (SafeSeaNet). Furthermore, an increased number of workshops and meetings were organised by the Agency to discuss a broad range of topical issues with experts from Member States and relevant organisations. Among many ongoing activities, some milestones deserve to be highlighted:

- A call for expressions of interest has been launched, followed by a restricted call for tender, on which basis stand-by contracts have been concluded with commercial vessels for at-sea oil pollution recovery services.
- In June 2005, a report on double hull tankers with recommendations was presented, based on the work of a High Level Panel of Experts, comprising senior representatives from the maritime industry.
- A methodology for assessing the training systems in third countries in accordance with the STCW Convention was developed. The first assessments took place.
- As a part of the ongoing cycle of assessments of classification societies, a pilot project was agreed with Member States, allowing EMSA assessors to visit individual ships as detained by Member States following port state control inspections.



Safety on board: falling into a black hole.

- The SafeSeaNet system for traffic monitoring was developed further, involving more Member States and ports testing the system, with some Member States already having an operational system.

More extensive information on the activities of EMSA in 2005 will be provided in the annual report for the year, which will be published in summer 2006.

Assessments in 2005

Classification Societies:	19 assessments of 10 Classification Societies
STCW/Training of Seafarers:	2 visits/assessments (Croatia and Turkey)
Port State Control:	7 visits to Member States
Total:	28 assessments

Oil pollution response exercises at sea in 2005

EMSA staff attended	5 national/regional exercises involving 13 coastal states
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Work Programme 2006

– Operational tasks

INTRODUCTION

This chapter of the Work Programme describes all main areas of activity and the targets set, for 2006. In addition, for the operational activities the budget for external costs (Title III - Expenditures³) and the A-grade staff (temporary agents and seconded national experts) directly related to each task, are indicated as well. This attempt to establish a direct link between the work programme activities and the external budget and the directly linked project officers is in response to a specific request made by the Administrative Board.

2.1. PROVIDING OPERATIONAL ASSISTANCE IN THE FIELD OF POLLUTION RESPONSE

This part of the work programme (paragraph 2.1) is the update of the Action Plan for Oil Pollution Preparedness and Response of 2005. The work programme and the action plan have to follow the same procedure. Therefore, both documents are integrated.

2.1.1. Introduction: update of the 2005 action plan

The Agency was tasked with new obligations in the field of oil pollution response through Regulation 724/2004/EC. The framework for the implementation of this task is presented in the Action Plan for Oil

Pollution Preparedness and Response as approved by Member States and the Commission at the Agency's Administrative Board meeting in October 2004. The general approach established in the Action Plan 2005 remains the guide for the activities of the Agency in 2006.

Support in this area will be provided in the same spirit of co-operation by supplementing the resources and structures of Member States and Regional Agreements that are already in place. This approach is in line with the OPRC 1990 Convention, which many coastal Member States have ratified. The guiding principle of the Convention is through an underlying tiered approach of co-operation in responding to marine oil spills. Nearly all coastal Member States are contracting parties to one or more of the Regional Agreements and, as a group, these structures continue to play an important role in improving preparedness for and response to spills. This is achieved through the sustained development of technical knowledge and its subsequent application to improving operational co-operation between coastal States. With respect to those Regional Agreements that are in force, there are considerable variations in the types, frequency and scale of joint activities implemented, particularly exercises. The European Community is a contracting party to all regional agreements and EMSA will continue to provide technical assistance to the Commission concerning Community policies related to the regional organisations. In this context, EMSA's active involvement in all of the Regional Agreements may help to bring about a process of convergence.

As emphasised at previous Administrative Board meetings, the Agency's operational task should

3 - The following budget lines are meant:
3.1 databases, 3.3 meetings, 3.5 studies, 3.6 missions, 3.7 training and 3.8 anti pollution measures. 800.000 € are not specifically allocated to tasks. This amount will be used to cover expenses for organizing workshops, conferences (a planning is not available yet), development of databases and general mission expenses for all operational units.



Testing oil pollution response equipment.

be a “logical part” of the oil pollution response mechanisms of coastal states requesting support. EMSA should “top-up” the efforts of coastal states by primarily focussing on spills beyond the national response capacity of individual Member States. In providing this supplementary spill response capacity, the Agency should not replace existing capacities of coastal states nor undermine the prime responsibility of Member States for operational control of pollution incidents.

The Agency’s means should be made available to requesting states via the existing Community mechanism in the field of civil protection established by Decision 2001/792/EC, Euratom. Regulation 724/2004/EC indicates that the requesting state will have the equipment at its disposal and under its command and control. The Agency supports this very important aspect with regard to how its “reserve for disasters” is provided to requesting Member States.

Moreover, in 2006, EMSA will continue to act in support of the Community framework for

cooperation in the field of accidental or deliberate marine pollution established by Decision 2850/2000/EC of the European Parliament and the Council.

In addition to the continued implementation of the activities of the Action Plan, which have a main focus on combating heavy (high viscous) oils, EMSA has two priorities for 2006 in the field of pollution response:

- Strengthening of the network of stand-by availability contracts for oil recovery services,
- Providing satellite imagery for actions of Member States against illegal discharges.

Furthermore, preparatory work will be undertaken to broaden the scope of EMSA’s operational assistance to Member States to respond to other pollutants as of 2007.

2.1.2. Network of stand-by availability contracts for oil recovery services

At the European level, at-sea oil recovery is the most appropriate operational response option to be undertaken by the Agency in order to “top-up” the resources of Member States. There is a limited “window of opportunity” to implement such response operations before the spilt oil impacts the coastlines of Member States. As previously stressed by pollution response experts from national authorities, the identified priority areas are huge sea regions. If EMSA’s means are thinly spread, the size and scale of these sea regions will make it difficult for “vessels contracted via EMSA” to be able to guarantee arrival at the site of the oil spill within a reasonable period of time. The Action Plan for 2005 stated: “With limited resources, EMSA will need a significant phasing-in period in order to build up its ‘reserve for



Establishing public-private cooperation.

disasters". Taking into account the large sea areas that will have to be covered and the need for rapid arrival on-site, as indicated, the Agency will organize the second round of the call for tender in 2006 to build up the response capacity as planned.

The invitation to tender of 2005 (following the call for expressions of interest for stand-by oil recovery services at-sea) resulted in three contracts for a period of three years, renewable once. The arrangements will be operational from shortly after 31st March 2006 until 31st December 2008.

Each arrangement has the following common characteristics:

- The vessel will operate as an oil recovery vessel on the basis of a pre-agreed model contract with fixed fees and conditions as developed by the Agency for this purpose;
- The contractor is obliged to respond positively to all requests for assistance to respond to an oil spill, regardless of the spill location;
- The primary oil recovery system is based around the "sweeping arm" concept with a secondary "ocean-going boom and skimmer" system also available. The requesting Member State can select the system in accordance with the incident characteristics;
- All the specialised oil spill response and associated equipment is containerised in order

to facilitate rapid installation onboard the vessels.

- Each vessel has a speed over 12 knots for prompt arrival on site;
- Each vessel is equipped with a local radar based oil slick detection system;
- Each vessel has a high degree of manoeuvrability required to carry out oil recovery operations;
- Each vessel is able to decant excess water, so maximising the utilisation of the onboard storage capacity;
- Each vessel has the ability to heat the recovered cargo and utilise high capacity screw pumps in order to facilitate the discharging of heavy viscous oil;
- Other complementary equipment comprises flashpoint tester, oil/water interface system, gas detection (fixed and portable), sampling mini-lab and portable cleaning machines;
- The crew will have been trained appropriately regarding the equipment and will work under an international command and control structure. They will be able to provide the service on a 24 hour per day basis;
- Each vessel will be available for participation in at-sea spill response exercises (minimum 1 per year).

The concluded contracts are the following:

1) Baltic Sea

The arrangement offered by the Finnish company Lator, with subcontracted bunker vessels of the Danish Ove Wrist Group, involves a "pool" of five vessels dedicated to the Baltic Sea oil trade. The pool consists of five small bunker and product tankers (*Tinka*, *Breeze*, *Kasla*, *Ophelia* and *Otilia*) ranging in recovered oil capacity from 1800 m³

to 9,889 m³ with a total capacity of 29,269 m³. Each vessel will be modified to ensure the rapid installation of the specialised oil pollution response equipment from either of the two stockpiles located in Porvoo (Finland) and Copenhagen. The sets of equipment are tailor-made for local circumstances. The northern set includes equipment to encounter oil spills in ice conditions.



One of the contracted vessels for the Baltic Sea.

The combination of a "pool" of vessels and the two sets of pollution response equipment allows for a very flexible mobilisation system. Following a request for assistance, the 'pool of vessels' system will identify the most appropriate vessel with respect to the nearest stockpile and the specifics of the actual spill. Dedicated oil pollution response experts from Lamor will be mobilised to support crew onboard with the oil recovery operation.

Simulations made with different spill scenarios in different locations show that a fully-equipped vessel

would be at the spill site easily within 24 hours after a request for assistance, and that mobilisation when in port will only require a few hours. Under the contract two oil recovery vessels can be mobilised from the "pool" adding a maximum of 18,528 m³ of onboard storage capacity.

2) Atlantic coast and Western approaches to the Channel

EMSA concluded a contract with the French company Louis Dreyfus Armateurs, who will cover both high priority areas as identified in the Action Plan for Oil Pollution Preparedness and Response.

The arrangement is based on a large emergency cable repair vessel which is already on permanent stand-by in Brest, France. Following a request for assistance, equipment installation and vessel mobilisation from Brest will take a maximum of 12 hours when the vessel is in port. *Ile de Bréhat* has been designed to operate in heavy weather conditions and has the appropriate anti-rolling tanks and high specification engines for such activities. The manoeuvrability is above average due to the vessel's dynamic positioning system (DP2, worldwide very few vessels have such a high classification). Following the planned modifications to the vessel, it will be classed as an "oil recovery vessel". This very modern vessel, built in 2001, has an onboard recovered oil storage capacity of 4000 m³ and a maximum speed in excess of 15 knots, enabling it to operate in both areas of high priority.

3) Mediterranean Sea

The arrangement will be offered by the Maltese company Tankship Management and is based around the bunker tanker *Mistra Bay*. This will

operate out of Valletta, Malta, which is the ideal central Mediterranean location. The tanker carries out the vast majority of its bunkering operations in close vicinity to the port and consequently can be mobilised at short notice. The specialised at-sea oil recovery equipment will be stored on shore at Valletta. Following modifications to the vessel, it will be classed as an 'occasional oil recovery' vessel. The onboard recovered oil storage capacity will be initially 3.577 m³. Following the phase-out of single hull tankers, the bunker vessel will still operate and be able to provide, as of 8th May 2008, 1.805 m³ using its central tanks only.

The bunker tanker has been designed to carry out ship to ship transfers (STS) of oil and accordingly has the high degree of the manoeuvrability required to undertaking at-sea oil recovery operations in addition to the extensive cargo heating capability to assist discharging of the recovered oil.

The second round of stand-by availability contracts will strengthen the EMSA network of additional at-sea oil recovery capacity for existing Member States. In 2007, with the accession of Bulgaria and

Rumania an arrangement for the Black Sea will have to be put in place as well. For the 2006 tender, EMSA would like to explore the suitability of using the 'pool of vessels' concept for other priority areas and would like to consider longer contract periods. After two years the Agency will present to the Administrative Board for consideration an evaluation of the created network of oil recovery vessels.

In principle, the Agency would like to implement additional arrangements in 2006 as shown in the table below.

In addition, the Agency will look into the possibility to further optimise the 2005 arrangement in the Baltic Sea.

It should be kept in mind that these resources are at the disposal of every requesting coastal state to assist in cases of large oil spills anywhere in European waters. The assistance offered by the Agency is not restricted to the areas where the vessels are based.

The optimal location of resources by the Agency depends on many factors, such as the evolution

Area	Area of Economic Activities of Vessels
Atlantic Coast (2 additional arrangements)	Containing the area between Cadiz, Spain and the Strait of Dover, including Bay of Biscay, Irish Sea, Celtic Sea and the Channel
Mediterranean Sea (West)	Containing the area of the Spanish and French Mediterranean coastlines as well as western mainland Italy and the northern coast of Sicily (including Balearic Sea, Alboran Sea, Ligurian Sea and Tyrrhenian Sea)
Mediterranean Sea (East)	Eastern Mediterranean Sea (east of Malta to Cyprus), Ionian Sea, Adriatic Sea, Aegean Sea

of oil tanker traffic routes and the development of Member States' resources for pollution response. Therefore, the Agency will continue to monitor developments in Member State resources and will review periodically where the additional means should be based. The Administrative Board will be advised accordingly.

The Agency would like to follow the same 'public-private' model as in 2005, working closely together with industry. Contracts will be awarded through an open tender procedure. It is aimed to conclude at least three additional contracts for a period of 3 to 5 years. Being very much dependent on offers from industry, the Agency would need to have flexibility to utilise its resources in the best possible manner. It would be appreciated if Member States could encourage their industry, where appropriate, to participate and show their interest in new tenders launched by the Agency.

Second phase of stand-by oil recovery vessels (organising a tender procedure for contracting a second round of stand-by arrangements in 2006)

Available staff for this task as of 01/01/2006:	1
Maximum staff available at the end of 2006:	3
Budget external costs (Title III):	17.500.000

2.1.3. Providing satellite monitoring and surveillance

There is a need for an operational system at EU level for oil slick detection using satellite imagery, as a part of the response chain to locate discharges and spills. The added value at European level will be:

- achieving economies of scale (a combined purchase of satellite imagery should be more

- advantageous than acquiring data on a individual national or regional basis),
- providing continuity of service (the Agency would like to conclude a contract for three years),
- improving the technical capabilities of the system (the Agency would like to discuss the technical modalities of satellite services with the providers to improve the frequency, scope and timely availability of satellite data.)

In the long run, the aim of the Agency is to replace aerial surveillance by satellite surveillance for the initial monitoring of large sea areas. Aerial surveillance will always be needed, but should concentrate on verifying spill indications and ensuring an appropriate follow-up at national level.

Until now, some Member States have individual contracts with satellite imagery providers. Some pilot projects are going on, for example: in the area of the Bonn Agreement; by REMPEC; in the framework of GMES by the European Commission and; on a pan-European scale by the JRC (Joint Research Centre). In addition, there are research projects going on (or just finalised).

For such a large scale activity of the Agency (on the basis of Directive 2005/35/EC on ship-sourced pollution), a structure will be set up in 2006 to support the activities of Member States and the Commission in reacting to illegal discharges and accidental oil spills. This new activity will take into account ongoing work in this field by the European Commission and others. For this purpose, pre-analysed, satellite imagery and information will probably have to be purchased.

Furthermore, appropriate infrastructure will have to be set up to provide secondary products (e.g. link with A.I.S., drift modelling) to complement the information for Member States, if requested. The aim is to develop a focal point to enable the European Commission and the Member States to request all kinds of near real-time data and other services in this field.

However, the budget available is limited and there are technical constraints for providing satellite information (e.g. a limited re-visit time for example). The Agency would therefore, like to begin with supporting, as operational pilot projects, trans-national surveillance activities which will lead to appropriate follow-up actions to trace polluters (e.g. using aerial surveillance at national level).

In addition, the Agency would like to monitor; on a random basis, specific sea areas surrounding the European Union. This systematic surveillance, for a given period of time, should serve as an important deterrent to polluters. Also appropriate action could be taken by the Member State in determining the identity of the polluter when an incident occurs.

Available staff for this task as of 01/01/2006:	3
Maximum staff available at the end of 2006:	4
Budget external costs (Title III):	6.000.000

2.1.4. Broadening the scope of EMSA's operational assistance to other pollutants⁴

The main focus of the action plan is the Agency assisting Member States dealing with large spills of highly viscous oil. After the accidents with "Erika"

and "Prestige", this was a logical starting point for building up the pollution response activities of EMSA. The Agency would like to broaden its scope of activities in the field of pollution response in order to be prepared for other types of pollution incidents as well (and to comply with its Regulation). The Regulation addresses pollution in general as "accidental or deliberate pollution caused by ships". Example of other pollutants to be addressed are light oils and chemicals (HNS - Hazardous and Noxious Substances). Without resources in 2006, the Agency can only undertake some preparatory work in this field, such as gathering information on the most transported chemicals and on frequently used routes in the waters of the European Union. For this specific task, EMSA will take into account the results of projects already carried out in this field. It would like to offer operational assistance as of 2007 and will request resources for this task.

Extending assistance to other pollutants

Available staff for this task as of 01/01/2006:	0
Maximum staff available at the end of 2006:	1
Budget external costs (Title III):	0

2.1.5. Other activities

In order to continue implementing the Action Plan for Pollution Preparedness and Response, a number of additional activities will be undertaken by the Agency in this field. Of primary importance is to deepen the co-operation and co-ordination with existing mechanisms between Member States.

4 - The Budgetary Authorities (European Parliament and Council) have not allocated resources to the Agency for this task in 2006.

The majority of these "Regional Agreements" have been established for a significant period of time and contributions to their activities are made by the marine pollution response experts of Member States concerned. The European Community is a contracting party to all the major co-operation arrangements and, as such, is in a key position to facilitate the dissemination of knowledge and to help in minimising the duplication of activities. EMSA will continue to support the Commission in its relations with the Regional Agreements.

During 2005, contacts between the Agency and the Regional Agreements were established, in close cooperation with the European Commission. EMSA hosted the first meeting between the Regional Agreement Chairmen and Secretariats in order to identify issues of mutual interest. It is clear

An international at-sea response exercise.



from this meeting, and from other feedback, that Member State pollution experts have identified a role for the Agency in supporting the technical, operational activities of the Regional Agreements.

As identified in the action plan, the Agency believes pollution response exercises are crucial in maintaining response capacity. Accordingly, the Agency will undertake a review of best practice for such exercises with particular focus on at-sea oil recovery events. In addition, a case study analysis with emphasis will remain ongoing.

An example of the concrete actions taken so far in this respect is the work on chemical dispersants. The Agency has recently developed a supporting technical manual for use by its operational officers in the field. Further refinement and broadening of this manual will be carried out in consultation with the pollution experts of the Member States. The Agency has also compiled an inventory of national policies regarding dispersant use for pollution response. A similar process applies to another supporting technical tool (Manual on Classification of Pollution Response Equipment) which is also for use by the Agency's operational officers. Moving forward on these issues will require different types of co-operation between the Agency, Member States and the Regional Agreements, the precise form of which has yet to be determined.

The issues and activities listed above all contribute to the "Centre of Knowledge" identified in the action plan and will benefit from the sharing of expertise with/between Member States. Such a focal point is not established or maintained easily. However, the Agency is in a key position to facilitate



co-ordination and co-operation and to build up knowledge and best practices to the benefit of the Commission and Member States.

Implementation of other activities of the action plan (including Centre of Knowledge and cooperation with Regional Agreements)

Available staff for this task as of 01/01/2006:	3
Maximum staff available at the end of 2006:	5
Budget external costs (Title III):	300.000

2.2. SUPPORTING THE COMMISSION WITH MONITORING OF THE IMPLEMENTATION OF EU MARITIME SAFETY LEGISLATION AND GIVING TECHNICAL ASSISTANCE FOR NEW AND/OR AMENDED LEGISLATION

In line with its founding Regulation, all tasks performed by EMSA in relation to the implementation of Community legislation are undertaken on behalf of the Commission.

2.2.1. Horizontal assistance to the Commission

(a) Technical and scientific assistance to the Commission

The Agency will continue to assist, where appropriate, in the preparatory works for updating and developing Community legislation in the field of maritime safety and the prevention of pollution by ships, in particular in line with the development of international legislation in that field. Furthermore, it will assist the Commission in the performance of any task assigned to it by existing and future Community legislation on maritime safety, security and ship pollution prevention, and notably legislation applicable to classification societies, the safety of passenger ships and that applicable to the safety, training, certification and watchkeeping of ships' crews.

(b) Monitoring the implementation of Community legislation

As explained in the introduction, in 2006 EMSA will carry out a larger number of visits to Member States and their relevant maritime administrations,

candidate countries and relevant companies assessing the implementation of EU maritime safety legislation. Visits, inspections and assessments will be conducted on the basis of guidelines for each field, so that there is a high degree of consistency in their preparation and execution in order to make the associated findings comparable between Member States. A complementary task for the Agency in 2006 could be supporting the Commission with its analysis of national legislation, in particular when transposing Directives with a strong technical component. Furthermore, the Agency will assist the Commission in evaluating the effectiveness and impact of existing EU legislation.

In order to be able to set up a full visits programme to the Member States and candidate countries, additional staff members will be required to assess the implementation of EU maritime legislation which is not already covered by the port state control, classification society and maritime training systems visits, as explained in the specific sections. Such issues include, in particular, the assessment of: the implementation of registration of passengers; the availability of waste reception facilities; and the implementation of the Directive setting up an EU vessel traffic monitoring and information system.

(c) Development and cross-fertilisation of databases

The Agency will continue to contribute to the important process of evaluating the effectiveness of Community legislation by providing the Commission and the Member states with objective, reliable and comparable information and data on maritime safety and on ship pollution.

2006 should see an increase in the number of database application systems hosted in EMSA's data centre providing services to the Member States. In addition to this, systems will be put in place for the project on pollution detection via satellite imagery. This and several other operational activities have a requirement for support by geographic information systems (GIS), and it is envisaged that a centralised database will be set up to serving the needs of multiple applications requiring geographical analysis in map format.

The main objective behind the creation, access, cross-fertilisation and analysis of databases is: to measure the results of EU maritime safety regulations; to identify potentially dangerous situations in Community waters and; to highlight areas where further improvements could be introduced within the Community framework of maritime safety and pollution prevention measures.

EMSA will work towards becoming a "one stop shop" for all the applications that it develops. Better integration of information should facilitate better decision making. In order to manage the growing requirement for information, new tools will be required.

Available staff for task c) as of 01/01/2006:	2
Maximum staff available at the end of 2006:	3
Budget external costs (Title III):	40.000

(d) The international framework

Overall, EMSA will also continue to provide technical assistance to the Commission concerning



Community policies related to the International Maritime Organisation (IMO), regional organisations, other bodies and neighbouring states. Technical assistance from the Agency should allow the Commission to prepare Community positions relating to the work of international and regional organisations in the field of maritime safety, and to develop cooperation with adjacent countries.

2.2.2. Specific tasks relating to the implementation and monitoring of the Community acquis in the field of maritime safety

(a) Classification Societies

By the end of 2005, the unit dealing with the assessment of EU-recognised classification societies or Recognised Organisations (hereafter ROs) was further strengthened, and EMSA now has at its disposal a team of 6 assessors who can be deployed to carry out the assessments.

The present cycle of assessments (12 ROs assessed during the first two year cycle) was completed in 2005. The second cycle of assessments started in late 2005, and will depend on findings and follow-up from the first cycle. Assessments planned for 2006 include the following:

- Assessment of at least six ROs where emphasis will be placed more on regional offices, plan approval offices and local survey stations, including visits to ships.

The inclusion of ship visits is seen as an important complement and validation activity for the performance of the ROs.

- In this respect, EMSA initiated a pilot project regarding the visits to individual ships with class related deficiencies and a procedure was worked out and discussed with member States at a meeting in January 2005. EMSA has been called in to visit ships in accordance with this procedure during 2005, and will evaluate how the system has functioned, with a view to holding an evaluation meeting, as agreed with member States, during 2006. These visits will be expanded considerably in 2006.
- EMSA will continue to cooperate and arrange meetings with recognising (and authorising) Member States in view of upcoming assessments, in order to draw from their experiences in working with ROs.

In addition to the regular assessments in 2006, EMSA may be asked to carry out special, initial and ad hoc assessments related to classification societies for which EU recognition is being requested by one or more Member States, or where there is a request for extension of a limited EU recognition.

Finally, in 2006, EMSA will complete a study to enable the Commission to draft the report required by article 6 of the directive concerning the implementation of civil liability provisions.

Due to the increase in assessments of regional branches, and of visits to ships with class related deficiencies, the team will have to be strengthened.

Available staff for this task as of 01/01/2006:	6
Maximum staff available at the end of 2006:	9
Budget external costs (Title III):	200.000

(b) Port State Control

One of EMSA's tasks is to monitor the implementation of the Port State Control (PSC) Directive 95/21/EC. This includes the completion of its assessment programme covering the established Member States which carry out port state control (PSC). This programme combines a detailed pre-assessment of individual Member States' PSC activities with a visit to each Member State by a team of EMSA assessors to verify the levels of compliance, quality and effectiveness of the PSC systems implemented by the relevant competent authorities. The methodology

foresees visits to headquarters and regional offices as well as accompanying ship inspections. In addition to its individual reports on each Member State, a report will be produced on the overall implementation and functioning of PSC in the EU Region.

On this basis, EMSA will assist the Commission with the preparation of a summary report to the Committee of the Paris MOU. EMSA plans to discuss, with Member States and the Commission, best practices and weaknesses noted in the Community PSC regime.

At present, the programme is focussing on the 'old' Member States. However, an extension of the programme to cover the new EU Member States is anticipated. Due to the increased demand for assessments, the team will have to be strengthened accordingly in 2006.

The Agency will continue to monitor the enforcement of the banning provision for multiple detentions. In this context, the Agency keeps an up-to-date list of banned vessels on its web site and produces a periodic report which considers in detail, the effect of banning orders, including changes of ownership, flag and trading patterns, before, during and after the bans were applied.

In order to prepare the step toward a substantially revised port state control system, EMSA will contribute to the development of the new inspection regime, including its implementation in practice, as foreseen in the proposed Directive to revise Directive 95/21/EC on Port State Control.

The European PSC system depends firmly on the quality of the network of the competent national authorities.





One of the tasks in this field will be to enhance the quality of the exchange of information between a number of key databases. In parallel with this, the Agency will also monitor and contribute to the development of the new inspection regime for the Paris MOU. Involvement in the design and creation of an info-network will be crucial for the implementation of the new PSC system.

The contribution to Paris MOU activities will continue, such as representing the Commission in the various Paris MOU fora and analysing useful data from the regional PSC database.

(c) Ro-ro ferries

With respect to the ro-ro ferry directive, the Agency will continue to host and administer the database of ro-ro ferry inspection information which was established in accordance with Council Directive 99/35/EC. In 2006, specifications for the production of regular statistical products from this database will be finalised. These regular statistical products will be used to support the Commission's information needs, and will enable monitoring activities to be carried out. Following the approval of the Committee on Safe Seas (COSS), information, will be transferred on ro-ro ferry inspections to the EQUASIS system, in accordance with the technical specifications developed by EMSA and EQUASIS in 2005. This action is part of a broader initiative regarding the cross fertilisation of maritime safety databases requested by the Commission.

(d) Bulk carriers

The Commission has announced the intention to request EMSA to provide it with assistance in implementing

the requirements for loading and unloading of bulk carriers laid down in Directive 2001/96/EC.

Available staff for tasks b), c) and d) as of 01/01/2006:	6
Maximum staff available at the end of 2006:	8
Budget external costs (Title III):	170.000

(e) Training of seafarers

By the end of 2005 the sub-unit dealing with the assessment of maritime education, training and certification of seafarers was strengthened and EMSA now has at its disposal a team of 5 assessors.

By 2006, assessments of third countries will be in full progress and this task will have a high priority. Approximately 10 re-assessments of third countries, whose systems have already been recognised by EU Member States, are planned. In addition, EMSA may be asked, as a matter of priority, to assist the Commission in assessing specific ad-hoc requests for recognition, or withdrawal of recognition, of third countries in accordance with Directive 2003/103/EC.

The experience gained during 2005 and 2006 in assessing the systems of third countries will be used in preparing the evaluation of Member States' systems for the education, training and certification for seafarers, in compliance with Directive 2005/45/EC on the mutual recognition of seafarers' certificates issued by Member States. As a consequence, EMSA is also expected to assist the Commission in undertaking assessments and, in particular, in carrying out



a series of visits to EU Member States to verify compliance with the relevant provisions.

Following the identification of the extent of fraudulent certification, and of weaknesses in the system, and based on the results of the study commissioned in 2005 concerning fraudulent practices associated with seafarers certificates, EMSA will assist the Commission and Member States in ensuring that the most appropriate measures are put in place at Community level to detect and trace back fraudulent practices involving certification.

To facilitate the assessment programme, a database will be set up containing information on the implementation of maritime education, training and certification systems, in accordance with the STCW Convention, in Member States and third countries. The information will comprise, inter alia:

- records of the compliance of national systems, and when necessary of individual training institutions, with the requirements of the STCW Convention (compliance deficits)
- the status of recognitions/withdrawals of third countries
- undertakings signed between Member States and third countries
- the structure of competent administrations and contact points
- approved maritime education and training institutes
- the number of enrolments, graduates and certificates

- flag performance data concerning compliance with the requirements of the STCW Convention.

(f) Safe manning

The Commission is considering the possibility of an initiative on the issue of minimum manning levels. The Agency will evaluate the different national approaches of Member States regarding minimum manning levels. This will include collection, analysis and evaluation of national legislation and current practices in the Member States as regards manning levels required for different ship types/routes, in conjunction with ships' operational requirements and parameters. Due to the increase in the number of countries to be annually assessed, and to the extent of the other work planned, this team will have to be enlarged in 2006.

Available staff for tasks e) and f) as of 01/01/2006:	5
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Maximum staff available at the end of 2006:	9
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Budget external costs (Title III):	700.000
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(g) Security

EMSA will assist the Commission in assessing the compliance by Member States with the ISPS code and EU maritime security legislation. Following recruitment of the basic staff members in 2005, EMSA is ready to perform this task.

By the end of 2005, EMSA assisted the Commission in developing a methodology for conducting security inspections of ships, relevant companies and recognised security organisations in order to be able to intensify these inspections in 2006.

Regular meetings are planned with the Commission, as well as participation in the work of the MARSEC Committee (with representatives of Member States) in order to closely follow the developments associated with the implementation of the security regulation in Member States.

As the Commission has gained experience by carrying out security inspections in Member States in 2005, these visits will increase significantly and will include those security aspects for which EMSA has to assist the Commission. These visits will, besides actual ship visits, include visits to recognised security organisations and shipping companies to assess their compliance with the security regulation.

Due to the expected increase in Commission inspections, the team will have to be strengthened with two additional staff members.

EMSA will also assist the Commission in collecting, recording and evaluating technical data in the field of maritime security and, in particular, data relating to Recognised Security Organisations.

Available staff for this task as of 01/01/2006:	2
Maximum staff available at the end of 2006:	4
Budget external costs (Title III):	35.000

(h) Ship safety standards

In 2006, EMSA will continue to provide technical assistance to the Commission on maritime safety issues associated with ship construction and equipment at the international, as well as at the European level.

The Agency will assume a greater role in monitoring the ongoing work of the main sub-committees at IMO, and will provide comments and reports for the Commission on issues of Community interest. This includes continued participation in the 'goal based standards' correspondence group. When requested, a technical appraisal on envisaged submissions to the relevant IMO committees will be provided.

In 2005, an appraisal of the work of the IMO committees was carried out in the context



of their passenger ship safety initiative. EMSA will continue to monitor the progress and development of this initiative and will also work on a number of passenger ship safety issues, (notably the safety of large passenger ships) that were identified. A first step will be taken in 2006 to monitor the implementation by Member States of the safety requirements for persons with reduced mobility on board passenger vessels for public transport (as stipulated by Directive 2003/24/EC, article 6.3). Another task that will be undertaken will be the monitoring of the implementation of existing Community safety legislation for passenger vessels and ro-ro passenger ferries.

The recommendations of the High Level Panel on Double Hull Tankers will be followed up with a view to initiating measures that will enhance the safety of new and existing double hull tankers. In this respect, the Agency is co-ordinating a correspondence group with Member States and the Commission, and will contribute to technical submissions of the European Union to the IMO on those issues identified by the panel which warrant action at the international level.

A study to assess the need for the carriage of vegetable oil by double hulled vessels, is under consideration with a view to supporting a possible EU initiative at the IMO, leading to the amendment of the MARPOL 73/78 Convention.

Finally, bearing in mind the number of accidents that occur in EU waters involving fishing vessels and fishermen, the issue of fishing vessel safety will be addressed (see part 2.2.3).

The inclusion of the above tasks will at this stage require setting up a small team.

Available staff for this task as of 01/01/2006:	1
Maximum staff available at the end of 2006:	3
Budget external costs (Title III):	150.000

(i) Marine equipment

In monitoring the implementation of the Marine Equipment Directive, the Commission has identified a number of areas that will require further action.

As a result of an ongoing evaluation of the Member States, the Commission and Member States will be assisted in the development of a common methodology for auditing notified bodies with the aim of maintaining consistency and coherence in auditing and reporting. This will be done through the analysis of audit reports of notified bodies submitted by the Member States, although submission of these reports is not yet mandatory. To support this, Agency staff may also participate in some of the assessments carried out by the Member States in order to observe current practices and to provide assistance where necessary. An additional expert will work with the parties involved as well as with the current assessment teams, to develop this methodology, in accordance with the requirements of the Directive.

An important aspect of the Marine Equipment Directive concerns Article 13 procedures, which allow regulatory authorities to take all appropriate interim measures to withdraw a piece of equipment which may compromise the health and/or safety of



Marine equipment: life vest

the crew, the passengers, or adversely affect the marine environment. The treatment of such cases needs to be carried out within a structured arbitration process, involving an analysis of complaints from the Member States by the Commission. Technical input will be provided to the Commission to facilitate this arbitration process. Based on previous experience gained, the expertise of the Agency will need to be strengthened to be able to review and assess all the documentation related to complaints.

The Commission is considering proposing an amendment to the Marine Equipment Directive. EMSA will assist the Commission in the update of the legal framework as follows:

1. A preparatory study will be carried out in order to examine the need for an amendment to Directive 96/98/EC, based on the lessons learned in its implementation so far and in light of the ongoing reform of the new approach. In this respect, two workshops will be organised with Member States in order to obtain their views and experiences.
2. A study related to the EU-USA Mutual Recognition Agreement (MRA) will be carried out. The objective of the study is to identify the feasibility of extending the product range covered by the current EU-USA MRA on marine equipment.

The study will be carried out under the terms of the current MRA and will seek to establish areas where equivalences between the EU and USA regulations in force for marine equipment approval exist.

Additionally, within the framework of the implementation of the MRA between the EU and the USA, EMSA will develop an alert system allowing the parties to exchange, in accordance with article 16 of the agreement, information regarding equipment that has been certified under the MRA that may pose an imminent threat to health, safety or the environment. This work will be carried out on behalf of the Commission and in close cooperation with the US Coast Guard and the Member States.

Available staff for this task as of 01/01/2006:	2
Maximum staff available at the end of 2006:	3
Budget external costs (Title III):	325.000

(j) Liability and compensation

In 2006, EMSA will continue to assist the Commission, as appropriate, in following up or in developing new initiatives in relation to liability, compensation and insurance. It will provide technical assistance to and, where requested, represent the Commission in relation to the proceedings of the IMO Legal Committee and the International Oil Pollution Compensation Funds (IOPC Fund).

EMSA staff will follow the developments related to the liability and compensation aspects of the new Directive on “ship-source pollution and on the introduction of sanctions for infringements” as foreseen by its Article 10 “accompanying measures”. Of particular interest is the issue of providing legal proof that a ship has been engaged in discharging illegally polluting substances.

Furthermore, the Agency intends to analyse the current status of the HNS Convention (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea 1996) and the Bunkers Convention (International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001) within the EU and, if needed, will propose concrete actions regarding their implementation.

Available staff for this task as of 01/01/2006:	1
Maximum staff available at the end of 2006:	1
Budget external costs (Title III):	100.000

2.2.3 Specific tasks relating to the implementation and monitoring of the Community acquis in the field of prevention of pollution by ships

(a) Port reception facilities

In 2005, the focus was on data collection. Building on information collected, in 2006, EMSA will launch a systematic programme which will include visits to Member States, to monitor the implementation of the Directive.

Meanwhile, during 2006, Member States should have completed their reporting task on the implementation and the evaluation of Directive 2000/59/EC. EMSA will assist the Commission in the assessment of Member States reports in order to identify the problems encountered by national administrations and ports and to identify appropriate action, in support of the Commission and the Member States.

On the basis of Article 17 of Directive 2000/59/EC, the Commission will submit a report to the Parliament and the Council on the a status of the implementation of the Directive by Member States. On the basis of that report, follow up action can be anticipated in 2006 in order to improve: the availability of reception facilities; the development and implementation of appropriate waste reception and management plans; the effectiveness of the notification procedures and the related fee systems.

To ensure a harmonized implementation of article 8(2)(c), which allows ports to charge reduced fees, an inventory will be produced with two objectives. It should give a full picture of the current practices of “green fee systems” already in place, and should provide a complete catalogue of the existing marine equipment which has been recognised and certified in order to help to reduce ship generated waste.

EMSA will assist the European Commission, in cooperation with Member States, to facilitate the implementation of the port reception facilities Directive. To this hand, the Agency will define and possibly begin developing an appropriate information and monitoring system and will assess



the potential for using satellite imagery. Simultaneously, the Agency will seek to obtain a full picture of the current inspection regimes implemented by Member States to ensure that ship-generated waste and cargo residues are delivered in accordance with the Directive.

Finally, participation in the industry forum set up by INTERTANKO two years ago will continue. In this context, the Agency will contribute to the consultation process undertaken by the industry on port reception facilities and will assist the Commission in monitoring initiatives before the IMO on issues such as a global database of reception facilities.

Available staff for this task as of 01/01/2006:	2
Maximum staff available at the end of 2006:	4
Budget external costs (Title III):	50.000

(b) Other environmental issues

EMSA will assist the Commission in the assessment of possible developments in IMO in relation to the AFS Convention on the prohibition of organotin compounds on ships. It may be necessary to consider the adoption of appropriate measures with respect to the compliance with the AFS Convention of ships flying the flag of third States.

From 1st January 2007, Regulation 782/2003/EC on the prohibition of organotin compounds on ships will apply to all ships visiting EU ports. The Commission will be assisted in developing appropriate measures to enable non-EU flagged ships to prove their compliance with the requirements of the Regulation.

Following the adoption; in 2004 of the IMO Convention on reducing the discharge of invasive species in ballast water and therefore in the oceans, the technical developments and discussions will be followed in order to analyse their consequence for current European maritime safety legislation.

International discussion and developments on ship scraping at the IMO, ILO (International Labour Organisation) and Basel Convention levels will be monitored in order to analyse the possible impact on EU legislation and the EU maritime sector.

Technical assistance may be provided for the transposition into Community Law of Annex VI of MARPOL 73/78 on exhaust gases from ships and on the implementation of Directive 2005/33/EC amending Directive 1999/32/EC on sulphur content of marine fuels.

Available staff for this task as of 01/01/2006:	0
Maximum staff available at the end of 2006:	1
Budget external costs (Title III):	40.000

2.3. WORK WITH MEMBER STATES AND COOPERATION BETWEEN MEMBER STATES AND THE COMMISSION

2.3.1. Horizontal assistance

In 2006, the Agency will be in position to provide Member States with technical solutions and technical assistance related to the implementation of Community Legislation as foreseen in its founding Regulation. Through analysis of the national implementation measures and dissemination of best practice, the Agency could notably assist Member States to improve the implementation process.

2.3.2. Training activities

One of the main provisions of the founding Regulation stipulates that the Agency shall work with Member States to organise, where appropriate, relevant training activities in fields which are the responsibility of the port state and flag state. It is important that national PSC organisations continue to have experienced and competent staff to meet future challenges.

The Agency is ideally placed to take this work forward and to deliver a training regime which will comply with prevailing requirements, taking into account upcoming changes in the port state control system.

Cooperation with Member States will begin with developing and promoting a harmonised Community scheme for the qualification and continued training of PSC officers. In this context, a pilot project will be developed, designed and funded to deliver training modules, including face to face training sessions.

It is intended that a permanent consultative network of Maritime Administrations' representatives will be set up from Member States, Norway, Iceland and Candidate countries. Members will meet regularly or be contacted on an ad-hoc basis on technical cooperation issues in order to:

- provide opinions on EMSA's priorities for specialised training or technical assistance for officers from Member States;
- form a network of focal points for technical cooperation which will allow timely response to requirements for consultation or for exchange of global information and data on maritime safety and pollution by ships;
- become a channel for consultation on new initiatives to promote technical cooperation and exchange of best practice.

Available staff for this task as of 01/01/2006:	1
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Maximum staff available at the end of 2006:	1
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Budget external costs (Title III):	400.000
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2.3.3. EU vessel traffic monitoring and information system

2006 will be a key year for the launching of daily cooperation between Member States in the field of vessel traffic monitoring. In particular, this is in response to the requirements of Directive 2002/59/EC and the amendments proposed as part of the 'Third Maritime Package'.

By 2006, all EU States plus Norway, Iceland and Bulgaria and Romania, will have received from EMSA enough information and training to successfully complete the required tests,



An EMSA training session.

and to connect their national systems to SafeSeaNet. This will allow the participating States and their National Authorities to begin fully communicating and exchanging information on vessel traffic. Technical meetings will be held regularly with Member States in the framework of the SafeSeaNet permanent working group, which aim to review and further develop the system. In addition, possibilities will be examined for integrating other applications and functionalities into the system, and an upgraded version will be developed with availability planned for 2007.

The Agency will monitor the setting-up by Member States of shore based installations for traffic monitoring and information and will continue facilitating cooperation between Member States in support of their interconnection before the end of 2008. In 2006, information will be collected regarding coastal stations, equipment and procedures, pursuant to Article 22 of Directive 2002/59. The objective is to develop a database associated to a Geographical Information System (GIS), in order to store, disseminate and analyse this data; and to assist Member States in fulfilling their obligation to properly inform the maritime industry (an obligation required by this Directive).

Furthermore, taking into account existing regional systems (such as the Helcom-AIS data exchange information system), and with the objective of achieving full pan-European compatibility, EMSA will carry out the follow-up to a study of the possibilities for the development of Real Time Data Exchange Information Systems (RTDEIS), based on the principle of real time AIS data exchange between Member States situated in the same maritime areas.

The implications of LRIT will be examined for the implementation of Directive 2002/59 and the SafeSeaNet system. The possibility of extending the use of LRIT beyond the security domain, once adopted in IMO, will be fully taken into consideration in the new version of the system.

In addition, pursuant to the proposed modification of Directive 2002/59/EC, EMSA will examine the possible synergies between the proposed carriage of AIS on board fishing vessels and the vessel monitoring systems used for the control of fishing fleet.

Finally, at the request of the Commission, EMSA will analyse the context and practices related to ship-to-ship transfer operations (STS) and will initiate cooperation with member States in view of establishing, if appropriate, guidelines or procedures concerning STS operations within EU waters.

In 2005, a pilot project was started in the Baltic Sea to track single hull oil tankers. The Agency intends to extend this project in 2006.

Available staff for this task as of 01/01/2006:	5
Maximum staff available at the end of 2006:	6
Budget external costs (Title III):	740.000

2.3.4. Accident/casualty investigation

The newly created European Marine Casualty Information Platform (EMCIP) should become the



basis of a European network for the exchange of casualty-related information.

In close cooperation with the investigation authorities of the Member States, EMSA will promote, on a voluntary basis, their participation in EMCIP, thus anticipating the future framework that the legislative initiative of the Commission will propose. A working agreement will be signed at the beginning of 2006 with those participating countries aiming at the delivery of appropriate training and tools to allow them to enter, populate and consult the data base. With this data base, participating Member States will be given the possibility to transfer data to EMSA and to do various analyses.

Regular meetings will be organised to improve cooperation in the casualty investigation field. This will ensure regular evaluation of the functioning of the database and will support work on technical possibilities for further improvement. The Agency will work with Member States on an accident data reporting mechanism to facilitate the creation of casualty statistics and reporting to IMO. As required by article 2(e) of Regulation (EC) n° 1406/2002, EMSA will facilitate cooperation between

the Member States and the Commission in the development of a common methodology for investigating maritime accidents according to agreed international principles.

Available staff for this task as of 01/01/2006:	3
Maximum staff available at the end of 2006:	3
Budget external costs (Title III):	200.000

2.3.5. Technical assistance to new EU Member States and candidate countries

Since 1 May 2004, ten new Member States are implementing the whole package of "acquis communautaire", and EMSA will continue supporting their efforts by providing a range of different types of assistance. In addition, technical assistance will be provided to candidate countries (Bulgaria, Romania, Croatia and Turkey). In 2006, approximately fifteen training actions will be provided in the form of workshops, training activities and tutoring experts. They will concentrate on port state control, classification societies, maritime investigation, ship reporting,

maritime equipment, maritime security and places of refuge.

As far as candidate countries Bulgaria, Romania, Croatia and Turkey are concerned, EMSA will assist the Commission in performing peer reviews and other tasks related to the implementation of maritime safety and will provide these countries with tailor-made technical advice for their implementation processes.

Available staff for this task as of 01/01/2006:	2
Maximum staff available at the end of 2006:	2
Budget external costs (Title III):	200.000

2.4 LOOKING FORWARD

The main aim of the Agency, according to the objectives as defined by the founding Regulation, is to contribute to a high, uniform and effective level of maritime safety, security and prevention of pollution by ships within the Community. Each year, with the development and strengthening of its activities, the Agency's contribution to fulfilling this task is growing.

With the move to Lisbon, EMSA wishes to establish (in Lisbon) a European platform to be used by experts to meet and exchange information in the fields of maritime safety, security and pollution prevention and response. An increased number of workshops and conferences should facilitate the dissemination of best practice.

At the same time, the information collected, analysed and provided should be enhanced. In the years to

come, more information should become available on-line or as near-real-time data. This should include AIS information on vessels sailing in European waters, and also information on oil slicks and illegal discharges. The ability to combine different sources of information will be developed. For example, the Agency should be able, as of 2008, to combine AIS-information from vessels with satellite imagery on illegal discharges in the same area.

The amount of collected and analysed static information will grow considerably. Information on port state control inspections and detentions, data on accidents, databases on ro-ro ferries and maritime training institutes will be built-up with the ability to be combined and consulted for different purposes.

Arriving for training in one of the new EU Member States.



3 *Work Programme 2006 – Administrative support*

As mentioned, EMSA is now in its third year of existence. Although the initial start up phase has now been completed, the Agency's tasks and activities are still expanding.

Like many other regulatory agencies, EMSA was created to carry out different technical and scientific tasks to support the Commission. In EMSA's case, these are in the field of maritime safety and prevention of pollution by ships, in the continuous process of updating and developing new legislation, monitoring its implementation and evaluating the effectiveness of the measures in place.

By entrusting these tasks to the Agency, the effectiveness and visibility of EU legislation in the field of maritime safety could be reinforced in the eyes of both the public at large and the maritime industry, by bringing decisions in some of

the most complex and technical areas closer to the sectors affected. As a result the European added value should become simpler and easier to understand.

The Agency should become a European platform for maritime experts to exchange views and best practice. In general, the Agency would like to improve the knowledge of and information on the developing activities of EMSA. Personal interaction with the main stakeholders will remain an essential tool for that purpose. The number of workshops and external presentations will increase. In addition, the Agency will further develop its dissemination policy for information, including topical leaflets explaining the core activities. One of the main information channels of the Agency is its website. In 2006, the Agency would like to further upgrade and improve the services and information provided

EMSA staff learning Portuguese.



via the website and will continue to provide up-to-date information on its policies, activities and vacancies.

Although funded by the Community budget, the Agency, which functions under the authority of Administrative Board, has its own separate legal and organisational structure. Since EMSA's credibility rests largely on the effectiveness of its operations, the Agency is organised in such a way that it can perform the tasks devolved efficiently and effectively. To support the operational units of the Agency, a number of administrative systems have been developed and put in place. EMSA's administrative systems guarantee that the Agency upholds the principles and rules of good public administration, sound financial management and the protection of the Community's financial interests.

The contribution of the "resources" and "operations support" units to the Work Programme 2006 is mainly focused on the further development of the existing administrative systems in the areas of human resources, ICT and financial and contractual management, and on adapting them to the growing needs of EMSA, whilst keeping them straightforward and efficient. Indeed, the increase in number of staff in EMSA's operational units can only be accommodated by the administrative units if they have sufficient staff.

Recruitment will continue to be one of the most important activities for the Agency during 2006. Within this area, EMSA has always made an active effort to encourage women to apply for vacancies, especially in those areas where women are under-



represented (operational and technical sectors). Although, in the operational and technical areas, this has been proven difficult, we have noted a significant increase of female staff in administrator functions. It is EMSA's policy to actively continue with the efforts in this area. Furthermore, during 2006, an Action Plan on Equal Treatment will be implemented.

Besides the recruitment process, training of new and existing staff will also be a priority for 2006. EMSA staff members will be encouraged to participate in different training activities in order

Executive Director Willem de Ruiter explaining EMSA activities to journalists.



to cope with the increasing complexity of the Agency's tasks and roles.

The relocation of the Agency to the temporary offices in Lisbon is scheduled to start in April 2006. This relocation will require plans to be made for moving families from Brussels to Lisbon, whilst at the same time the work of the Agency must continue with as little disruption as possible. In order to facilitate the move for our staff, a special "Help Desk" will be set up to assist with administrative and practical arrangements related to the settlement process in Lisbon. The resources unit will also continue a specific communication campaign to inform staff on settling in Portugal. Language training for families of staff will be organised to accommodate families to settle in this new environment. The relocation to our new offices will also affect the recruitment process, since the Agency will have to replace some existing staff that will not be able to follow the Agency to its new offices in Lisbon.

The Agency has already required a certain expertise and "know-how" in setting up the necessary administrative systems, guidelines and procedures. On various occasions, EMSA has been called upon to assist newly created agencies to develop and implement their own internal administrative organisation and systems.

During 2006, the Agency will continue to adopt different implementing rules and decisions needed to give effect to the Staff Regulations of Officials of the European Communities and Conditions of Employment of Other Servants of the European Communities. This will be done within a common



framework with other EU Agencies and with the agreement of the European Commission. The cooperation with other Agencies or EU institutions will allow the development of further synergies and the identification of “best practices” that could improve EMSA’s own internal administrative systems.

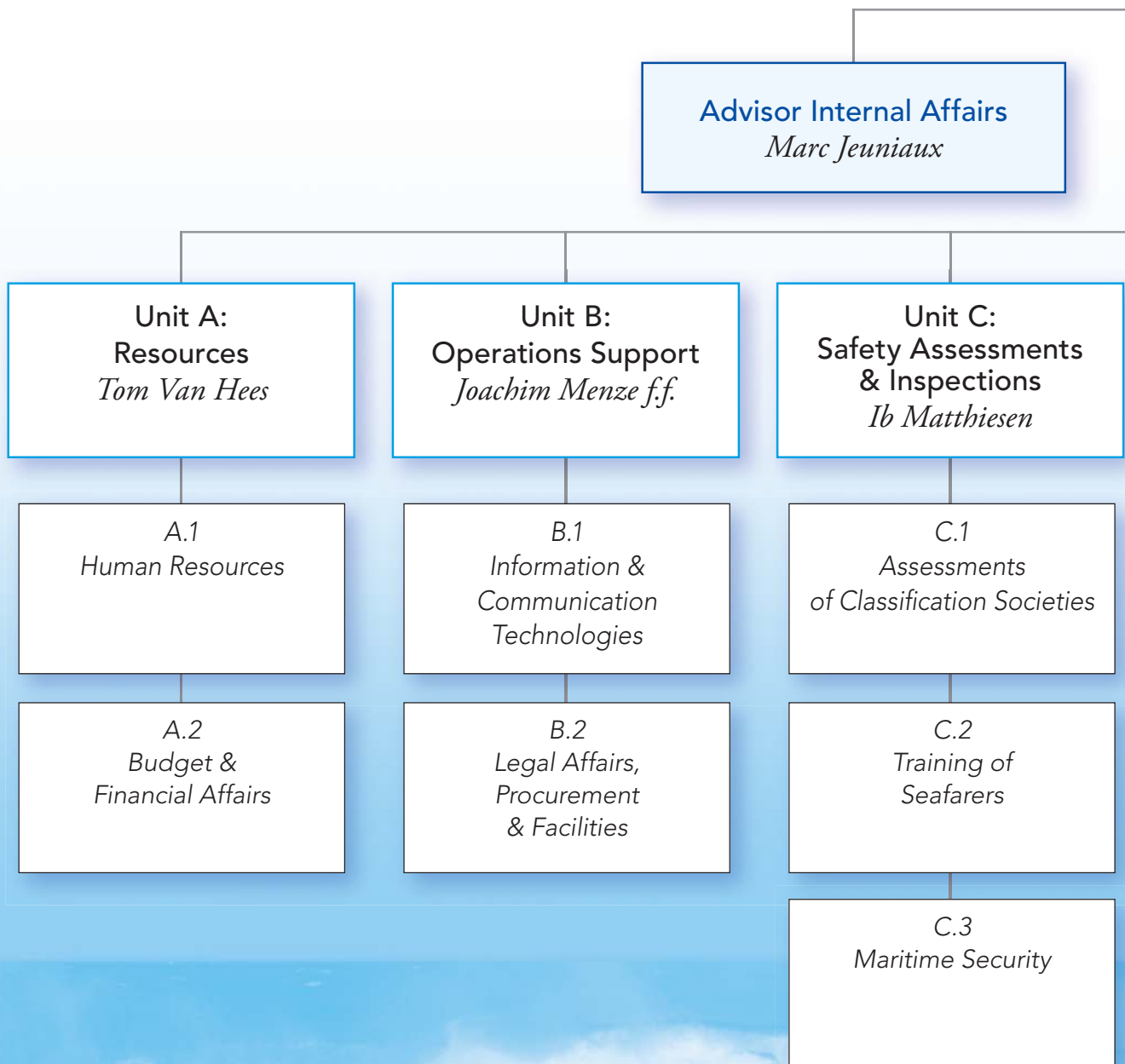
From January 2006 onwards, the Agency will begin the implementation and testing of the new ABAC (Accrual Based Accounting) systems. By moving to the ABAC systems, the Agency will be able to better monitor its assets and liabilities in order to fully comply with new International Public Sector Accounting Standards

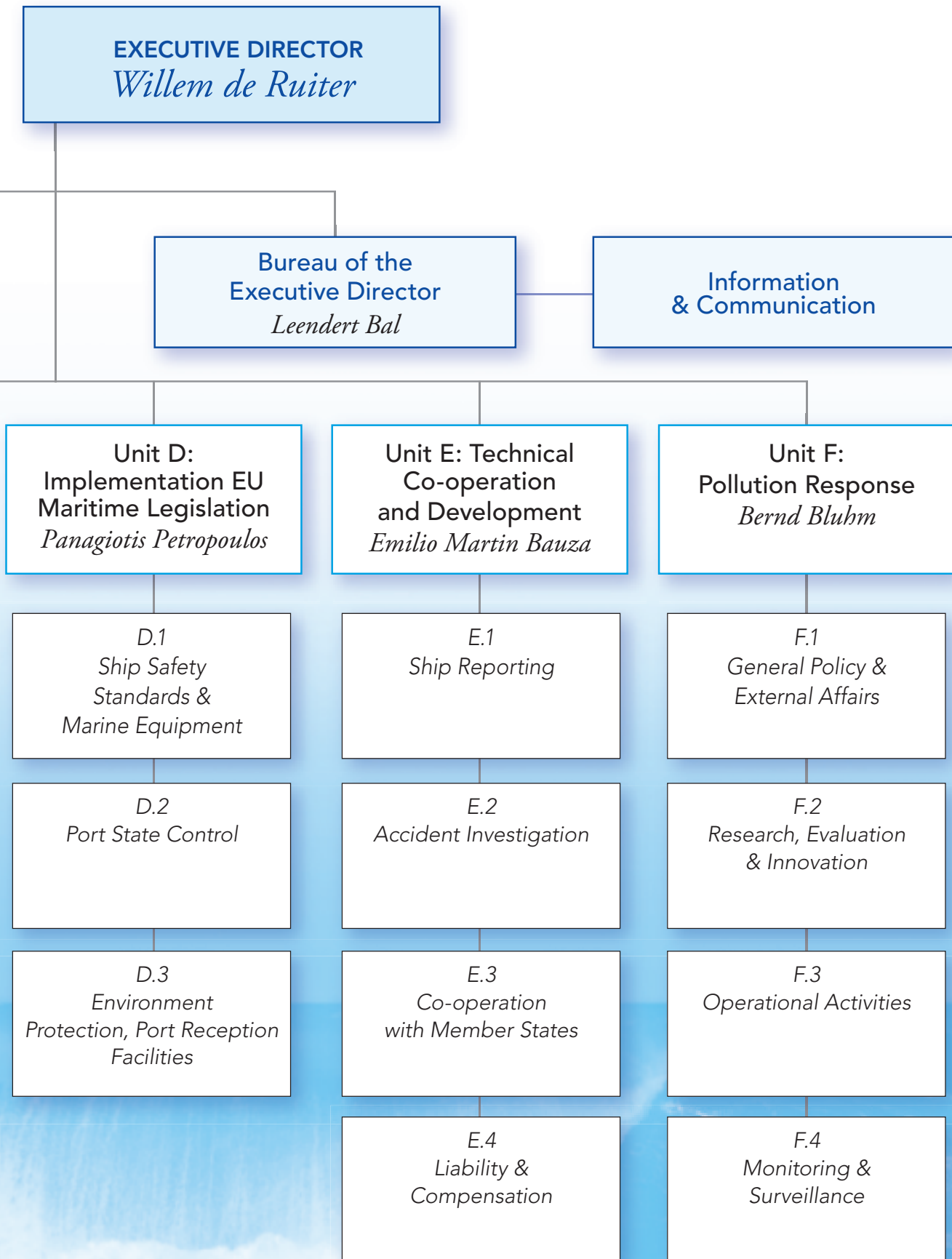
(IPSAS). Developed by the Commission, the ABAC systems will be provided to EMSA in an out-sourcing scheme, where the Commission will be the system supplier during the test stage. Special effort will be needed to train Agency staff in the use of this new system.

In terms of financial management, the definition of a new financial reporting format, aligned with International Financial Reporting Standards (IFRS) and with the European Commission lay out, is scheduled to be implemented in the course of 2006.

Annexes

Organisation chart 2006





Budget 2006 : revenue

Title	Heading	Appropriations 2006	Appropriations 2005	Comments
2	Subsidy from EU	44.670.000	35.360.000	The budget includes in 2006 40.000 € from DG ENLARG. These credits are allocated to EMSA to support the participation of Bulgaria and Romania in the agency's activities (PHARE funding).



Budget 2006: expenditures

Title Chapter	Heading	Appropriations 2006	Appropriations 2005	Comments
1	STAFF			
1 1	Staff in active employment	11.900.000	9.675.000	Salaries of temporary agents, ENDs, auxiliaries
1 2	Expenditure related to recruitment	900.000	1.350.000	Credits to cover expenditure from recruitment procedure, including publication costs, travel and subsistence expenses of candidates called on a vacant post, expenditure for medical examinations upon recruitment
1 3	Administrative missions and duty travel	220.000	150.000	Costs for non-operational missions including working groups with Portuguese Authorities
1 4	Socio-medical infrastructure, training	350.000	170.000	Restaurants, canteens, medical service, staff training
1.7	Reception and entertainment expenses	30.000	15.000	Representation expenses and miscellaneous receipts
	Total Chapter 1	13.400.000	11.360.000	

2	ADMINISTRATIVE EXPENDITURE			
2 0	Rental of building and associated costs	1.600.000	740.000	Including insurance, water, gas, heating, cleaning, maintenance, security and surveillance of building, fitting-out premises
2 1	Data processing expenditure and associated costs	600.000	700.000	Purchase of computers with licenses, fax, printers, servers, support service for helpdesk, common support service for agencies, purchase of general ledger system, software development, access to databases
2 2	Movable property and associated costs	160.000	152.000	Furniture, office machinery, networks, equipment
2 3	Current administrative expenditure	260.000	268.000	Stationery and office supplies, paper, financial charges, legal expenses, damages, miscellaneous insurance
2 4	Postal charges and telecommunications	140.000	160.000	Postage on correspondence and delivery charges, telephone, fax etc
2 5	Meeting expenses	145.000	125.000	Management Board Meetings <i>5.000 € allocated on the budget line for the participation of Romania, Bulgaria (Phare Funding)</i>
	Total Chapter 2	2.905.000	2.145.000	
	Total Chapter 1 & 2	16.305.000	13.505.000	

Title Chapter	Heading	Appropriations 2006	Appropriations 2005	Comments
3	OPERATING EXPENDITURE			
3.1	Development of databases	1.350.000	1.350.000	Set up of databases to compile data on maritime safety, creation of computer infrastructure and development of applications
3.2	Information and publication	250.000	200.000	Website development, publication of general reports, information and technical dossiers in paper form and internet
3.3	Meetings	1.035.000	455.000	Expert meetings and conferences <i>35.000 € allocated on the budget line for the participation of Romania, Bulgaria (Phare Funding)</i>
3.4	Translation expenses	130.000	100.000	Translation expenses
3.5	Studies	900.000	920.000	Monitoring and evaluation of maritime safety measures
3.6	Mission expenses	700.000	830.000	Visits to Member States, inspection of classification societies, maritime accidents, assistance in the implementation of the monitoring Directive, etc
3.7	Training activities	200.000	200.000	Training activities for newest EU Member States (former accession countries)
	Total chapter 3 WITHOUT ANTI-POLLUTON	4.565.000	4.055.000	
3.8	Anti-pollution measures	23.800.000	17.800.000	Costs of chartering vessels (with their equipment) and provision of satellite services to combat deliberate or accidental oil spills, of technical assistance, of studies and of projects to improve anti-pollution equipment and methods (implementation of action plan)
	Total chapter 3	28.365.000	21.855.000	
	Total Budget	44.670.000	35.360.000	

Establishment Plan 2006

Category and grade	Posts					
	2004		2005		2006	
	Actually filled as at 31.12.2003		Authorised under the Community budget		Authorised under the Community budget	
	Permanent	Temporary	Permanent	Temporary	Permanent	Temporary
A*16						
A*15		1		1		1
A*14		1		1		1
A*13						1
A*12		2	1	4	1	5
A*11		3	1	5	1	6
A*10	2	4	2	6	2	9
A*9				8		18
A*8		8		2		9
A*7		2	3	15	5	9
A*6						8
A*5				6		7
Total grade A	2	21	7	48	9	74
B*11						
B*10						
B*9						
B*8			1	1	1	0
B*7		1		3		2
B*6				2		2
B*5		1		2		3
B*4				5		8
B*3				5		7
Total grade B	0	2	1	18	1	22
C*7						
C*6				1		1
C*5						
C*4		2		2		2
C*3				3		5
C*2		7		6		12
C*1				9		6
Total grade C	0	9	0	21	0	26
D*5						
D*4						
D*3						
D*2						
Total grade D	0	0			0	0
Grand total	2	32	8	87	10	122
Total staff	34		95		132	

Credits :

Germanischer Lloyd: 6, 8, 9, 19, 21, 22, 23, 24, 25, 29, 32, 35, 37

Lamor Corporation Ab: 7, 14

Paris MoU Secretariat: 10

Cedre: 12

EMSA: 13, 18, 27, 31, 33, 36, 40

Bernard Babette: 34



European Maritime Safety Agency
Website: <http://www.emsa.eu.int>