EMSA
FACTS & FIGURES
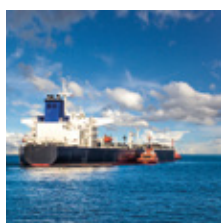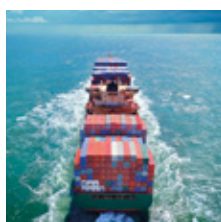# 2015

EMSA

EMSA
FACTS & FIGURES
2015

EMSA

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FOREWORD

EMSA facts and figures 2015 is a relatively new publication for the Agency. It is designed to present a distilled version of the Consolidated Annual Activity Report which is a comprehensive account of how EMSA implements the tasks set out in the corresponding Work Programme.

EMSA's planned activities in 2015 were based on several key guiding documents, including the founding regulation (EC) No 1406/2002 as amended, EMSA's five-year strategy, the European Commission's communication on the programming of human and financial resources for decentralised agencies 2014-2020, and, finally, on Regulation (EU) No 911/2014 on the multiannual funding for action in the field of response to pollution caused by ships and oil and gas installations.

ESTABLISHMENT PLAN FIGURES
EMSA statutory staff from 2003 to 2015

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
20	55	95	132	153	181	192	200	208	213	213	210	207
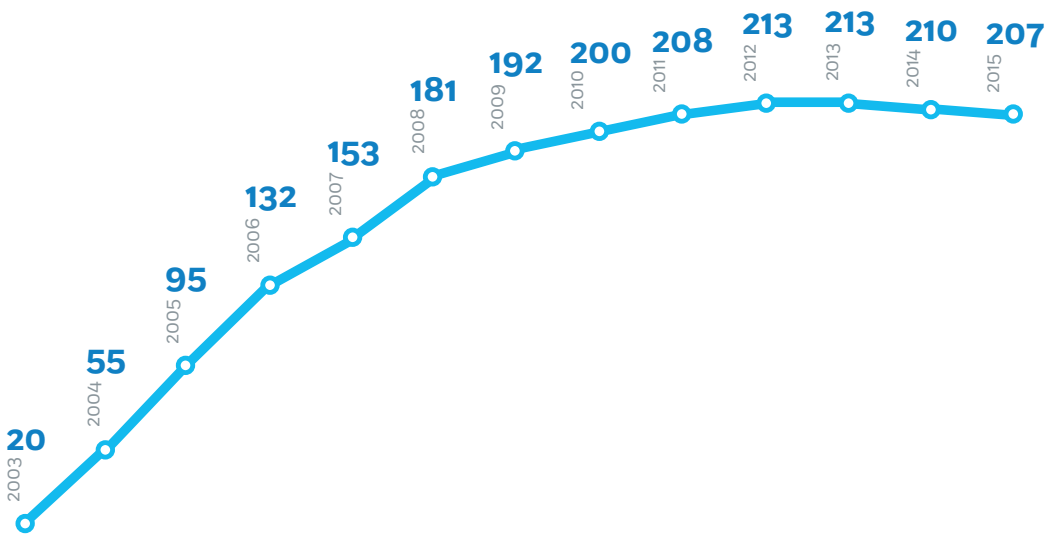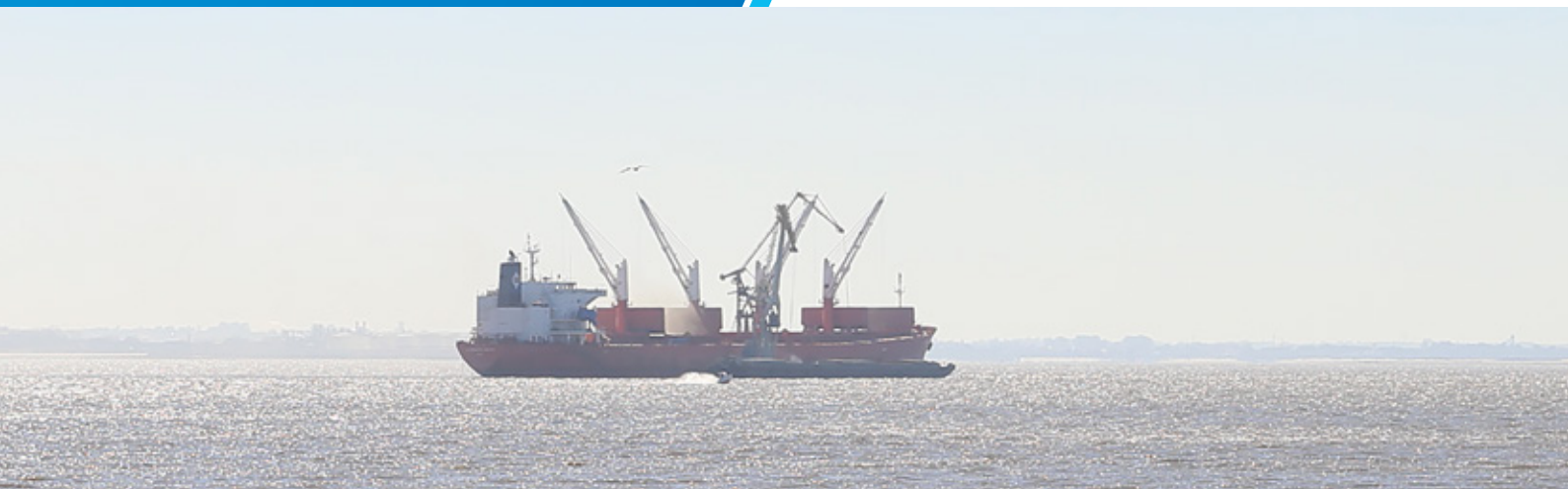
We fully acknowledge that our output relies heavily on strong collaboration with our partners: the European Commission, European Fisheries Control Agency, European Space Agency, Frontex, Maritime Analysis and Operations Centre for Narcotics and EU Navfor, as well as each EU member country, Iceland, Norway, and the Mediterranean Sea, Black Sea and Caspian Sea countries as part of the European Neighourhood Policy.

I trust that this overview will demonstrate our dedication and commitment to providing a valuable service to our partners and to enhancing the safety and efficiency of the maritime sector as a whole.

Markku Mylly
Executive Director

EMSA STAFF BY NATIONALITY 2015
Figures include statutory and non-statutory staff

SE 2
FI 2
EE 2
LV 1
DK 2
LT 1
UK 17
NL 8
PL 13
IE 6
BE 20
DE 10
CZ 1
SK 1
FR 15
AT 1
HU 1
RO 5
BG 5
IT 23
PT 62
ES 27
EL 17
CY 1
MT 3

TOTAL EMSA STAFF IN 2015
246
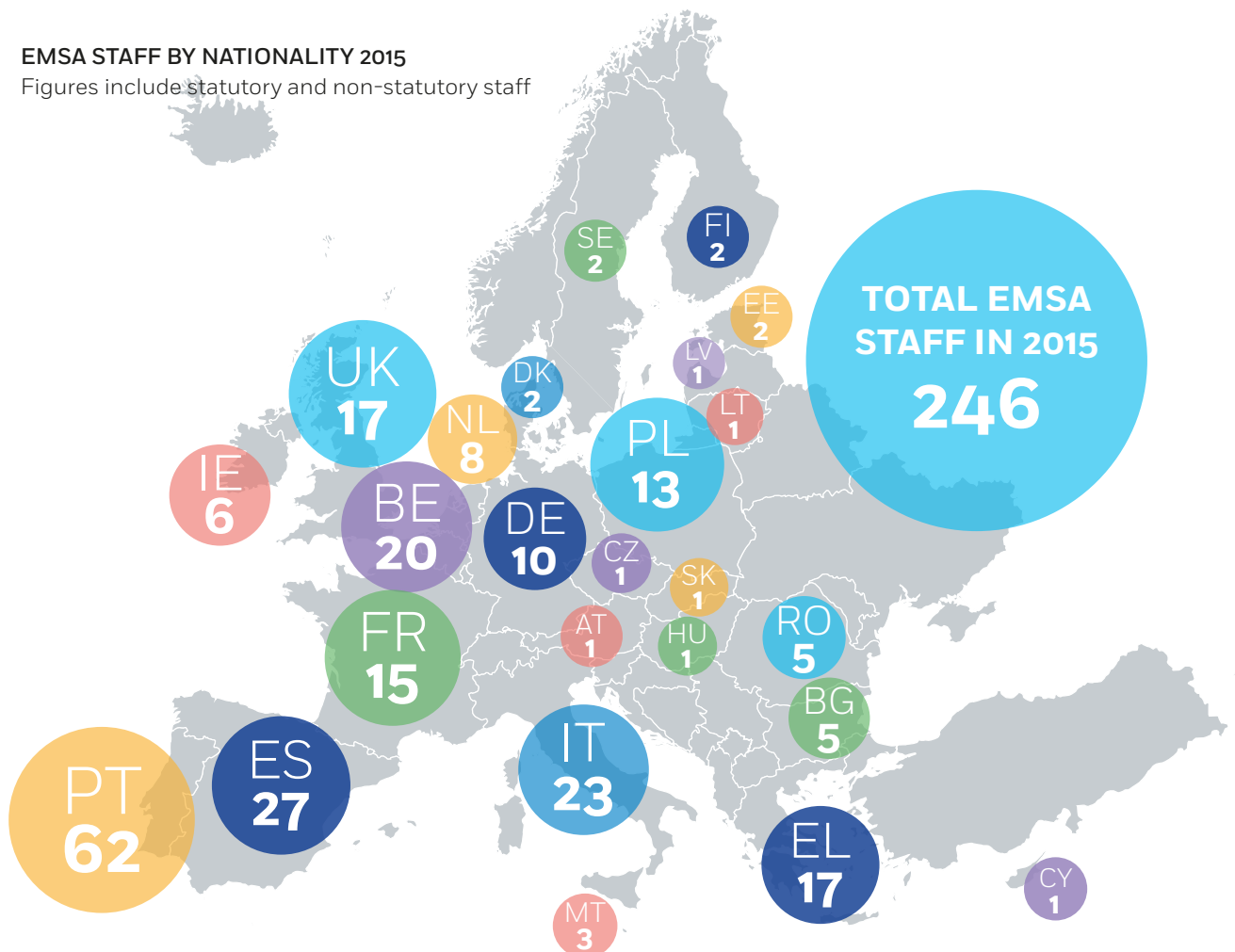
THE AGENCY IN BRIEF

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 European Commission and the Member States in the field of maritime safety, security and prevention of pollution from ships. The Agency was established by Regulation (EC) No 1406/2002 and subsequent amendments have refined and enlarged its mandate to cover, among other measures, the efficiency of maritime transport.

Tasks and working context

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

EMSA's activities can be broadly described as:

- providing technical and scientific assistance to the Member States and the European Commission in the proper development and implementation of EU legislation on maritime safety, security, prevention of pollution by ships and maritime transport administrative simplification

- monitoring the implementation of EU legislation through visits and inspections

- improving cooperation with, and between, Member States in all key areas

- at the request of the Commission, providing technical and operational assistance to non-EU countries around EU sea basins

- providing operational assistance, including developing, managing and maintaining maritime services related to ships, ships' monitoring and enforcement

◼ carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations.

The Agency's work reflects the spectrum of initiatives launched by the EU to strengthen Europe's competitiveness and sustainable growth. In this respect, of particular relevance is the contribution to the success of the Growth and Jobs Strategy in terms of supporting the implementation of an attractive framework for quality shipping and quality operators in Europe.

Mission, vision and values

EMSA's mission: To ensure a high, uniform, and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations

EMSA's vision: To promote a safe, clean and economically viable maritime sector in the EU

EMSA's values: Efficiency, effectiveness, transparency, flexibility, creating added value.

CHAPTER 1

MARITIME MONITORING AND INFORMATION

ON SHIPS AND CARGOES

MONITORING VESSEL TRAFFIC

IN EUROPEAN WATERS

Ships transiting EU waters are tracked daily in real-time through SafeSeaNet, the EU's vessel traffic monitoring and information system. The central system, operated by EMSA, enables the exchange of data between national systems managed by maritime authorities across Europe. The information in the system covers four key areas: ship position; ship pre-arrival, arrival and departure information (e.g. estimated time of arrival, actual time of arrival and departure, persons on board); cargo (for vessel carrying dangerous or polluting goods); and, any accident or incident posing a potential hazard to shipping, threat to maritime safety, the safety of individuals or the environment.

This information system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo, 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. In 2015 preparations got underway to group together SafeSeaNet, LRIT, CleanSeaNet and integrated maritime services all under the same web interface by the end of 2016.

2015
DATA PROCESSED BY EMSA
INFORMATION SERVICES

INFORMATION SYSTEMS

EMSA CENTRAL
INFORMATION SYSTEMS

8000+
INDIVIDUAL USER
ACCOUNTS

1 day
ACTIVITIES COVERING:

15 million
TOTAL MESSAGES RECEIVED BY EMSA
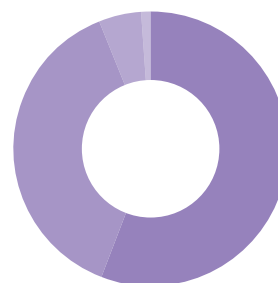ON 26/05/2015

AIS	14 801 559
(terrestrial & satellite)	
VMS	54 557
LRIT	31 068

79000
NUMBER OF DISTINCT VESSELS DETECTED
PER SOURCE ON 26/05/2015

| S-AIS | 56% |
T-AIS	38%
LRIT	5%
VMS	1%

SIMPLIFYING REPORTING FORMALITIES

To enable data flows between the shipping industry and national authorities, EMSA developed a prototype known as the National Single Window. This the place where maritime information can be reported by ship data providers in one go and then relayed to all relevant authorities whether port, maritime, safety, security, customs, border control or health. In this way, EMSA supports the implementation of the Reporting Formalities Directive to simplify and harmonise the administrative procedures involved in maritime transport.

INTEGRATED MARITIME SERVICES

Through the Integrated Maritime Data Environment (IMDatE), there is the operational and technical capability to integrate and correlate data from EMSA applications and external sources. Precise services can therefore be provided responding directly to the specific needs of users. In 2015, services continued to be provided to Member States as well as EU bodies, including Frontex (border control), EFCA (fisheries monitoring), EU Navfor (anti-piracy) and MAOC-N (law enforcement – narcotics). Specific services were also provided to non-EU countries with the SAFEMED III and TRACECA II frameworks. The total number of users more than doubled from 250 in 2014 to 650+ in 2015.

2015

INTEGRATED MARITIME DATA ENVIRONMENT

SSN

CSN

LRIT

VTMIS

S-AIS

TOTAL AMOUNT OF USERS

250
USERS IN 2014

650+
MORE THAN
DOUBLED IN 2015
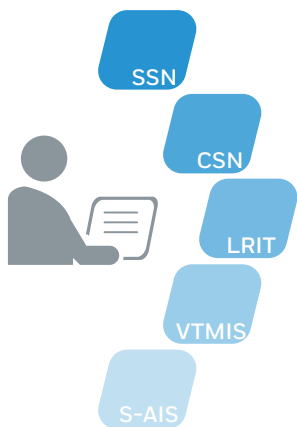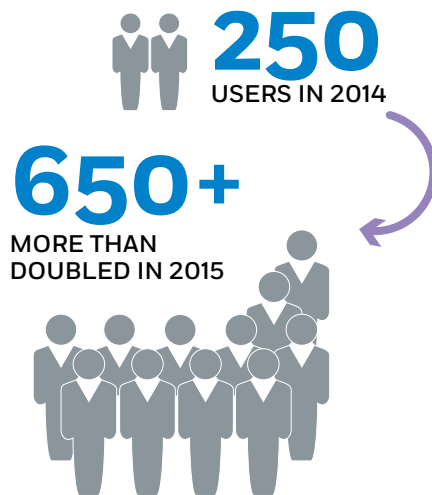
USES AND SERVICES PROVIDED

Maritime safety and security

Fisheries control

Defence

Customs

General law enforcement

Marine environmental protection

19 MEMBER STATES

4 BODIES INVOLVED

Frontex

EU Navfor

EFCA

MAOC-N

8 NON-EU COUNTRIES

MONITORING EUROPEAN VESSEL TRAFFIC
AROUND THE WORLD

The EU LRIT Cooperative Data Centre (EU LRIT CDC) hosted by EMSA continued in 2015 to disseminate long range identification and tracking information on EU-flagged ships around the world on behalf of all European flag states, and to exchange information with other data centres around the world.

The EU LRIT CDC can provide Member State users with the LRIT information of any third country vessel bound to, or sailing within 1000 nautical miles of EU waters. The EU LRIT CDC is one of the largest data centres in the LRIT system, tracking over 8 000 ships per day. Associated to this is the global LRIT International Data Exchange which serves 57 LRIT data centres worldwide and is hosted and operated by EMSA.

THETIS PORT STATE CONTROL
INFORMATION SYSTEM

The THETIS information system was set up to allow port state authorities in the EU and Paris MoU countries (Canada, Iceland, Norway and Russia) to manage inspection data in a single window. It enables these authorities to target the right vessels for inspection, assists the European Commission by providing statistics on inspection results, and helps monitor the performance of Member States in relation to their international and European legal obligations.

New functionalities have been added to the system, thereby supporting a wider range of Member State authorities and facilitating the enforcement of a broader set of European laws. The provisions of the Sulphur Directive, the Port Reception Facilities Directive and the CO_2 Monitoring, Reporting and Verification Regulation are all being, or in the process of being, catered for in this flexible system. The logical step forward is to make THETIS the EU's reference point database for inspections, reporting, monitoring and verifications.

MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) centre is a 24/7 service helpdesk for users of the vessel traffic monitoring and surveillance systems hosted by EMSA. It provides continual monitoring of these systems, facilitating early incident management and high availability and performance standards. The average feedback time in 2015 stood at 16 minutes for urgent requests and 27 minutes for non-urgent requests. The MSS centre is the first point of contact for Member States whenever assistance is required within the context of EMSA's contingency plan.

In 2015, the MSS centre continued to provide interested Member States with a weekly list of ships that departed from Ebola affected countries, and were subsequently detected in and around EU waters. On request, the MSS also provided near-real-time early warnings whenever notifications were received that ships from Ebola affected countries were bound for EU ports.

CHAPTER 2

VISITS AND INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EU LEGISLATION

CLASSIFICATION SOCIETIES

Classification societies develop and apply technical standards to the design, construction and assessment of ships. Some 11 classification societies are recognised by the EU and are inspected by EMSA as part of its core tasks. Based on the reports submitted, the European Commission makes the relevant assessments and takes policy decisions and/or requests corrective measures. The overall aim is to improve the quality of the certification work undertaken by the recognised organisations.

In 2015 EMSA carried out 17 inspections of recognised organisations, including four head offices and five ship visits. These ship visits allowed EMSA to check the corrective measures taken following the 2010-2011 Ro-pax campaign on structural fire protection. The locations and scope of the inspections are determined on a risk basis, taking into account the activity of individual offices, inspection history, results of Member States' monitoring activities, the European Commission's assessments and industry developments. Two inspections were also made of an organisation requesting the status of a recognised organisation.
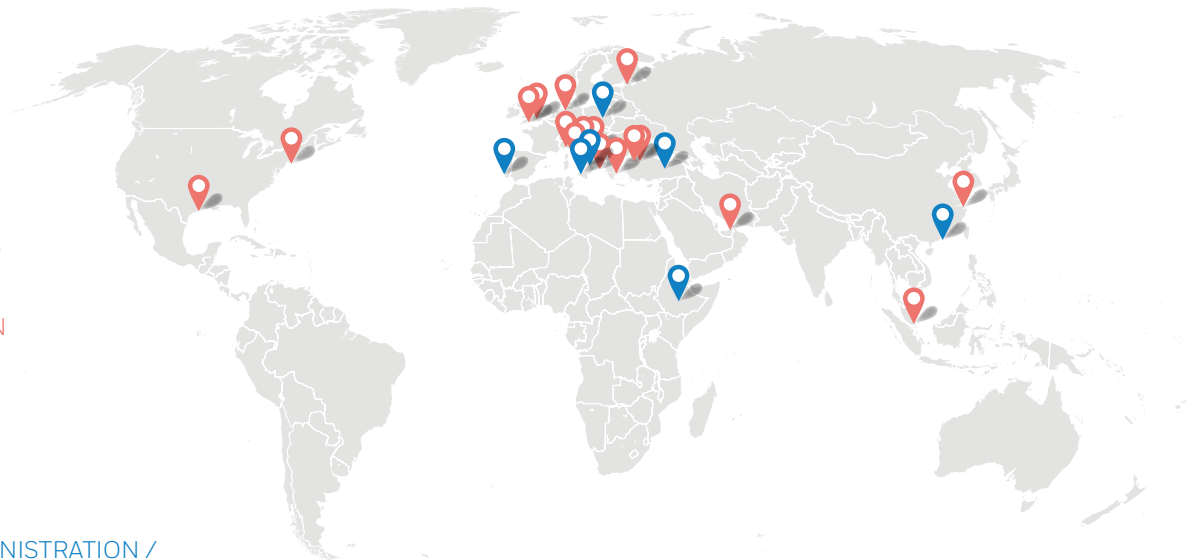
INSPECTIONS CONDUCTED IN 2015

17
RECOGNISED CLASSIFICATION SOCIETIES

7
MARITIME ADMINISTRATION / EDUCATION AND TRAINING INSTITUTES

STANDARDS OF TRAINING
CERTIFICATION AND WATCHKEEPING

Many EU registered ships are manned by seafarers who are not nationals of EU Member States. To ensure that these crew members are appropriately educated and trained, EMSA carries out inspections of the maritime education, training and certification systems of their country of origin. Compliance is assessed on the basis of the requirements of the International Maritime Organisation's STCW Convention (Standards of Training, Certification and Watchkeeping). In 2015, inspections were carried out in Ethiopia, Hong Kong, Montenegro and Turkey. At the same time, EMSA also undertook three visits to verify compliance of the education, training and certification of seafarers in EU Member States with the relevant EU legislation.
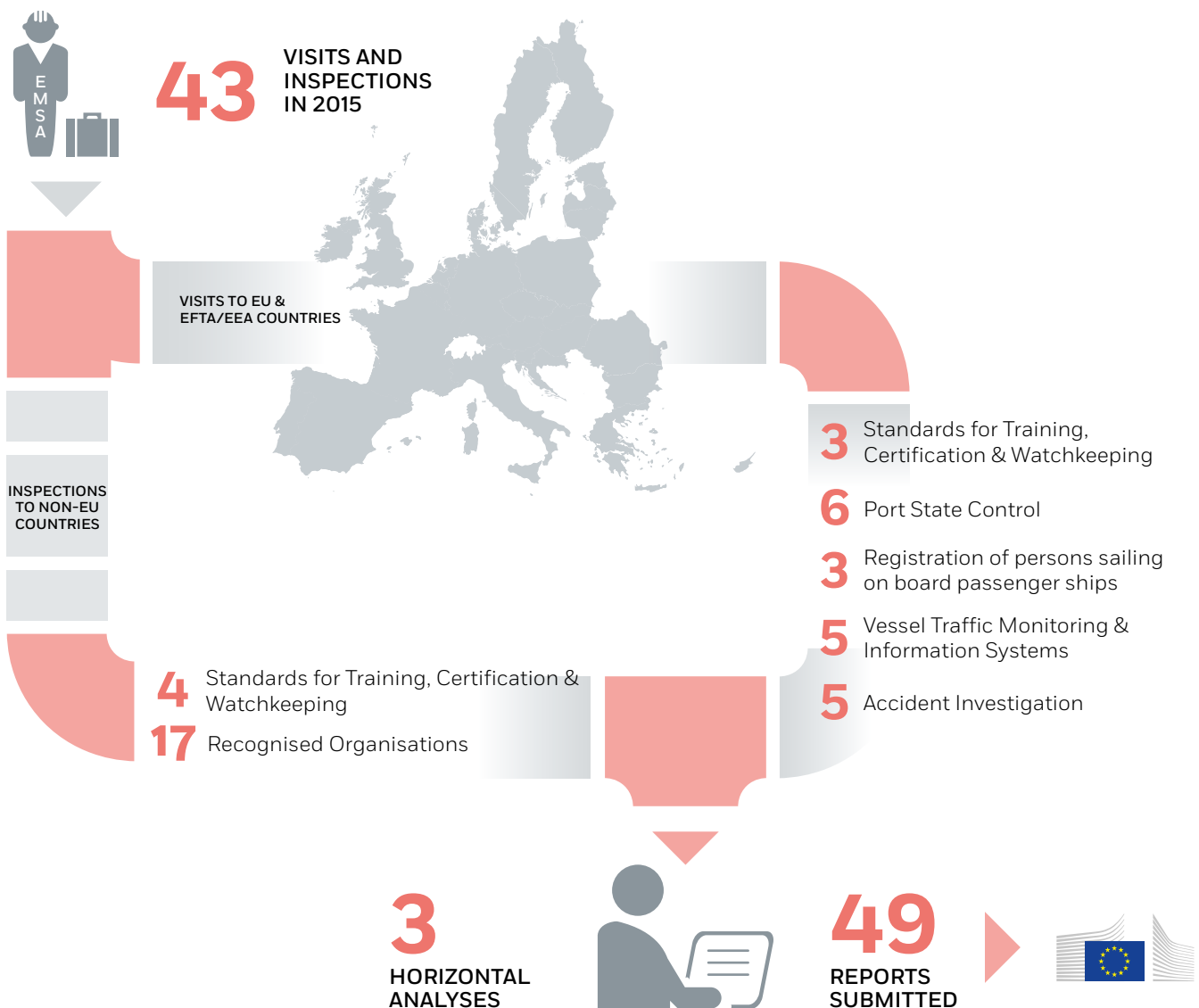
EMSA also evaluated the corrective action plans submitted by seven non-EU countries in response to the inspection reports produced and the European Commission's assessments. The action taken by the inspected countries shows significant improvements in their systems.

MONITORING THE IMPLEMENTATION
OF EU MARITIME LEGISLATION

EMSA assists the European Commission and the EFTA Surveillance Authority in their efforts to achieve a convergent and effective implementation of EU maritime law by conducting visits to Member States, Iceland and Norway.

In 2015, visits were carried out to monitor the implementation of three EU directives:

■ 98/41/EC on the registration of persons sailing on board passenger ships

■ 2002/59/EC on vessel traffic monitoring and informations systems in respect of the amendments introduced by Directive 2009/17/EC

■ 2009/18/EC on accident investigation.

43 VISITS AND INSPECTIONS IN 2015

VISITS TO EU & EFTA/EEA COUNTRIES

INSPECTIONS TO NON-EU COUNTRIES

3 Standards for Training, Certification & Watchkeeping

6 Port State Control

3 Registration of persons sailing on board passenger ships

5 Vessel Traffic Monitoring & Information Systems

5 Accident Investigation

4 Standards for Training, Certification & Watchkeeping

17 Recognised Organisations

3 HORIZONTAL ANALYSES

49 REPORTS SUBMITTED

As port state control is one of the most effective means of verifying that ships comply with international safety and pollution prevention regulations, EMSA also visits Member States' competent authorities and their ports to verify the appropriate implementation of the EU's port state control directive. In 2015, five visits were made to Member States and one to an EFTA/EEA state.

The visits give Member States the opportunity to better plan resources, assess training requirements and review any gaps and shortcomings, in order to improve the level of compliance with EU law. This enhances cooperation between the European Commission and Member States and facilitates greater consistency and shared targets.

MARITIME SECURITY

Maritime security refers generally to measures taken for protection against unlawful acts such as piracy, armed robbery, terrorism and maritime violence. EMSA assists the European Commission in this area by monitoring the implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility security. It also provides technical assistance to the EFTA Surveillance Authority on ship security.

EMSA's inspection reports detail the maritime security measures, procedures and structures of the countries visited and give recommendations where necessary. EMSA then assists the European Commission in its response to the corrective action proposed by the countries concerned. In 2015, 11 missions took place, resulting in 25 reports.

EMSA continues to participate in the European Commission's maritime security committee (MARSEC) and in the stakeholders' advisory group on maritime security chaired by the European Commission.

HORIZONTAL ANALYSIS AND RESEARCH

EMSA drafts reports for each of the visits and inspections it conducts and then analyses these to identify any common findings and draw general conclusions on the effectiveness of the measures in place. Three analyses were completed in 2015:

◢ the first covering common issues identified during the assessments of EU Recognised Organisations, consolidating the outcomes of the inspections conducted in the 2009-13 period

◢ the second concerns mid-cycle analyses of the findings from visits to Member States related to the Port State Control Directive

◢ the third deals with mid-cycle analyses of the findings from visits to Member States related to the Accident Investigation Directive.

This work facilitates discussions with the European Commission and Member States to highlight good working practices and share any lessons learned. On places of refuge for ships in need of assistance, a practical case scenario was organised in cooperation with Transport Malta to test the operational guidelines in September 2015.

CHAPTER 3

PROVIDING MEMBER STATES AND THE COMMISSION WITH TECHNICAL AND SCIENTIFIC ASSISTANCE AND FACILITATING TECHNICAL COOPERATION BETWEEN MEMBER STATES' MARITIME AUTHORITIES AND WITH THE COMMISSION

ACCIDENT INVESTIGATION

EMSA helps the European Commission and Member States to improve maritime safety by analysing accident investigation reports and producing maritime casualty statistics. The European Marine Casualty Information Platform (EMCIP) run by EMSA is a centralised database where Member States can store and analyse information on marine casualties and incidents. Based on the information extracted from EMCIP, EMSA published the second edition of the Annual Overview of Marine Casualties and Incidents in 2015. Data from EMCIP was also used to support the fitness check of EU legislation on passenger ship safety (REFIT – Regulatory Fitness), the EMSA 3 study on the damage stability of passenger ships, as well as the workshop on fires on board ro-ro ferries.

EMSA hosts the Permanent Cooperation Framework (PCF) where Member States and the European Commission work together to facilitate cooperation among accident investigation bodies. In 2015 agreements were reached over data sharing, the follow-up of safety recommendations, early alerts and interim reports. EMSA also supported the European Commission in the implementation of Directive 2009/18/EC and continued its training of accident investigators from EU Member States and TRACECA II beneficiary countries.

2014

KEY FIGURES FOR 2014 AS REPORTED IN EMCIP AND PUBLISHED IN 2015 IN THE ANNUAL OVERVIEW OF MARINE CASUALTIES AND INCIDENTS

**3025 accidents
99 very serious accidents**

EMCIP

**3399 ships involved
51 ships lost**

**1075 persons injured
136 fatalities**

**125 investigations
launched**

MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

EMSA contributes to the safety of ships and marine equipment by closely monitoring the development of safety standards. 2015 saw the completion of a study on the damage stability of passenger ships. The end results were verified by the IMO's formal safety assessment expert group and the recommendations are being used as the basis for discussion at the IMO's sub-committee on ship design and construction meeting. EMSA also held a workshop on the risks posed by fires on the decks of ro-ro passenger ships and is now working with experts from the Member States to foster discussions in this area.

EMSA continued to support the European Commission on the Marine Equipment Directive and began drafting the new implementing regulation. This came alongside the assistance given to the MarED technical secretariat for notified bodies which perform conformity assessments based on the Marine Equipment Directive.

PREVENTION OF POLLUTION BY SHIPS

EMSA provided technical and scientific assistance to the European Commission and Member States throughout 2015 in the area of prevention of pollution by ships as many legislative acts were either under discussion, in the process of being adopted or entering into force. This assistance covered seven main streams:

- developing specific tools, such as THETIS-S, drafting guidelines for the Sulphur Directive 1999/32/EC, and organising training courses for sulphur inspectors and THETIS-S coordinators

- holding workshops related to the Port Reception Facilities Directive 2000/59/EC and the Ship Recycling Regulation (EU) No 1257/2013

- creating concept papers for the Monitoring, Reporting and Verification of CO_2 Regulation (EU) 2015/757

- publishing a study on the use of ethyl and methyl alcohol as alternative fuels in shipping

- supporting the European Sustainable Shipping Forum and all the relevant sub-groups by fulfilling the function of technical secretariat

- creating concept papers for the Monitoring, Reporting and Verification of CO_2 Regulation (EU) 2015/757

◼ assisting in the preparation of evaluation reports and impact assessments for the Port Reception Facilities Directive 2000/59/EC and the Insurance of Shipowners for Maritime Claims Directive 2009/20/EC.

EMSA also played a role at IMO level by providing input to EU submissions which were then brought before the relevant sub-committees and committees. The Agency also acted on behalf of the European Commission in the working and drafting groups covering areas related to greenhouse gases, ship recycling, air emissions, alternative fuels such as LNG, and ballast water.

Negotiations with the European Commission's DG Climate led to the development of a new THETIS module to cover the regulation on monitoring, reporting and verification of CO_2 emissions from shipping. EMSA prepared concept papers on the voluntary and mandatory automated transmission of data to the central database.

PORT RECEPTION FACILITIES

EMSA held two workshops on the implementation of the Port Reception Facilities Directive, designed to improve the availability and use of port reception facilities for ship-generated waste and cargo residues. Recommendations were prepared and are to be published in 2016. A new THETIS-EU module to facilitate the reporting, monitoring and enforcement of the PRF Directive was discussed and developed.

AIR EMISSIONS

EMSA reported the inspection commitments for each Member State and held specialist training courses for sulphur inspectors and THETIS-S users. Technical expertise and scientific assistance were given in the framework of the European Sustainable Shipping Forum, covering the areas of scrubbers, LNG and the implementation of the Sulphur Directive.

GREENHOUSE GASES

EMSA provided extensive assistance to the European Commission on the implementation of the MRV Regulation for the monitoring, reporting and verification of CO_2 emissions from maritime transport and particularly on the development of THETIS in this regard.

TACKLING SHIP-SOURCED POLLUTION

ANTI-FOULING SYSTEMS

EMSA gave technical assistance to the European Commission and Member States on the issue of anti-fouling systems. Efforts are being made to reduce or eliminate the adverse effects on the marine environment and human health caused by organotin compounds.

SHIP RECYCLING

A workshop was held on the implementation of the Ship Recycling Regulation. EMSA supported Member States by helping to prepare guidelines on the inventories of hazardous materials which is to be published in 2016.

BALLAST WATER

EMSA contributed to the implementation of the IMO Convention by following the development on sampling for compliance and risk assessment, ensuring consistency between regional and national approaches in Europe.

TRAINING AND COOPERATION

EMSA organised many training sessions, seminars and best practice exchanges over the course of 2015 for participants across the EU as well as non-EU Mediterranean, Black Sea and Caspian Sea countries. Through this form of technical assistance, the beneficiaries were given updated information on selected technical subjects and benefited from exchanges with both EMSA and other stakeholders on the general effectiveness and harmonisation of standards.

The technical assistance provided to SAFEMED III beneficiary countries (Algeria, Jordan, Israel, Egypt, Lebanon, Libya, Morocco, Palestine and Tunisia) resulted in 16 training sessions and seminars delivered and attended by 187 participants. EMSA has been implementing the TRACECA II project in the Black Sea and Caspian Sea since June 2014. This offers the beneficiary countries (Armenia, Azerbaijan, Georgia, Kazakhstan, Moldova, Ukraine and Turkmenistan) technical assistance and familiarisation with some of EMSA's operational tools such as CleanSeaNet. A new agreement with the European Commission for the participation of enlargement countries in the work of EMSA was signed in 2015.

EMSA continued to host and support the information system, RuleCheck, through which PSC officers are given direct access to up-to-date EU legislation, IMO and ILO Conventions and Paris MoU documents. The e-learning platform, MaKCs, was also maintained, offering dedicated courses to PSC officers on ship inspections. The services were extended to TRACECA II beneficiary countries as well as to PSC officers within the Indian MoU at the request of France.

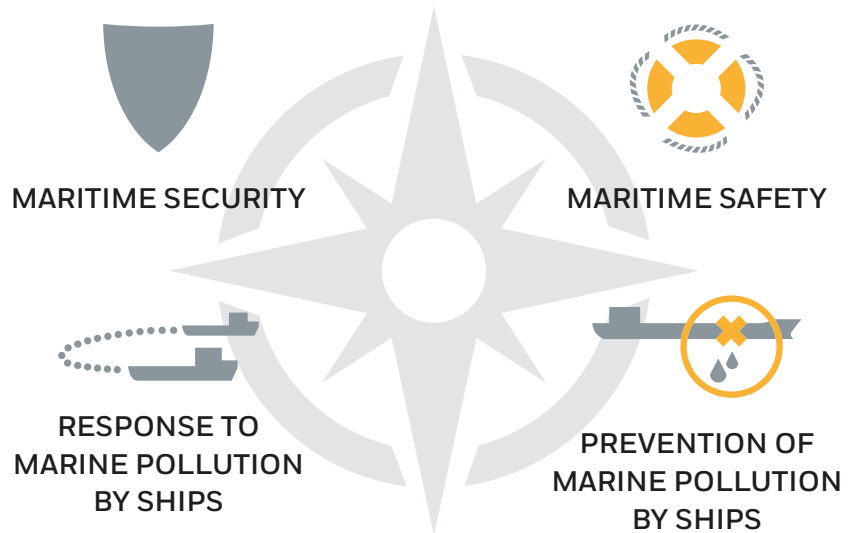## MARITIME INFORMATION EQUASIS AND STATISTICS

EMSA is responsible for hosting the management unit of Equasis, a valuable source of information on the world's merchant fleet. Information on the safety and quality of the world's merchant fleet is presented through this system with a special focus on port state control inspections, classification societies, and protection and indemnity cover. The data which can be viewed online free of charge is supplied by port state control regimes and industry-based organisations. In 2015 the service counted a monthly average of 33 018 individual users. EMSA ensures that this system runs smoothly and mans a user helpdesk.

As host of the management unit, EMSA prepares the biannual meetings of the editorial board and supervisory committee, the accreditation of data providers and the publication of annual statistics on the world's fleet.

2015

TRAINING SESSIONS, SEMINARS AND BEST PRACTICE EXCHANGE COVERING

MARITIME SECURITY

MARITIME SAFETY

RESPONSE TO MARINE POLLUTION BY SHIPS

PREVENTION OF MARINE POLLUTION BY SHIPS

22 SESSIONS TO EU MEMBER STATES

592 participants

10 SESSIONS FOR TRACECA II PROJECT

91 participants

16 SESSIONS TO SAFEMED III COUNTRIES

187 participants

48 TOTAL NUMBER OF SESSIONS PROVIDED TO EU AND NON-EU COUNTRIES

CHAPTER 4

POLLUTION PREPAREDNESS

DETECTION AND RESPONSE

NETWORK OF STANDBY OIL SPILL RESPONSE VESSELS

A network of oil spill response vessels is on standby across Europe to reinforce the ability of individual EU Member States to protect their coastlines from marine pollution. EMSA maintains operational contracts for each of the vessels in this network, mainly by monitoring and assessing the performance of the contracted vessels during quarterly drills and international exercises.

At the end of 2015, 17 fully equipped oil spill response vessels were on standby and a new vessel was contracted to cover the South Baltic. In addition to this, new contracts extended pollution response in the Canary Islands and the Madeira archipelago. A contract was also launched to set up an Equipment Assistance Service for stand-alone equipment in the Baltic Sea and North Sea.

In 2015 EMSA built on its preparations to fulfil the new mandate of responding to marine pollution caused by oil and gas installations. On top of the dispersant stockpiles purchased in 2014, dispersant spraying systems were installed on two of EMSA's contracted vessels in Malta and Cyprus and a third vessel is being adapted in Portugal.

EMSA NETWORK OF STANDBY OIL SPILL RESPONSE VESSELS (31/12/2015)

17 VESSELS AVAILABLE FOR OIL SPILL RESPONSE IN EU WATERS

9 OPERATIONAL EXERCISES WITH MEMBER STATES INVOLVING 11 EMSA VESSELS

CONTINUOUS CAPACITY TO RESPOND

24 hours MAXIMUM MOBILISATION TIME

Helsinki

Sunderland

Cobh

Ostend

Ferrol

Vigo

Trieste

Genoa

Constanța

Varna

Sines

Piraeus

Algeciras

Valletta

Marsaxlokk

Limassol

DETECTING AND DETERRING MARINE POLLUTION

EMSA helps to identify, trace and track illegal discharges and polluters through the satellite image-based service known as CleanSeaNet. This monitoring service supports coastal states and the European Commission and offers a solid basis on which to expand illegal discharge-related measures.

Through the SAFEMED and TRACECA cooperation programmes, this service is now available across the Mediterranean, Black and Caspian Seas with the number of images taken as part of the routine monitoring process rising from 2100 in 2014 to over 3 000 in 2015. In addition to this coverage, the service has been extended to Greenland and as part of a pilot project to both the French and Dutch Caribbean.

In addition to Radarsat-2, the synthetic aperture radar satellites and sensors now in use include Sentinel-1 and the TerraSar-X and Tandem-X constellation. Optical imagery from a wide range of satellites is also expected to be operational in 2016.

30 minutes

NEAR REAL TIME SERVICE

between satellite image acquisition and reporting of detection results to the affected coastal state
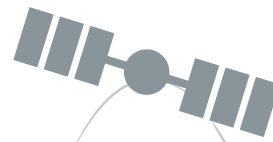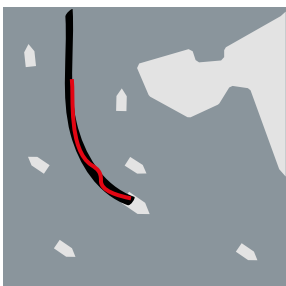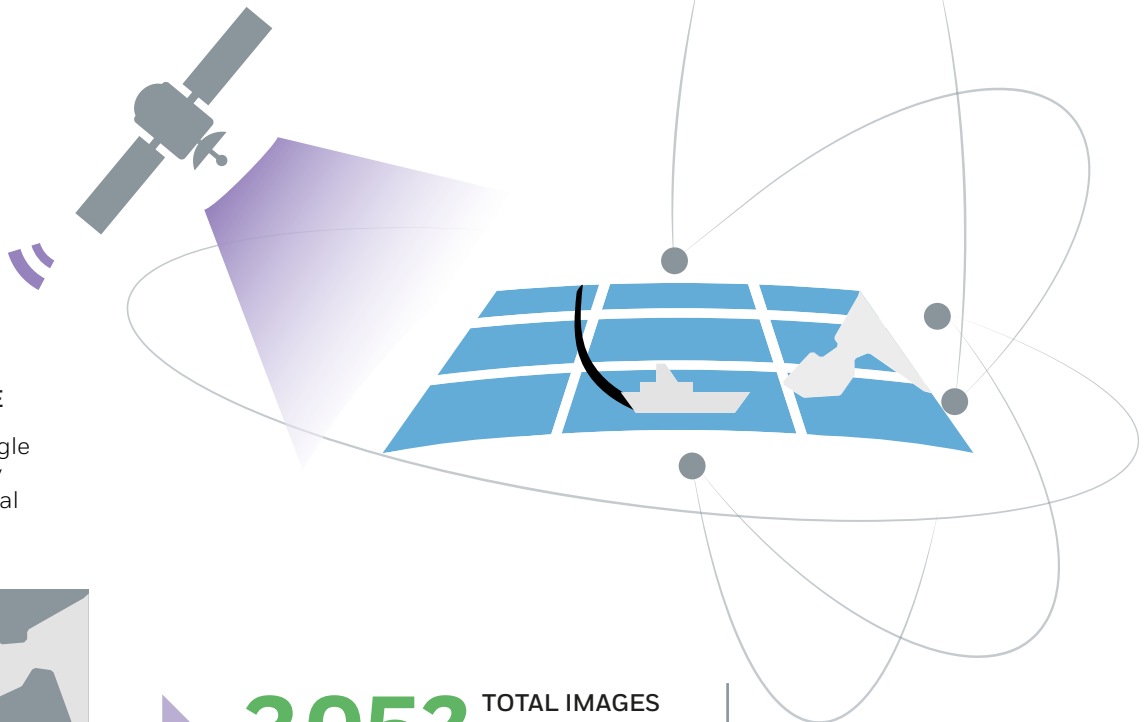
EMSA SATELLITE PORTFOLIO EXPANDED

in addition to Radarsat-2, currently EMSA's portfolio includes the Sentinel-1, the TerraSar-X and the Tandem-X constellation

500

KM ^{2} PER IMAGE

making every single image potentially relevant for several coastal states

3 052 TOTAL IMAGES DELIVERED IN 2015

POSSIBLE OIL SPILLS DETECTED 2423

COOPERATION FOR EFFECTIVE POLLUTION
PREPAREDNESS AND RESPONSE

EMSA supports the preparedness structures and response capabilities of Member States for marine pollution incidents. This role involves disseminating best practices and exchanging information between Member States, the Regional Agreements, the International Maritime Organization and other relevant international bodies.

EMSA shares information with Member States on chemicals and their treatment in the marine environment to assist them in dealing with spills involving hazardous and noxious substances. MAR-ICE is a service offering information from experts in the event of a marine chemical incident. Special datasheets are available for over 200 chemicals through MAR-CIS which began preparations in 2015 to create a web portal, mobile application for offline use as well as to share information with users of the SafeSeaNet Central Hazmat Database. Similarly, the Dispersant Usage Evaluation Tool DUET was upgraded in 2015 to include a model for well blowouts.

CHAPTER 5

EMSA MANAGEMENT

EMSA ADMINISTRATIVE BOARD

EMSA's Executive Director reports to an Administrative Board whose job it is to steer the work of the Agency through the adoption of its annual work programme, associated budget and establishment plan, multi-annual staff policy plan, and finally the assessment and adoption of the consolidated annual activity report detailing the Agency's performance output.

The Administrative Board met three times in 2015 gathering 28 government representatives from each EU country, two non-voting government representatives from Iceland and Norway, four representatives from the European Commission, and four non-voting representatives from the maritime cluster. The CVs of the board members were recently made available online as part of efforts to increase transparency at the request of the European Parliament.

In addition to its routine work throughout the year, the Administrative Board adopted a new methodology for visits to Member States in November 2015. This new methodology will lead to a more efficient system for the verification of adherence to EU legislation by Member States. It also offers the possibility of feedback and requests for assistance.

In 2015 the Administrative Board welcomed the chairman's proposal to commission an independent external evaluation on the implementation of the Agency's founding regulation. This is in line with Article 22 of the founding regulation and is expected to be completed by June 2017.

EMSA provides technical assistance to Member States at their request. In 2015, a request for assistance was made by Poland and approved by the Administrative Board. This enabled Poland to join the list of Member States receiving assistance as part of the National Single Window project (Bulgaria, Finland, Greece, Italy, Malta and Romania).

2015

visitor timeline

4 June
Dimitris Avramopoulos
*Migration, Home Affairs &
Citizenship Commissioner*

5 June
Joe Mizzi
*Maltese Transport
Minister*

5 June
Bart Tommelein
Belgian Secretary of State

5 June
Indroyono Soesilo
*Indonesian
Coordinating Minister
for Maritime Affairs*

5 June
Yohei Matsumoto
Japanese Parliamentary Vice-Minister

24 September
MEP Merja Kyllönen &
MEP Roberts Zile
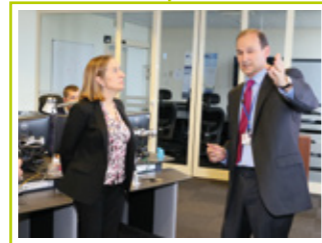*Delegation of the TRAN
committee of the European
Parliament*

2 September
Assunção Cristas
*Portuguese Minister of
Agriculture & Sea*

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER

12 March
MEP Brian Simpson OBE
*European Coordinator for
the Motorways of the Sea*
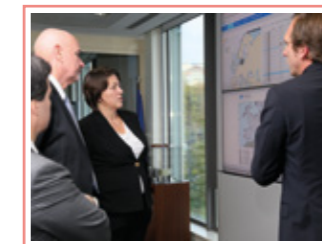

12 March
Ana Pastor
Spanish Transport Minister

13 May
MEP Tomáš Zdechovský

29 May
*Delegation from the
Portuguese Parliament*

3 November
Violeta Bulc
EU Transport Commissioner

10 December
Michael D Higgins
President of Ireland

OPERATIONAL AGREEMENTS IN 2015

THIRD PARTY	SUBJECT	START	END
Interspill	Agreement between the European oil spill industry trade associations, IPIECA and EMSA to hold Interspill conferences and exhibitions	7/2/11	open ended
IMSO	LRIT Services Agreement EU CDC	27/5/09	ongoing
	LRIT Services Agreement IDE	20/3/13	ongoing
Paris MoU	Agreement on updating SafeSeaNet with information on banned vessels/agreement on EMSA technical database management for THETIS	16/9/10	open ended
ExactEarth	Provision of space-based AIS services for use by MARSURV service	28/7/11	30/4/15
EU Navfor - Athena Atalanta	Delivery of an integrated maritime monitoring service	6/4/11	auto renewal
CEDRE - CEFIC	MAR-ICE service (Network of chemical experts for HNS marine pollution)	17/10/08	16/10/17
MARETEC-IST	Cooperation regarding oil spill modelling	15/6/14	14/6/19
MAOC-N	Agreement with Maritime Analysis and Operations Centre - Narcotics	12/8/14	11/8/19
SMHI	Development and implementation of an operational capability between oil spill models and CleanSeaNet data centre	21/6/13	20/8/18
French Ministry of Ecology - Maritime Affairs Directorate	EQUASIS Supervisory Committee - Management of Equasis system	19/6/08	n/a
	EQUASIS - IT Services	27/2/09	n/a
RBINS	Cooperation agreement with Royal Belgian Institute of Natural Sciences	9/12/13	8/12/18
Danish Maritime Authority	Hosting, maintenance and operation of the HELCOM and the North Sea AIS Regional Servers and their connection with SafeSeaNet	12/12/15	11/12/16
Norwegian Coastal Administration	Hosting, maintenance and operation of the North Atlantic AIS Regional Server and its connection with SafeSeaNet	14/10/15	13/10/16

THIRD PARTY	SUBJECT	START	END
Italian Coast Guard	Hosting, maintenance and operation of the Med AIS Regional Server and its connection with SafeSeaNet	18/2/10	8/10/16
ETSI	MoU with European Telecomms Standards Institute on marine equipment	26/5/14	26/5/17
DG ECHO	Cooperation in the framework of maritime emergencies, including marine pollution preparedness, monitoring and response	13/11/14	n/a
DG GROW	Implementation of the Copernicus Security Service	3/12/15	3/12/20
EUNAVFOR MED	Data access agreement defining the use of Sat-AIS data provided by EMSA for EUNAVFOR MED operations	17/8/15	31/8/16
DG ENV	Support in the implementation of Sulphur Directive 2012/33/EU (THETIS-S)	3/9/14	2/9/17
DG ENV	Support for the development of inventories for shipping emissions	1/9/15	1/9/18
DG NEAR	Preparatory measures for the participation of enlargement countries	23/10/15	23/4/17
DG NEAR	Grant contract ENPI/2013/334-385 for the implementation of TRACECA maritime safety and security II	16/6/14	31/7/16
DG NEAR	Grant contract 2012/308-813 for the implementation of SAFEMED III	16/6/13	15/3/17
EFCA - Frontex JTWG	Joint Technical Expert Working Group	26/11/09	26/11/15
EFCA	MARSURV-3 monitoring services	17/12/12	auto renewal
Frontex	Implementation of concept of operations with Eurosur	30/4/13	30/4/16
European Space Agency (ESA)	Cooperation for the use of space-based systems and data in support of maritime activities	11/12/09	1/7/20
Joint Research Centre (JRC)	Provision of services for the EMCIP platform	4/12/13	4/12/16
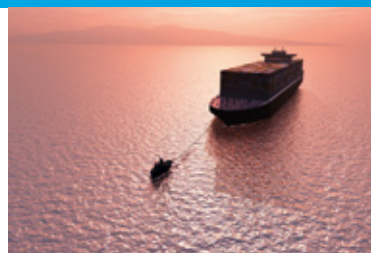
ABOUT THE EUROPEAN
MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency's mission is to ensure a high level of maritime safety, maritime security, prevention of and response to pollution from ships, as well as response to marine pollution from oil and gas installations. The overall purpose is to promote a safe, clean and economically viable maritime sector in the EU.

Get in touch for more information

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