

# European Maritime Safety Agency

Annual Report 2003



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Cover picture: EMSA

Temporary building in Brussels

## *Foreword by the*

# *Chairman of the Board*

It has been a pleasure and a privilege to serve as Chairman during the first weeks and months of EMSA's existence. It is appropriate that I should congratulate our Executive Director and his small but highly committed administrative team on the progress made during the year, both to establish this important new European Agency and to equip it with the resources we shall need for the tasks which lie ahead.

There are particular challenges in building a new European public institution, which rightly has to meet stringent tests of fairness, transparency, inclusiveness, accountable management and probity across the whole of its activities. In little over a year, an effective organisation has coalesced from a set of ideas and legal powers. EMSA has put in hand the task of recruiting specialised staff for its technical functions; adapted and expanded to encompass significant new activities in pollution response, maritime security and seafarer training certification; set up high quality administrative and financial systems with appropriate professional support and; assumed independent responsibility for managing its budget. From these excellent foundations, EMSA's staff have now begun to deliver some of the important tasks for which the Agency was created, as you can see in Part III of this report.

I offer my very sincere thanks also to my colleagues on the Administrative Board from the Commission and Member States of the European Union and to our industry experts, whose unity of purpose has helped us to take many essential decisions in a timely manner, keeping the whole project firmly on track. It has been a pleasure to serve with them and to welcome during the year, as observers, representatives of many accession states and EFTA members.

Now that our foundations are in place, our priority in the year ahead will be to focus on delivery. The challenges which we face are set out in EMSA's "Work Programme 2004", which is available through the Agency's website. EMSA's objectives are to reduce the risk of maritime accidents, marine pollution from ships and the loss of human life at sea. Our shared aim is that Europe should consistently demonstrate "best practice" in delivering these objectives. We have already passed some important milestones on our path.

Brian Wadsworth



## *Introduction by the*

# *Executive Director*

At the time of writing, I have been at the helm of the European Maritime Safety Agency for 12 months. After taking office in May 2003, the business of setting up a European agency has been challenging and rewarding work.

Following the Erika and Prestige accidents, the eyes of Europe have been on the EU and its institutions. To respond to the expectations of Europe in the field of maritime safety, EMSA was created, and I am proud to have been chosen to be the Agency's first Executive Director by the Administrative Board, to whom I am grateful for their continued support. With the help of the Board, which represents the Member States and the European Commission, the establishment of EMSA has been able to progress at a fast but steady pace.

During the period between May 2003 and the end of the year, the Agency's priorities have revolved, to a large extent, around the build up of an EU institution. This is demonstrated by the intense focus on the development of the administrative systems, the financial systems and the recruitment of specialised staff. Furthermore, certain key policy areas have required immediate attention and action in order to effectively support the activities of the Commission.

The work achieved throughout this period is described in this first EMSA annual report. As we look forward to the continued growth of the Agency towards maturity, and to its expanding mandate, the work will continue to be both exciting and rewarding. Finally, I would like to thank my staff for their support and sustained efforts during this key period. I expect this to continue in the years to come, especially as we can now look forward to the move to Lisbon.

Willem de Ruiter



# *Administrative Board,* *summary of decisions 2003*

The Member States and the Commission are represented on the Administrative Board, which is entrusted with the necessary powers to establish the budget, verify its execution, adopt the appropriate financial rules, establish transparent working procedures for decision making by the Agency and approve its work programme. According to Regulation n°1406/2002, this body holds ordinary meetings twice a year. In 2003, however, because of the Agency's fledgling character, it met five times (and once in 2002). Here are the main decisions taken by EMSA's Board:

## **First meeting on 4th December 2002**

The first meeting of the Board took place in the premises of the Directorate General for Energy and Transport (DG TREN) following an invitation from the Commission. The Board, notably:

- adopted the EMSA establishment plan and decided to request that the Directorate General commits different expenditures and makes different payments on behalf of the Agency. The first priorities (December 2002-June 2003) were the initial staffing and the appointment of the Executive Director,
- adopted unanimously the work priorities for EMSA in 2003 as presented in the Commission working document « Work Programme 2003 ».
- agreed to recruit the first auxiliary agents as soon as

possible and to postpone to its next meeting the election of the Chairperson and Deputy-Chairperson in order to give the time for appropriate contacts among Members. At that stage, the Commission received 70 applications from candidates from almost all Member States.

At the end of this meeting, the Commission Vice President, Mrs de Palacio, stressed that the Commission would do everything in its power to render the Agency fully operational as soon as possible.

## **Second meeting on 29th January 2003**

During its second meeting, the Board:

- elected Mr Brian Wadsworth as Chairman of the Board and Mr Francis Vallat as Vice-Chairman. The Board reached an understanding, with the agreement of the Chairman, that during the third year of the mandate, the functions of the Chairman would be exercised by the Vice-Chairman. Mr Wadsworth stated his commitment to a neutral Chairmanship.
- following a proposal by the Commission, unanimously nominated Mr Willem de Ruyter as the Executive Director of EMSA.
- heard of the new proposals following the Prestige disaster. A letter by President Prodi to the EU governments was tabled at the meeting where specific reference was made to the need to revise the EMSA

founding Regulation to include an active anti-pollution role for the Agency. After discussion it was decided that EMSA should investigate the gaps in the present national pollution response systems and examine how it could best contribute at EU level.

### Third meeting on 1st April 2003

The Board:

- heard a report by the Executive Director, who had officially taken up his position on 16th March 2003, on staffing and accommodation. The initial administrative team (auxiliary staff) became operational on 1st May and a full scale campaign for the recruitment of temporary agents and national experts (ENDs) was to be launched in May-June.
- was presented with a draft organisation chart based on a work force of 55 people taking into account the development of the Agency in 2004. This included a fourth unit (pollution response) as a result of the new task being assigned to the Agency. The Board was also presented with a short term work programme for 2003 which included the following priorities: places of refuge, assessment of classification societies, port state control, ship reporting and accident investigation. The Board noted that much would depend on the progress made in the recruitment of the necessary staff.
- endorsed the idea for a standing sub-committee on financial/budgetary issues.
- endorsed the 2004 draft budget and establishment plan and the increase in funds provided for in the draft budget in view of the need for the accelerated establishment of EMSA, the effect of EU enlargement and the allocation of new tasks. The total draft

budget for 2004 increased to 12,6 million euros, while an additional amount of 20 million euros was foreseen for the pollution response activities.

### Fourth meeting on 3rd July 2003

At its fourth meeting, the Board:

- adopted the financial regulation for the Agency and was informed that this system should be operational from September 2003.
- was informed about the common work undertaken by EMSA and the Directorate General for Energy and Transport on issues such as places of refuge, ship reporting, marine equipment and pollution response. In this last task, the Commission intended to submit, before the end of July, a legislative proposal amending Regulation 1406/2002 via which EMSA would be given an operational task in the field of pollution response.

### Fifth meeting on 2nd October 2003

The EMSA Executive Director:

- informed the Board that the administrative team was operational.
- informed the Board that the responsibility for further execution of the 2003 budget had been passed to EMSA by the Directorate General for Energy and Transport from 1st October 2003.
- reported on what had already been achieved under the 2003 Work Programme (with only two technical staff) with respect to places of refuge, assessment of classification societies, audits of maritime training systems, marine equipment certification and oil pollution response.

- presented the draft work programme for 2004. After discussion, the draft was approved by the Board subject to (minor) modifications.

## Sixth meeting on 9th December 2003

During its last meeting of the year, the Board :

- supported the involvement and action of EMSA in the Geroi Sevastopolya issue. However, the Board stressed that the responsibility for the port state control (PSC) inspection, and the decision on the ship's departure remained with the PSC authority and that the expenses incurred by the Member States PSC officers, who were part of the EMSA team, should be borne by EMSA. The Executive Director gave details on EMSA's role and the joint inspection report was made available to all competent authorities concerned immediately after the completion of the inspection.
- was informed of the progress made in the establishment of EMSA: 34 nominations.
- adopted the final 2004 EMSA budget.

# 2 *Administrative action*

## **1. HUMAN RESOURCES/RECRUITMENT**

On 1st April 2003, the Administrative Board approved EMSA's work programme for 2003 and its first organisation chart. The Human Resources Department was created in May 2003 when the first group of auxiliary staff, who had been charged with the administrative set up of the Agency, took up their duties.

EMSA gave priority to recruitment in order to be able to start working on its mandate and tasks as soon as possible, in compliance with the EU staff regulations which apply to the Agency.

At the end of May, EMSA launched the recruitment process for its three management positions: Head of Unit for General Affairs, Head of Unit for Implementation and Inspections and Head of Unit for Technical Cooperation and Development. For the first two positions, suitable candidates were found and they took up their positions at the end of the year. Recruitment for the third position was postponed, and republished at the end of the year.

At the beginning of June, a second set of positions aimed at technical experts was published. Candidates were nominated by the Appointing Authority, and

most began work at the beginning of 2004. In view of the need to provide administrative support, and to create a financial department, EMSA published a third set of positions at the end of June. Candidates were nominated and took up their functions at the end of the year.

At the end of 2003, EMSA had been given full responsibility for the management of its budget and had a substantial number of staff entering into functions from the beginning of 2004. Following this, it decided to publish additional positions in order to strengthen its General Affairs unit during 2004.

A recruitment round for seconded national experts was also launched and finalised during 2003. The result is that eight national experts were seconded to EMSA from their national administrations at the beginning of 2004. EMSA also re-organised its internal structure and a new organisation chart was adopted in line with the changing functions of the Agency.

The main challenges faced by the Human Resources Department were: the necessity to recruit quickly; while respecting EU Regulations; the requirement to operate with a small number of staff, and the necessity to work without knowing the final seat of the Agency, which was not decided until 13 December



2003. During the recruitment process, it became apparent that a low number of women were applying for positions and, in particular, for technical posts. Consequently, during future recruitment procedures, given conditions of equal merit, preference may be given to female candidates.

EMSA's recruitment initiatives have attracted a substantial number of applications, thus demonstrating that transparency, via wide publicity, has been a key issue in the recruitment process at all times. The Human Resources Department of EMSA will continue its recruitment activities throughout 2004 and will also prioritise the integration of the new staff.

## **2. BUDGET AND SET UP OF THE FINANCIAL SYSTEM**

In order to be independent, an Agency must have its own financial system and support staff (eg. accountant, verifying agent, internal auditor, etc.) as defined in the EMSA Financial Regulation.

With this in mind, one of the goals of the initial finance team recruited in May 2003 was to set up the foundation of the system required to allow the Agency to independently execute its budget.

In order to become fully operational and aligned with the EMSA financial regulation, it was necessary for the financial system to include:

- a budget management system
- a general ledger system
- a reporting system

Based on the experience of other European agencies, EMSA decided to join the Agencies SI2 Common Support Service (CSS), which provides advice and support in implementing both the budget management system of the European Commission (SI2) and the reporting system chosen by the Commission (Business Objects). Originally created by the European Training Foundation in Turin, the CSS is a non-profit structure comprising 15 EU Agencies, which collaborate and share the costs of a team of three full-time financial advisers. These operate within the Budget Directorate General and their aim is to help Agencies with their financial information systems. In addition, the CSS is also responsible for developing the SI2 application within the Commission's data centre infrastructure.

This latter element was critical, as EMSA did not have the IT staff or infrastructure to install a major application such as SI2 locally, especially during the early stages of launching the Agency. Having been installed and tested centrally during Summer 2003, SI2 was complemented in August by a general ledger system (EXACT Software) which was already in use in six other agencies.

With all major elements of the financial system in place and tested by early September, the Agency had the capability to independently execute the 2003 budget from 1st October. On schedule, the transfer of financial competence from the Directorate General for Energy and Transport to EMSA took place on 1st October. The creation of a bridge between SI2 and EXACT then became the next target in order to ensure full automation and security of the accounting function.

The SI2-EXACT bridge project started in early October and was the outcome of a joint effort between the CSS user manager and the EMSA accountant. The functional design of the bridge (accounting rules, transfer of data between SI2 and the general ledger, etc.) was based on an existing bridge between SI2 and other general ledger systems, while some improvements (eg. the possibility to send information to SI2) were defined at the initial stage.

The target production date was 1st January 2004 and several changes were adopted by the Commission and the agencies, based on the new accounting rules (adoption of International Accounting Standards). Delivered on time, the bridge provides an important contribution to accounting efficiency and has been fully operational from 1st January 2004. Managing the budget and account in compliance with the financial regulation was not enough to complete the development of the financial system. Reporting is also an important part of the financial department's duties and, consequently, the development of an extensive set of Business Objects reporting formats was begun in early October. The aim of these reports was both financial and managerial, as they:

- show the budget breakdown for a selected year.
- allow operations (commitment, payment, recovery orders) to be tracked at all times.
- identify delays and bottlenecks for all types of operation.
- allow users to generate financial forecasts and to see how the actual execution of the budget coming from SI2 compares with the forecast introduced in the Business Objects system.

- provide the foundation for a risk management system by comparing the distribution of payments against a normal distribution and indicating extreme/abnormal values.

The first set of reports was available in early December and they were used for drafting the 2003 annual accounts and financial statement for the Agency.

In parallel with the deployment of different types of software, training activities were initiated in early October to enable users to understand the extensive set of features in SI2 and the way in which they relate to the EU financial regulation. In addition to the SI2 activities, further training on procurement rules and general budget management was organised with support from the Directorate General for Energy and Transport.

With the successful deployment of the financial system in 2003, EMSA has put in place a stable model that has been proven to be both cost efficient and effective in other agencies. Based on these foundations, the system for electronic payments and fully integrated inventory management should be in place in 2004.

**TABLE 1 - EMSA – REVENUE AND EXPENDITURE FOR THE 2003 FINANCIAL YEAR (EUR)**

	2003	2002
<b>Revenue</b>		
Community subsidies (1)	2 630 000	
Other subsidies		
Miscellaneous revenue	1 933	
<b>Total revenue (a)</b>	<b>2 631 933</b>	
<b>Expenditure</b>		
<b>Staff - Title I</b>		
Payments	647 201	
Carried over	66 294	
<b>Administration - Title II</b>		
Payments	238 054	
Carried over	315 005	
<b>Operational activities - Title III</b>		
Payments	12 572	
Carried over	154 808	
<b>Total expenditure (b)</b>	<b>1 433 934</b>	
<b>Outturn for the financial year (a-b)</b>	<b>1 197 999</b>	
Exchange-rate differences	33	
<b>Balance for the financial year (c=a-b)</b>	<b>1 197 966</b>	

(1) 2.238.944,78 Euros have been transferred to the Agency. 391.055,22 Euros have been paid by the Commission.

**TABLE 2 – EMSA – BALANCE SHEET AT 31 DECEMBER 2003 (EUR)**

ASSETS	2003	2002	LIABILITIES	2003	2002
<b>Fixed assets</b>			<b>Fixed capital</b>		
Terrain			Own capital	8 233	
Fitting and furnitures			Reserve		
Computer equipment			Balance for the financial year	1 197 966	
Intangible assets	10 977		<b>Sub-total</b>	1 206 199	
Depreciation	2 744				
<b>Sub-total</b>	8 233		<b>Current liabilities</b>		
<b>Inventory</b>			Commission		
			Automatic carryovers of ap- propriations	536 107	
<b>Current assets</b>			Other creditors	29 132	
Commission subsidies			Miscellaneous creditors	275	
Advances to EU bodies	898		<b>Sub-total</b>	565 514	
Other advances (staff)	17 058				
Other debtors	1 960				
<b>Sub-total</b>	19 916				
<b>Cash accounts</b>					
Bank	1 743 564				
<b>Sub-total</b>	1 743 564				
<b>Total</b>	<b>1 771 713</b>		<b>Total</b>	<b>1 771 713</b>	



### **3. LEGAL ASPECTS**

The tasks of the Legal Department in 2003 were mainly linked to the set-up phase.

During 2003, EMSA concluded 17 contracts with suppliers. As a result of time constraints and the obligation to respect public procurement rules, negotiations with contractors were based on existing framework agreements between suppliers and the European Community. The terms and conditions of the contracts were identical to those contained in framework contracts between suppliers and the European Commission.

The above mentioned contracts were primarily for the acquisition of goods and related services. Two additional contracts (one study and one training session) were concluded following a call to tender.

EMSA also concluded a number of Service Level Agreements with different European Community service providers in order to satisfy legal obligations and/or for reasons of practicality.

### **4. INFORMATION AND COMMUNICATION**

In the area of information and communication, the Agency has a number of different obligations. These include the provision of regular reports to the European Commission, the Parliament and the Administrative Board. The most significant of these are the annual report, the budget and the work programme. The Agency is also required to respond to requests for information from stakeholders, and this includes enquiries from the public. For this purpose, a

contact person has been nominated and an enquiries email address has been set up. In addition, a system for the provision of access to documents is planned. The Agency aims to respond to such requests within the shortest possible timeframe.

The EMSA website was developed during 2003 and launched at the end of December. It contains information such as :

- legal and administrative information including: the Regulation establishing the Agency (EC 1406/2002), minutes of Administrative Board meetings and the organisation chart.
- EMSA documents.
- individual sections for each of the main tasks in the Agency work programme and links to relevant documents and/or websites.
- recruitment information, including vacancies for permanent staff, temporary agents and seconded national experts.
- a section on frequently asked questions.
- contact information for enquirers.

Requests from the media are also dealt with on a regular basis. Journalists visit the Agency from time to time to obtain information, and it is EMSA's intention to progressively forge very strong links with the press, as this is an important way of ensuring that stakeholders obtain the latest informations. This policy enables the Agency to fulfil its very important obligation to be open and transparent.

In order to ensure that the growing staff complement of EMSA are effectively provided with key information, an intranet system is being set up.

# 3 *Technical action/operational tasks*

## *Work Programme 2003*

The Executive Director presented a short term work programme for the remainder of 2003 at the third meeting of the Board, which included the following priorities :

### **1. TECHNICAL SUPPORT TO THE COMMISSION IN AREAS OF NEW LEGISLATION RELATING TO EMSA (AMENDING REGULATION 1406/2002)**

The amendment to Regulation 1406/2002 EU was prepared by the Commission with support from EMSA. The areas that the EC wanted to strengthen were in the fields of oil pollution response, certification and training of seafarers in third countries and in matters concerning security. The Agency was active in the preparation of the amendment, the justification of the amendment and the preparation of the estimated provisions for 2004-2006. As the draft amendment progressed through the different levels of the legislative process, the Agency was regularly contacted for further information concerning the effect that it would have on improving maritime safety and on the Agency itself.

With some adjustments to the scale of the security task, the amendment was received positively by the European Parliament and the Council.

### **2. NEW INITIATIVES, THE FOLLOW-UP TO THE PRESTIGE ACCIDENT**

#### **Accident investigation**

In the aftermath of the Prestige accident, one of the tasks attributed to the Agency, as described in the 2003 work programme, was the provision of assistance in accident investigations undertaken by the Member States. The Agency has been in contact with the Spanish, French and Bahamas authorities regarding the progress of the investigations and will continue to be involved in these activities during 2004.

#### **Accidents investigation (work on the establishment of a common methodology)**

EMSA carried out its tasks under the 2003 work programme and prepared projects for 2004 (eg. of an investigation methodology, assistance to the Commission in preparing legislation and the creation of a database on maritime accidents). It also studied certain national investigation systems and held meetings with the parties involved. Starting in December, EMSA staff contacted the investigation branches in Member States and started working on an inventory of national investigation bodies, legislation, and pro-

cedures, including electronic platforms for report publication. Experience gained from legislation in the air sector and the application of recommended IMO standards were also studied.

### **3. TASKS IN RELATION TO EXISTING LEGISLATION**

#### **Assessment of classification societies**

The process of recruiting experts to carry out the assessment of classification societies in accordance with Directive 94/57/EC was finalised in October 2003. However, some of the new EMSA staff in this area took up their positions in Jan/Feb 2004. The preparatory work continued with the planning of the hand-over of work and the "transfer of knowledge" from the existing external team of assessors, as well as with adjustments to the methodology used. The training of the assessment teams started in mid-November, and involved a specially designed lead assessors course in compliance with the ISO 9000:2000 standard. The three participating staff from EMSA successfully passed and qualified as ISO 9000:2000 lead assessors.

EMSA also held initial discussions on quality systems and assessment methodology with the quality secretary and staff involved in the quality system developed for the International Association of Classification Societies. Work also started on drawing up a schedule of assessments which are planned to be carried out in 2004 and 2005, in accordance with the legislation on classification societies. Included in this preparation was the participation of EMSA in a head office and

regional office assessment of one of the recognised classification societies and this was concluded by the end of December 2003.

The assessment task will become fully operational in 2004.

#### **Port State Control**

No staff were recruited to address this issue. However, there are provisions for extensive development in this field as part of the Agency's work programme for 2004.

### **4. ASSISTING THE COMMISSION IN THE IMPLEMENTATION OF COMMUNITY LAW**

#### **Marine equipment certification**

The Agency took over the management of the contract to maintain a database on marine equipment certification and for a technical secretariat. The first meeting of the notified bodies involving the Agency was held in November 2003. The Agency has worked with the technical secretariat and the Commission in updating the approved products annexes to Directive 96/98; examining the impact of the signature of the MRA+ agreement with the USA and preparing the COSS meeting (the Committee on Safe Seas and the Prevention of Pollution from Ships) held in December.

#### **Passenger ship surveys**

After a series of meetings between the Agency and the Commission, a timetable was drawn up for the transfer of the management of the passenger ship surveys database to EMSA. A number of technical

steps will need to be taken before full transfer can be completed. The Agency expects to take over the complete management of the database in early 2004.

## Training and qualification of seafarers

The ongoing legislative process amending Regulation 1406/2002 means that technical implementation is expected to occur during 2004, at which time EMSA will begin to actively participate in the assessment of training and certification of seafarers from third countries.

## **5. ASSISTING MEMBER STATES (AND POSSIBLY ACCESSION COUNTRIES)**

Ship Reporting Directive :

### Places of refuge

Art. 20 of Directive 200/59/EC establishing a vessel traffic monitoring and information system states that Member States should prepare national plans to accommodate vessels in distress. As a result, EMSA organised an expert meeting to further define key areas to be addressed by the Member States. Following this meeting, the Member States were asked to send their national plans to the Agency in order to prepare a report for submission to the Commission by 15th September. Based on the findings of the report, the Commission decided to carry out evaluation visits with support from EMSA. The purpose of these visits was to assess: the operational aspects of the decision-making process for assigning a ship to a place of refuge; the detailed nature of the

national plans and; the inventory of places of refuge that had been identified following the agreement of common principles.

The visits began in November and were due to be completed in early 2004, following which a workshop was to be organised by EMSA to exchange best practice between the Member States, accession countries, Iceland and Norway.

## Establishing the relevant telematics network (SafeSeaNet)

EMSA has been actively following the SafeSeaNet project in anticipation of the handover of the management of the technical aspects to the Agency by the Commission. Other than participation to the technical working groups, the Agency has been involved in preparing the handover schedule which is due to be executed in 2004, pending further discussions with the Commission.

## **6. OPERATIONAL TASKS WHICH ARE NOT PART OF THE 2003 WORK PROGRAMME**

### Early warning alert mechanism (Ewam)

The Commission asked EMSA to set up an Early Warning Alert Mechanism (EWAM) to provide timely and accurate information on substantial maritime accidents with EU relevance. The preparation for this began in June with a preliminary meeting with spokesman's service of DG PRESS on the information needs of the Commission. The solution that was chosen

involves the use of the Joint Research Center's Europe Media Monitor alert service that is currently being used by other EU institutions. This service allows subscribers to be warned by e-mail, WAP or SMS alert of any published news on a subject that is important to them. The set up of the test environment to check functionality and performance was initiated in July. Later on, incident response sheets were drafted, including checklists for the accurate reporting of maritime accidents. EWAM had the opportunity to be tested in a real time situation and proved effective during the monitoring of the tanker Glenbuck from 20 December 2003 to 3 January 2004.

In 12 cases, EWAM has required follow-up action through the preparation of post-accident assessment notes. These notes are currently prepared after every accident where EU interests are involved.

## Ship monitoring in the light of EU directives

In early December, EMSA assistance was called upon for an unplanned task. The 25 year old 30.000 gt single-hulled tanker Geroï Sevastopolya was set to sail from Ventspils (Latvia) to Singapore, through the waters of some Member States. This raised concern among some of those affected. Latvia, on 4th December, forwarded a request to the Commission inviting EMSA to carry out an extended survey of the ship whilst still docked in Ventspils. Experts from three Member States, lead by an EMSA official, unanimously decided upon completion of the inspection that there were « no objective safety reasons to prevent the ship from sailing ». Following this visit, the ship sailed on 5th December through the Baltic, all the

while being tracked by the concerned Member States and reporting her movements to EMSA. The Agency then prepared three daily briefings for the Commission. As the tanker had been forbidden to transit in the Spanish and Portuguese EEZ (200 nm), the shipowner decided the ship would sail beyond the EEZ, which meant a 500 nautical miles detour through the Northwest Atlantic in mid-winter).

It should be noted that the ship's International Oil Pollution Prevention certificate expired on 19 January 2004, by which date the ship had to comply with the requirements for double-hull tankers.

## European Parliament MARE Temporary Committee on Improving Maritime Safety

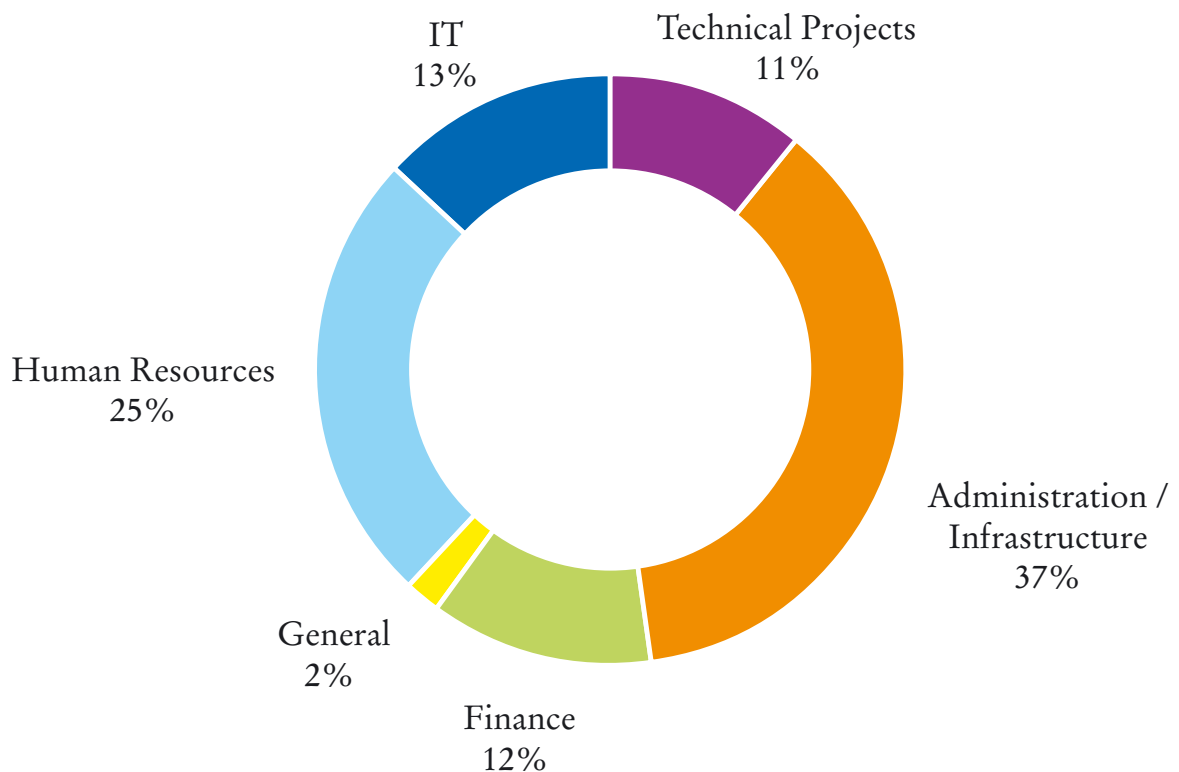
Further to the decision of the European Parliament of 6th November 2003, the Temporary Committee on Improving Safety at Sea (MARE) was established. Its mandate is to examine maritime disasters in detail and, in particular the Prestige, the Erika and other recent incidents. To achieve this, the MARE Committee held hearings with experts in order to analyse the situation and prepare draft recommendations for future maritime policy.

EMSA's Executive Director had the opportunity to address the first session (2nd December) to present the work of the Agency and answer questions from MEPs.



## EMSA networking.

During 2003, EMSA had the opportunity to meet many stakeholders from the maritime sector. These meetings were held in EMSA's offices during workshops, seminars, conferences and other events. The Agency has had the opportunity to present itself either formally or informally, and has also received extensive information from all interested parties. These interested parties include : NGOs, unions, transport federations, industry bodies, international organisations, regional organisations, research organisations, government institutes and others. Hearing the different points of view is essential in order to better understand the different perspectives and assess the impact that the Agency's work will have in the future.



**Total Time by Task by Category**

From 04/08/2003 to 31/12/2003



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