

# European Maritime Safety Agency

Work Programme 2013





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### FOREWORD

#### FRANS VAN ROMPUJ, CHAIRMAN OF THE ADMINISTRATIVE BOARD

Presenting this EMSA Work Programme 2013 as Chairman of the Administrative Board is for many reasons a very rewarding privilege.

By allocating more time for discussion and by enhancing opportunities for the involvement of the Board Members during the year 2012, it became possible to strengthen the role of the Administrative Board in the development of the Work Programme 2013, which was finalised in pace with the EMSA budget approval process.

The programme very much reflects the genuine added value that EMSA offers by helping the EU Commission and the Member States shoulder their responsibilities resulting from their respective competencies for maritime and marine matters. By taking advantage of synergy opportunities in particular, this support contributes to the optimization of the intra-EU efficiency of a number of tasks that are part of those responsibilities. The work programme shows that a substantial share of the activities of EMSA contributes indeed to that intra-EU efficiency. It is worth highlighting a few examples: all the training activities, the monitoring of the systems for maritime education, training and certification of seafarers in third countries, the inspections of EU Recognised Organisations, the development and the operation of several information services and the oil-spill response capability.

The Agency's programme for 2013 is also proactive, introducing the groundwork for some ancillary tasks, for example in the field of the development of information systems, for the benefit of a broader range of EU activities that are related to the EU maritime transport policy. This is in line with EMSA's mandate as amended and extended by the revision of the Founding Regulation, which was adopted on 15 January 2013. This work programme can therefore also be seen as the start of a new era, one which will see the enhancement in added value of the Agency's expertise and tools.

Finally, in the light of the aforementioned revised Founding Regulation, the Administrative Board will also take on in 2013 the update of the Agency's 5-year Strategy, which already in itself marks the start of a new era.

EMSA's Work Programme 2013 is yet again both very comprehensive and ambitious. Executing it is a true challenge for the whole of the Agency's staff, under the guidance now of Markku Mylly, the newly appointed Executive Director. I am quite confident that all EMSA staff members jointly, as a well-functioning team, will do their utmost to live up to the expectations of all the stakeholders in the maritime community.



## ACKNOWLEDGEMENTS

### MARKKU MYLLY, EXECUTIVE DIRECTOR

Added value and efficiency will be keywords throughout 2013. Maintaining high levels of service-delivery and quality is a minimum, year in year out. But as EMSA embarks on its second decade in a challenging economic climate, it has to focus increasingly on innovative and flexible solutions and capabilities to respond effectively to the evolving needs of its stakeholders.

The co-legislator has assigned a number of new tasks to the Agency, which represents at once an accolade for achievements heretofore, and confidence in future potential. EMSA's response to these high expectations has to take into account the immediate and the longer term priorities set by the key stakeholders, the Commission and the Member States, and the resources made available by the Budgetary Authority; and deploy, with the greatest possible efficiency, the budget and in particular the very substantial human and knowledge capital that has been built up over the years.

Getting even more value out of existing expertise and tools for the benefit of the EU maritime cluster. This is the principle behind the extension of pollution response capacity to oil and gas installations, which will be initiated in 2013. It's the principle behind the Blue Belt service to facilitate customs procedures for intra-EU trade. The list goes on: exploring the possibility of a more "risk-based" approach to visits and inspections; extending technical assistance through training to countries sharing regional sea basins with the EU; using SafeSeaNet to support the implementation of the single window for port reporting formalities, as well as assessing the system's further potential in relation to other user communities such as border control and fisheries.

I am confident that EMSA will live up to its new Founding Regulation, and rise to all the challenges in 2013, through the professionalism and dedication of its staff and the cooperation of the Commission and Member States, as well as organisations and experts across the EU and beyond that share our vision of a sustainable maritime sector – one that is economically viable, clean and safe.

Markku Mylly  
Executive Director

Not mentioning in this foreword the excellent stewardship of Leendert Bal who, as acting Executive Director, managed the preparation of the Work Programme 2013, would be an unforgivable omission. A sincere word of gratitude is most appropriate here.

I would also extend my sincere gratitude towards all the Members of the Administrative Board for the very constructive cooperation and input they have demonstrated for this Work Programme 2013 as well as for the preparatory work on the 2014 programme. Most of all I have appreciated the most valuable and very skilful support of Achim Wehrmann as Vice Chairman.

By way of conclusion I am convinced that the reader of the EMSA 2013 Work Programme will find it to be most interesting, not least to gain a good overall appreciation of the added value of the activities of the Agency

Frans Van Rompuy  
Chairman of the Administrative Board

## ABOUT THIS WORK PROGRAMME

### Structure of the work programme

This work programme has two parts:

The [Management Plan](#) presented in Section 1 is a full narrative account of the work planned for 2013.

Chapter 1 provides an overview of the Agency's mission, its main achievements in 2012 and the priorities and tasks for 2013. Chapters 2 to 5 focus in detail on the tasks of the Agency as outlined in the Founding Regulation: Visits and Inspections, carried out by the Agency on behalf of the Commission since its establishment (Chapter 2), Technical Assistance and support to the Commission and Member States, part of the core business of the Agency as from 2003 (Chapter 3), Operational Systems in the field of vessel and maritime traffic monitoring, originating from relevant EU legislation and international developments and assigned to the Agency in more recent years (Chapter 4), and Anti-Pollution Measures, executed by the Agency since 2005 following the Prestige accident (Chapter 5).

Chapter 6 outlines the Agency's administrative structure and horizontal tasks.

The [Activity Plan](#) in Section 2 contains a series of tables. Each table covers a distinct activity and lists the planned input, objectives and outcome. Thus, for each activity, there is a clear outline of the expected output and the allocated financial and human resources. Performance indicators and annual targets are also set for all external products and services provided by the Agency<sup>1</sup>. The establishment plan execution rate (recruitment) and the budgetary execution have also been included as general performance indicators.

In line with Agency practice, the information in this Activity Plan 2013 will be reproduced in the Activity section of the Annual Report 2013, alongside the actual input, output and performance results, to facilitate comparison between what was planned and what was achieved. It should be noted however that, for some of the outputs and indicators planned in this work programme, the Agency is not the only actor involved. The Commission often plays an essential role in the preparation or in the follow-up of these outputs, or both (for instance in the case of visits and inspections). As a consequence, there may be instances in which the planned target does not coincide with the final output, for reasons that are external to the Agency.

### Monitoring the execution of the work programme

The Agency is managed by its Executive Director, who is independent in the performance of his duties, without prejudice to the respective competencies of the Commission and the Administrative Board. The Administrative Board supervises the work undertaken by the Executive Director. The Administrative Board is made up of representatives of all EU Member States, Iceland and

<sup>1</sup> Pilot projects, projects under development and internal activities are not included in this exercise.

Norway (EFTA/EEA countries), Croatia following the completion of the accession process, four representatives from the Commission, and four non-voting representatives from different sectors of the maritime industry.

In 2013 the Administrative Board will focus on performance monitoring of the tasks carried out by the Agency in accordance with the EU legislation, the annual work programme and the 5 year strategy, with a particular focus on ensuring the best possible use of the resources of the Agency. The Administrative Board will also approve a series of key documents that serve to plan and report on the different maritime safety and pollution prevention, preparedness and response activities. In particular, the Administrative Board will:

- ▶ Adopt the Agency's work programme, budget and establishment plan, within its competence in the framework of the budgetary procedure;
- ▶ Adopt the multi annual staff policy plan, covering a 3-year period, as requested by the Budgetary Authority;
- ▶ Adopt the annual report with details on achievement of objectives and performance output relating to the principles of cost-effectiveness, efficiency and sound financial management.

In 2013 the Administrative Board will also start working on the update of the 5-year Strategy in the light of the revision of the Founding Regulation.



# European Maritime Safety Agency Management Plan 2013

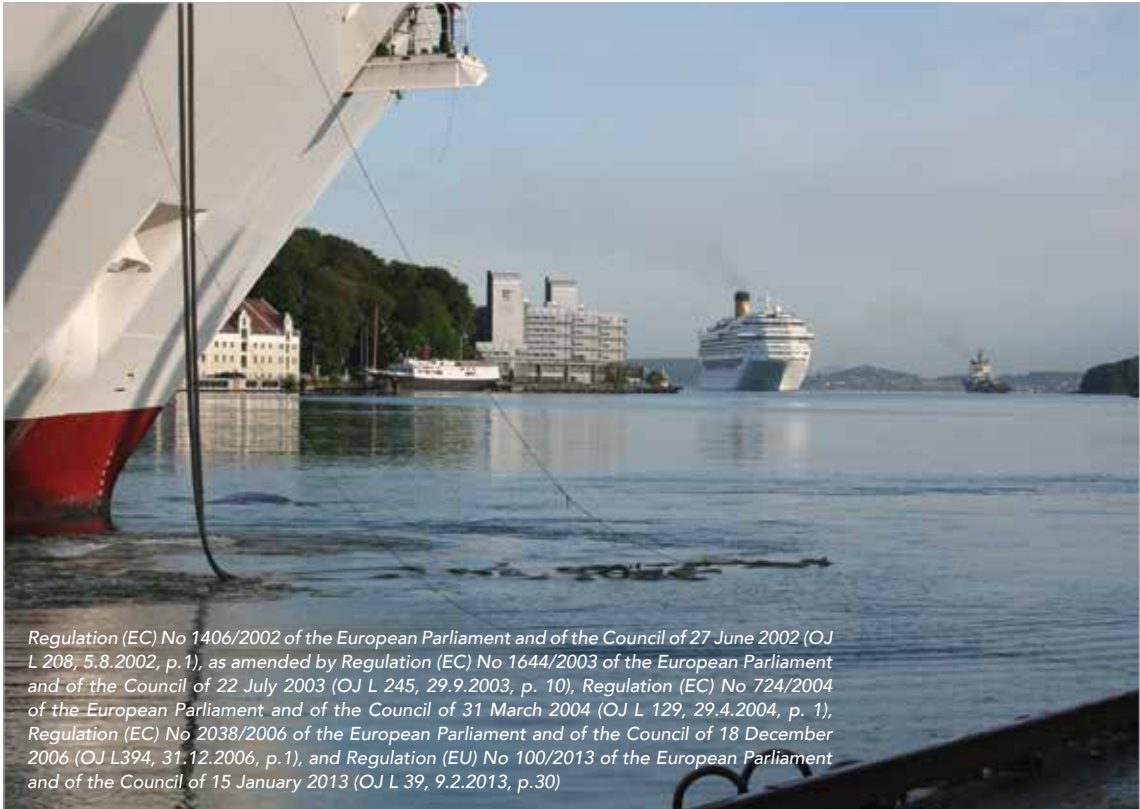




# Chapter 1

## The European Maritime Safety Agency





## 1.1 MISSION, ORIGIN AND TASKS OF THE AGENCY

### Mission statement

The European Maritime Safety Agency has been established for the purpose of ensuring a high, uniform and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations.

### Objectives

The Agency provides the Member States and the Commission with the technical and scientific assistance needed and with a high level of expertise, in order to help them:

- ▶ Apply EU legislation properly in the field of maritime safety and prevention of pollution by ships;
- ▶ Monitor its implementation;
- ▶ Evaluate the effectiveness of the measures in place.

The Agency also provides operational means, upon request, as well as technical and scientific assistance, to help Member States and the Commission respond to marine pollution by ships within the EU. With the revision of the Founding Regulation, a new objective related to the response to marine pollution caused by oil and gas installations has been introduced by the co-legislators.

### Origin & Tasks

The idea of a European Maritime Safety Agency (EMSA) originated in the late 1990s along with a number of other important European maritime safety initiatives. EMSA was set up as the regulatory agency that would provide a major source of support to the Commission and the Member States in the field of maritime safety and prevention of pollution from ships. The Agency was established by Regulation (EC) 1406/2002 and subsequent amendments have refined and enlarged its mandate. The last amendment has further fine-tuned the Agency's mandate, enabling EMSA to better assist the Commission and the Member States in its core tasks and make broader use of its resources to help EU Member States respond to pollution caused by ships as well as response to marine pollution caused by oil and gas installations. Moreover ancillary tasks have been introduced, with the possibility for the Agency to use its expertise and tools for other EU activities related to the Union maritime transport policy.

The Agency's tasks are broadly divided into four key areas in line with its founding Regulation and relevant EU legislation. Firstly, the Agency assists the Commission in monitoring the implementation of EU legislation relating, among others, to ship survey and certification, the certification of marine equipment, ship security, the training of seafarers and port State control.

Secondly, the Agency develops and operates maritime information capabilities at EU level. Significant examples are SafeSeaNet, the vessel traffic monitoring system to enable EU-wide tracking of vessels and their cargoes, and accidents and incidents; the EU LRIT Cooperative Data Centre, to ensure the identification and tracking of EU flagged ships worldwide; and THETIS, the information system to support the new port State control regime.



In parallel, marine pollution preparedness, detection and response capability is provided by EMSA to coastal States. This includes a European Network of Stand-by Oil Spill Response Vessels as well as a European satellite oil spill and vessel detection service (CleanSeaNet), contributing to an effective system for protecting EU coasts and waters from pollution by ships.

Finally, the Agency provides technical and scientific advice to the 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 also provides support to, and facilitates co-operation between, the Member States and disseminates information on best practice.

As a body of the European Union, the Agency sits at the heart of the EU maritime safety and pollution response network and collaborates with many industry stakeholders and public bodies, in close cooperation with the Commission and the Member States.

## 1.2 MAIN ACHIEVEMENTS IN 2012 AND WORK IN PROGRESS

### Visits and inspections

Visits and inspections were carried out as requested by the Commission to monitor the implementation of EU legislation in the fields of maritime safety, maritime security and the prevention of pollution by ships, and to improve the efficiency and effectiveness of the measures in place. Concerning maritime security, the Agency provided the Commission with technical assistance in the performance of Commission inspection tasks related to ships, ship related companies and Member State administrations.

In 2012, 109 visits were carried out in different fields:

VISITS AND INSPECTIONS CARRIED OUT IN 2012	
Classification Societies	24
Training of Seafarers (STCW)	10
Maritime Security	51
Port State Control	5
Vessel Traffic Monitoring and Information Systems	7
Monitoring of Member States' fulfilment of obligations in respect of Recognised Organisations	2
Marine Equipment	3
Registration of passengers	3
Accident Investigation	4

Following the adoption of the first 5 year Strategy, and in line with the revision of the Founding Regulation, the Agency also established a function to analyse and assess several series of EMSA inspection reports, to assist the Commission in its consideration of the effectiveness of EU maritime



EMSA's work contributes to the entire EU maritime cluster.

legislation. In 2012 a final full Horizontal Analyses of the findings on inspections related to the Vessel Traffic Monitoring Directive was sent to the European Commission.

#### Technical and scientific assistance

The Agency continued to provide assistance to Member States with regard to the implementation of the [third maritime safety package](#) through training and exchange of best practices. The Agency also assisted the Commission, as requested.

In relation to the [prevention of pollution from ships](#), the Agency continued to support the Commission and the Member States in various fields. A particular focus was air pollution, where legal and policy developments in the field of fuel requirements, in particular LNG, and greenhouse gas reductions from shipping gave rise to a number of tasks, including technical studies and numerous workshops.

Activities to strengthen [Port State Control](#) in co-operation with the Paris Memorandum of Understanding (MoU) remained a priority. In addition to ensuring the management of [THETIS](#), the Agency continued to support the implementation at national level of the New Inspection Regime through trainings and the provision of a specific Helpdesk.

Work in the field of [ship safety standards](#) continued to provide solid technical input to the EU position at IMO level, in particular with regard to the on-going debate on the damage stability of ro-ro passenger vessels. Significant support was also provided to both the Commission and the Member States, in respect of initiatives to reinforce safety of passenger ships both at EU and international level. On-going initiatives assumed additional impetus following events at the beginning of 2012 that caused the maritime community to review its safety regime, to ensure the maximum possible safety for passengers.

**Supporting stakeholders and experts**

A substantial number of **training** activities took place in 2012: a total of 31<sup>1</sup> different training sessions were organised, covering a range of topics from maritime legislation for newcomers to accident investigation awareness. Amongst those, 21 were sessions for Member States and 10 were dedicated sessions for candidate and potential candidate countries. One was a session for EU neighbouring countries within the framework of the SAFEMED II project. With the coming into effect of Directive 2009/18/EC, EMSA continued to offer training in Core Skills for Accident Investigation. In addition, training on the implementation of the amended STCW Convention was given to Member States in collaboration with the IMO.

The training programme for Port State Control Officers, which started in 2006, further evolved and was followed in 2012 by 6 dedicated training seminars for a total of 262 participants. These training sessions are intended to be for all European and Paris MoU Port State Control Officers, but aimed at two different groups, with separate seminars for new entrants and experienced officers. The objective remains to enhance the harmonisation and effectiveness of PSC inspections throughout the region, in particular in the context of the new inspection regime (Directive 2009/16/EC on Port State Control).

MEETINGS ORGANISED BY EMSA IN 2012		
NO.	TYPE	PARTICIPANTS/EXPERTS
31* <i>incl. 6 for PSC officers</i>	Training	795* <i>incl. 262 PSC officers and 61 Accident Investigators</i>
50	Workshops and Working Groups and Hosting	1166
3	Administrative Board meetings	134

The Agency is recognised as a European **platform for exchange of knowledge and best practices** between maritime safety and pollution response experts from the Commission, EU Member States, EFTA/EEA Member States and candidate as well as potential candidate countries: 50 different workshops and working groups were organised with about 1100 participants from all over Europe. These included several sessions for CleanSeaNet users, ongoing SafeSeaNet user workshops, EMCIP workshops and User Group meetings, THETIS User Group meetings, PSC training review meetings, RoPax Stability Experts' meetings, working groups comprising LRIT National Competent authorities and the annual meeting of the Consultative Technical Group for Marine Pollution Preparedness and Response. Moreover, in terms of Commission Implementing Regulation (EU) n°651/2001 in July 2011, EMSA assumed the Secretariat of the Permanent Co-operation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector and hosted two meetings of the PCF.

<sup>1</sup> \*The total figure includes 28 training sessions recorded in the EMSA performance scoreboard plus an additional 3 sessions in the areas of Accident Investigation (2) and STCW (1) which are not covered by the scoreboard.



### Operational systems

The activities undertaken in the field of [maritime information systems](#) in 2012 provided a sound basis for further developments to be implemented during 2013. In-house hosting of state-of-the-art systems was ensured, together with the further development of the maritime information systems, like SafeSeaNet, THETIS, LRIT, and CleanSeaNet. Existing vessel traffic and satellite monitoring systems were reinforced and improved on a continual basis, supplying quality services in a timely manner.

Another major development during the year was the consolidation of the off-site [Business Continuity Facility](#) (BCF). The BCF acts as a disaster recovery and back-up to EMSA's maritime applications. A production failover is ready to be activated in case of disaster in order to ensure the continued functioning and smooth operation of the systems.

The central [SafeSeaNet](#) service functioned well across the course of the year, and an increased quantity of information became available to Member States through the system. The implementation of SafeSeaNet version 2 also allows information to be provided to the THETIS system. The quality of [CleanSeaNet](#) (CleanSeaNet second generation which is hosted and operated in-house), a near real time satellite-based oil spill and vessel detection service, was further improved following feedback from coastal States. The [EU LRIT Cooperative Data Centre](#), operated by EMSA in-house, has fully met the IMO performance requirements, while the [LRIT International Data Exchange](#) (LRIT IDE), also hosted and operated in-house, provided services to more than 60 LRIT Data Centres all over the world.

Cooperation continued with EU NAVFOR for the provision of an integrated maritime monitoring service to the European Naval Forces, fusing ship reporting information and anti-piracy information. A number of new functionalities were added to the service, as requested by EU NAVFOR. Similar vessel monitoring services were developed for FRONTEX to support their maritime cross-border operations. Cooperation with the European Fisheries Control Agency (EFCA) resulted in an operational ship tracking service to support their "Blue Fin Tuna" campaign.

The [Blue Belt](#) pilot project, which aims to provide relevant voyage-related information for selected vessels to EU Customs authorities, was concluded and the results presented to both the Transport and Customs Communities. The pilot project demonstrated that it is possible to deliver accurate and timely information about vessel voyages to customs. This information is useful and can support customs procedures.

Finally, [THETIS](#), not only registered excellent performance throughout 2012, without any disruption to the quality and continuity of the service provided, it also assumed new functionalities. The Mobile Client application allows Port State Control officers to work on board ships while not connected to the main systems, while the data warehouse enables users to conduct on-the-fly analy-

ses of data stored in the system. THETIS provides a single window information system combining port call information from Paris MoU members, inspection data from Port State Control and the ro-ro ferry surveys and stores information from the Recognised Organisations at ship level.

**Pollution preparedness and response**

In 2012, procurement procedures were launched in relation to the [Network of Stand-by Oil Spill Response Vessels](#), covering the Southern Atlantic Coast, the Central Mediterranean Sea, the Bay of Biscay and the Western Mediterranean Sea.

By procuring the new and replacement vessels through a single tender procedure, composed of four different lots, the Agency was able to undertake the procurement in an efficient manner.

The implementation of the [Hazardous and Noxious Substances \(HNS\) Action Plan](#) continued, including maintaining and evaluating the Marine Intervention in Chemical Emergencies network MAR-ICE service.

**Communication**

The Agency continued to improve its public information tools with the aim of keeping stakeholders up to date. Dedicated publications and leaflets were published to explain individual tasks of the Agency. Special emphasis was put on web-related communication with a series of short video clips, explaining Agency's main tasks. Social media networks were also to distribute EMSA news among our stakeholders.

MAIN COMMUNICATION TOOLS PRODUCED IN 2012
EMSA Work Programme 2012
EMSA Annual Report 2011
12 monthly newsletters
10 one-minute videos
Inventory of possible training courses provided by EMSA for Member States
Updates to Agency website, intranet and extranet
Press releases as required
Reports, inventories and audio-visual material (mid-term report, dispersants in the EU, MAR-ICE leaflet etc.) linked to EMSA's pollution response activities
4 quarterly training and cooperation newsletters
Participation in Interspill 2012 exhibition
Development of e-survey tools

Regular updates were also made to the Agency's website ([www.emsa.europa.eu](http://www.emsa.europa.eu)). It benefited from a major re-launch in 2012, with a focus on enabling RSS newsfeeds of the latest content (e.g. news, tenders, career opportunities) and a new form to request access to EMSA documents.

In the area of media relations, EMSA continued to invite maritime journalists aboard EMSA's oil spill response vessels during quarterly drills and several articles were provided to specialist maritime publications.

Further details concerning the above mentioned activities and other tasks carried out by the Agency in 2012 will be presented in more detail in the 2012 annual activity report.

### 1.3 GENERAL OVERVIEW OF PRIORITIES FOR 2013

As in 2012, the Agency will continue to assist the Commission and the Member States in accordance with its Founding Regulation. The Agency will continue to work with the Commission and the Member States to maximise the added value to be gained from the programme of visits and inspections and will ensure that technical assistance is provided and trainings, workshops and meetings are held as required. In particular, further assistance will continue to be provided in the implementation of the third maritime safety package, focusing on Directive 2009/18/EC on Accident Investigation, Directive 2009/16/EC and the new Port State Control regime including support of the regime implementing Directive 2009/20/EC on Shipowner Insurance for Maritime Claims and new Commission initiatives related to the social dimension of shipping and passenger ships safety.

Continued effort will be made to deliver maritime information services to Member States and the Commission, through the various maritime systems hosted at the Agency: THETIS, SafeSeaNet, CleanSeaNet, the EU LRIT Cooperative Data Centre and EMCIP. In addition, the hosting of the LRIT International Data Exchange will continue. Further improvements to the data quality and reliability of the systems will remain a priority.

In the field of pollution preparedness and response, the Agency will maintain an efficient, state-of-the-art Network of Stand-by Oil Spill Response Vessels to combat ship-sourced pollution in European waters, as well as provide the European satellite oil spill monitoring and vessel detection service, CleanSeaNet.



EMSA's new tasks include response to marine pollution caused by oil and gas installations.

Following the revision of the Founding Regulation, a new task related to the response to pollution from oil and gas installations has been entrusted to the Agency. The Agency is awaiting a proposal from the Commission supporting a new multiannual financial framework for the next Financial Perspectives (2014-2020) for its "Anti-Pollution Measures". If resources are provided within this framework, the Agency may phase-in over a number of years new tasks as of 2014 related to pollution monitoring of, and response to, offshore installations. In 2013 only very limited support – with also geographical limitations – can be provided using current assets and resources.



The European Parliament and Council have approved a revision of the Founding Regulation that applies from the beginning of 2013.

The Agency would like, concerning its network of Stand-by Oil Spill Response Vessels, to study best practices (in terms of techniques and equipment) on how to deal with spills due to well blow outs. Further exploratory actions will be undertaken to extend the CleanSeaNet oil spill monitoring service to cover off shore installations and to disseminate the associated information to the Competent Authorities of Member States in this particular field.

Assistance will be provided to Member States and Commission for the implementation of the Reporting Formalities Directive, in particular in the form of technical support related to the development of a "blueprint" for a Single Window. Subject to a formal request by the Commission, on the basis of the positive outcome of the "Blue Belt" pilot project, a permanent service will be developed to provide vessel related information to Customs Authorities, thereby reducing the administrative burden on them and facilitating intra-EU trade. The Agency will continue to watch developments within the European coast guards for potential future synergies.

It is expected that during the course of 2013 the Administrative Board will discuss any additional ancillary tasks, as requested by the Commission and Member States, as well as a general procedure for integrating them into the work programme, if so decided. The implementation of additional ancillary tasks will have to be looked upon on a case-by-case basis and will only be carried out subject to the availability of resources.

The necessary resources to undertake the tasks outlined in this work programme both in terms of staff and financial means, have been identified in the Draft Budget 2013 and in the 2013 Draft Establishment Plan. To properly perform the tasks assigned to it, the Agency will need in 2013 €57,600,496 in commitment appropriations and €53,817,108 in payment appropriations.

As concerns staff, the Agency will have to ensure its 2013 output with the same staff levels as 2012, notwithstanding the new core tasks entrusted to it: 213 statutory posts for 2013, which includes the 1% staff reduction. Contractual agent positions will remain stable at 29 and Seconded National Expert positions will be increased from 15 to 17.

#### 1.4 OPERATIONAL TASKS OF EMSA IN 2013

The Agency's activities in the fields of safety, security and prevention of pollution and response to pollution are categorized as follows:

- ▶ Visits and inspections to monitor the implementation of EU legislation at the request of the Commission;
- ▶ Technical and scientific assistance to the Commission and the Member States and facilitating technical cooperation between Member States' maritime authorities and the Commission in specific fields;
- ▶ Vessel traffic information and maritime monitoring services;
- ▶ Marine pollution preparedness, detection and response.

The most important activities in each category are highlighted in this work programme.



## Chapter 2

### Visits and inspections to monitor the implementation of EU legislation



## INTRODUCTION

Visits and inspections have been a task of the Agency since its establishment in 2002. There are three different elements, forming a consolidated field of activity:

- ▶ The Commission has been entrusted with assessment tasks by EU legislation and has delegated the work of inspections to the Agency: for example, the inspection of Classification Societies and the inspection of educational and training systems for seafarers in third countries (STCW).
- ▶ The Commission has requested the Agency to verify the implementation by Member States of EU maritime legislative acts. There are several reasons for verifying how the legislation is implemented in practice, including: ensuring correct implementation of EU law, detecting gaps in the overall safety system; promoting, where appropriate, a harmonised approach across the European Union; and improving the efficiency and effectiveness of the measures in place. The Agency thus carries out visits to Member States in accordance with Article 3 of its Founding Regulation and with the visits policy that has been established by its Administrative Board.
- ▶ Finally, the Agency undertakes horizontal analyses of visit and inspection reports, with a view to providing a picture of the level of implementation and the effectiveness of the measures as well as identifying best practice and lessons to be learnt.

Discussions are ongoing with the relevant Commission services in order to better support the assessment tasks entrusted to them by EU legislation, and develop a more "risk-based" approach. This could result in changes in the number of visits and inspections and in the way visits and inspections could be carried out.

## 2.1 CLASSIFICATION SOCIETIES

Classification societies are organisations that establish and apply technical standards (rules) in relation to the design, construction and survey of ships. They supervise and certify that ships are built according to these standards and continue to comply with them throughout their operational lives. Classification societies also perform statutory surveys and certification tasks on behalf of the Flag States that have authorised them. They have therefore, a crucial role in upholding safety standards in shipping. Regulation (EC) No. 391/2009 provides that only those organisations meeting certain criteria can be granted EU recognition that allows them to be authorised to carry out statutory tasks – as EU Recognised Organisations - on behalf of the EU Member States. In order to verify that they continue to meet the criteria laid down in the relevant EU legislation, the Commission periodically assesses all Recognised Organisations. Within this framework, the Agency has, since 2004, carried out inspections of Recognised Organisations on behalf of the Commission.





Visits to shipyards form part of the inspections of EU Recognised Organisations.

In 2013, the Agency will continue to carry out inspections to monitor the activities of EU Recognised Organisations and, when requested by the Commission, visit classification societies for which EU recognition has been requested by a Member State. Regulation (EC) n° 391/2009 requires that the Commission carries out an assessment of each Recognised Organisation at least every two years.

The Agency will prepare an inspection programme and submit it to the Commission for approval. For each recognised organisation, both head office and branch offices will be visited. These may be supplemented by visits to ships in the registers of the organisations concerned, with the objective of verifying the work carried out. The Member States that proposed the initial recognition of the Recognised Organisations to be inspected will continue to be invited to take part in these inspections.

In addition to its individual reports following each inspection, the Agency will consolidate its findings for each recognised organisation in end-of-cycle reports, which will be addressed to the Commission with a double objective: firstly, to facilitate the Commission's overall assessment; and secondly, to allow it to take into account follow-up action taken by the organisation concerned during the assessment cycle.

The Agency will also continue its inspection and related activities concerning the Commission's assessment of the Quality Assessment and Certification Entity, which the Recognised Organisations set up in 2011 in accordance with the Regulation.

Improvements in the risk based methodology may allow a reduction in the number of inspections. The total number in 2013 is currently expected to be around 18 to 22, depending on the need to monitor the follow-up of findings and corrective actions.

In 2013, the Agency will develop IT tools to support the entire process from the planning of inspections to the Commission's assessment and its follow-up.



EMSA inspectors meet maritime education and training stakeholders in China.

## 2.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

A large number of seafarers holding certificates issued outside the European Union, work on board EU flagged vessels. Their numbers are growing and they are filling an increasing number of senior officer positions. For safety reasons it is important to ensure that their qualifications meet the required standards, as laid down by the STCW Convention.

In the past, individual EU Member States and the Commission visited labour-supplying third countries to assess the maritime education and certification systems based upon the international STCW standards. Directive 2008/106/EC on the minimum level of training of seafarers assigned this task to the Commission, assisted by the Agency. The Directive requires a similar approach as regards visits to the Member States. Hence, the Agency conducts visits to collect information on the implementation of the relevant provisions in both Member States and third countries. Each first visit gathers information from different agencies of the Administration, as well as selected, representative Maritime Education and Training (MET) institutions (maritime universities, nautical schools and training centres). Such visits have therefore, been in-depth and thorough.

In addition to the 27 Member States and two EFTA/EEA States, there are currently around 50 third countries to be covered under this regime. Initially, inspections focussed on the third countries, with EU Member States featuring from 2007 until 2012 when the cycle of visits to Member States was completed.

According to the Directive, the implementation by Member States and third countries has to be verified and assessed over a five-year rolling cycle. Considering that the second cycle of visits to Member States will only start in 2014 when the amended Directive including the 2010 Manila amendments enters into force, the 2013 programme is expected to include around 7 inspections of third countries, depending on the priorities of the Commission. Also during 2013, EMSA will adjust and test the inspection methodology to incorporate the Manila amendments to the STCW Convention, including the transitional provisions. This will precede the second cycle of inspections.

Additional assistance will also be provided to the Commission in the preparation of the assessments and analysis of any follow-up actions.

The Agency's inspections for the reassessment of third countries under Directive 2008/106/EC will be prioritised according to risk based criteria established jointly by the Agency and the Commission.

During 2013, on a trial basis and after agreeing a methodology with experts from the EU Member States, the Agency plans to start checking, through the updated IMO/ILO guidelines on the medical examination of seafarers, how third countries recognise and monitor medical practitioners.

### 2.2.1 INSPECTIONS OF MARITIME EDUCATION, TRAINING AND CERTIFICATION SYSTEMS IN THIRD COUNTRIES

There will be around 7 inspections of third countries in 2013, which will be planned in consultation with the Commission. However, it is envisaged that, as a priority, they will take place in countries for which a Member State has requested recognition, to enable it to recognise for the first time, the certificates of competency issued by those countries. In addition to new inspections, and those forming part of the five years rolling inspection cycle mandated by the Directive, the Commission may request EMSA to re-inspect some third countries based on the outcome of its assessments, and these would be included in the overall total.

### 2.2.2 VISITS TO MEMBER STATES TO MONITOR THE IMPLEMENTATION OF DIRECTIVE 2008/106/EC ON THE MINIMUM LEVEL OF TRAINING FOR SEAFARERS.

There will be no visits to Member States in 2013. The new cycle will start in 2014 and the priority of visits will depend on the outcome of the Commission's assessment of the first cycle.

### 2.3 MONITORING THE IMPLEMENTATION OF THE PORT STATE CONTROL DIRECTIVE IN MEMBER STATES AND EFTA/EEA STATES



Four to six PSC visits are expected in 2013.

Port State Control has become one of the most effective instruments to verify if ships comply with international safety and pollution prevention regulations. Port State Control inspections need to be carried out in a harmonised way to ensure equivalent safety standards and to avoid distortion of competition. At the request of the Commission, the Agency visits Member States' administrations and their ports to verify the implementation of PSC rules and procedures within the European Union.

For 2013 the Commission has requested the Agency to monitor the implementation of Directive 2009/16/EC on PSC by undertaking four to six visits to Member States.

The Agency will also continue assisting the EFTA Surveillance Authority in monitoring the implementation of the Port State Control Directive by Norway and Iceland.

### 2.4 MARITIME SECURITY

The international measures taken by the IMO to improve security standards in shipping (SOLAS chapter XI-2 and the ISPS Code) have been transposed into Union law under Regulation (EC) No. 725/2004 on enhancing ship and port facility security. At the same time, Regulation (EC) No. 1406/2002 was amended by Regulation (EC) No. 724/2004 to task the Agency to provide the Commission with technical assistance in the performance of its inspections under Regulation (EC) No. 725/2004. These inspections consist of verifying the implementation by Member States of the security requirements mandated by the Regulation. Under the revised Founding Regulation, the Agency may provide expertise in relation to all types of inspection carried



EMSA may provide additional support to the Commission regarding security inspections under the revised Founding Regulation.

out by the Commission under Regulation (EC) No. 725/2004, including national administrations, ships, shipping companies and Recognised Security Organisations.

An inspection programme for 2013 is expected to be adopted by the Commission towards the end of 2012.

In addition, the Agency will continue to provide assistance to the EFTA Surveillance Authority when requested for maritime security inspections in Norway and Iceland based on a standard methodology prepared by the Agency. Two to four inspections are anticipated.

## 2.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME TRANSPORT LEGISLATION

Over a number of years, the Commission has requested the Agency to carry out visits to Member States to verify the effective implementation of other legislative acts in the field of maritime safety and marine pollution.

The Agency will continue the cycle of visits to Member States focussing on aspects of Union passenger ship legislation in particular Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community and related aspects of other Directives, such as Directives 2009/45/EC on safety rules and standards for passenger ships and 2003/25/EC on specific stability requirements for ro-ro passenger ships. The Agency will consider risk based criteria, including the number and frequency of passenger services, when proposing the priorities for Member States to be visited.

Since 2009, the Agency has carried out visits to the Member States in relation to Directive 2002/59/EC on vessel traffic monitoring and information systems, in order to provide the Commission with information on the level of implementation of this Directive by the Member States. The visits include interviews with the relevant competent authorities and inspections of selected coastal stations, vessel traffic services and other vessel traffic monitoring infrastructure of the Member State visited. The full cycle of visits, including to Norway and Iceland, was completed in 2012. From 2011, these visits included the amendments introduced by Directive 2009/17/EC. At the same time, a series of additional visits started to the Member States that were visited before the 2009 amendments came into force. These will continue with five such inspection visits in 2013.

In 2010 the Agency started a programme of visits to Member States to assess the implementation of Directive 96/98/EC on Marine Equipment by the national administrations. It is expected that two visits will be undertaken in 2013.

Visits to Member States to monitor the implementation of Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents (Accident Investigation Directive) in the maritime transport sector, with



Passenger ship safety comes under the spotlight.



Dedicated visits focused on national vessel traffic monitoring systems will continue.

a particular focus on the new obligations for Member States, will continue. The Commission is required to carry out an evaluation of implementation by June 2016. To ensure sufficient information is available for that evaluation following the four visits in 2012, a further five visits are expected to take place in 2013.

The Agency will include visits to Norway and Iceland in its programmes of visits to Member States in respect of the Directives listed above, as requested by the EFTA Surveillance Authority.

Finally, the Commission may request the Agency to visit Member States to verify the implementation of other EU legislative acts in the field of maritime safety or ship-sourced pollution.

#### 2.6 HORIZONTAL ANALYSIS OF VISIT AND INSPECTION REPORTS

Article 1 of the EMSA Founding Regulation contains an explicit reference to the role of the Agency in assisting the Commission and the Member States to "evaluate the effectiveness of the measures in place" within its fields of activities.

The Agency's 5-year strategy identifies the potential added value of developing "objective, comparable audit information and generic findings based on analysis of completed inspection cycles in order to be able to provide recommendations that may bring improvements to maritime safety and maritime safety legislation resulting from observed practices".

The revised Founding Regulation states that "Where appropriate, and in any case when a cycle of visits or inspections is concluded, the Agency shall analyse reports from that cycle with a view to identifying horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place. The Agency shall present this analysis to the Commission for further discussion with Member States in order to draw any relevant lessons and facilitate the dissemination of good working practices."

The Agency will continue in 2013 to provide analyses of sets of reports following visits and inspections monitoring the range of applicable legislation on EU maritime safety, in order to arrive at horizontal conclusions, to identify best practices, lessons to be learnt and improvements to the current legislation as appropriate. Another objective of these reports is to underpin ex-post policy evaluation by the Commission, and therefore the Agency will take account of the Commission's standard framework and methodology for this purpose.



Drawing lessons and disseminating good practices.

In 2013, following the completion in 2012 of the full cycle of visits relating to Directive 2008/106/EC on the minimum level of training for seafarers, a comprehensive analysis will be completed. There will also be an on-going discussion with the European Commission on possible subjects for future analysis, in the light of assisting the Commission with the impact assessments, ex-post analyses and reporting obligations in relation to its legislative work programme.



## Chapter 3

Providing Member States and the European Commission with technical and scientific assistance and facilitating technical cooperation between Member States' maritime authorities and with the European Commission



### INTRODUCTION

EMSA provides technical assistance to Member States and the Commission in the following fields:

- ▶ Port State Control
- ▶ Accident Investigation
- ▶ Classification Societies
- ▶ STCW and social dimension of shipping
- ▶ Ship Safety Standards and Marine Equipment
- ▶ Equasis, Statistics and Maritime Information
- ▶ Prevention of pollution by ships
- ▶ Liability and Compensation

Moreover training is provided on a regular basis for experts coming from relevant national authorities.

### 3.1 PORT STATE CONTROL

#### 3.1.1 PARIS MOU

In 2013 EMSA will continue to support the Commission in its participation in all the structures of the Paris Memorandum of Understanding on Port State Control. Subject to on-going debate within the Paris MoU, regarding possible efficiency gains from a revised allocation of support functions, EMSA may be asked to take on additional tasks in relation to the support of the Paris MoU. The first task transferred in 2012 was the management of the learning modules developed by the Paris MoU Secretariat.

#### 3.1.2 COMMON TRAINING

The development of [harmonized training tools for PSC officers](#), in cooperation with the Paris MoU, is another important task for the Agency, which is also referred to in Directive 2009/16/EC on PSC. A harmonized training scheme is offered for the training and qualification of Port State Control Officers of all Member States participating in the Paris MoU. This task will be further developed in the light of experience with the Directive and following the amalgamation of the EMSA project with the e-learning modules transferred from the Paris MoU Secretariat. Facilities for training will continue to be provided to a large number of officers. Finally the Agency continues to maintain and enhance [RuleCheck](#), the database on maritime legislation that it has developed for PSCOs of the Paris MoU.

In particular, for 2013 it is envisaged to:

- ▶ Ensure dedicated training for current and future users of the THETIS system, including the obligations stemming from the Directives it supports;
- ▶ Deliver training seminars on Port State Control procedures;
- ▶ Ensure the operation, as well as update and expansion of the e-learning modules and the hosting platform;
- ▶ Maintain and update RuleCheck.



EMSA's online Maritime Knowledge Centre offers access to many training courses and face-to-face seminars for PSC officers.





Each year around 270 experts attend the Port State Control training courses given by EMSA.

### 3.1.3 IMPLEMENTATION ISSUES

The visits to Member States mentioned under section 2.3 offer the opportunity to obtain a clear view of the weaknesses and strong points of the implementation of the Directive. The lessons learned will inter alia be used for the improvement of the training program, the supporting tools and the PSC system, where appropriate.

EMSA will assist the Commission in ensuring the [publication of information](#) as foreseen by the Directive (i.e. the list of companies with a low and a very low performance and information on detentions, prevention of operations and refusal of access) based on the relevant implementing rules adopted by the Commission.

As regards [ro-ro ferries](#), EMSA will continue to administer the database, which is an integral part of THETIS. It contains inspection reports completed pursuant to the survey regime established by Directive 99/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services. It will continue to monitor the application of the regime. This includes the provision of technical assistance to Member States to ensure harmonized inspection procedures and publication of data as necessary.

EMSA will contribute to the work done by the Commission to revise and update the Directive, including amending the database where necessary.

THETIS will support the PSC functions involved in the enforcement of Directive 2009/20/EC on insurance of shipowners. EMSA will aim to complete the work by mid 2013.

Building on the analysis of other EU legislation with respect to control provisions established in 2008 and the experience gained with the development, operation and implementation of the THETIS system, the Agency will further explore ways to exploit all the potential of the information system to support implementation in other areas.



Accident investigation reports and casualty data from the Member States are now in the process of being transferred directly from EMSA's EMCIP database to the IMO's Global Integrated Shipping Information System.

### 3.2 ACCIDENT INVESTIGATION

EU legislation governing the investigation of accidents in the maritime transport sector<sup>1</sup> implies obligations for the Member States to, inter alia, ensure proper safety-focused investigation systems, investigate very serious marine casualties and decide on the investigation of others, publish commonly structured investigation reports and populate the "EMCIP" casualty information database.

The Accident Investigation Directive has given rise to two Commission Implementing Regulations. One is Regulation 1286/2011, which established a [Common Methodology](#) for investigating marine casualties and incidents. This regulation is intended to facilitate harmonisation of practice and to provide a better basis for verification of the Directive's implementation. Following EMSA's role in the formulation of the said methodology, the Agency will continue to provide related technical assistance to the Member States. Moreover, in terms of the revised Founding Regulation, the Agency will be looking at ways to provide [operational support](#) to Member States, should this be requested, in their investigation of certain serious or very serious accidents, as well as cooperation between Member States, without prejudice to Member States' obligations under the Accident Investigation Directive.

The second implementing regulation is Regulation (EU) n° 651/2011 which lays down the rules of procedure for the [Permanent Cooperation Framework](#) (PCF). The PCF was established by Article 10 of the Directive in order to allow Member State investigative bodies and the Commission to establish best modalities of cooperation in accident investigation activity. In terms of this regulation, EMSA will provide the PCF's secretariat. Within this ambit, the Agency will continue to provide the necessary assistance to the Commission and the Member States.

As part of its tasks in the field of accident investigation, the Agency is also charged with the project management and financing of the "[European Marine Casualty Information Platform \(EMCIP\)](#)", a tool that hosts and stores casualty data and investigation reports notified and submitted by the Member States, in terms of Directive 2009/18/EC. This allows the Agency to assist the Commission and Member States with initial analysis of such data and development of trend monitoring mechanisms, and eventually help in the development of Commission initiatives for the improvement of existing European legislation and promotion of new technical requirements.

Apart from new enhancements to increase the user friendliness of EMCIP, one significant development in late-2012 was the commencement of the transfer of Member State Accident investigation information from EMCIP to the IMO [Global Integrated Shipping Information System \(GISIS\)](#). 2013 will be the first year of operation of this function which was created on Member States' request, in order to save duplication of data entry into both systems, in fulfilment of Member States' European and international obligations. Further enhancements of EMCIP, particularly in terms of additional display functions and increased flexibility of use will be introduced in 2013.

1 Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council.

Besides being responsible for the running of the database, EMSA organises [workshops for EMCIP users](#) in order to enhance their familiarity with EMCIP. EMSA also convenes the [EMCIP User Group](#) which supports the Agency in developing and updating functionalities and user protocols. Such interaction with the system's users has proven to be indispensable over the years and the Agency will continue to host these activities in 2013.

Assistance to investigative bodies will continue through the development and publication of best practices and the provision of different [training courses](#) for accident investigators, in cooperation with Member States and the PCF. In 2013, EMSA will continue to deliver the Core Skills for Accident Investigators course and the course on "Voyage Data Recorder and electronic evidence".

Courses on specialised aspects of Accident Investigation may also be developed, taking into account priorities identified by the PCF; among these, an advanced course on Accident Investigation for experienced investigators, in line with the future revised IMO model course, is expected to be launched in 2013. This will continue to facilitate a dialogue between Member States and the Commission, with the aim of achieving a more harmonised system of accident investigator training and qualification.

The revised EMSA Founding Regulation established the Agency's role in the [analysis of accident investigation reports](#) with a view to identifying added value at Union level in terms of any relevant lessons to be learnt. In 2012 the Agency started the development of a methodology for such analysis. This will continue in 2013 and first results will be submitted to the Commission and the Member States. Also within the context of the revised Founding Regulation, it is foreseen that, on the basis of data provided by the Member States, in accordance with Article 17 of Directive 2009/18/EC, the Agency shall compile a [yearly overview](#) of marine casualties and incidents.

### 3.3 CLASSIFICATION SOCIETIES

The Agency will continue to provide technical assistance to the Commission in both the European and international context. Following the adoption of Directive 2009/15/EC and Regulation (EC) No. 391/2009 on EU Recognised Organisations, the Agency will continue to provide assistance with their implementation and will also seek to further streamline, adjust and adapt the inspection task to improve its effectiveness. In particular, attention will be paid to the implementation of the provisions related to the Quality Assessment and Certification Entity set up by the Recognised Organisations in 2011, which the Agency started to inspect in 2012 (see section 2.1).

In the international arena the Agency expects to assist the Commission and the Member States on some technical issues in the context of work in the International Maritime Organization (IMO), to further improve practices and thereby maritime safety, as a result of findings identified through inspections of EU Recognised Organisations.



EMSA provides technical expertise to the Commission and Member States.



Data on seafarers is to be gathered and analysed with EMSA's help, under the revised Founding Regulation.

### 3.4 STCW AND THE SOCIAL DIMENSION

The STCW Information System, which became fully operational in 2012, includes descriptive information on maritime education and training systems in Member States. The System is also able to accommodate such data from the third countries inspected by the Agency. This descriptive and non-confidential information supports the activities of the Agency's Safety Assessments and Inspections Unit and assist in selecting institutions to be visited. This centralised updated information is not available elsewhere. Phase 2 of the System was designed to compile data on numbers and types of certificates of competency and endorsements issued by EU Maritime Administrations, so providing reliable statistical information on the availability of seafarers for the fleets flagged in the EU. Populating the System with such data by the EU Maritime Administrations will become mandatory under the amendments foreseen to Directive 2008/106/EC.

In this way, the Agency will facilitate cooperation between the Member States and the Commission in gathering and analysing data on seafarers, as foreseen in the revision of the Founding Regulation.

The Member States may also consider using data from the STCW-IS to identify those third countries that may be more relevant for their fleets and to suggest the ones that should be prioritised for inspection by the Agency and consequent re-assessment by the Commission.

In the light of the outcome of the work of the Task Force on Maritime Employment and Competitiveness which was established by the Commission and reported in 2011, and following envisaged initiatives by the Commission in relation to the social aspects of shipping (the Social Agenda for Maritime Transport), in 2013 the Agency may be called upon to assist the Commission and the Member States further in the implementation at EU level of the Maritime Labour Convention (in particular, for the Flag State and Port State aspects of Directive 2009/13/EC) as well as in additional initiatives to facilitate voluntary exchange of best practices in maritime training and education in the Union.

### 3.5 SHIP SAFETY STANDARDS AND MARINE EQUIPMENT

The monitoring of the IMO's work in the field of [ship safety standards](#), including the reporting on developments in the relevant international legislation will be continued. This task entails technical evaluation of IMO submissions and technical assistance in the preparation of submissions to IMO as appropriate.

Contributions will also be provided to the follow-up of developments concerning the Directives defining safety standards for ship building and operation, notably those on: domestic passenger ship safety (Directive 2009/45/EC); safety of ro-ro passenger ferries and high speed passenger craft in regular service (Directive 99/35/EC); specific stability requirements for ro-ro passenger ships (Directive 2003/25/EC); safe loading and unloading of a bulk carrier (Directive 2001/96/EC); and a safety regime for fishing vessels (Directive 97/70/EC). Technical support will be offered where revision is needed to amend the EU



EMSA will continue to assist the Commission with respect to marine equipment.

legislation. In addition technical support will be provided regarding technical regulations notified by Member States to the Commission in accordance with Directive 98/34/EC.

More specifically, EMSA will continue to provide support to the Commission for the on-going work on the revision of the domestic passenger ship safety legislation initiated in 2010 and gaining more impetus and scope, as a result of the Costa Concordia accident in January 2012. EMSA experts will also play an active role in assisting the Commission at the meetings of the experts working group created through COSS (Committee on Safe Seas and Prevention of Pollution from Ships) for certain issues related to the implementation of passenger ship legislation.

In 2013 activities will continue to focus on the damage stability of passenger ships. At the request of the Commission, further support might be provided in the assessment and, subject to the findings of relevant research, the development and application of damage stability rules for new and existing passenger ships. Assistance will be provided to the Commission and the Member States during the work at the IMO on damage stability of passenger ships in general.

The Commission and Member States have previously discussed the stability standards of ro-ro ships following damage involving penetration of the central long lower holds. A number of 'equivalent' stability arrangements and standards were identified for such vessels and conditions for their transfer between MS registers were considered but without conclusion. In 2013, upon request, EMSA will continue assisting the Commission, in moving this issue forward.

As regards Directive 96/98/EC on [Marine Equipment](#), the Agency provides two main types of services: technical and operational support. Various tasks will be performed, the most important of which will be the continued assistance to the Commission during the legislative process concerning the revision of the Marine Equipment Directive.

EMSA will monitor essential requirements and testing standards for marine equipment in order to provide the Commission with the necessary information to update the Directive's technical annexes at least once a year.

In 2013 EMSA will continue to support the Commission in the process of updating the annex to the MRA (Mutual Recognition Agreement) between the EU and USA, on marine equipment.

Concerning the notified bodies, EMSA will keep on monitoring the work done within the notified bodies' technical group (MARED) and the management of the respective database of approved equipment.

Finally, the technical examination of submissions under Article 13 of the Marine Equipment Directive (safeguard clause) will be carried out in support of the Commission.

As regards the "Human Element", EMSA will continue to provide technical assistance to the Commission and Member States regarding the follow-up of, and possible amendments to, Regulation (EC) No 336/2006 on the International Safety Management (ISM) Code and its implementing rules. When and where appropriate, technical assistance will be provided for the enforcement of Directive 2009/13/EC on the Maritime Labour convention (Flag State and Port State aspects).

### 3.6 EQUASIS, STATISTICS AND MARITIME INFORMATION

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



Greater efficiency will be achieved in gathering annual statistics on the world fleet.

EMSA is a signatory of the EQUASIS Memorandum of Understanding on behalf of the Commission. In June 2008, the Equasis Supervisory Committee mandated EMSA to take responsibility for the [hosting of the Management Unit of Equasis](#). This task started in 2009 and will continue in 2013. The process for the publication of annual statistics on the world's fleet has become more efficient, but additional effort will be put into improving the statistics and ensuring that they are even more relevant for users. As to the other tasks relating to the management of Equasis, emphasis will be placed on the series of improvements proposed in the 5 year plan, approved by the Equasis Supervisory Committee in 2010.

The internal [MARINFO information system](#) contains data collected from commercial providers on ships' characteristics, accidents, movements, demolitions, new buildings, ownership etc. In 2013, following the implementation in 2012 of a new framework of data services from external providers, the Agency will make analyses based on new sets of parameters (such as engine data for calculation of ships' emissions, oil cargo movement information, or details of oil and gas platforms). The Agency hopes, in this way, to continue working towards better [integration, analysis and dissemination](#) of relevant externally acquired maritime data, together with other data sources belonging to the Member states and available in-house. This will be achieved by producing regular statistics and analyses relating to maritime safety.

In the context of a growing need for analyses in the field of environmental protection, continued efforts are envisaged to follow-up and further develop work on the estimation of air emissions produced by ships, based on ship traffic (AIS) data.

The Agency will continue its on-going effort, internally and through cooperation with the other EU institutions and other interested parties, to obtain and produce the best possible information and statistics on maritime safety and related matters.

### 3.7 PREVENTION OF POLLUTION BY SHIPS

#### 3.7.1 PORT RECEPTION FACILITIES



Existing legislation on port reception facilities is under review.

EMSA is assisting the Commission in monitoring the implementation of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues in the Member States.

In particular, the work in 2013 will focus on the following issues:

- ▶ Assisting the Commission in matters related to the on-going review of the Directive;
- ▶ Assisting the Commission and Member States in matters related to, and impacting upon, the implementation of the Directive, including international developments such as relevant amendments to the MARPOL Convention;
- ▶ Preparing the implementation of the waste notification in SafeSeaNet<sup>2</sup> (section 4.3) and, subject to a request from the Commission, considering a broader information and monitoring system pertaining to article 12 of Directive 2000/59/EC;
- ▶ Continuing to monitor and analyse the international developments aimed at clarifying the legal and technical issues relating to the delivery and reception of ships' wastes and cargo residues.

#### 3.7.2 AIR EMISSIONS

Addressing the emission of **greenhouse gases (CO<sub>2</sub>)** from ships is a key topic currently considered both in the EU and internationally. Technical assistance to the Commission and the Member States will be provided on relevant issues, such as background information on quantities of CO<sub>2</sub> emissions from ships and on available technical and operational solutions to reduce greenhouse gases from shipping. The Agency will provide technical assistance to the Commission in reviewing and assessing various models of voluntary and mandatory technical, operational and market-based measures available to meet the envisaged reduction targets in the future, depending on the regulatory choices made at international or EU-level. Furthermore, EMSA will continue to support the Commission in relation to work in IMO to extend the Energy Efficiency Design Index to other ship types over the coming years.



EMSA has been asked to assist in a number of tasks relating to air emissions.

The Agency will continue to assist the Commission in the implementation of the newly revised Directive 1999/32/EC, as amended by Directive 2005/33/EC, and Directive 2012/33/EU, on the **sulphur content of marine fuels**. The amended Directive provides the possibility for the Commission to adopt delegated acts relating to several issues, such as: the frequency of sampling; sampling methods; the definition of a representative sample of the fuel being tested; and the information to be included in a ship's log book and bunker delivery notes. It is expected that EMSA will provide technical expertise on these

<sup>2</sup> Pertaining to Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC.

matters. In this context, EMSA will assess and review a variety of methods for complying with tighter emission requirements, notably in the field of abatement technologies and alternative fuels.

EMSA is also assisting the Commission with the implementation of the “Sustainable Waterborne Toolbox” initiative. EMSA has been asked to assist with a number of tasks, including acting as the secretariat of the Expert Groups for LNG (and possibly also scrubbers) and providing technical expertise in the discussions on the use of abatement technologies. Following the outcome of these Expert Group meetings, EMSA has tendered a dedicated study to undertake a gap analysis of LNG bunkering rules and to identify the potential need to introduce EU-wide standards or guidelines for LNG bunkering. Previous EU-financed studies have shown that the introduction of such guidelines could help accelerate the shift to the use of LNG as bunker fuel.

### 3.7.3 SHIP RECYCLING

The Agency will contribute to the work of the Commission on the proposal for an EU regulation on ship recycling and the ongoing work at IMO. In particular, EMSA will assist the Commission and the Member States, as requested:

- ▶ In the early implementation of the Ship Recycling Convention at EU level and the development of specific EU legislation and guidance on ship recycling;
- ▶ In the activities of the IMO related to ship recycling;
- ▶ By following and analysing other related discussions at EU and international level.

### 3.7.4 BALLAST WATER

EMSA will continue to co-ordinate the action programme developed at the Commission's request in order to assist and prepare Member States for the ratification, entry into force and enforcement of the 2004 IMO Convention on the Management of Ships' Ballast Water and Sediments, expected to enter into force in the near future. An action programme has been developed in close cooperation with the Commission and Member States and includes items such as: ballast water risk assessment; helping the Member States to develop regional interim ballast water management plans; training; the development of workshops on prevalent issues; outlining the relationship between the IMO Convention and the EU regulatory regime for biocides; sampling for compliance; information exchange and partnership with the regional seas bodies that are active in this field. This Convention has a clear environmental relevance (introduction of contaminants and transfer of invasive species). On behalf of the Commission, EMSA will also continue to work within IMO on the development of new global guidance for sampling for enforcement and other related issues.

### 3.7.5 OTHER ENVIRONMENTAL ISSUES

A significant number of environmental issues affect shipping but fall outside the scope of the EU maritime transport regulatory developments. Examples include the impact of Black Carbon emissions in the Arctic, the control and



Ship recycling has come to the fore in recent years.



management of biofouling to minimise the transfer of invasive aquatic species and the overall implementation of the Marine Strategy Framework Directive. The Agency will follow these developments at international and EU levels and liaise as necessary with Commission services, but will only undertake specific actions at the request of the Commission where there is a clear connection to maritime transport and depending on available funds and human resources.

### 3.8 LIABILITY AND COMPENSATION

The Agency will continue to assist Member States with the ratification of international conventions and will follow relevant developments at international level. Priority will be given to the international conventions that may soon come into force, such as the [HNS Convention](#) and the [Athens Convention](#). Assistance will be provided to the Commission and the Member States in the process of implementing Directive 2005/35/EC, as later amended by Directive 2009/123/EC, on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences in particular regarding follow-up measures to an EMSA study on the implementation of the Directive in practice, in terms of legal cases and other proceedings.

Following the adoption of Directive 2009/20/EC on the [insurance of shipowners](#) for maritime claims and Regulation (EC) No. 392/2009 on the [liability of carriers](#) of passengers by sea in the event of accident, increasing technical assistance and other support will be provided to the Commission and the Member States in the implementation process.

### 3.9 TRAINING AND COOPERATION

#### 3.9.1 ASSISTANCE TO EU MEMBER STATES AND CANDIDATE COUNTRIES

Training activities are organised by EMSA for Member States on a regular basis. The EMSA [Consultative Network for Technical Assistance and cooperation \(CNTA\)](#), active since 2006, with representatives from the maritime administrations of the 27 EU and 2 EEA Member States, establishes priorities regarding the Agency's training activities. In 2013 training sessions and exchanges of best practice will be organized on the basis of national requests and taking into account recommendations expressed by this network. Activities will cover as usual all fields of EMSA's mandate: port state control, ship security, traffic monitoring, port reception facilities, marine equipment, pollution response, implementation of EU law, etc. Since the scope, mandate and audience is different from those mentioned in Directive 2009/16/EC on Port State Control and Directive 2009/18/EC on Accident Investigation, these sessions do not duplicate or replace the training seminars mentioned above in section 3.1.

Up to 10 training workshops will be organised in the areas mentioned above, focusing on the existing EU maritime legislation. The portfolio of training material is continuously improved and revised in order to be rapidly available to different beneficiaries.



All ships flying a Member State flag must now hold an insurance certificate on the carriage of passengers and their luggage by sea.



Training events will cover all fields under EMSA's mandate.

The Agency is also involved in ad hoc EU funded projects for **EU neighbouring countries** focussing on technical assistance for the approximation of their maritime legislation to EU maritime legislation. Actions include ad hoc trainings, information days in participating countries, exchange of expertise and other technical assistance activities.

Further ad hoc assistance is provided to the Commission in the implementation and monitoring of specific EU funded projects for neighbouring countries.

With regard to the implementation of the EU-China maritime transport agreement, EMSA will contribute to the envisaged training scheme for Chinese maritime safety officials, as appropriate.

### 3.9.2 ASSISTANCE TO STATES APPLYING FOR ACCESSION TO THE UNION, TO EUROPEAN NEIGHBOURHOOD PARTNER COUNTRIES AND TO COUNTRIES TAKING PART IN THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL: TRAINING ON EU MARITIME LEGISLATION

As stated in the preceding section, EMSA provides training on EU maritime legislation to the EU Member States. Participating EFTA/EEA Member States (Norway and Iceland) also benefit from these services. In addition, acceding, candidate and potential candidate countries<sup>3</sup> can be provided with similar assistance under certain conditions.<sup>4</sup>

Moreover, the Agency provides limited ad hoc assistance within the framework of the existing cooperation projects for European Neighbourhood partner countries<sup>5</sup> in the form of technical assistance (information days, tutoring project on Port State Control, etc.).

The amendment to the Agency's Founding Regulation has widened this area of activity. Upon the request of the Commission, and subject to the availability of relevant funds, the Agency may be tasked to provide relevant training also to all European Neighbourhood Policy (ENP) countries and countries taking part in the Paris Memorandum of Understanding of Port State Control.<sup>6</sup>

3 Acceding country: Croatia; Candidate Countries: Iceland (covered already as EFTA/EEA Member State), the former Yugoslav Republic of Macedonia, Montenegro, Serbia, Turkey; Potential Candidate Countries: Albania, Bosnia and Herzegovina, Kosovo (This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo declaration of independence).

4 Article 2(5) of Regulation 1406/2002 as amended states that "The Agency may, upon the request of the Commission, provide technical assistance, including the organisation of relevant training activities, as regards relevant legal acts of the Union, to States applying for accession to the Union, and, where applicable, to European Neighbourhood partner countries and to countries taking part in the Paris MoU. The Agency may also provide assistance in case of pollution caused by ships as well as marine pollution caused by oil and gas installations affecting those third countries sharing a regional sea basin with the Union, in line with the EU Civil Protection Mechanism established by Decision 2007/779/EC, Euratom, and by analogy with the conditions applicable to Member States as referred to in paragraph (3)(d) of this Article. These tasks shall be coordinated with the existing regional cooperation arrangements related to marine pollution."

5 The following countries are covered by the European Neighbourhood Policy: Algeria, Israel, Occupied Palestinian Territory, Armenia, Jordan, Syria, Azerbaijan, Lebanon, Tunisia, Belarus, Libya, Ukraine, Egypt, Moldova, Georgia, and Morocco.

6 Non-EU/EEA Member States or non-EU Candidate Countries part of the Paris MoU are: Canada and the Russian Federation



EMSA is to take a greater role in regional co-operation.

In relation to the above the Commission has entrusted the management of SAFEMED III project to EMSA. The project contributes to the establishment of an overall well-functioning transport system in the Mediterranean, and guarantees the continuation of the regional co-operation on maritime safety established under EuroMed Transport SAFEMED I and II, with a greater emphasis on country specific needs. Through its activities, the project aims to achieve an improved level of quality of maritime administrations, reduced maritime pollution caused by ships, better information regarding vessel movements and increased sharing of data among countries, a reduction in human error as a contributing factor in maritime accidents, and better secured port facilities and vessels. EMSA will only have an advisory role in the relevant TRACECA II project for the Black Sea. The ENP's maritime administrations would benefit from the solid portfolio of training sessions that the Agency has developed based on international and EU maritime safety, security and pollution prevention legislation.



## Chapter 4

# Vessel Traffic and Maritime Monitoring Services



## INTRODUCTION

By enabling the exchange of maritime, vessel and voyage related information, through EU or international information exchange systems, EMSA supports users at EU and Member State level in:

- ▶ the efficient and timely response to incidents or pollution at sea;
- ▶ the effective collection and distribution of ship traffic information from various sources (AIS, LRIT, VDS) in support of the implementation of coastal, port and flag State responsibilities (PSC inspection regime; accident investigation);
- ▶ the improvement of the quality, completeness and efficient use of maritime traffic information for safety, security, port logistics purposes, and against the threat of piracy and of intentional unlawful acts;
- ▶ the gathering of objective and reliable information on pollution by ships and offshore installations, thus enabling users to take the necessary steps against polluters and to improve the prevention of marine pollution.

Activities in 2013 will focus on consolidating, refining and extending the maritime information services to the Commission and Member States. Six main objectives will guide activities over the coming year:

### a) Operating and maintaining Maritime EU Information Services

Ensuring the availability and performance of the existing maritime information systems (SafeSeaNet, LRIT Cooperative Data Centre, LRIT International Data Exchange, THETIS, and CleanSeaNet) at the highest possible level, including quality of data. This will include daily operation and monitoring of each system, efficient management of incidents and problems, preventive and corrective maintenance, licensing and upgrading of associated hardware and software.

### b) Supporting and working with users

EMSA will continue providing user support, in particular in terms of helpdesk and user training related to the above information systems. The ongoing dialogue with the maritime authorities in Member States and the Commission will also be maintained to support further improvements, and a more proactive and customized distribution of operational data. Active participation in various meetings and/or projects initiated by the Member States or the Commission will also contribute to this process.

### c) New functionalities initiated by the Maritime Community

One of the biggest challenges will be supporting the Commission and Member States to achieve compliance with the Reporting Formalities Directive. Subject to final decision of the Commission and Member States, the Agency will work on setting-up and running a permanent service for Blue Belt. The Agency will also explore the possible development of new THETIS functionalities, to assist Member States in the enforcement of other activities covered by the relevant EU Acquis.

d) Enlarging data sources

To complement current maritime data information systems, further work will be undertaken to include satellite based AIS information as a complementary source of ship traffic data. Exploratory work will be carried out to see if other satellite sensors can be contracted to enrich CleanSeaNet.

e) Exchange of maritime information with third countries and institutional third parties in the EU

Exploring the exchange of traffic data with third countries will continue. This is likely to include the continuation of the existing cooperation with the Russian Federation, and other project-based initiatives currently under discussion in the context of SafeMed cooperation, and with Morocco, the Arctic countries (North Atlantic initiative), and the Adriatic through the MARES Mediterranean Server. In particular Croatia started preparing for the full participation in the SafeSeaNet system as from accession in 2013.

Based on the access policy set up by the High Level Steering Group for SafeSeaNet, cooperation with other Agencies such as FRONTEX and EUROPOL will continue. The maritime information contribution to EUROSUR and border control operations will be intensified, in line with resources made available to the Agency for this purpose.

f) Revision of Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC

EMSA will assist the Commission in the preparatory work for the revision of Directive 2002/59/EC, which is planned for 2013, contributing also to the preparation of the related impact assessment.

4.1 OPERATING AND MAINTAINING MARITIME INFORMATION SERVICES

EMSA supports the Commission and Member States by hosting and operating on a continuous basis (24/7) five operational maritime applications in-house (SafeSeaNet, the EU LRIT Cooperative Data Centre, the LRIT International Data Exchange, the CleanSeaNet Data Centre<sup>1</sup>, and THETIS).

SafeSeaNet was established as the European Union maritime information and exchange system for the "receipt, storage, retrieval and exchange of information for the purpose of maritime safety, port and maritime security, marine

<sup>1</sup> See Chapter 5 on pollution preparedness, detection and response.



Thanks to the EU LRIT Cooperative Data Centre, users can locate vessels over 300 gt on international voyages.

environment protection and the efficiency of maritime traffic and maritime transport”<sup>2</sup>. About five million position reports (AIS) and 10,000 notifications (information about ship calls, dangerous goods on board, and incidents) will be exchanged daily through the SafeSeaNet system, linking the 22 EU coastal States, Iceland and Norway (and Croatia as from accession). Landlocked EU States also have web access to the system as data requesters.

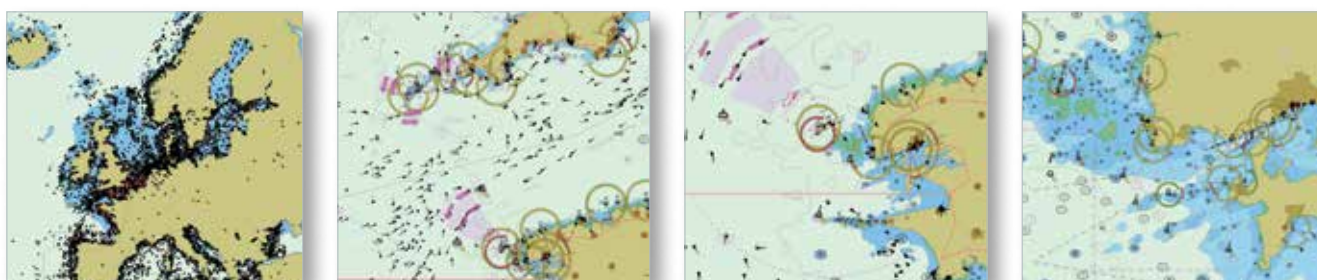
EMSA has been charged – within its tasks in the field of Port State Control, as described in section 2.3 and 3.1 - with the project management and financing of the [inspection regime system \(THETIS\)](#) foreseen in the PSC Directive 2009/16/EC in cooperation with the Paris MoU.

The THETIS system supports the new Port State Control inspection regime for the EU and Paris MoU region, and at the same time provides the information system in support of the ro-ro ferry Directive 99/35/EC. Interfaces with the information systems of the EU Recognised Organisations ensure that these can comply with certain obligations laid down in Regulation 391/2009.

One of the objectives of the system is to provide an automatic record of ships’ calls. This feature will help Member States whilst planning and performing inspections and is therefore pivotal for the day-to-day operations. The provision of port call data is also used to measure compliance with the Member States’ inspection obligations under the Directive on Port State Control. In this respect the role of SafeSeaNet for the proper functioning of the inspection regime is crucial.

THETIS serves as an information source to facilitate the Port State Control inspection in the broadest sense. Information on ships in the system is enriched with data from other sources such as from the databases of the Recognised Organisations and the IMO GISIS database. SafeSeaNet will continue to provide data to THETIS: using SafeSeaNet, information on vessel movements, such as 72 and 24 hour pre-arrival notification and the Actual Time of Arrival (ATA) and Departure (ATD) of vessels entering and leaving EU ports, is made available to Port State Control inspectors via THETIS. THETIS processes and matches all this information with historical PSC records to provide guidance for the selection and inspection of ships.

<sup>2</sup> Annex III of Directive 2002/59/EC, as amended by Directive 2009/17/EC of 23 April 2009.



The SafeSeaNet system allows users to access information on ships and their cargoes, and to share the information at EU level (with Norway and Iceland) when ships come close to Automatic Identification Systems receiving stations.



Enhancements in line with user requirements, the Directive and Paris MoU amendments will be planned and implemented. An example of such enhancement is the extension needed in support of the enforcement of the Maritime Labour Convention, 2006. With the entry into force of the Convention, a need for extension of the inspection module of THETIS emerged. This will be completed in 2013 to form an integral part of the system.

EMSA will continue operating and monitoring the [European Long Range Identification and Tracking Cooperative Data Centre \(EU LRIT CDC\)](#) which allows EU countries to comply with their flag reporting obligations at IMO level. More than 800,000 position reports are currently exchanged in the EU LRIT CDC per month, between Member States, EFTA/EEA countries, Overseas Territories, and Croatia. Over 9,000 ships are registered within the EU LRIT CDC.

The Agency will continue to host and operate the permanent [LRIT International Data Exchange \(LRIT IDE\)](#). The International Data Exchange is a message handling service that facilitates the exchange of LRIT information between all Data Centres worldwide. Over 150,000 position reports per month are exchanged between the existing 64 LRIT Data Centres through the International Data Exchange. In its capacity as the hosting entity of the LRIT IDE, the Agency participates in the LRIT Operational Governance Body set up by the IMO.

The LRIT-IDE system ensures that requests from Data Centres are cross-checked with the IMO based Data Distribution Plan to verify whether requesting Contracting Governments are entitled to receive information. It also verifies that LRIT ship position reports are correctly collected from and distributed to the relevant LRIT Data Centres. All transactions in the LRIT system are recorded and reported to the LRIT Coordinator, the International Mobile Satellite Organization (IMSO), which audits the system on a regular basis.

The existing contract for the maintenance of the EU LRIT CDC expires in November 2012, and a new procurement process will be followed to contract continued maintenance from that date. During 2013, the focus will be on improving a coordinated maintenance of all components of the EU LRIT CDC, including the provision of associated satellite communication services provided by the contracted Application Service Provider (ASP).

Necessary arrangements will also be made for the annual audit of the EU LRIT CDC and LRIT IDE performed by IMSO.

Finally, through the [LRIT invoicing and billing system](#), EMSA will continue to invoice the Participating States of the EU LRIT CDC and other Data Centres, and will also verify invoices received from other Data Centres in order to be able to make the associated payments. A revision and simplification of the invoicing and billing system will be made in 2013.



The Maritime Support Services centre is operated on a continuous basis (24/7) to oversee the availability and performance of EMSA's maritime systems.

#### 4.2 SUPPORTING AND WORKING WITH USERS

As in previous years, the SafeSeaNet system will serve over 2,000 data providers and requesters across the EU. The EU LRIT CDC and CleanSeaNet provide a service to over 600 users each. Among the 1600 EU and Paris MoU authorised THETIS users, 600 are expected to use the service regularly for their core business. The general public will have access to an on-line facility providing a selection of real-time information from THETIS.

An **operational and technical helpdesk** is available at EMSA to serve the Commission and Member State users for all the operational services. The Maritime Support Services (MSS) is operated on a continuous basis (24/7) to:

- ▶ oversee the availability and performance of the EMSA operational maritime systems in accordance with the very strict performance standards agreed with the users. Activities include incident and problem management, user access assistance, emergency calls and maintenance of ship watch lists (banned ships, single hull tankers, location codes, reference ship identifiers etc.).
- ▶ ensure continuity of dataflow by data providers, contact them if this is interrupted and verify the quality of the data in the systems.
- ▶ act as a single point of contact in case of maritime pollution emergencies (or during exercises) for mobilisation of EMSA operational services (vessels, CleanSeaNet monitoring, experts).

In 2013 EMSA will continue to work closely with experts in the context of the Paris MoU to monitor the implementation of the inspection system through THETIS and the quality of the service provided to Member States. A helpdesk is available to assist Member State users with any problems or questions linked to THETIS and the inspection regime.

EMSA will also continue to provide technical assistance to Member States and to the Commission for questions related to the implementation of SafeSeaNet and other applications when requested. This includes supporting the work of the SafeSeaNet High Level Steering Group and coordinating the revision of the Interface and Functionalities Control Document.

Specific **training** in the use of SafeSeaNet, LRIT and CleanSeaNet for duty officers and experts from the participating States will be provided. Training will also continue to be offered to representatives of all Member States of the Paris Memorandum of Understanding to ensure proper implementation of the new PSC regime and proper functioning of THETIS at all levels (local, national, European, and Paris MoU).

The Agency will work in support of the Member States in the implementation and coordination of upgrades of functionalities related to SafeSeaNet, LRIT, CleanSeaNet and THETIS. The different **user groups** will meet regularly at

EMSA to share operational experiences related to the service, to make technical recommendations for improvements, and to identify best practices. These Groups can assist in evaluating services and providing active feedback.

Although the SafeSeaNet service is now established and used on a regular basis by Member States, there will be considerable activity in 2013 to extend the capabilities of the system and improve the quality of the service to better fulfil the requirements of the VTMIS Directive (2002/59/EC) and the operational needs of Member States. The most important of these activities are described below:

#### a) Updated Incident Reporting (IR) via XML

The process for distributing Incident Report data, as currently implemented, is inefficient for those Member States that provide the reports in an XML format. A full XML-based solution would improve the information content of the incident reports and the distribution mechanism between Member States through the SafeSeaNet central system.

A solution that enables IR distribution via XML has been validated by the SafeSeaNet High Level Steering Group, and will be implemented by the Member States on a voluntary basis as from 2013. Belgium, Denmark and Norway declared their willingness to implement it during 2013, and others may join later. This solution requires the implementation of a set of new XML messages for SafeSeaNet central and SafeSeaNet national systems. EMSA will upgrade the current XML protocol by adjusting some identified XML inconsistencies and carry out the XML improvements, also developing a backwards compatibility between the two XML protocols.

#### b) Review of current reporting in SSN from Mandatory Reporting System (MRS)

Mandatory ship reporting systems (MRS) can be established by governments, with the endorsement of the IMO, in areas of particular environmental or navigational concern. Vessels transiting through the area send MRS messages to nearby coastal stations. According to Directive 2002/59/EC as amended, the information received by coastal stations participating in a MRS should be exchanged through SafeSeaNet. The principal benefit of the MRS is that in many cases it provides much earlier HAZMAT information for vessels coming from non-EU ports, and it is also the only source for HAZMAT information for traffic in transit. However, the current format for notification and querying in SafeSeaNet does not completely meet the Member States' operational needs. EMSA in conjunction with the SafeSeaNet Group will address this issue, and propose possible solutions for efficient and effective exchange.

#### c) Automatic "push" mechanism for voyage related information

The proactive distribution of all the available information for a given ship's voyage to an authorised Member State will increase the usability of SafeSeaNet. The central system needs to intelligently process information to be received by Member States, and forward the data on a need-to-know basis. The changes



SafeSeaNet-LRIT user group meeting.

required deserve proper analysis, careful establishment of workflows and business rules, as well as time and cost assessments of the technical developments involved.

#### d) Ship database

EMSA will also work further on implementing a technical solution that will enable the exchange of reference data between the SafeSeaNet central application and the Member States. EMSA will endeavour to improve the quality of the SafeSeaNet vessel reference data (based on data from commercial ship databases as well as in-house data i.e. LRIT ship database) for which identification information - the name, IMO number, ship call, and MMSI number - has been confirmed as consistent and correct.

EMSA will start the preparatory work for the identification of an appropriate mechanism to enable the exchange of the ship particulars between the databases through XML. This mechanism will allow the automated communication between EMSA and the Member States (Machine-to-Machine communication). EMSA will also develop a pilot project giving users the possibility to access the reference database in a request/response mode through a web interface.

#### e) Improvements to the SafeSeaNet Graphical Interface

EMSA will update the SafeSeaNet graphical interface to ensure better system performance (increase speed) and user satisfaction (improve the ergonomics of the web application). The improvements will be achieved mainly via a refurbishing of the application without major impact to the underlying infrastructure.

The set-up of the Integrated Maritime Data Environment, IMDatE, was started in 2011, and will be finished during 2013. IMDatE does not replace any of EMSA's established applications, and existing users will continue to use the original systems developed for them, however it will provide the missing capability to provide integrated data between the systems, which is requested by various EU regulations (Council LRIT Resolutions, Directive 2002/2002/59/EC as amended on Community VTMS). The new functionalities provided by IMDatE target users who would benefit from being able to obtain an overall picture of maritime activity in their area of interest, combining information which would otherwise only be available through a range of different individual applications. This integrated data can be delivered via a user-friendly web interface or distributed automatically to authorised external systems according to individual user access rights.

### 4.3 NEW FUNCTIONALITIES

Following the revision of the Founding Regulation, EMSA will undertake additional tasks in relation to the implementation of the Reporting Formalities Directive 2010/65/EU and will support the Commission during the meetings of the "Expert Group on Maritime Administrative Simplification and Electronic Information Services" (eMS Group).

Work has already been undertaken to define the functional requirements of the waste and security messages in SafeSeaNet, and these might be refined

in 2013 in view of the business rules of all 14 messages listed in the Annex of the Directive. Moreover, EMSA in coordination with the Commission and the Member States will conclude the work of the “general maritime” and the “health” subgroups which are dealing with the definition of the the notification for ships arriving and departing from EU ports, the notification of dangerous or polluting goods carried on board, FAL form 1 general declaration, FAL form 7 dangerous goods and the Maritime Declaration of Health.

The functional specifications defined by all subgroups (including those managed by the Commission) are expected to be validated by the eMS group in early 2013 and thereafter EMSA and the SafeSeaNet group will work on the drafting of the technical specifications. The technical specification will define the interface between the Single Window and related network connections including the overall system architecture, interfaces and performance requirements.



Blue Belt will facilitate Short Sea Shipping in the European Union.

It is foreseen that the **Blue Belt** service, which was started in 2011, may be further developed in 2013 based on the positive feedback from the initial pilot project by inter alia the Transport Council. The objective of Blue Belt is to facilitate Short Sea Shipping in the European Union by providing customs authorities with vessel notification reports (containing information on current and previous voyages, expected or actual arrival and departure times, previous and next ports of call, and other pertinent voyage information). The Agency expects to be requested to set up a permanent service with similar functionalities covering the monitoring of all ships engaged in EU (coastal) trade, including ships (ferries and coastal trading vessels) engaged in scheduled and/or regular services between EU ports.

#### 4.4 ENLARGING DATA SOURCES

The detection of AIS data by satellite (**Satellite AIS**) makes it possible to monitor ship movements outside the coastal zones covered by terrestrial AIS ground stations. Following a user-benefit analysis and a discussion with stakeholders in consultation with the Commission, the capability to process satellite AIS data was established at EMSA in 2012 as a module of the IMDatE development. The satellite AIS data service offered by IMDatE will allow the distribution of available satellite AIS data to end users either as a data stream or by combining satellite AIS data with existing vessel traffic reporting data streams.

One of the satellite AIS data sources is the North Atlantic regional server, hosted by the Norwegian Coastal Administration in Haugesund, which provides satellite AIS data collected by the Norwegian satellite AISat-1. Using this new satellite capability an analysis of the traffic in the Arctic Sea area is possible, which could produce statistics on changes in ship routes and traffic density over time.

Depending on the outcome of the European Space Agency’s Ministerial Conference in 2012, EMSA will continue to work with ESA on the establishment of a European space-based AIS data service, subject to finding appropriate financial and institutional arrangements. Satellite AIS is an upcoming technology which is quickly gathering ground. It will be accommodated at

international level by new decisions of the International Telecommunication Union (ITU) and the IMO. Currently the quality of data falls short, certainly compared to the territorial AIS based SafeSeaNet network. Within the ESA-EMSA programme, a lot of work is being put into addressing this issue. The programme, if successful, will contribute significantly to a mature operational use of satellite AIS data by governmental users of the European Union. As a temporary solution, a limited amount of satellite AIS data is being purchased by EMSA in order to support pilot projects and services in need of such information.

The CleanSeaNet service uses images delivered by polar orbiting SAR satellites. In 2013 the Agency will explore the possibility of adding additional satellite sensors to the CleanSeaNet service. Furthermore, the cooperation with ESA will continue to define CleanSeaNet requirements for a new satellite, Sentinel-1. For more details, please see Chapter 5.2.

The purchase and processing of [optical satellite images](#) was made available as a CleanSeaNet service in 2012 and will continue in 2013, both as a feature of the CleanSeaNet service, mainly for emergency use, as well as an available source of information for integrated services which may require this type of data.

#### 4.5 EXCHANGE OF MARITIME INFORMATION WITH THIRD PARTIES IN THE EU AND WITH NON-EU COUNTRIES

Regional use of vessel traffic monitoring systems will be explored with [neighbouring countries](#). EMSA will maintain the cooperation established with the regional SafeSeaNet servers in the Mediterranean, and in the Baltic and North Sea, and will monitor the services provided. In close cooperation with the Commission, involvement in the EU-Russian dialogue framework, the cooperation with Morocco, the North Atlantic AIS server and the SafeMed project for the Mediterranean will shape active collaboration with neighbouring countries in 2013.

Following the revision of the Founding Regulation, substantial technical work and assistance could be required to support the development of the information systems in neighbouring countries in order to allow for the automatic exchange of information with the EU SafeSeaNet system.

The information exchange within THETIS, undertaken with Canada and Russia (and currently, also with Croatia) within the context of Port State Control will continue in 2013.

The principal maritime applications and services that are provided to Member States' maritime safety and environment administrations also provides added value to actors in other maritime sectors such as fisheries, customs, law enforcement, border control and defence. A step in this direction has been taken through the decision of the High Level Steering Group of SafeSeaNet to allow access to SafeSeaNet for "other purposes". On this basis, access has



2013 will be used to further discuss user requirements with FRONTEX.

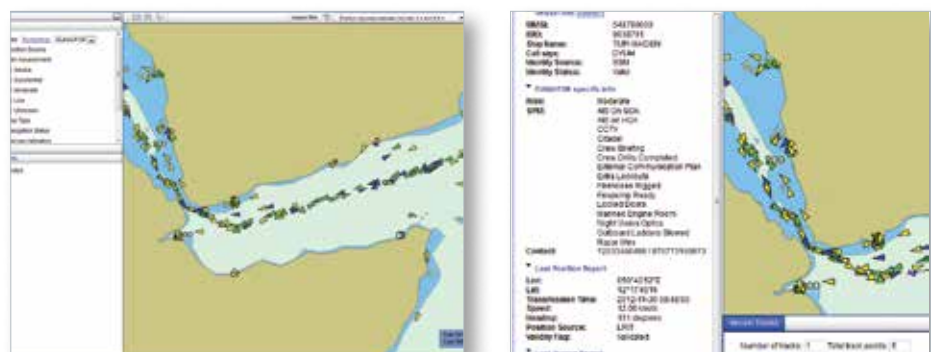
been granted for example to FRONTEX and EUROPOL. Similarly, Member States have granted EU NAVFOR access to LRIT information to support anti-piracy activities.

In order to avoid developing duplicate systems, **FRONTEX** would like to make use of the capabilities established by other EU agencies and has therefore approached EMSA to discuss the possibility of providing support to the border control data exchange network, EUROSUR, and maritime border control operations, managed by FRONTEX. Any support from EMSA will be subject to existing access rights and procedures, and the required staff and resources will be financed by FRONTEX. On this basis, 2013 will be used to further discuss user requirements and to define the services required. The Agency will only provide the required services on the condition that additional financial means are received in order to ensure that there will be no impact on core EMSA tasks (budget neutral).

Requests for (ad-hoc) support have been received from **EUROPOL**. Potential collaboration will be explored further depending on the operational value of the maritime information provided. Depending on use case scenarios, future cooperation will be further clarified and tested.

Additional costs, if any, as part of longer term cooperation will have to be borne by the requesting organisations or covered by resources other than the Agency's direct subsidy from the EU budget. Possible other requests will be dealt with under the same conditions.

Following successful pilot projects in 2009 and 2010, the European Union Naval Force (**EU NAVFOR**) requested EMSA to develop a sustainable integrated maritime data service to be used by EU NAVFOR in protecting the EU merchant fleet transiting off the Somalian coast in areas with a high risk of piracy. The resulting service, **MarSurv**, based upon a Service Level Agreement between EU NAVFOR and EMSA, integrates and fuses relevant EMSA vessel traffic and satellite information with vessel-related and risk information available from EU NAVFOR to produce an enhanced overview of maritime activity in defined areas of interest. This information is updated every 15 minutes and



The anti-piracy monitoring service gives EU NAVFOR an enhanced overview of maritime activity in areas such as the Indian Ocean.



The ongoing collaboration with the European Fisheries Control Agency is likely to be further developed in 2013.

provided to EU NAVFOR through a dedicated user interface. In 2013, new data streams and piracy intelligence information will continue to be sourced and the data integration concept developed through these activities will be extended if appropriate and requested.

Using EMSA's integrated maritime data capabilities, the European Fisheries Control Agency (EFCA) and EMSA have been collaborating to develop a maritime monitoring service for Bluefin tuna fisheries' activities. Depending on the ongoing collaboration between the two Agencies, this is likely to be further developed in 2013. EMSA provides the main operational ICT platform and relevant maritime vessel position data, while EFCA provides fishing vessel position data and campaign specific information (e.g. fishing areas) during operations. The data is combined and displayed in a user-friendly way on a nautical chart, available via a restricted web interface designed for EFCA's monitoring purposes.

Following the adoption by the Commission of the Integrated Maritime Policy (IMP) work programme 2011 and 2012, an action on the "Evolution of the SafeSeaNet (SSN)" has been approved. The objectives of the project/study, which will last two years, are to evaluate from a technical, legal, organisational and financial point of view the further development of SafeSeaNet as a platform which could be of benefit to other user communities (e.g. customs, border control, fisheries). The project/study will also assess the possibility to exchange data between systems (for example between SSN and e-customs or between SSN and EUROSUR) and how to extend the use of SSN, as one of the means for cross-sectoral data exchange in the context of the Common Information Sharing Environment (CISE). Finally the project/study aims to support a technical demonstration of a single window for port reporting formalities and the exchange of FAL documents using SafeSeaNet, based on Directive 2010/65/EC.



## Chapter 5

### Pollution preparedness, detection and response



## INTRODUCTION

The Agency has been tasked to provide additional support to “top-up” the capacities of Member States to respond to ship-sourced marine pollution, and specifically pollution from mineral oil and hazardous and noxious substances (HNS). Activities are implemented through three themes: 1) Operational support, 2) Cooperation and Coordination, and 3) Information. These were initially identified in the Agency’s Action Plans for Oil<sup>1</sup> and HNS<sup>2</sup> Marine Pollution Preparedness and Response. These Plans are updated and integrated within the annual work programmes.

Under the theme of [Operational Support](#) the Agency offers three main services, available upon request, to Member States, coastal EFTA/EEA Contracting Parties, EU Candidate Countries and the Commission, namely:

- ▶ With respect to accidental oil spills, the Agency has established a [Network of Stand-by Oil Spill Response Vessels](#) around Europe providing a European tier of operational resources to support the pollution response mechanisms of an affected coastal State. Further details are provided in Section 5.1.
- ▶ For locating illegal oil discharges, identification of polluters, and monitoring of accidental spills, the Agency provides a European wide oil spill monitoring and vessel detection service ([CleanSeaNet](#)) based on the analysis of satellite radar images. Competent authorities in coastal States receive near real time alerts on potential oil spills detected in their area of interest. Further details are provided in Section 5.2.
- ▶ Pollution [response expertise](#) to provide operational and technical assistance for oil and HNS incidents. This includes access to the Marine Intervention in Chemical Emergencies Network (MAR-ICE Network). The remote assistance offered by the MAR-ICE Network is part of the Agency’s pollution preparedness and response activities to address [ship-sourced “chemical spills”](#) i.e. releases of Hazardous and Noxious Substances (HNS) into the marine environment. Further details are provided in Section 5.3.

To obtain emergency support from EMSA in the field of the three abovementioned services, the Maritime Support Services (MSS) 24-hour Helpdesk can be contacted. A case for emergency support would be a substantial oil spill for which EMSA’s Stand-by Oil Spill Response Vessels, pollution response expertise, and/or additional satellite images could be requested. Emergency requests should be channelled through the Monitoring and Information Centre (MIC) of the European Commission.<sup>3</sup>

<sup>1</sup> EMSA’s Action Plan for Oil Pollution Preparedness and Response as adopted by the Agency’s Administrative Board in October 2004. It can be downloaded from the EMSA website: [www.emsa.europa.eu](http://www.emsa.europa.eu)

<sup>2</sup> EMSA’s Action Plan for HNS Pollution Preparedness and Response as adopted by the Agency’s Administrative Board in June 2007. It can be downloaded from the EMSA website: [www.emsa.europa.eu](http://www.emsa.europa.eu)

<sup>3</sup> The Monitoring and Information Centre (MIC) is the operational centre for the EU Civil Protection Mechanism, to be activated during major disasters. The MIC is accessible 24 hours a day and is managed and operated by DG Humanitarian Aid & Civil Protection (DG ECHO) of the European Commission.

Under the themes of [Cooperation, Coordination and Information](#) (Section 5.3), the main activities of the Agency can be identified as:

- ▶ Supporting the Commission/European Union's participation in the relevant mechanisms for cooperation with the Regional Agreements<sup>4</sup> and other relevant international fora.
- ▶ Providing an EU forum to address preparedness for and response to accidental and deliberate pollution from ships through the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). It is composed of pollution response experts from all Member States, coastal EFTA/EEA Contracting Parties, coastal Candidate Countries, the main European Regional Agreements and the Commission. Within the associated Rolling Work programme, priority actions are identified and specific projects implemented addressing marine pollution preparedness and response issues.

### 5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

A key task for the Agency is to make available additional at-sea oil recovery resources to assist Member States in responding to large scale incidents such as the Erika (1999, France) and Prestige (2002, Spain). The Network of Stand-by Oil Spill Response Vessels has been built up, and sustainable response capacity maintained, since 2005, through annual procurement procedures and the ongoing management of the associated contracts.

These pollution response vessels can be seen as a "European tier" to provide assistance to coastal States. Following a request for assistance from an affected State channelled via the Monitoring and Information Centre (MIC), the Agency can provide at-sea oil recovery services through its Network of Stand-by Oil Spill Response Vessels and equipment stockpiles.

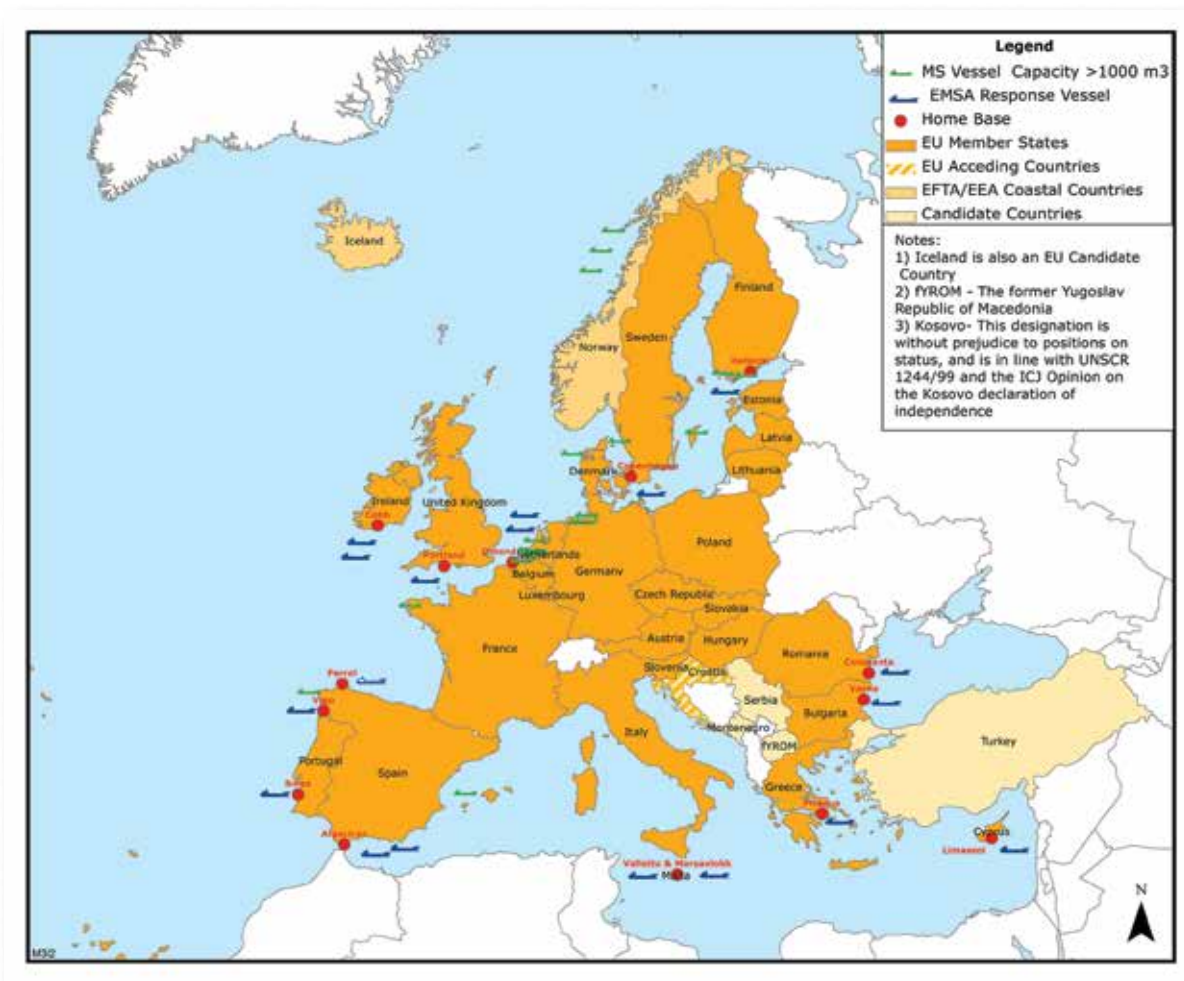
By the end of 2013, and subject to the successful outcome of tenders launched in 2012, 19 fully equipped ships will be under contract with the Agency.

The Agency provides "top-up" services based on careful analysis of the transport and cargo flow (as described in the MAF Mid-term Report<sup>5</sup>); and the availability of Member States' resources to deal with major oil spills (response vessels with over 1000 m<sup>3</sup> recovery capacity) in order to avoid unjustified overlapping of response resources.

The map overleaf shows the geographical distribution of the EMSA Stand-by Oil Spill Response Vessels and Member States response vessels (storage capacity over 1000 m<sup>3</sup>). For the most part, EMSA's contracted vessels are located in areas with limited response capacity of Member States' resources.

<sup>4</sup> 'Regional Agreements' refer to the agreements signed by countries around a particular sea area to, amongst other activities, plan for pollution preparedness and coordinate responses in case of a large-scale marine pollution incident.

<sup>5</sup> In accordance with the Regulation on the Multi-annual Funding of the Agency's pollution preparedness and response activities, a Mid-term Report was submitted to the European Parliament and the Council in 2011 by the Commission on the basis of information provided by the Agency.



Distribution of EMSA and Member States' Oil Spill Response Vessels at the beginning of 2013

In case of an incident, and following a request for assistance by the affected coastal State, the EMSA vessels will:

- ▶ be put under the operational command of the affected State;
- ▶ be provided in a cost efficient manner;
- ▶ utilise "state-of-the-art" at-sea oil recovery technology.

In order to provide a similar risk based level of at-sea oil recovery service to all coastal States, the Network of Stand-by Oil Spill Response Vessels has expanded over the last six years to broadly cover the whole of the EU coastline.

As of 1 January 2013, the Network allows for the simultaneous mobilisation of up to 17 fully equipped vessels equating to a combined recovery oil storage capacity of over 62,000 m<sup>3</sup>. The storage capacity of the individual vessels ranges from 1,334 to 7,458 m<sup>3</sup>, the average being 3,600 m<sup>3</sup>. In line with the Agency's objective of providing a "reserve for disasters", the vessels are significantly larger than those typically operated by Member States.

Three vessels will undergo a Preparatory Phase. A newly contracted vessel will provide oil spill response coverage for the Bay of Biscay and is expected to enter into operational service by mid-2013. The other two vessels will replace

the existing response capacity in the Southern Atlantic Coast and Central Mediterranean Sea.

Due to the early termination of the contract with *Salina Bay*, a gap emerged in the North West Mediterranean Sea. Accordingly, a public procurement procedure was launched for this area to put in place replacement response capacity. It is expected that the associated contract will be signed during the first half of 2013.

Three previously renewed contracts for the Northern Atlantic, Eastern and Western Mediterranean Sea have reached their maximum duration and will expire at the end of 2013 and in early 2014. It is therefore intended to establish replacement capacity in the Northern Atlantic and Eastern Mediterranean Sea. Instead of securing additional replacement capacity for the West Mediterranean where two vessels are already based and one procurement procedure is ongoing for the North-West Mediterranean, the Agency intends to launch a procurement procedure for the Adriatic Sea. There is currently no EMSA Network coverage of this area. The overall effect is to balance the geographical distribution of the Network and associated response capacity.

One of the contracts associated with this procurement procedure to be launched in 2013 will be signed in 2014.

Following an in-depth performance review carried out in 2012, an important activity for 2013 will be the renewal of two contracts providing oil spill recovery services for the Northern Baltic and the Atlantic Coast (the Channel). In the context of the contract renewal, due attention will be paid to technical innovation and potential response capacity improvements.

### 5.1.1 GEOGRAPHICAL DISTRIBUTION OF THE NETWORK

#### The Baltic Sea

Following a procurement procedure for the replacement of response capacity in the Southern Baltic, in 2012 the bunker vessel *OW Copenhagen* (already operating for EMSA under the expired contract for this area) re-entered into operational service. The vessel, with a storage capacity of 4,487 m<sup>3</sup>, will be available for the next 4 years in this area. The main activity of the vessel is bunkering off Copenhagen, outside the port where the equipment will be stored.



*Koutio* with sweeping arms deployed.

The ice-breaker *Koutio* has a recovered oil storage capacity of 2,033 m<sup>3</sup>. During the ice-breaking season, approximately 140 days a year, the vessel operates in the Gulf of Bothnia. For the remaining part of the year the vessel is located in Helsinki, Finland. This service contract will expire in 2013 and can be renewed for a second period. Depending on the outcome of the performance evaluation for this service contract, the *Koutio* will continue in the Network for an additional three years.

For 2013, the total contracted on board storage capacity for oil recovery during response operations for the Baltic Sea will be more than 6,500 m<sup>3</sup>.

#### The North Sea

The North Sea is covered by an arrangement of two hopper dredgers trading sand along the Belgian and Dutch coastlines. The Interballast III (storage capacity: 1,886 m<sup>3</sup>) and DC Vlaanderen 3000 (storage capacity: 2,773 m<sup>3</sup>) are stationed in Ostende, Belgium. Following an assessment of the performance of the vessels, in 2012 the service contract for this arrangement was renewed for a further three-year period.

The combined recovered oil storage capacity for the North Sea is more than 4,600 m<sup>3</sup>.

#### Atlantic Coast

Following a successful procurement procedure conducted in 2012, a new four-year contract has been concluded with the shipping company Ibaizabal. The new contracted vessel *Urania Mella*, with a storage capacity of 3,000 m<sup>3</sup> will provide EMSA's oil spill response coverage in the Bay of Biscay. The *Urania Mella* is expected to enter into service by mid-2013.



*Urania Mella* is expected to enter into service by mid-2013.

One contract for the Southern Atlantic Coast will expire at the beginning of 2013 without possibility for further renewal. Following a procurement procedure conducted in 2012, a new four-year contract to replace the response capacity in this area has been concluded with Mureloil. The vessel *Bahia Tres*, which was previously under contract with EMSA, will undergo improvements including an enhanced tank heating system as well as an overhauling of the response equipment. Carrying out these improvements will result in a one month break in the oil spill response service for this area.

The Western Approach of the English Channel is served by the *Sara*, based in Portland, UK. She is a bunker tanker with a storage capacity of 6,658 m<sup>3</sup>. This service contract will expire in 2013 and can be renewed for a second period. Depending on the outcome of the performance evaluation conducted by the Agency, the *Sara* will continue in the Network for additional three years.

Following an improvement project concluded in 2012, a second set of sweeping arms was provided to the arrangement of three tanker vessels (*Mersey Fisher*, *Galway Fisher* and *Forth Fisher* each with a storage capacity of between 4,754 m<sup>3</sup> and 5,028 m<sup>3</sup>) based out of Cobh, Ireland. Two out of the three tankers of this arrangement are now fully equipped for oil recovery services.

This service contract will expire in early 2014 without possibility for a further extension. Considering that a procurement procedure and its associated preparation phase can take around 18 months and in order to avoid discontinuity of the service in this key area, a new public procurement will be launched in 2013 to replace this response capacity, taking into account the overall operational capabilities of the Network. It is expected that the replacement capacity will be placed around the United Kingdom and Ireland.

The supply tug supply *Ria de Vigo* with an on board storage capacity of 1,522 m<sup>3</sup> and operating out of Vigo, Spain, is also in place along the Atlantic Coast.

From 2013, the combined net storage capacity under contract for the Atlantic Coast will be in excess of 28,000 m<sup>3</sup>. The table below summarises the status of the Network at the beginning of 2013 for this geographical area.

SUB-AREA	NAME	STATUS	CONTRACT
<b>Northern Atlantic Coast</b>	<i>Forth Fisher</i> <i>Galway Fisher</i> <i>Mersey Fisher</i>	Stand-by 2 vessels fully equipped	Expires beginning-2014 Re-tendering in 2013
<b>The Channel</b>	<i>Sara</i>	Stand-by	Renewal in April 2013
<b>Bay of Biscay</b>	<i>Urania Mella</i>	Preparatory Phase until mid-2013	New 2012
<b>Central Atlantic Coast</b>	<i>Ria de Vigo</i>	Stand-by	Expires end 2014
<b>Southern Atlantic Coast</b>	<i>Bahia Tres</i>	Service break of 1 month (probably June 2013)	Old contract expires in May 2013 New contract expires in 2017

#### Mediterranean Sea

One contract for the Central Mediterranean will expire in the beginning of 2013 without the possibility for a further extension. Following a procurement procedure conducted in 2012, a new four-year contract to replace the response capacity in this area has been concluded with the Falzon Group. The vessel *Santa Maria* was already under contract with EMSA. Some improvements will be carried out including enhancements to the filling system as well as an overhauling of response equipment. Carrying out these improvements will result in a service break of approximately six weeks. The Aegean Sea is covered through an arrangement comprising the *Aktea OSRV*, a tanker with a storage capacity of 3,000 m<sup>3</sup> and based in Piraeus, Greece, and the supply tug *Aegis I* (990 m<sup>3</sup>) as a back-up vessel. This arrangement was strengthened in 2012 with the supply of a high capacity skimmer on board the *Aktea OSRV*. This service contract will expire in early 2014 without possibility of a further extension. Therefore, a new public procurement will be launched in 2013 to replace this response capacity, taking into account the overall operational capabilities of the Network.

The contract with the vessel *Bahia Uno* with a storage capacity of 3,800 m<sup>3</sup> and based in Algeciras, Spain will expire at the end of 2013. As indicated earlier, it is the intention to transfer this response capacity from the Western Mediterranean to the Adriatic Sea. It is planned to take advantage of the equipment from the previous contractor. However, considering that equipment will be already seven years old, options will be explored to upgrade it. The upgrade can include overhauling, adding a high capacity skimmer and/or adapting it to recover oil with a flashpoint below 60°C. Accordingly, a procurement procedure will be launched for this area. This contract is planned to be signed in 2014.



Monte Anaga will reinforce oil spill response in Western Mediterranean for the next four years.

Due to the early termination of the contract for the North-western Mediterranean Sea (*Salina Bay*, based in La Spezia, Italy) and subject to the outcome of the ongoing public procurement, consideration will be given to maintaining the vessel network to ensure adequate response capacity in the respective area taking advantage of the already available equipment (ex *Salina Bay*).

The whole Mediterranean Sea will also be served by three other vessels:

- ▶ The bunker tanker *Monte Anaga*. The vessel, based in Algeciras (Spain), entered into operational service in 2012. She will strengthen EMSA’s response capacity in the Western Mediterranean Sea for the next four years with additional 4,093 m<sup>3</sup> storage capacity;
- ▶ The tanker *Balluta Bay* (2,800 m<sup>3</sup> storage capacity), based in Malta. Following an ambitious plan of improvements including the upgrade of the Class Certificate, this vessel, already under contract with the Agency, re-entered into operational service in 2012 to replace one contract for the Central Mediterranean which expired at the end of 2011;
- ▶ The *Alexandria*, based in Cyprus (storage capacity: 7,458 m<sup>3</sup>).

From 2013, the combined recovered oil storage capacity under contract for the Mediterranean Sea will be more than 25,000 m<sup>3</sup>. The table below summarises the status of the Network for this geographical area at the beginning of 2013.

SUB-AREA	NAME	STATUS	CONTRACT
Western Mediterranean	<i>Bahia Uno</i>	Stand-by	Expires end-2013 Re-tendering in 2013 for the Adriatic Sea
Western Mediterranean	<i>Monte Anaga</i>	Stand-by	New 2011
North-Western Mediterranean	Replacement of <i>Salina Bay</i> (tender ongoing)	Previous contract terminated end 2012	Replacement contract expected 1st half of 2013
Central Mediterranean	<i>Santa Maria</i>	Service break of 6 weeks (probably March-April)	Old contract expires in March 2013 New contract expires in 2017
Central Mediterranean	<i>Balluta Bay</i>	Stand-by	New 2011
Eastern Mediterranean	<i>Aktea OSRV</i>	Stand-by	Expires beginning-2014 Re-tendering in 2013
Eastern Mediterranean	<i>Alexandria</i>	Stand-by	Renewal in 2015

### The Black Sea

In order to strengthen the Network in this area, in 2011 a four-year contract was awarded to the Bulgarian company Bon Marine International. The offshore supply contracted vessel *Enterprise* is expected to enter into operational service by the end of 2012. She has a storage capacity of 1,374 m<sup>3</sup> and services the Varna oilfield area about 12 nautical miles offshore.

During 2013, the supply ship *GSP Orion* (1,334 m<sup>3</sup>), operating out of Constanta, Romania, will continue providing the contracted Stand-by oil spill response services.

For 2013, the total contracted on board storage capacity for oil recovery for the Black Sea will exceed 2,700 m<sup>3</sup>.





New high capacity skimmer upgrades the *Monte Anaga*.

### 5.1.2 DRILLS AND EXERCISES

Ensuring continuous high availability and performance of the contracted service remains an important parallel activity. The service level of the Network will be maintained through an extensive programme of drills and exercises. In principle, each arrangement (vessel) undertakes up to four drills per year in conjunction with participation in different types of exercises such as desk-top notification exercises or international at-sea exercises organised by a Member State and/or under the umbrella of a Regional Agreement, e.g. HELCOM.

The number of drills and exercises, along with the evolution of the Network, has continuously increased from 2006 to 2012. For 2013 it is expected that 68 drills will be conducted by EMSA contracted vessels. These will include regular training drills as well as acceptance of new vessels and improvement projects.

At-sea operational exercises in particular greatly assist the integration of EMSA's resources within the response mechanisms of Member States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units. In 2013, it is projected that EMSA Stand-by Oil Spill Response Vessels will participate in 10 operational at-sea exercises, covering all the sea areas of the European Union.

The Agency will systematically analyse the results of these drills and exercises and use the outcome as input for the continuous improvement of the service provided to coastal States.

### 5.1.3 IMPROVEMENTS TO THE NETWORK

It is equally important to strive for continuous innovation and improvement of the performance of the Network of Stand-by Oil Spill Response Vessels. The various elements of the system are therefore periodically reviewed, and upgrades undertaken when possible, in order to ensure that the Network is adapted in light of the most recent technical developments in the field.

Based on the outcome of a technical and financial feasibility study conducted in 2012, relevant improvement projects to upgrade the response capacity of the Network and/or enhance the operational service provided to the Member States will be completed in 2013.

These technical improvement projects are as follows:

- ▶ Supply and installation of a high capacity skimmer on board the bunker barge *Monte Anaga* (Western Mediterranean)
- ▶ Supply and installation of a high capacity skimmer on board the tanker *Alexandria* (Eastern Mediterranean);
- ▶ Supply and installation of a combined oil containment and recovery system on board the offshore supply vessel *Enterprise* (Black Sea);

For the purchase of the specialised equipment, the Agency will continue implementing the framework contracts established in 2011 with different equipment suppliers.

Additional projects will be launched in 2013 taking into account identified technical operational needs as well as technical developments and innovations in the field of oil pollution preparedness and response.

#### 5.1.4 VESSEL NETWORK USERS GROUP

Another important activity for 2013 will be the continuation of the work of the Vessel Network User Group, established in 2011 and composed of technical representatives of EU Member States/Candidate Countries/EFTA/EEA Contracting Parties and the European Commission. The aim of this User Group is to serve as a platform to strengthen the existing communication among the end users of the Stand-by Oil Spill Response Vessel Network and to facilitate the exchange of best practices.

Following the successful outcome of the second meeting in 2012, the Agency will continue to work with Member States to develop technical perspectives with respect to issues of common interest.

#### 5.1.5 RECOVERY OF COSTS FROM THE USE OF THE EMSA NETWORK

The availability of EMSA Stand-by Oil Spill Response Vessels to respond in emergencies is guaranteed by a 'vessel availability contract'. This contract is concluded between the Agency and the ship operator, and obliges the ship operator to be on 'stand-by' at all times in order to respond positively within 24 hours to a request for assistance transmitted by EMSA. It also addresses technical modifications to be made to the vessel(s), and participation of the vessel(s) in drills and exercises. Stockpiles of equipment around Europe are also available on a permanent basis for use during emergencies.

When an emergency occurs, an 'incident response contract' is signed between the operator of the stand-by response vessel and the affected State. This pre-established model contract covers the period of the oil recovery operations and includes the associated hire rates. The hire rates of EMSA contracted vessels are established through public procurement procedures and reflect the actual market conditions at the time of the procurement. Currently, the hire rate only reflects the normal ship-operation costs of the vessel during a response operation. In effect, this means that the daily hire rates for vessels and for equipment are subsidised, as the full costs have not been included in the final rate. The other costs are currently entirely covered by the European Union budget, financed by the Member States' contributions.

With regard to the EMSA Network, the following costs can be identified:

- ▶ the normal ship-operation costs (daily hire rate of the vessel as considered in the Incident Response Contract);
- ▶ the investment costs for the equipment and the pre-fitting of the vessel;
- ▶ the associated costs for managing the vessel and equipment (e.g. maintenance, storage, insurance); as well as,
- ▶ the compensation for the vessel availability including consequential loss suffered by the shipowner to take the vessel out of its usual activities.

In 2013, EMSA will address in more depth the issue of how full cost recovery can be ensured. There are two distinct possible scenarios which need to be considered: 1) when the vessel is under the operational command of the requesting Member State, and the Member State undertakes response and clean-up operations directly; 2) when EMSA has received a request from a Member State to provide pollution response services directly to a responsible third party (hereafter 'Responsible Party', usually the polluter), particularly when the Responsible Party hires the services of a commercial clean-up contractor or salvage company to undertake response operations.

With regard to the first scenario, the Member State is likely to undertake the immediate response operations, and then claim back the costs from the Responsible Party. During the incident, the Member State will pay the established vessel hire rate, as determined in the incident response contract. However, when the Member State claims compensation from the Responsible Party other associated costs should be included. In 2013, EMSA will strengthen the cooperation and working relationship with the IOPC FUNDS' Secretariat to develop a procedure based upon a commonly accepted model for claiming all costs of the EMSA contracted vessels, to facilitate the claims submitted after a response operation.

Under the second scenario, full cost recovery must be ensured during the period of the response operation itself, and fully reflected in the daily hire rates. In 2013, EMSA will develop guidelines on how the full cost recovery should be calculated in these circumstances.

The use of EMSA vessels or equipment by third parties is an issue which needs very careful consideration, not only in relation to how cost recovery is calculated, but also in relation to the criteria under which vessels or equipment might be made available. Care must be taken not to undermine the existing commercial market for the provision of such services. The guidelines will therefore also elaborate the conditions which will have to be met before such a request can be considered.

The following three criteria (as a minimum) are likely to be included:

- ▶ that there is no other similar suitable response asset (vessel or equipment) available in the vicinity which is able to respond within an acceptable time-frame;
- ▶ that the affected Member State must agree to the decision and endorse the provision of assets;
- ▶ that it is in the interests of the European Union.

Once these guidelines have been drafted by EMSA, it is essential that EMSA's Administrative Board and the Member States agree on the final terms in order to establish clear and transparent rules and rates.

## 5.2 CLEANSEANET: EU SATELLITE OIL SPILL MONITORING SERVICE AND ILLEGAL DISCHARGES

EMSA has been tasked<sup>6</sup> to ‘work with the Member States in developing technical solutions and providing technical assistance in actions such as tracing discharges by satellite monitoring and surveillance.’ This is done through the CleanSeaNet service, an oil spill monitoring and vessel detection service available to 26 EU Member States, candidate countries and EFTA/EEA States (hereafter referred to as coastal States). The [CleanSeaNet service](#), which serves approximately 400 users within 100 different organisations and administrations of the 26 Coastal States, provides a variety of products, ranging from analysed satellite radar imagery to vessel detection, identification of possible polluters, and dedicated oil spill alerts (via email and phone).

The [operational assistance](#) provided by EMSA is twofold:

- ▶ Identifying and tracing discharges and possible polluters by satellite monitoring;
- ▶ Monitoring situations where there is the threat of large-scale accidental pollution, and in support of response activities following a spill.

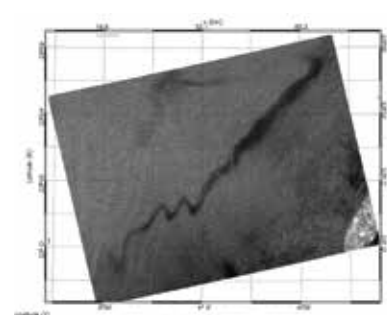
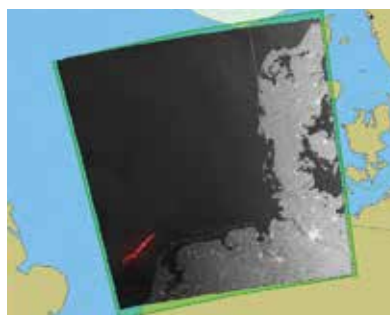
The [near real time<sup>7</sup> delivery of images](#) to users remains an essential characteristic of the service appreciated by the Member States. The next steps scheduled for 2013 are:

- ▶ The acquisition of further satellite sensors (radar and optical) to complement the existing network of satellites;
- ▶ The preparation of the next round of service contracts;
- ▶ The adaptation of the CleanSeaNet system to new user and ICT requirements in the Member States.

The CleanSeaNet service uses images delivered by polar orbiting SAR satellites: currently the Canadian Space Agency’s RADARSAT1 and RADARSAT2, and since 2012, the Italian Space Agency’s COSMO-SkyMed constellation; in the past ESA’s ENVISAT satellite was also used. The ENVISAT satellite reached its end of lifetime and stopped working in April 2012. Therefore continuous

<sup>6</sup> Directive 2005/35/EC, as amended by Directive 2009/123/EC, ‘on ship-source pollution and on the introduction of penalties including criminal penalties for pollution offences’

<sup>7</sup> Data which are received through satellite or electronic communication and data for which initial processing is necessary, will always be subject to a small delay. Near Real Time implies that there is no significant delay. Analysed images and related information products from the CleanSeaNet services are available within 30 minutes of the satellite passing overhead (depending on image size).



Relevant information on suspected polluters could be accessible to responsible authorities in the next port of call.



RADARSAT is one of the satellites whose images are used by EMSA.

service availability will be ensured in 2013 by [extending the existing network of satellites](#) with the integration of further satellite sensors – e.g. optical satellites (high and medium resolution) - which will also improve the responsiveness of the EMSA satellite based surveillance systems.

The purchase and processing of optical satellite images was already started as a CleanSeaNet service during 2012 and will continue in 2013, both as a feature of the CleanSeaNet service, as well as an available source of information for integrated services which may require this type of data. Cooperation with ESA will continue during 2013 to define CleanSeaNet requirements for the Sentinel-1 mission. The addition of new sensors is done where possible using the existing contracts in place with the service providers, as these contracts already contain the possibility of adding new satellite products within the earmarked budgets of the framework contracts.

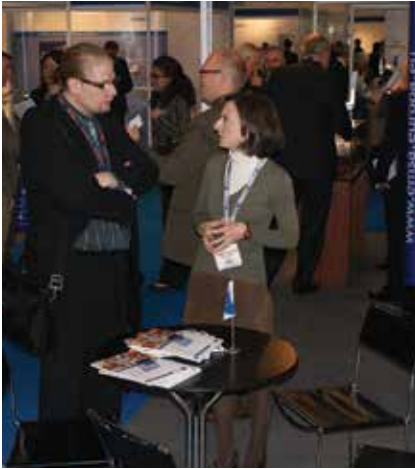
The CleanSeaNet services were contracted in 2010 for a maximum of four years. In 2013 it will be necessary to plan the [next generation of service contracts](#). This will provide a good opportunity to further improve the quality of and simplify services provided under these contracts, based on the experience gained under the existing framework.

Ways of enhancing the [efficiency of the law enforcement chain](#) in addressing illegal pollution will be further explored during 2013, such as channelling relevant information - with CleanSeaNet as a possible first element of the chain - on suspected polluters to responsible authorities in the next port of call. In conjunction with providing support to facilitate the drafting of EU Guidelines on combatting illegal discharges in the marine environment by an expert Working Group, the Agency will continue to organise meetings with relevant enforcement authorities of the Member States to promote a harmonised approach when dealing with enforcement and implementation of Directive 2005/35/EC, as amended.

The [CleanSeaNet User Group](#), composed of user representatives from coastal States, will continue to meet in 2013 to share operational experiences related to the service, to make recommendations for improvements and to identify best practices. The User Group can assist in evaluating the new services and providing active feedback. Feedback from the User Group ensures that the service continues to be aligned with the operational needs of coastal States. Specific training for duty officers and experts from coastal States will also be provided.

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

EMSA provides a platform for the exchange of information among Member State experts through convening the [Consultative Technical Group for Marine Pollution Preparedness and Response \(CTG MPPR\)](#). In 2013 the Agency will continue to support the work of the group across a range of technical and operational issues, as defined in its Rolling Work Programme (e.g. workshops,



EMSA stand at Interspill 2012 in London.

reports, studies and training sessions). The CTG MPPR decided at its meeting in 2012 to freeze the EMPOLLEX Programme for 2013 and utilise the available funds for other projects under its Rolling Work Programme. Topics to be addressed in 2013 include:

- ▶ Marine Pollution Surveillance courses;
- ▶ Joint-Workshop on coordinated at-sea and shoreline pollution response;
- ▶ Latest developments of the use of oil spill dispersants under the Technical Correspondence Group.

As the cost of marine pollution response and clean-up are high, national authorities are usually anxious to recover all costs incurred. The need for and benefit of pooling and sharing claims handling experiences and the establishment of uniformity of claim management procedures and tariffs has been widely accepted among Member States.

The "EU States Claims Management Guidelines", first developed by the Claims Management Working Group in 2010, was updated in 2012. Claims Management will remain a standing item on the CTG MPPR agenda and Rolling Work Programme. In 2013, EMSA will continue to provide the secretariat for the working group, which will meet with the objective to develop further actions related to claims management subject to CTG MPPR endorsement.

At the regional level, the role of and contribution by the Regional Agreements and their associated fora in this field complements activities of the Agency in supporting Member States. The Agency, as part of the European Union delegation, will continue to provide technical support to the Commission during relevant meetings (e.g. HELCOM Response, OTSOPA, REMPEC, etc.). Other expected actions include supporting and participating in any operational activities held under the umbrella of a Regional Agreement on the Commission's behalf.

With respect to international fora e.g. the IMO's OPRC-HNS Technical Group, support will be provided to the Commission as appropriate. This includes the continued contribution to the work of the Correspondence Group on International Assistance in case of catastrophic oil spills that may overwhelm even regional resources.

Within the framework of its mandate, the Agency will continue developing and disseminating technical and scientific documents and information "tools", contributing to the improvement of knowledge in the field of marine pollution preparedness and response.

Technical and scientific assistance to the Commission and Member States in the field of oil spill dispersant usage will also be provided during 2013.

The Agency will update its inventory of marine pollution at-sea response policies and resources available in Europe, in line with the requirements of Regulation 2038/2006/EC.



Through MAR-ICE, EMSA guarantees Member State access to valuable information in the event of a marine chemical emergency.

The [MAR-ICE Network](#) (Marine Intervention in Chemical Emergencies) was established by EMSA in collaboration with the European Chemical Industry Council (CEFIC), and the Centre de Documentation de Recherche et d'expérimentation sur les pollutions accidentelles des Eaux (Cedre) in 2008 and will continue to be available in 2013. MAR-ICE is an information service for intervention in marine chemical emergencies and provides remote information and advice about the characteristics and intrinsic properties of chemical substances to all EU Member States, coastal EFTA/EEA States, EU Candidate Countries and the Monitoring and Information Center in the European Commission. The service has been used on a number of occasions by coastal States during HNS spills and pollution response drills.

To further strengthen and enhance the MAR-ICE Service, in 2013 EMSA will explore the possibilities to extend the Service to provide expert advice at the site of the incident and not only remotely, as is currently the case, as well as incorporating other relevant organisations as appropriate in the Network.

Complementing MAR-ICE, the development and publication of datasheets for marine chemical pollution response will continue in 2013 after a consultation with main stakeholders involved in the first half of the year. These datasheets, focusing on substances frequently transported by ships, provide concise information relevant to chemical spill response at sea. The MAR-CIS (MARine Chemical Information Sheets) datasheets can be used by the responders (national marine pollution response authorities) as a first source of information following the initial release of a chemical, or the threat thereof.

#### 5.4 POLLUTION RESPONSE: EXTENSION TO MARINE OIL POLLUTION CAUSED BY OIL AND GAS INSTALLATIONS

For pollution response the revision of the Founding Regulation has broadened the pollution response task to include offshore oil and gas installations. EMSA has been tasked to provide additional means to respond not only to pollution originating from ships, but also to marine oil pollution caused by oil and gas installations, without prejudice to the responsibilities of coastal States and possible cooperation between Member States.

As many [offshore installations](#) are also operational in and around Europe, the Deep Water Horizon accident has raised concern over whether EU Member State Administrations and industry are operating, maintaining, monitoring and regulating these installations in such a way that the risk of incidents is minimised. European capability to respond to a major oil spill caused by an explosion, blow-out, well rupture or the sinking of an offshore installation was discussed. EMSA has been identified as an EU body which could provide, on request, substantial response assistance to the EU Member States in case of a substantial pollution incident.

The well-respected principle of "topping-up" the Member States resource in responding to marine oil spills will also be applied in analogy to offshore installations spills as the Member States, in conjunction with the offshore installation operator, have the primary responsibility to respond to these spills.

EMSA is only able to provide some support with its current means. EMSA will primarily consider the role of already contracted vessels in relation to the new task, and modify the vessels as and when this is feasible, taking into account a number of factors, including economic considerations. However the location and design of the currently contracted vessels is a result of an evaluation of the oil trade patterns around Europe. The Agency did not take into consideration the locations and specific challenges that might arise from offshore installation spills. The following issues would need to be addressed:

- ▶ Offshore platforms often produce mixtures of oil and gas. The properties of these highly flammable or explosive mixtures need to be considered in the operation of offshore facilities. Some of the EMSA vessels would not be able to respond to recover fresh oil until the lighter fractions had evaporated and the flashpoint had dropped to < 60°C.
- ▶ Platform spills, especially well blowouts, can differ substantially from ship sourced oil pollution. One of the most obvious reasons for this is the potentially much larger quantity of oil spilled and the potentially longer (continuous) release of oil, if the leakage is difficult to stop. In this light, the contractual arrangements need to be reconsidered.
- ▶ The oil spill response techniques adopted in response to tanker and vessel spills as opposed to platform spills do not vary significantly. However some considerations must be made with regard to the viscosity and the thickness of the oil which has already spread. The oil may be entrained or emulsified more easily before reaching the surface thus increasing the volume of the oil pollution (oil plus emulsion) and potentially complicating the mechanical recovery due to an increase in the viscosity. The impact on the type of assistance the Agency can provide should be studied.

It may also be possible to extend elements of the CleanSeaNet service in order to monitor spills from offshore installations, at the request of affected Member States. Work to adapt the CleanSeaNet system for this purpose could begin in 2013, but is constrained by the current financial envelope. The CleanSeaNet system already provides the technology needed to regularly monitor European oil platforms. However, such an extension would increase the overall CleanSeaNet throughput and would entail the adaptation of the system towards new demands and the setting up of a new user community.

In 2013 the Agency will start preparing on the extension of its tasks. Beginning in 2014, the extension of the pollution response activities to also cover offshore installations will be phased-in in accordance with the next financing envelope and the annual work programmes.



EMSA's pollution response services are to be made more widely available.



### 5.5 ASSISTANCE TO THIRD COUNTRIES SHARING A REGIONAL SEA BASIN WITH THE UNION IN CASE OF MARINE POLLUTION CAUSED BY SHIPS OR BY OIL AND GAS INSTALLATIONS

Following the revision of the Founding Regulation, the pollution response services managed by the Agency (CleanSeaNet and the network of stand-by oil spill response vessels) can be made available to top-up the response capacity of non-EU countries, according to their preparedness, under conditions that are analogous to those applied to Member States, and taking into account any regional, sub-regional or bilateral arrangements. Large spills in the waters of [neighbouring countries](#) around the Baltic, Black and Mediterranean Seas could easily impact the coastlines of EU Member States which share the same sea area.

An extension of the CleanSeaNet service and the oil recovery vessel services to neighbouring countries sharing sea basins with EU Member States will require some steps. Certain aspects, such as liability implications and contractual arrangements will need to be updated.

It is likely that officials of the relevant non-EU states would need additional training and support. This would include, for example, training in the use of the CleanSeaNet service and support to establish similar mobilisation procedures for vessels to those that are in place for EU Member States.

As stated in Chapter 1, the Agency will have no funds for these operational trainings and assistance in 2013. Steps in this direction have already been undertaken through EU-funded projects in the Mediterranean (SAFEMED I and II) and in the Black sea (MONINFO).



## Chapter 6

### The Agency's administrative structure and its horizontal tasks





Three Administrative Board meetings will be held in 2013.

## 6.1 MANAGEMENT TEAM

The Agency is managed by its Executive Director. His duties and powers are defined in the revised Founding Regulation and include:

- ▶ Preparing the annual work programme, the detailed plan (Action Plan) for the Agency's pollution preparedness and response activities and related implementation;
- ▶ Preparing the multi-annual strategy;
- ▶ Preparing the multi-annual staff policy plan;
- ▶ Entering into administrative arrangements with other bodies working in the Agency's field of activities provided that the Administrative Board does not object;
- ▶ Organising an effective monitoring system in order to be able to compare the Agency's achievements with its objectives and tasks;
- ▶ Preparing the annual report;
- ▶ Deciding to carry out the visits and inspections;
- ▶ Drawing up estimates of the Agency's revenue and expenditure, and implementing the Agency's budget;
- ▶ Acting as Appointing Authority for EMSA staff;
- ▶ Setting-up internal administrative instructions to ensure the functioning of the Agency;
- ▶ Reporting as appropriate to the European Parliament and the Council.

The Executive Director is also responsible for the implementation of the recommendations stemming from the five-year evaluation, including the preparation of a strategy covering a 5-year period.

The Executive Director is directly supported by three Heads of Department, a policy advisor, the accounting officer and an internal audit capability.

The Bureau of the Executive Director has a special responsibility for drafting and coordinating documents and for internal and external communication.

Currently, the Agency has nine units, organised in three departments:

- ▶ Department A: **Corporate Services** (Human Resources; Legal and Financial Affairs; IT and Operations Support)
- ▶ Department B: **Implementation** of the maritime safety and protection of marine environment acquis (Safety Assessments and Inspections; Ship Safety; Marine Environment, Training and Statistics)
- ▶ Department C: **Operations** (Pollution preparedness and response; Vessel traffic and reporting services; Satellite based monitoring services)

The Heads of Department support the Executive Director in managing and coordinating the day-to-day activities of their respective Departments, as well as in the management of the Agency as a whole.

The Agency's Internal Audit Capability provides assurance and consulting services to help improve the operations of the Agency. He is further responsible for giving independent and objective opinions on the adequacy and reliability of internal control systems in place on the basis of minimum standards set out by the Administrative Board, and for making recommendations with the aim to improve the economy, efficiency and effectiveness of the Agency's activities.

The Executive Director, the Heads of Department and the Heads of Unit meet on a regular basis to monitor progress of the on-going activities and projects through dedicated tools, and to discuss any outstanding issue of an administrative or technical nature.

In 2013 EMSA will continue to actively participate in the EU Agencies networks which meet regularly to discuss issues of common interest. Such networks include Heads of the EU Agencies, Heads of Administration as well as more specific networks in areas such as human resources, legal affairs, procurement, accounting, performance development, communication, ICT, in which EMSA corporate services actively participate.

In 2013 the Agency will continue working on Key Performance Indicators and will concentrate efforts on the best possible use of existing resources and efficiency gains.

The Administrative Board, where representatives from all EU Member States, Iceland, Norway, Commission and Industry sit, plays a key role in planning and monitoring the Agency's activities, through the adoption of fundamental documents such as the multi-annual staff policy plan, the preliminary work programme, establishment plan and draft budget, the annual report, the final work programme and budget. In 2013 three meetings of the Administrative Board will take place.

### 6.2 HUMAN RESOURCES

In the light of the forthcoming revision of the Staff Regulations and the Conditions of Employment of Other Servants, efforts will be made to adapt the current implementing provisions to the new rules and to develop new rules when needed. Policies and procedures will be revised accordingly.

The Agency will need to develop a comprehensive internal mobility policy in order to address the new priorities in the context of staff reductions. This will allow the Agency to redeploy its staff more efficiently. The first staff cut of 1% will be implemented through the 2013 establishment plan, which provides for a reduction in statutory posts related to existing tasks. Recruitment will be undertaken when required.



EMSA staff tour tall ship training vessel berthed in Lisbon.



EMSA thinks green - measures to further increase the energy efficiency of the headquarters building will be pursued.

The Agency will continue to offer traineeships to young university graduates and to national experts in professional training, giving them the opportunity to become acquainted with the tasks of the Agency.

The Staff Development Policy will be further implemented with a new focus on e-learning possibilities and enhanced use of in-house expertise for internal training purposes.

### 6.3 LEGAL AND FINANCIAL AFFAIRS, FACILITIES AND LOGISTICS

The Agency administers its budget under the provisions of its Financial Regulation which is based on a Framework Financial Regulation applicable to all EU Agencies. The principles and standards of public finance management are implemented by the Agency. It is annually audited by the European Court of Auditors.

The legal and financial affairs unit is continuously improving and updating its manuals, templates and checklists in order to improve efficiency and assist operational units. Measures to simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness will continue to be pursued.

Training for all financial actors will continue in order to ensure utmost quality in finance and contract management, as well as in the field of procurement.

In the field of Facilities and Logistics, in addition to the continuous maintenance of the office building and provision of internal services, measures to further increase the energy efficiency of the EMSA headquarters building will be pursued.

### 6.4 OPERATIONS SUPPORT (ICT)

With EMSA's Maritime Applications all hosted in house, the ICT focus continues to shift from start-up and migration challenges to operational / security challenges and striving for continual improvements in performance and quality and continual reductions in ICT support costs. The overall task in 2013 will be to ensure efficient, reliable, stable and secure operations with the smooth releases of application/infrastructure enhancements, new applications and pilots, in line with EMSA's continuously evolving ICT landscape.



Inside the business continuity data centre in Porto.

EMSA has become a major ICT hosting centre for European and global maritime applications. It runs production, pre-production, training and test environments for about 15 maritime applications and operates, maintains and continually enhances a portfolio of data centres, maritime applications, maritime databases, the package of processes and systems to operate the 24/7 Maritime Support Services, and the associated hardware, backup, communications and security systems to demanding 24/7 Service Level Agreements. In 2013, further consolidation and enhancement of the EMSA primary and business continuity data centres / ICT infrastructure will be needed as the number of users of EMSA's Maritime Applications continues to increase, as well as the size and complexity of each application and related databases.

In the area of IT Service Management, the process harmonisation and efficiency improvement activities will be extended to include the remaining areas of the ISO 20000 Standard for Service Operations and Service Transition – Problem Management, Release & Deployment Management, Change Management and Configuration Management.

In the area of IT Security Management, EMSA is in the front-line of the escalating 'cyber war' currently being fought between Governments and Agencies on one side and an array of hacker and criminal organisations on the other, who seek not only to penetrate systems and steal data, but increasingly to penetrate systems with malicious intent to damage systems, data and reputations.

EMSA works very closely with the EU's recently-launched EU-CERT (Computer Emergency Response Team) to both monitor and respond to new attacks. EMSA's sophisticated IT Security defences and Intrusion Detection Systems have not only monitored and prevented many hundreds of thousands of increasingly sophisticated intrusion attempts aimed at both its systems and staff, but have also been among the first within the EU family to detect and report to EU-CERT new on-going attack vectors, including some of the so-called 'zero day' attacks. While benefiting the EU and EMSA, this puts a continuous and increasing load on EMSA's ICT teams to keep selected, critical customer and user-facing systems continuously updated with the latest security and kernel releases.

Focus in 2013 will be further extension and consolidation of EMSA's Intrusion Detection and Prevention systems to reach an optimum balance between the security threats and potential damage to EMSA systems and reputation and the cost to EMSA and the inconvenience to users of the security counter-measures. In addition, further extension and consolidation of Change Management processes and Software Configuration Management systems will be needed to increase control, stability and quality of the Maritime Applications, while trying to reduce Maintenance and Operations costs. Last, but not least, profiling and performance monitoring / optimisation will be needed to improve application performance and increase end-user experience / satisfaction while reducing an application's infrastructure 'footprint' and related costs.

While EMSA spends the majority of its ICT budget on its Maritime Applications and related hosting systems, it also provides advanced ICT services to its staff to increase their efficiency and effectiveness – both while in the office and on missions. Although EMSA is currently 'up-to-date', using Windows Server2008, Windows 7 and Office 2010, 2013 will bring new releases of Microsoft's Windows Server2012, Windows 8, Office 2013 and further advances in mobile and smartphone technologies. The challenge, as always, will be to keep increasing user efficiency by leveraging latest releases, while controlling ICT stability and complexity within the increasing constraints of ICT staff and financial budgets.

6.5 COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

In 2013, EMSA will continue its efforts to further advance **communication with external stakeholders**, and the website will consolidate its role as the core platform for accessing information about EMSA. More working documents will be accessible online, and more general information will be available for the wider public on the website. The focus for 2013 will be on updating information available on the Agency's web portal and making it more user friendly.



Printed publications are just one way in which EMSA communicates its activities.

Participation in targeted maritime related public events and exhibitions, sometimes in cooperation with other EU bodies, will continue. In coordination with the Commission services, EMSA will regularly keep the public and media informed of the latest developments in operational services, as well as provide information on progress and findings related to maritime safety, based on the work of the Agency. Meetings with the European maritime press corps may take place in order to present the work of the Agency and help raise awareness of EMSA's work. In this respect, during 2013, the Agency may invite specialised journalists on board EMSA's oil spill response vessels while they are carrying out drills.

On-going core activities in the field of information and communication include the publication of annual/periodical documents such as the Agency's work programme, the annual report, the monthly newsletter and topical leaflets.

A new general brochure on EMSA will be produced at the beginning of 2013 to reflect the current state of affairs. This will replace the existing brochure on the website's homepage. As an introduction to the Agency, this brochure is to be published in all official EU languages and to be geared towards a more general audience.

Besides the traditional printed material, the number of audio-visual productions, available through the EMSA website, will be further developed in order to ensure consistent and up-to-date information concerning the Agency.

The Agency's intranet, which now gathers almost 240 potential users, will play a critical role for internal communication. Following the developments launched in 2011, the extranet will be exploited further in 2013 to become a key vector for all types of internal communication.

Maritime safety experts and other interested parties will continue to attend training sessions, workshops and other meetings at EMSA headquarters. It is expected that these activities will build on the contribution already made to maritime safety by exchanging best practices. The **events team** of the Agency will continue to ensure the smooth and efficient organisation of such meetings.

Support to the Agency and its staff in the field of privileges and immunities will continue on the basis of the Protocol between the Government of the Portuguese Republic and the European Maritime Safety Agency covering



the relations between the Agency and Portugal (Seat Agreement), which lays down the rights, privileges and immunities of the Agency and its staff.

### 6.6 COOPERATION WITH OTHER AGENCIES AND BODIES

Cooperation with other Agencies and bodies is one of the tools used by the Agency to avoid duplication of work and foster synergies in its relevant fields of activity. The working relationships developed by the Agency with different bodies at technical level confirm that EMSA is considered a useful and reliable partner.

In most cases the final objective of these cooperation arrangements is to [improve the quality of services](#) offered by the Agency to the Member States and the Commission, within the limits of its mandate.

Various arrangements established by the Agency relate also to [exchange of information and data](#), relevant in the field of maritime safety, maritime surveillance, prevention of pollution from ships, and pollution preparedness, detection and response.

In certain cases cooperation with other Agencies aims to [rationalize the use of administrative resources](#).

The table overleaf lists the main arrangements with other agencies and bodies.

MAIN AGREEMENTS AND DECISIONS			
PARTIES INVOLVED	TYPE OF ARRANGEMENT	DATE	CONTENTS
<b>Arrangements related to implementation activities</b>			
EMSA – Equasis Supervisory Committee	Decision	19/6/2008	As from 1 January 2009 EMSA manages the Equasis system.
EMSA-France	Various agreements	27/02/2009	Ministère de l'écologie, du développement et de l'aménagement durable Direction des affaires maritimes – EQUASIS – IT services
EMSA-DG ELARG	Service Level Agreement	17/04/2009	Regional programme on financing preparatory measures for the participation of Croatia and Turkey in EMSA.
<b>Arrangements related to operational activities</b>			
EMSA – other LRIT Data Centres National Data Centres: Brazil, China, Panama, Russia, South Korea, Turkey, Ukraine, United States	Contract concerning the provision of and payment for LRIT information	Various dates according to participating third country	Sets out the financial obligations of the Parties resulting from the exchange of LRIT information between them.
EMSA – ESA (European Space Agency)	Agreement	2/7/2010	Agreement between EMSA and ESA to cooperate concerning the development and operational use of space-based systems, data and techniques in support of maritime activities, such as maritime safety, security, surveillance, and combating ship source pollution, and concerning the support to the implementation of European Union policies related to these fields.
EMSA – Danish Maritime Safety Administration	Service level Agreement	21/3/2011	Hosting, maintenance and operation of the HELCOM and the North Sea regional AIS Regional Servers and their connection with SafeSeaNet.
EMSA – Italian Coast Guard	Service level Agreement	21/3/2011	Hosting, maintenance and operation of the Mediterranean Regional Server and its connection with SafeSeaNet.
EMSA – IMSO (International Satellite Organization)	Services Agreement	27/5/2009	Sets out the rights of IMSO to audit, review and ensure EMSA's observance of the obligations in relation to LRIT within the legal framework established by IMO.
EMSA – CEDRE (Centre de documentation, de recherche et d'expérimentations sur les pollutions accidentelles des eaux) – CEFIC (European Chemical Industry Council)	Memorandum of Understanding	17/10/2008 (amended 2011, including extension of service until 17/10/2014)	Establishment of EMSA "M-ICE service" for HNS marine pollution emergencies.
EMSA – IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities)	Decision by the IALA Council	1/6/2008 (effective on)	Associate Membership.
EMSA – Interspill (UK Spill, NOSCA, SYCOPOL, SRGH, IPIECA)	Agreement	16/11/2007 (signature of EMSA) 19/2/2008 (last signature)	Agreement between the European Oil Spill industry trade associations, IPIECA and EMSA to hold the Interspill series of Conferences and Exhibitions.
EMSA – Paris MoU (Paris Memorandum of Understanding on Port State Control)	Agreement	30/1/2006 16/9/2010	Agreement on updating SafeSeaNet with Information on Banned Vessels / Agreement on EMSA as technical database manager for THETIS.
EMSA-EU NAVFOR	Technical Agreement	20/03/2011	MarSurv service

MAIN AGREEMENTS AND DECISIONS			
PARTIES INVOLVED	TYPE OF ARRANGEMENT	DATE	CONTENTS
EMSA-Finnish Meteorological Institute	Memorandum of Understanding	21/03/2012	Provision by the FMI of emission estimates (CO <sub>2</sub> , CO, SOX, NOX, PM) using their proprietary Ship Traffic Emissions Assessment Model (STEAM) for the EU sea area in 2011
EMSA – EFCA (European Fisheries Control Agency)	Service Level Agreement	20/03/2011	MarSurv BlueFin Tuna service
EMSA-Frontex	Cooperation agreement	26/11/2009	Joint Technical Expert Working Group
<b>Arrangements related to corporate activities</b>			
EMSA - CDT (Translation Centre of the EU)	Service agreement	03/09/2003	Translation service for official EMSA documents
EMSA – EASA (European Aviation Safety Organisation)	Service Level Agreement	20/05/2008	Non-exclusive licensing for access, use and modification of the EASA Electronic Human Resources Application
EMSA – EFCA (European Fisheries Control Agency)	Service Level Agreement	17/6/2008	EMSA will provide services of the Internal Auditor to the EFCA. Per calendar year a total of +/-60 days of service is foreseen.
EMSA and various Commission services: DG BUDG, DG EPSO, EAS, DIGIT, DG HR, PMO	Various administrative and services agreements	Various dates according to the DG and type of agreement	Provision of services or support linked to the Agency's corporate services such as staff training, recruitment procedures, central financial and accounting system ABAC etc.
EMSA-Portugal	Various agreements	01/05/2009	APL - Administração do Porto de Lisboa – lease agreement Fábrica Nacional de Moneda y Timbre Centro Nacional de Medicina no Trabalho - Annual check-up for EMSA staff members
EMSA-EMCDDA (European Monitoring Centre for Drugs and Drug Addiction)	Administrative agreement	19/03/2009	Agreement between EMCDDA and EMSA on the management of the Ribeira das Naus premises
EDA (European Defence Agency)	Service Level Agreement	06/01/2011	Agreement for the use of E-recruitment application for the Transfer of Rights of staff between EU Agencies
EMSA-DG COMM	MoU - Administrative agreement	04/01/2012	Workplace of Temporary Agent at the EU Representation in London



# European Maritime Safety Agency Activity Plan 2013



## 2.1 EU VESSEL TRAFFIC MONITORING\*

Financial and Human Resources	Input	Output
Commitment appropriations in EUR	6,809,337	<ol style="list-style-type: none"> <li>1. Assistance to the Commission for the monitoring of implementation of Directive 2009/17/EC amending Directive 2002/59/EC.</li> <li>2. Maintaining SafeSeaNet V.2 fully operational, including the Geographical Interface and interface with THETIS, and all Member States fulfilling reporting obligations of Directive 2002/59/EC as amended.</li> <li>3. Development of the Integrated Maritime Data Environment, which includes inter alia integrated ship position information, a common interface and common user management, a satellite-AIS data processing centre and new value added services.</li> <li>4. At least two workshops and two trainings for SafeSeaNet users.</li> <li>5. Support to all Member States participating in SafeSeaNet: adapting their national information systems to the new SafeSeaNet V.2 and actively exchanging, through the system, information on vessel traffic movements, cargoes, and incidents.</li> <li>6. Support to the Commission and the Member States (through the eMs and the associated sub-groups) for the implementation of Directive 2010/65/EC on reporting formalities (functional and technical specifications for the national single windows and the exchange between Member States).</li> <li>7. Coordinate the drafting of the technical specifications for the Security and Waste messages in SafeSeaNet.</li> <li>8. Development for upgrade of the application agreed with Member States and the Commission, in particular in relation to Incident Reports.</li> <li>9. SafeSeaNet Data Warehouse operational.</li> <li>10. Reception, storage and distribution of satellite AIS data.</li> <li>11. Technical pilot projects in the fields of Customs support (Blue Belt) and maritime surveillance (e.g. MarSurv, EUROSUR).</li> <li>12. Provide initial operations and image related data for the Agency's maritime surveillance activities.</li> </ol>
Payment appropriations in EUR	7,104,806	
Staff	19 AD, 4 AST, 2 END, 2 CA	

\* This section covers SafeSeaNet, IMDatE, Maritime Surveillance, Satellite AIS and Blue Belt.

### Outcome

SafeSeaNet is fully operational, covering the whole EU coastline and providing information as defined in Directive 2002/59/EC as amended. The information in the system covers four key areas: 1) ship position (e.g. AIS, LRIT, MRS); 2) ship pre-arrival, arrival and departure information (e.g. estimated time of arrival, actual time of arrival and departure, persons on board); 3) cargo (for vessel carrying dangerous or polluting goods); and 4) any accident or incident posing a potential hazard to shipping, threat to maritime safety, the safety of individuals or the environment. The Agency should be ready to provide maritime traffic information to a variety of maritime surveillance applications and to other user communities in Member States and to EU bodies on a need-to-know and need-to-share basis.

This information system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo (dangerous or polluting goods), and by providing information on the relevant incidents/accidents affecting ships navigating in EU waters. It facilitates port logistics and provides overall information on vessel traffic to public authorities, representing a fundamental tool to assist in vessel tracking, including information on possible incidents/accidents of ships as well as hazardous or polluting goods along the EU coastline.

Progress on the Integrated Maritime Data Environment (IMDatE) will facilitate improved data integration (the exchange of data between information systems) and data fusion (combining data from different sources).

### Key Performance Indicators (2.1)

	Target 2013	
SafeSeaNet system operational	percentage per year availability of central SSN system	99
	hours maximum continuous downtime of central SSN system	12
	reports per year (AIS)	1800 million
	notifications per year (HAZMAT, Port, Port +, Incident reports, MRS)	3.5 million
SafeSeaNet system reporting performance	percentage of Member States' requests to SSN delivered on time according to SSN system requirements	99
SafeSeaNet client satisfaction	number of requests for information to SSN	3.5 million

## 2.2 EU LRIT COOPERATIVE DATA CENTRE AND LRIT IDE

Financial and Human Resources	Input	Output
Commitment appropriations in EUR	3,780,122	<ol style="list-style-type: none"> <li>1. Continued operations and ongoing maintenance of both systems at EMSA.</li> <li>2. Upgrading of the ship database.</li> <li>3. Support to Member States.</li> <li>4. Quality of the service maintained.</li> <li>5. Preparation for integration of LRIT data with other data streams.</li> </ol>
Payment appropriations in EUR	4,128,283	
Staff	9 AD, 8 AST	

### Outcome

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

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

### Key Performance Indicators (2.2)

Key Performance Indicators (2.2)			Target 2013
EU LRIT DATA CENTRE	System operational	percentage per month availability	99
		hours maximum continuous downtime	12
	EU DC reporting performance	percentage position reports delivered according to IMO requirement (periodic reports: 15 min; polls: 30 min)	99
		Invoice and billing system	percentage of invoices issued within one month of threshold
Web user interface	percentage per year of availability to users	95	
LRIT IDE	System operational	percentage per year availability of LRIT IDE	99
		hours maximum continuous downtime of LRIT IDE	12

## 2.3 THETIS

Financial and Human Resources	Input	Output
Commitment appropriations in EUR	2,587,945	1. Database 'New Information System' (THETIS): operational and under continuous enhancement to meet new requirements.
Payment appropriations in EUR	2,135,415	2. Interface with SafeSeaNet: operational
Staff	6 AD, 1 AST, 1 END	3. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the system. 4. Training to Member States of the Paris MoU.

### Outcome

The Agency operates the Port State Control information system in line with Directive 2009/16/EC, 1999/35/EC and the Paris MoU text, introducing a new inspection regime supported by a new information system. Operations are supported technically and operationally by a helpdesk. Data import from external systems such as the databases of the Recognised Organisations in accordance with Regulation 391/2009/EC is ensured.

Key Performance Indicators (2.3)		Target 2013
System operational	percentage per year availability	94
	hours maximum continuous downtime	6
Helpdesk Service	average time in working hours for feedback on requests for user support	3
	average time in working hours for feedback on requests from the public and other unregistered users	4
Links with third party systems	percentage availability for data imports at the THETIS side	90



## 2.4 MARITIME SUPPORT SERVICES

Financial and Human Resources	Input	Output
Commitment appropriations in EUR	2,269,059	1. Availability of the Maritime Support Services 24/7 (helpdesk, application monitoring and first level incident management, and contact point in case of emergencies)
Payment appropriations in EUR	2,231,059	2. Permanent data quality improvement and compliance with vessel and incident reporting requirements in SafeSeaNet, LRIT and CleanSeaNet.
Staff	9 AD, 4 AST, 4 END	3. Support operation of vessel traffic monitoring and maritime surveillance pilot projects.

### Outcome

Users of EMSA's vessel traffic monitoring and maritime surveillance systems (SafeSeaNet, LRIT and CleanSeaNet) and pollution response capacities (stand-by oil spill response vessels, satellite images and expertise) benefit from timely and appropriate helpdesk and monitoring services.

Key Performance Indicators (2.4)		Target 2013
Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8

### 3.1 CLASSIFICATION SOCIETIES

Financial and Human Resources	Input	Output
Commitment appropriations in EUR	2,193,156	<ol style="list-style-type: none"> <li>1. On behalf of the Commission, 18-22 inspections of Recognised Organisations, both offices and visits to ships.</li> <li>2. Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition.</li> <li>3. Continue work in relation to the assessment of the Quality Assessment and Certification Entity set up by the Recognised Organisations in accordance with Regulation (EC) No. 391/2009</li> <li>4. Support to the Commission in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC, including end-of-cycle reports to assist in the preparation and follow-up of the assessment of Recognised Organisations.</li> </ol>
Payment appropriations in EUR	2,222,156	
Staff	10 AD, 2 AST, 2 END	

#### Outcome

Based on the reports submitted by the Agency, the Commission should be able to make the relevant assessment and as a result take policy decisions and/or request corrective measures of Recognised Organisations or Member States controlling them, in order to improve the overall quality of the certification work undertaken by those companies.

Key Performance Indicators (3.1)		Target 2013
Inspections	number of all types of inspection per year*	18-22
	percentage of planned inspections completed	100
Reports	number of reports per year	18
Findings	number of findings**	n/a
End-of-cycle reports	number of reports per year	4-6
	percentage of planned reports issued	100

\* Visits to ships and initial inspections following new recognition requests are included in this figure.

\*\* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

### 3.2 STCW

Input	Input	Output
Commitment appropriations in EUR	1,671,178	1. 7-8 inspections of third countries. 2. Maintain the STCW Information System.
Payment appropriations in EUR	1,674,278	
Staff	8 AD, 1 AST, 1 END	

#### Outcome

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

Key Performance Indicators (3.2)		Target 2013
Inspections and visits	number of inspections and visits per year	7-8
	percentage of planned inspections and visits completed	100
Reports	number of reports per year	7-8
STCW Information System	percentage per year availability	95
Findings	number of findings*	n/a

\* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

### 3.3 IMPLEMENTATION OF PSC DIRECTIVE

Input	Input	Output
Commitment appropriations in EUR	229,367	1. Upon request by the Commission, 4-6 visits to Member States. 2. Upon request of the EFTA Surveillance Authority, visits to Norway and Iceland.
Payment appropriations in EUR	229,367	3. Desktop analysis of implementation of Directive 2009/16/EC at the request of the Commission
Staff*	1 AD	

#### Outcome

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

#### Key Performance Indicators (3.3)

Key Performance Indicators (3.3)		Target 2013
Visits	number of visits per year	4-6
	percentage of planned visits completed	100
Reports	number of reports per year	4-6
Findings	number of findings**	n/a

\* Staff are also involved in the implementation tasks as described in Chapter 3.1 (Port State Control).

\*\*This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

### 3.4 MARITIME SECURITY

Input	Input	Output
Commitment appropriations in EUR	627,265	1. Upon request of the Commission, provide assistance, including, where appropriate, inspection of RSOs, maritime administrations, statistics and vertical reviews of national security systems.
Payment appropriations in EUR	627,265	2. Upon request of the EFTA Surveillance Authority, provide assistance for 2-4 inspections of Norway and Iceland.
Staff	3 AD, 1 AST	

#### Outcome

Provide the Commission and the EFTA Surveillance Authority with objective, reliable and comparable information and data based on the outcome of the inspections, to enable them to evaluate the effectiveness of existing measures and to take appropriate action in relation to the Member States' implementation of the relevant maritime security legislation.

Key Performance Indicators (3.4)		Target 2013
Inspections	number of inspections per year	40-45
	percentage of planned inspections completed	100
Reports	number of reports per year	20-25
Number of findings	number of findings*	n/a

\* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

### 3.5 MONITORING IMPLEMENTATION OF EU MARITIME LEGISLATION

Input	Input	Output
Commitment appropriations in EUR	941,230	<ol style="list-style-type: none"> <li>1. 2 visits to EU Member States focusing on Directive 98/41/EC on the registration of persons sailing on board passenger ships.</li> <li>2. Additional VTMISS visits to EU Member States concerning issues not addressed in the visits already undertaken.</li> <li>3. 2 visits to EU Member States to monitor the implementation of the MED mechanisms.</li> <li>4. 5 visits to EU Member States to monitor the implementation of Directive 2009/18/EC on the investigation of accidents in the maritime transport sector.</li> <li>5. Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.</li> </ol>
Payment appropriations in EUR	941,230	
Staff	4 AD, 2 AST	

#### Outcome

Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the EU.

#### Key Performance Indicators (3.5)

Key Performance Indicators (3.5)		Target 2013
Visits	number of visits per year	14
	percentage of planned visits completed	100
Reports	number of reports per year	14
Number of findings	number of findings*	n/a

\* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

### 3.6 HORIZONTAL ANALYSIS & RESEARCH

Input	Input	Output
Commitment appropriations in EUR	298,733	<ol style="list-style-type: none"> <li>1. Carry out 2-3 Horizontal Analyses and report to the Commission with indications of possible improvement actions</li> <li>2. Support the Commission in its evaluation and follow-up of visits and inspections and, when required, in any follow-up actions (e.g. consultations with MS, Workshops on best practice etc.)</li> <li>3. Conduct analyses of research projects to assist the Commission, upon request, with preparatory work for updating/developing legislation.</li> </ol>
Payment appropriations in EUR	298,733	
Staff	2 AD	

#### Outcome

Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the EU.

Key Performance Indicators (3.6)		Target 2013
Analyses on the basis of full or partial visit and inspection cycles	number of horizontal analyses per year	2-3
	percentage of planned analyses completed	100

#### 4.1 PORT STATE CONTROL

Financial and Human Resources	Input	Output
Commitment appropriations in EUR	1,431,424	1. Management and enhancement of harmonised training tools for Port State Control Officers.
Payment appropriations in EUR	1,451,424	2. Deliver training: New Entrants Seminars and Refresher Seminars.
Staff	3 AD, 1 AST, 2 END	3. Provide training on Directive 2009/16/EC 4. Management and elaboration of 'RuleCheck'. 5. Keeping up-to-date official list of banned vessels and company performance. 6. Providing statistics upon request. 7. Supporting the Commission in the implementation of Directive 2009/16/EC on Port State Control 8. Participation in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of the Commission.

#### Outcome

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

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

Key Performance Indicators (4.1)		Target 2013
Training	number of training sessions per year	5
Attendance	number of experts attending per year	225
Client satisfaction	result of customer survey	positive
RuleCheck user response	number of system errors per year	<10



## 4.2 ACCIDENT INVESTIGATION

Input	Input	Output
Commitment appropriations in EUR	1,224,987	<ol style="list-style-type: none"> <li>1. Supporting the Commission in the implementation of Directive 2009/18/EC</li> <li>2. Providing the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011.</li> <li>3. Running and enhancing the Marine Casualty Information Platform (EMCIP).</li> <li>4. Checking EMCIP data quality through acceptance procedure.</li> <li>5. Supporting Member States through development and promotion of training activities in the field of marine accident investigation.</li> <li>6. Compiling an annual overview of marine casualties and incidents on the basis of data provided by the Member States, in accordance with Article 17 of directive 2009/18/EC.</li> <li>7. Analysing accident investigation reports with a view to identifying lessons to be learnt at EU level</li> <li>8. Providing operational support, if requested by the relevant Member States in investigations related to serious or very serious maritime accidents (provided that there is no conflict of interest)</li> </ol>
Payment appropriations in EUR	1,227,487	
Staff	3 AD, 1 AST, 1 END, 1 CA	
		<b>Outcome</b> Activities are aimed at further developing the accident investigation capabilities of Member States and the ability to collect and compare investigation data at EU level.

Key Performance Indicators (4.2)		Target 2013
EMCIP meetings	number of meetings per year	2
Accident Database	number of reports in system	2000*

\* This target is based on experience of the previous years and is not, strictly speaking, a measure of the performance of the Agency.

**4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)\***

Input	Input**	Output
Commitment appropriations in EUR	1,113,993	1. Up to 10 training sessions for Member States. 2. 6 sessions for training/technical assistance for officials from Croatia, Turkey and the Western Balkans related to EU-legislation and EMSA activities.
Payment appropriations in EUR	1,113,993	3. Support the Commission in implementing the SAFEMED II Project. 4. Implementation of SAFEMED III project (timeframe: 2013-2015)
Staff	2 AD, 2 AST, 2 END	

**Outcome**

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

To support the process of approximation to EU maritime safety "acquis" for candidate and potential candidates.

**Key Performance Indicators (4.3)**

Key Performance Indicators (4.3)		Target 2013
Training for Member States	number of MS training sessions per year	8
	number of MS experts attending per year	140
Training for accession countries	number of AC training sessions per year	6
	number of AC experts attending per year	80
Client Satisfaction	result of customer survey	positive

\* Training on PSC is not included here because it constitutes a different activity. It is referred to in section 3.1 - Port State Control.

\*\* The budgetary figures include forecasted revenue from DG ELARG: 30,000 EUR are included in commitment appropriations and in payment appropriations as expected contribution from DG Enlargement of the Commission for potential candidate and candidate Countries. The possible contribution from DG DEVCO for the assistance to the European Neighbourhood Policy countries through SAFEMED III is not yet included.

#### 4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Input	Input	Output
Commitment appropriations in EUR	1,341,921	<ol style="list-style-type: none"> <li>1. Monitoring of the work at IMO in the field of Maritime Safety Standards and technical support to the Commission.</li> <li>2. Technical support regarding RoPax ship stability, ISM code and Goal Based Standards developments.</li> <li>3. Assistance for the revision of Directive 98/18/EC on safety rules and standards for passenger ships.</li> <li>4. Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis) and to the revision of the Directive.</li> <li>5. Examination of submissions under article 13 of the Marine Equipment Directive.</li> <li>6. Upgrade of the MARED database.</li> <li>7. Management of the alert system foreseen by the MRA signed between EU and USA.</li> </ol>
Payment appropriations in EUR	1,333,758	
Staff	7 AD	

#### Outcome

The Agency contributes to the safety of ships and marine equipment at European level by closely monitoring the standards development. It also ensures the functioning of the internal market by assessing safety problems and/or market distortions.

Key Performance Indicators (4.4)		Target 2013
MARED Database	percentage per year availability of MARED DB	97

#### 4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

Input	Input*	Output
Commitment appropriations in EUR	1,351,221	1. Management of Equasis. 2. Publishing the sixth annual statistical report on the world merchant fleet in Equasis.
Payment appropriations in EUR	1,340,805	3. Production of statistical products (regular or ad hoc), as well as analyses, services and publications, for internal and external use, as appropriate.
Staff	2 AD, 1 AST, 1 END, 1 CA	4. Enhancement of the MARINFO database through a new framework contract for data services entering into force from 1 January 2012. 5. Supporting projects related to calculation of air emissions from ships based on AIS data.

#### Outcome

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

#### Key Performance Indicators (4.5)

Key Performance Indicators (4.5)		Target 2013
Availability of the system	percentage per year availability of Equasis	99.5
Users	number of users per month	30 000
Contributors	number of contributing members	8

\* The budgetary figures include forecasted revenue from Equasis entered in 2013 budget as "p.m.". In particular 405,000 EUR are included in commitment appropriations and in payment appropriations as expected contribution from the States Parties to the Equasis Memorandum.

#### 4.6 PREVENTION OF POLLUTION BY SHIPS

Input	Input	Output
Commitment appropriations in EUR	1,771,656	<p>1. Port reception facilities</p> <ul style="list-style-type: none"> <li>- Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC.</li> </ul>
Payment appropriations in EUR	1,746,656	<ul style="list-style-type: none"> <li>- Assisting the Commission and the Member States in matters related to, and impacting upon, the implementation of Directive 2000/59/EC</li> </ul>
Staff	8 AD, 1 END, 1 CA	<ul style="list-style-type: none"> <li>- Provide assistance to the Commission in matters related to the review of Directive 2000/59/EC.</li> <li>- Analysing international instruments aiming to clarify legal and technical aspects for the delivery and reception of ship-generated waste and cargo residues, including a close monitoring of on-going discussions at IMO and other international fora (e.g. ISO standards on port reception facilities and on the segregation of waste on board ships).</li> </ul> <p>2. Air emissions</p> <ul style="list-style-type: none"> <li>- Providing technical assistance to the Commission in the field of air emissions, following the recent adoption of the revised MARPOL Annex VI and on the review of Directive 2005/33/EC.</li> <li>- Providing technical assistance to the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures to reduce greenhouse gases from ships, depending on the regulatory choices made at international or EU level.</li> <li>- Providing assistance to the Commission in following the international developments, notably in relation to the Energy Efficiency Design Index and its extension to additional ship types.</li> </ul> <p>3. Ship recycling:</p> <ul style="list-style-type: none"> <li>- Contribute to the work of the Commission on the proposal for an EU regulation on ship recycling.</li> <li>- Assisting the Commission with negotiations at the IMO regarding the development of relevant guidelines and other international developments.</li> </ul> <p>4. Ballast water:</p> <ul style="list-style-type: none"> <li>- Contributing to the implementation of the IMO Convention by following and contributing to the development on various issues, notably sampling for compliance and risk assessment, ensuring consistency between regional approaches in Europe and helping Member States ratify the Convention.</li> </ul> <p>5. Anti-fouling systems</p> <ul style="list-style-type: none"> <li>- Providing technical assistance to the Commission and the Member States, as appropriate.</li> </ul> <p>6. Other</p> <ul style="list-style-type: none"> <li>- Monitoring and advice on international and EU developments related to other environmental issues.</li> </ul>

#### Outcome

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

#### 4.7 LIABILITY AND COMPENSATION

Input	Input	Output
Commitment appropriations in EUR	198,367	<ol style="list-style-type: none"> <li>1. Support the Commission and Member States in matters regarding maritime liability and compensation.</li> <li>2. Increase knowledge on the implementation and effects of international conventions and relevant EU legal instruments in this field, including the Directive on ship-source pollution.</li> </ol>
Payment appropriations in EUR	198,367	
Staff	1 AD	

#### Outcome

Through its activities the Agency contributes to a better understanding of the regulatory system regarding maritime liability and compensation and better implementation of EU rules in this field.

### 5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

Input	Input	Output
Commitment appropriations in EUR	21,102,146	<ol style="list-style-type: none"> <li>1. Re-tendering the lots of the Northern Atlantic, Western (to be transferred to Adriatic Sea) and Eastern Mediterranean Sea, signed in 2007, for the expiring and not renewable stand-by oil spill response service contracts.</li> <li>2. Subject to the outcome of the 2012 public procurement and following the early termination of the contract for Salina Bay, consideration must be given to maintaining the vessel network to ensure adequate response capacity in the respective area taking advantage of the already available equipment and resources.</li> <li>3. Renewing the existing stand-by service contracts for the Northern Baltic and Atlantic Sea (Channel), signed in 2008, for an additional period of 3 years.</li> <li>4. Managing the stand-by service contracts including supervision of vessel and equipment performance as well as crew capability for oil pollution response.</li> <li>5. Organising the participation of EMSA contracted oil spill response vessels in regional and/or national at-sea response exercises.</li> <li>6. Providing expertise to Member States or the Commission in case of an incident.</li> <li>7. Implementing improvement projects to upgrade the pollution response capacity of the Network.</li> </ol>
Payment appropriations in EUR	16,214,732	
Staff	11 AD, 4 AST, 1 END	

#### Outcome

The Network of Stand-by Oil Spill Response Vessels offers a European tier of pollution response resources to top-up the response capacities of EU Member States when protecting their coastlines from marine pollution.

Key Performance Indicators (5.1)		Target 2013
Anti-pollution stand-by vessel network	number of contracts	17
	geographical coverage	All regional sea basins of Member States
New vessels pre-fitting	number of newly contracted vessels pre-fitted	3
Drills and exercises	number of drills per year	68
	number of operational exercises per year	10
	number of notification exercises per year	10
Response to requests	mobilisation time in hours	24

## 5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Input	Input	Output
Commitment appropriations in EUR	5,163,017	1. Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels.
Payment appropriations in EUR	5,608,760	2. Provide assistance to EU Member States and the Commission in case of accidental spills.
Staff	7 AD, 1 AST, 1 CA	3. Enhance the CleanSeaNet service with models and oceanographic information. 4. Provide training to EU Member States on CleanSeaNet. 5. Organise meetings of the EMSA CleanSeaNet User Group. 6. Develop activities with enforcement authorities to stimulate an effective follow-up to CleanSeaNet detections.

### Outcome

The Agency provides a satellite image based service to support coastal States and the Commission in their efforts 1) to identify, trace and track illegal discharges and polluters, 2) to respond to large scale marine pollution incidents through monitoring, and 3) in support of additional maritime monitoring projects as requested. The CleanSeaNet service provides a sustainable basis upon which users can extend their activities targeting illegal discharges in European waters.

### Key Performance Indicators (5.2)

Key Performance Indicators (5.2)		Target 2013
Satellite images	number of images ordered and analysed per year	2000
Assistance for accidental spills	percentage response rate to assistance requests	100
CSN-DC operational	percentage per year availability of CSN	97.5



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

Input	Input	Output
Commitment appropriations in EUR	1,198,524	<ol style="list-style-type: none"> <li>1. Coordinating CTG MPPR meeting/workshops/EMPOLLEX and implementing the CTG MPPR Rolling Work Programme.</li> <li>2. Developing and updating marine pollution preparedness and response related information, studies, reports and inventories.</li> <li>3. Maintain the network of specialised chemical experts (MAR-ICE Network).</li> <li>4. Develop datasheets of chemical substances for marine pollution response.</li> <li>5. Supporting activities of Regional Agreements, the IMO and other relevant bodies/organisations where appropriate.</li> </ol>
Payment appropriations in EUR	1,272,686	
Staff	5 AD	

#### Outcome

Activities of the Agency in this field are aimed at supporting the preparedness structures and response capabilities of Member States with regard to marine pollution incidents, as well as at disseminating best practice and exchanging information between Member States, the Regional Agreements, the IMO and other relevant international bodies.

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

#### Key Performance Indicators (5.3)

#### Target 2013

Key Performance Indicators (5.3)			Target 2013
Cooperation, coordination & information	Coordination of the CTG MPPR	Number of CTG MPPR meetings and workshops	2
	Development of studies/reports	Number of studies/reports/decision support tools	2
HNS operational support	Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs	>75
		percentage of responses within 4 hrs	<25
	Developing datasheets	number of datasheets produced	25

## 6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

	Input	Objectives
Management Team/ Bureau of the Executive Director*	13 AD, 6 AST, 2 CA	Management team/Bureau of the Executive Director
Human Resources	1 AD, 7 AST, 5 CA	<ul style="list-style-type: none"> <li>- Work programme, including staff and budget planning.</li> <li>- Action Plan for Pollution Preparedness and Response</li> <li>- 5 year Strategy implementation.</li> <li>- Annual report and accounts.</li> <li>- Multi Annual Staff Policy Plan.</li> </ul>
Legal and Financial Affairs, Facilities and Logistics	4 AD, 3 AST, 8 CA	<ul style="list-style-type: none"> <li>- Preparation of meetings of the Administrative Board, decisions, minutes.</li> <li>- Regular monitoring of ongoing projects.</li> </ul>
Operations Support (ICT):	4 AD, 14 AST, 4 CA	<p><b>Human resources</b></p> <ul style="list-style-type: none"> <li>- Management of the establishment plan (new recruits, turnover, etc.).</li> <li>- Management of staff related budget.</li> <li>- Implementation of rights and obligations of EMSA staff members.</li> <li>- Implementation of Staff Development Policy.</li> <li>- Improvement and updating of e-HR tools.</li> <li>- Implementation and improvement of existing HR policies related to career development.</li> <li>- Preparation of Implementing Rules to the Staff Regulations.</li> <li>- Implementation of the traineeship policy.</li> <li>- Reimbursement of Missions.</li> </ul> <p><b>Legal and financial affairs, Facilities and Logistics</b></p> <ul style="list-style-type: none"> <li>- Verification of commitment and payments files.</li> <li>- Organising and executing transfers.</li> <li>- Budget preparation and follow-up.</li> <li>- Providing budget overviews.</li> <li>- Advising on and verifying contracts and procurement procedures.</li> <li>- Providing legal advice to the Executive Director and the units.</li> <li>- Managing facilities and support services of the Agency.</li> </ul> <p><b>Operations support (ICT)</b></p> <ul style="list-style-type: none"> <li>- Maintaining and enhancing a state-of-the-art Data Centre to host maritime applications.</li> <li>- Providing advanced business continuity and ICT security services.</li> <li>- Providing 24/7 ICT Operations for hosting of maritime applications.</li> <li>- Providing technical expertise to support operational maritime applications.</li> <li>- Providing technical support to the development and rollout of new maritime applications and major upgrades to existing ones.</li> <li>- Providing Horizontal ICT Service Platforms for Maritime Applications</li> <li>- Providing EMSA's Corporate Services Platforms (email, EDMS, file &amp; print, etc.)</li> <li>- Providing advanced ICT desktop and mobile services to staff.</li> </ul>

*This number includes the Executive Director and his staff, Heads of Department and their staff, Heads of Horizontal Units as well as the data protection, audit and accountancy functions.*

## Outcome

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

Key Performance Indicators (6.1, 6.2, 6.3 and 6.4)		Target 2013
Establishment plan	execution rate establishment plan	as close as possible to 100% with minimum target of 94%
	execution rate commitment appropriations	as close as possible to 100%
Budget	execution rate payment appropriations	as close as possible to 100%

**6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT**

Input	Input	Output
Commitment appropriations in EUR	1,516,698	<ol style="list-style-type: none"> <li>1. Preparing regular publications and completing/updating brochures and leaflets including the new EMSA general brochure in all EU languages.</li> <li>2. Improving internal communication tools such as intranet</li> <li>3. Creating/updating electronic information tools (e.g. website and videos).</li> <li>4. Presenting at meetings, exhibitions and conferences.</li> <li>5. Implementation of the Protocol Agreement and Privileges.</li> <li>6. Supporting the organisation of events/meetings in the Agency.</li> </ol>
Payment appropriations in EUR	1,516,698	
Staff	4 AD, 4 AST, 4 CA	

**Outcome**

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

<b>Key Performance Indicators (6.5)</b>		<b>Target 2013</b>
<b>Publications</b>	number of publications/leaflets/brochures produced per year	14
<b>Events</b>	number of meetings/workshops organised by EMSA per year	40
	number of participants at EMSA meetings/workshops per year	1250



# European Maritime Safety Agency Annexes to Work Programme 2013

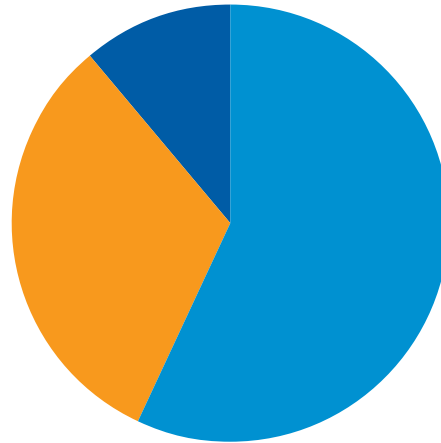


ANNEX A: ACTIVITY BASED BUDGETING OVERVIEWS

A.1 BUDGET 2013

EUR 58.8 million  
(commitment appropriations 2013 titles i, ii & iii)

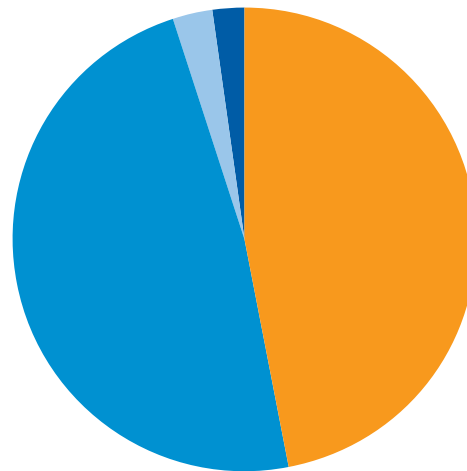
- Staff and Administration
- Facilities
- Operational Activities



A.2 USE OF RESOURCES BY GROUP OF ACTIVITIES

EUR 58.8 million  
(commitment appropriations 2013)

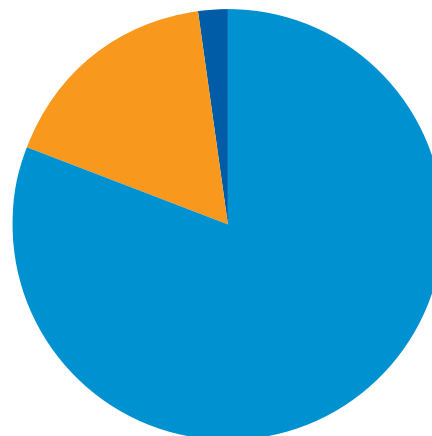
- Maritime Safety
- Pollution Response
- Pollution Prevention
- Information, Communication, Protocol and Events



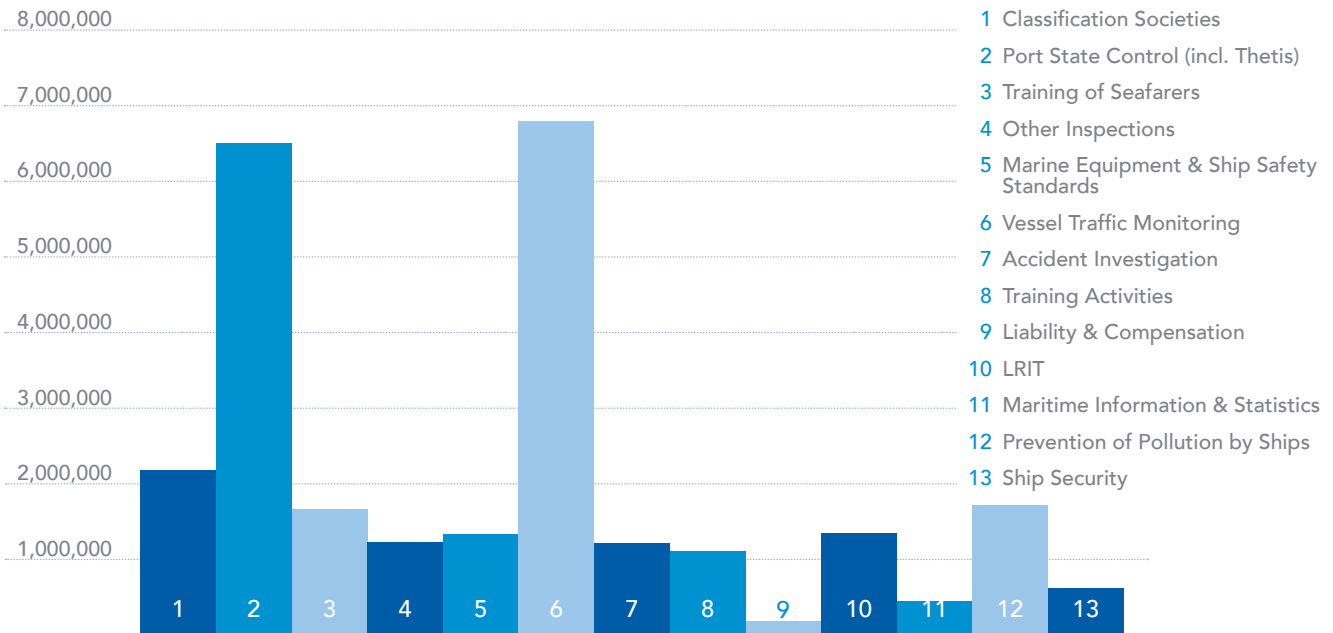
A.3 ANTI-POLLUTION MEASURES

EUR 23.3 million  
(commitment appropriations 2013)

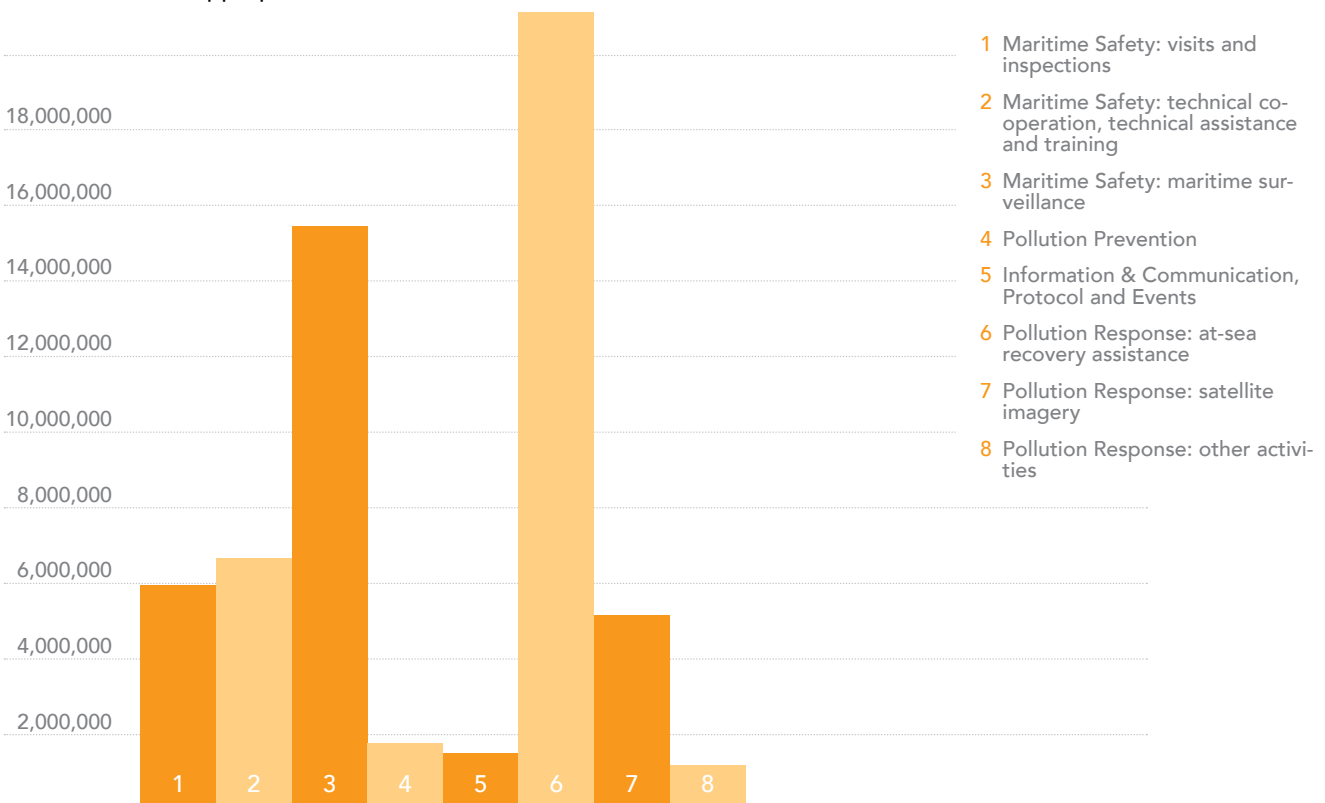
- Network of Stand-by Oil Spill Recovery Vessels
- CleanSeaNet: EU satellite oil spill and illegal discharges monitoring service
- Co-operation, co-ordination and information relating to pollution preparedness and response



**A.4 OPERATIONAL ACTIVITIES IN THE FIELD OF MARITIME SAFETY AND PREVENTION OF POLLUTION BY SHIPS**  
(commitment appropriations)



**A.5 TOTAL COSTS BY GROUP OF ACTIVITIES**  
(commitment appropriations)



ANNEX B: BUDGET 2013

REVENUE

TITLE	HEADING	2013		2012 <sup>5</sup>		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2						
2.0	Subsidy from EU incl. EFTA contribution	57,400,496	53,617,108	54,613,050	56,982,159	Regulation (EC) No 1406/2002 as amended.
2.0	EC Funds for candidate, potential and ENP countries (DG ENLARG)	p.m. <sup>2</sup>	p.m. <sup>2</sup>	140,850	140,850	EC Funds for candidate, potential candidate and European Neighbourhood Policy countries.
2.0	EC Funds for Integrated Maritime Policy Project	p.m. <sup>3</sup>	p.m. <sup>3</sup>	700,000	700,000	
2.0	Subtotal <sup>1</sup>	57,400,496	53,617,108	55,453,900	57,823,009	
2.1	L.R.I.T.	200,000	200,000	350,000	350,000	Income from L.R.I.T. services.
2.1	EQUASIS	p.m. <sup>4</sup>	p.m. <sup>4</sup>	416,000	416,000	Income from EQUASIS Member States' fees.
9	Miscellaneous revenue	p.m.	p.m.	192,545	192,545	Miscellaneous revenue
	<b>TOTAL REVENUE</b>	<b>57,600,496</b>	<b>53,817,108</b>	<b>56,412,445</b>	<b>58,781,554</b>	

EXPENDITURE

1	STAFF	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
1.1	Staff in active employment	19,551,000	19,551,000	19,185,553	19,185,553	Remuneration of permanent, temporary and contract agents; Allowances of seconded national experts; Net salaries.
1.2	Expenditure related to recruitment	279,000	279,000	590,000	590,000	Expenditure related to recruitment procedures, incl. candidate travel costs, installation, daily subsistence & resettlement allowances, and removal costs.
1.3	Administrative missions and duty travel	110,000	110,000	138,836	138,836	Costs for non-operational missions.
1.4	Socio-medical infrastructure, training	330,000	330,000	400,000	400,000	Staff training, annual medical checks, canteen.
1.6	Social measures	425,000	425,000	407,200	407,200	Social measures: school expenses and associated costs.
1.7	Entertainment and representation	40,000	40,000	40,000	40,000	Representation expenses and miscellaneous receptions.
	<b>TOTAL TITLE 1</b>	<b>20,735,000</b>	<b>20,735,000</b>	<b>20,761,589</b>	<b>20,761,589</b>	
2	ADMINISTRATIVE EXPENDITURE	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2.0	Rental of building and associated costs	3,297,000	3,297,000	3,401,220	3,401,220	Building rental & associated costs incl. utilities, security & cleaning services.
2.1	Data processing expenditure and associated costs	424,000	424,000	487,699	487,699	ICT hardware and software, licences, consultancies and maintenance.
2.2	Movable property and associated costs	88,000	88,000	88,000	88,000	Technical facilities and electronic office equipment, furniture, documentation and library expenditure.
2.3	Current administrative expenditure	170,500	170,500	228,736	228,736	Office stationary and supplies, financial and legal charges and other operating expenditure.
2.4	Postal charges and telecommunications	230,000	230,000	245,000	245,000	Postal charges and telecommunication costs.
2.5	Meeting expenses	120,000	120,000	120,889	120,889	Administrative Board meetings.
	<b>TOTAL TITLE 2</b>	<b>4,329,500</b>	<b>4,329,500</b>	<b>4,571,544</b>	<b>4,571,544</b>	
	<b>TOTAL TITLES 1 &amp; 2 (06 02 02 01)</b>	<b>25,064,500</b>	<b>25,064,500</b>	<b>25,333,134</b>	<b>25,333,134</b>	



## EXPENDITURE (CONTINUED)

TITLE	HEADING	2013		2012 <sup>5</sup>		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
3	OPERATING EXPENDITURE					
3.0	Satellite AIS and Maritime Surveillance <sup>4</sup>	0	250,000	500,000	250,000	Satellite AIS and Maritime Surveillance Activities.
3.1	Development of databases	4,324,707	4,083,851	3,755,677	4,620,334	Set up of databases in the field of maritime safety, traffic monitoring systems (excluding LRIT), creation of computer infrastructure and development and maintenance of applications.
	EQUASIS	p.m.	p.m.	468,000	468,000	
	Integrated Maritime Policy project	p.m.	p.m.	700,000	700,000	
3.2	Information and communication	80,000	80,000	80,000	80,000	Website development, publication of general reports, information and technical dossiers in paper form and internet.
3.3	Meetings	770,000	828,000	836,000	895,500	Expert meetings, conferences and workshops.
	EC Funds for candidate, potential and ENP countries	p.m.	p.m.	140,850	140,850	
3.4	Translation expenses	200,000	200,000	200,000	200,000	Translation expenses related to operational activities.
3.5	Studies	367,292	336,265	355,000	355,000	Monitoring and evaluation of measures for maritime safety and prevention of pollution by ships.
3.6	Mission expenses	786,433	796,433	785,321	785,321	Operational missions: visits to Member States, inspections related to classification societies, STCW, Port Reception Facilities, Traffic monitoring Directive, maritime security, etc.
3.7	Training activities	790,000	790,000	816,000	846,000	Training activities for EU Member States (including Port State Control).
3.9	L.R.I.T.	1,920,000	2,458,004	1,910,000	3,061,952	EU LRIT (Long Range Identification and Tracking System) Data Centre, LRIT IDE & IMDatE.
	<b>TOTAL TITLE 3 (06 02 02 02) (without Anti-Pollution and including DG ENLARG funds &amp; LRIT services income)</b>	<b>9,238,432</b>	<b>9,822,553</b>	<b>10,546,848</b>	<b>12,402,957</b>	
3.8	Anti-pollution measures (06 02 02 03)	23,297,564	18,930,055	20,532,463	21,045,463	Costs of chartering vessels (with equipment) to combat large oil spills, provision of satellite imagery (CleanSeaNet), technical assistance, studies and research projects to improve pollution preparedness and response (implementation of action plan).
	<b>TOTAL TITLE 3 (06 02 02 02 &amp; 06 02 02 03) (incl. DG ENLARG funds &amp; LRIT services income)</b>	<b>32,535,996</b>	<b>28,752,608</b>	<b>31,079,311</b>	<b>33,448,420</b>	
	<b>TOTAL BUDGET (incl. DG ENLARG funds &amp; LRIT services income)</b>	<b>57,600,496</b>	<b>53,817,108</b>	<b>56,412,445</b>	<b>58,781,554</b>	

1. EC contribution

2. EUR 30 000 expected from DG ENLARG

3. EUR 700 000 expected

4. EUR 405 000 expected

5. Second amended budget 2012

NB: figures are rounded

ANNEX C: INDICATIVE PROCUREMENT PLAN FOR OPERATIONAL ACTIVITIES

PLANNED PROCUREMENT/CONTRACTS 2013					
ACTIVITY	ESTIMATED VALUE IN EURO <sup>1</sup>	TENTATIVE NUMBER OF CONTRACTS <sup>2</sup>	ICT		TENTATIVE TIMEFRAME <sup>4</sup>
2.1 EU Vessel Traffic Monitoring <sup>5</sup>	2,175,075	10			Q1-Q4
2.2 EU LRIT Data Centre and LRIT IDE	1,416,635	8	11 <sup>3</sup>		Q1-Q3
2.3 New Information System for Port State Control (THETIS)	1,392,905	5			Q1 & Q4
2.4 Maritime Support Services	119,780	3			Q2 & Q4 <sup>6</sup>
3.1 Classification Societies	117,000	2			Q1 & Q3
3.2 STCW	75,000	2			Q1 to Q2
4.1 Port State Control	220,000	2			Q3 to Q4
4.2 Accident investigation	215,000	2			Q4
4.4 Marine equipment and ship safety standards	216,354	2			Q4
4.5 Maritime Information, Equasis and statistics	326,600	2			Q4
4.6 Prevention of pollution by ships	200,000	4			Q1 to Q4
5.1 Stand-by oil recovery vessel network	18,779,174	9			Q1 to Q2 <sup>6</sup>
5.2 CleanSeaNet and illegal discharges	3,740,000	7			Q1 & Q2 & Q4
5.3 Cooperation, coordination and dissemination of information in pollution response	253,000	6			Q1 to Q2
6.5 Communication, Protocol and Events & Missions support	80,000	4			Q4 <sup>6</sup>
Subtotal		68		11	
<b>TOTAL PLANNED PROCUREMENT 2013</b>	<b>29,326,523</b>	<b>79</b>			

1. Framework contracts, specific contracts, direct contracts, amendments or agreements, as appropriate. Order forms throughout the year are counted as one contract.

2. Shared contracts between 2.1, 2.2 and 2.3. Distribution 60%, 10% and 30% respectively.

3. Tentative timeframe for launching new tenders OR signing specific contracts/order forms under existing framework contracts.

4. Estimated commitments 2013.

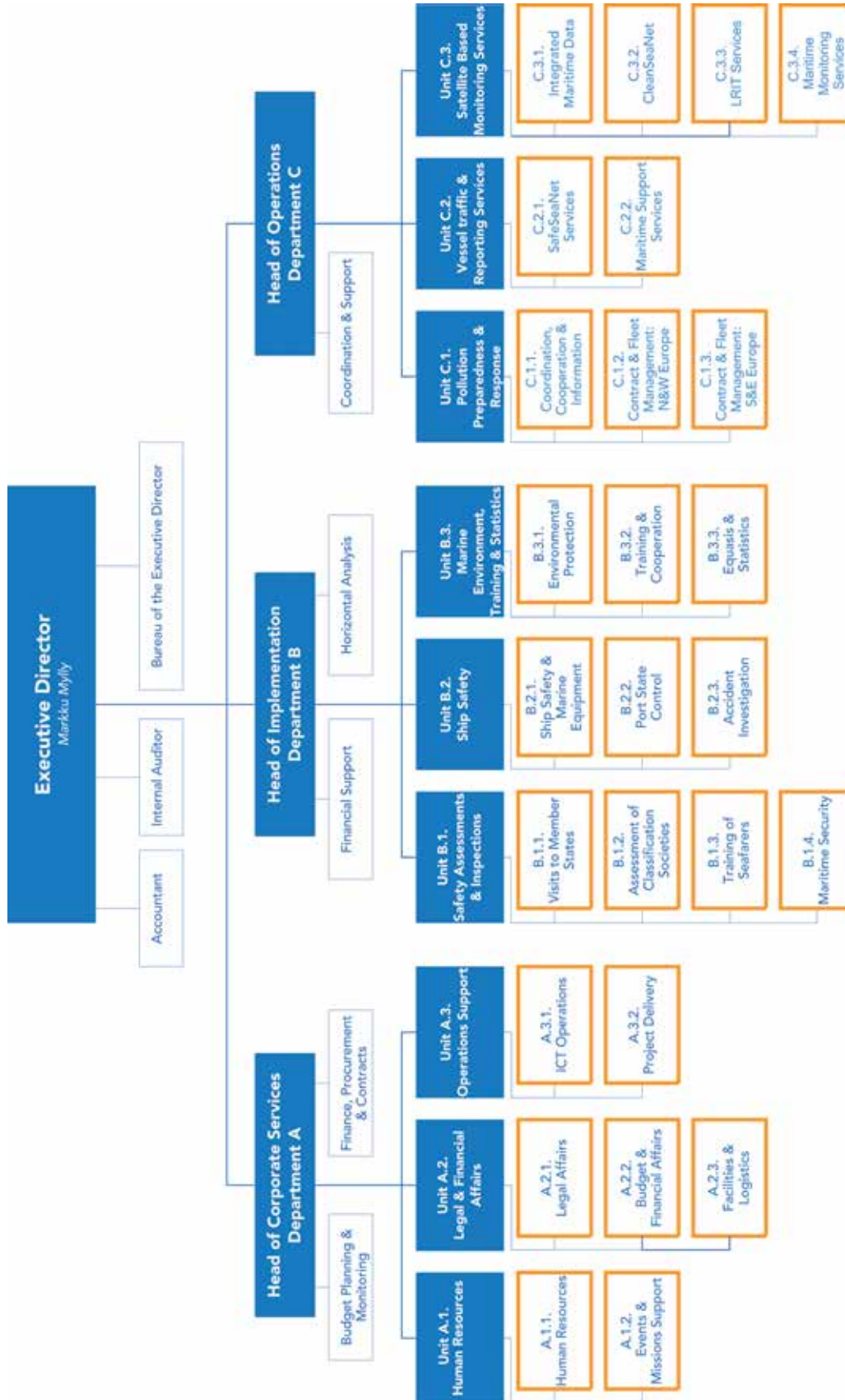
5. Covers SafeSeaNet, IMDatE, Maritime Surveillance, Satellite AIS and Blue Belt.

6. Some contracts for this activity involve order forms throughout the year. They have not been taken into account in the tentative timeframe.

## ANNEX D: ESTABLISHMENT PLAN 2013

FUNCTION GROUP AND GRADE	2012 AUTHORISED		2013 DB	
	PERMANENT	TEMPORARY	PERMANENT	TEMPORARY
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	1	9	1	9
AD11		11		11
AD10	1	17	1	17
AD9		25		25
AD8	1	23	1	23
AD7		24		24
AD6		19		19
AD5		9		9
<b>TOTAL AD</b>	<b>4</b>	<b>142</b>	<b>4</b>	<b>142</b>
AST11				
AST10				1
AST9		1		
AST8		1		1
AST7		1		1
AST6		3		3
AST5		11		15
AST4		20		20
AST3		19		19
AST2		9		7
AST1		2		
<b>TOTAL AST</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>67</b>
<b>TOTAL AD + AST</b>	<b>4</b>	<b>209</b>	<b>4</b>	<b>209</b>
<b>GRAND TOTAL</b>		<b>213</b>		<b>213</b>

ANNEX E: ORGANISATION CHART



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## About EMSA

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency provides technical, operational and scientific assistance to the European Commission and Member States in the fields of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations. The Agency also contributes to the overall efficiency of maritime traffic and maritime transport.



## EMSA's Work Programmes

The Agency publishes each year a plan of activities for the forthcoming year, including detailed tables with the planned input, output and outcomes of each activity, performance indicators for external services and financial annexes. The annual Work Programme is approved by EMSA's Administrative Board.

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