

EMSA Single Programming Document 2021-2023

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Mission statement

VISION

EMSA's vision is to be the centre of excellence for a safe and sustainable EU maritime sector.

MISSION

EMSA's mission is to serve EU maritime interests for a safe, secure, green and competitive maritime sector and act as a reliable and respected point of reference in the maritime sector in Europe and worldwide.

EMSA capitalizes on its unique know-how to position itself as an essential player in the maritime cluster in Europe and beyond.

EMSA works on maritime safety, security, climate, environment and single market issues and tasks, first as a service provider to Member States and the Commission, but also as an innovative and reliable partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally.

VALUES

Quality, credibility, efficiency, effectiveness, transparency, flexibility, and being smart and gender balanced.

SECTION I: General 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.

Regulation (EC) No 1406/2002, establishing EMSA, is the legal basis that defines the objectives and the tasks of EMSA. This Founding Regulation has been amended several times. The principle impact of the 2013 revision was the geographical extension of assistance, cooperation, response and monitoring tasks to different sets of third countries; the extension of response tasks to marine pollution from oil and gas installations; and the possibility of using the Agency's recognised expertise and tools for ancillary tasks including the support to the establishment of a European maritime transport space without barriers, thus extending benefits to related policy areas.

The last amendment of this Regulation (Regulation (EU) No 2016/1625 of 14 September 2016), which entered into force in October 2016, aims at developing European cooperation on coast guard functions by further developing forms of cooperation between EMSA, Frontex (European Border and Coast Guard Agency) and the European Fisheries Control Agency (EFCA) to improve synergies between those agencies, in order to provide more efficient and cost-effective multipurpose services to national authorities carrying out coast guard functions.

The Agency's ongoing activities under the current mandate can be broadly described as:

- *providing technical and scientific assistance to the Member States and the 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;*
- *addressing the human element in maritime safety;*
- *promoting cooperation with, and between, Member States;*
- *building capacity of national competent authorities;*
- *providing operational support, including developing, managing and maintaining integrated maritime services related to ships, ship 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, including assistance to third countries sharing a regional sea basin with the Union;*
- *supporting national authorities responsible for coast guard functions for safety, security, environmental protection, law enforcement and maritime border and fisheries control.*
- *providing technical assistance, as regards relevant legal acts of the Union, to States applying for accession to the Union;*

EMSA has an important role to play in the implementation of the Commission priorities. The Agency's working environment reflects the initiatives launched by the EU in all policy areas related to the seas in order to strengthen Europe's competitiveness, sustainable growth and Blue economy, as well as contribute to the EU's security agenda and international profile.

A European Green Deal: being the first climate-neutral continent

The Agency's extensive portfolio of actions to prevent pollution by ships and respond to pollution by ships and oil pollution by gas installations supports the maritime 'volet' of the decarbonisation of transport and contributes to mitigating marine pollution and climate change from the maritime angle. This work represents the maritime perspective of the Commission's first headline ambition to promote a [circular, future-ready economy](#), adopt more ambitious emissions reduction targets for 2030 and [preserve Europe's natural environment](#).

An economy that works for people: building social fairness and prosperity

The Agency's contribution to competitiveness and growth is of particular relevance. With almost 90% of seaborne EU external freight trade and short sea shipping representing 40% of intra-EU exchanges, maritime industries are an important source of employment and income for the European economy. By supporting the implementation of an attractive and competitive framework for quality shipping, quality operators and quality jobs, the Agency contributes to the Commission's second headline ambition of building a [prosperous and fair economy](#).

A Europe fit for the digital age: grasping the opportunities from the digital age within safe and ethical boundaries

EMSA's efforts to support the simplification of EU shipping by reducing the burden and increasing efficiency in relation to the range of reporting and administrative requirements contributes to the establishment of a European Maritime Transport Space without Barriers. In this way EMSA contributes to the implementation of the [single market](#) in the maritime sector based on digital solutions.

Moreover, EMSA provides an extensive portfolio of digital tools to support Member States' flag, port and coastal state responsibilities.

The Agency's ongoing work towards further data integration and intelligent processing of information are in step with the close attention given to a new generation of technologies including [artificial intelligence](#) and their potential for helping find solutions to a range of challenges. Similarly, the Agency has been stepping up its digital capacity and security to prepare for when stakeholders are ready and standards in place (the future "Digital Services Act") to shift [from "need to know" to "need to share"](#).

Promoting our European way of life: protecting our citizens and our values

Under the European cooperation on coastguard functions, EMSA was explicitly tasked to enhance inter-agency cooperation and support multi-purpose operations in the context of the response to the migration and security crisis. In fact EMSA's surveillance capabilities support a range of functions in the maritime sector and already contributed to protecting the EU fleet against illegal acts such as piracy and armed robbery. Along with growing support to the Commission in relation to verifying compliance with ship and port facility security, the Agency is increasingly contributing to efforts to [step up cooperation on security in the EU](#) under the Commission's fourth headline ambition.

A stronger Europe in the world: strengthening our unique brand of responsible global leadership

The technical assistance provided to accession and neighbouring countries under the Instrument for Pre-accession Assistance (IPA) and European Neighbourhood Policy (ENP) mechanisms support the approximation of EU standards and cover all areas of the Agency's work. Together with the assistance to third countries within the context of Port State Control and to the Commission to support its interaction with and EU joint submissions to relevant international organisations in particular the IMO, this work contributes to raising the international profile of the EU in the worldwide maritime sector and to the accomplishment of the Commission's fifth headline ambition of a [stronger Europe in the world](#).

EMSA continues to be firmly rooted in the Commission's transport portfolio. The Agency is well positioned to support the maritime 'volet' of the new [Transport mission](#), which highlights on the one hand the role of transport for the [free movement of people, services and goods](#), and on the other the transport sector's responsibility to [harness the potential of the twin climate and digital transitions](#) and work towards [sustainable and smart mobility](#). The Agency's activities under the headings of **sustainability** and **simplification** contribute directly to these drivers.

At the same time, the [highest safety standards](#) remain a top priority for the [Transport mission](#) in the face of [increasing traffic](#) and [more complex security threats](#). The Agency's long-standing work under the heading of **safety** to help develop and implement maritime safety legislation and standards at European and at international level, address the human element in shipping and build capacity; under **security** to support better port and ship security but also contribute to preventing unlawful or illegal acts; and under the heading of **surveillance**, to provide operational maritime traffic monitoring and surveillance services to support implementation and enforcement, contributes directly to this priority.

EMSA's work also contributes to a number of other portfolios. The blue economy is very much in the spotlight under the [European Green Deal](#) for its potential contribution to zero pollution, decarbonisation and ultimately the [climate-neutral ambition](#). Specifically in the context of the [Environment, Oceans and fisheries mission](#), efforts to promote a sustainable blue economy are central. EMSA is positioned to contribute on various fronts, looking to curb pollutants – [emissions to air and water, marine litter including plastics, hazardous substances](#) – and polluters – with integrated surveillance services and a range of monitoring, reporting and enforcement tools - and to support [energy efficiency, the use of sustainable alternative sources of power for shipping](#), as part of the [Energy](#) portfolio's mission in the transition towards a carbon neutral economy.

The [Internal Market mission](#) highlights the [digital transition](#) affecting all sectors of the economy and as a key factor for strengthening the internal market. EMSA supports the digitalisation and simplification of EU shipping to make maritime transport more efficient. [Artificial Intelligence](#) is one of the major opportunities linked to this portfolio and which the Agency will be using to enhance maritime safety, surveillance and security. [Cybersecurity](#), on the other hand, is one of the major challenges. The Agency's aim is to maintain the integrity of the EU maritime information systems operated by EMSA whilst countering threats to maritime safety.

The Agency's activities beyond EU borders to support approximation to EU standards are important in the context of the **Neighbourhood and Enlargement mission**, in relation to future accession for some countries but also more broadly to extend and enhance maritime safety, security and environmental standards in neighbouring regions.

Finally, the Agency continues to support the EU's migration and security response, through its on-going work under the European cooperation on coastguard functions and by providing the EU integrated maritime picture. EMSA contributes significantly in the maritime domain to ensuring the **interoperability of EU information systems**, which is an important component of the Security Union under the **Home Affairs mission**.

Following the general perspectives outlined above, Section II of this document provides information about the strategic outlook of the Agency as well as the concrete actions foreseen in the medium term, to implement the new EMSA 5-Year Strategy. This multi-annual work programme also plots the human and financial resource outlook for the period covered by this document.

The current legal and budgetary basis for the activities of the Agency and its human and financial resources outlook are:

- Regulation (EC) No 1406/2002 of 27 June 2002 establishing the European Maritime Safety Agency, as amended by:
 - ~ Regulation (EC) No 1644/2003 of 22 July 2003
 - ~ Regulation (EC) No 724/2004 of 31 March 2004
 - ~ Regulation (EU) No 100/2013 of 15 January 2013
 - ~ Regulation (EU) No 2016/1625 of 14 September 2016
- The EMSA 5-Year Strategy for 2020-2024, adopted by the EMSA Administrative Board at its 56th meeting in November 2019.
- Pending the outcome of interinstitutional discussions, human and financial resource programming is based on the Commission proposal for the Multiannual Financial Framework 2021-2027.

In addition, over the past years EMSA has increasingly engaged in project financed activities (PFAs), usually governed by Administrative Arrangements, as a synergetic way to use or build on existing expertise and tools for other EU activities related to the Union maritime transport policy. This work with and for other EU bodies, agencies and end-users is likely to continue to increase.

At the time of writing, the ongoing process for the next multi-annual financial framework suggests that resources in real terms beyond 2020 may be stable. The programming of activities in this document is based on this assumption but remains indicative, until further evolution of the Multiannual Financial Framework 2021-2027 negotiations.

At the end of 2020 COVID-19 continues to influence heavily the way people live, work and connect.

Shipping, as a resilient mode of transport, has adapted to the extent possible to the current situation. The pandemic has nonetheless accelerated processes that were already ongoing such as the further digitalisation of maritime transport.

The pandemic has shown an increased use of remote ship surveys for which further harmonisation is needed, in addition the dependence of shipping on its ICT component and indirectly the potential threat of cybersecurity were highlighted by this period. The number of PSC inspections in the Paris MoU like in other MoUs on PSC dropped significantly. Cruise vessels more than other types of ships have been particularly affected by this sanitary crisis. One of the most serious issues related to COVID-19 was the worldwide restrictions to crew changes; this resulted in long periods served on board by seafarers which in turn can pose a risk to maritime safety. These key factors are likely to remain central for shipping in the years to come. The full impact of the restrictions on movement of labour supply, transport and travel for the years ahead will become more measurable as time goes by.

Based on available data in EMSA's portfolio of maritime services and cooperation with other entities, the Commission and Member States, EMSA will continue the analysis of the economic effect of the spreading of COVID-19 on shipping as well as on the maritime environment, and the maritime safety and security sectors. The objective is to continuously assess the situation of the pandemic and possible measures to minimize and/or eliminate the impact, and to help define potential recovery policies and specific measures.

EMSA has adapted to the pandemic like any other organisation and will certainly capitalize on the lessons learnt during these months. In 2020 EMSA has adjusted its working methods to ensure alternative forms of delivery and developed methods and tools that will continue to be useful in the future (e.g. live broadcast workshops and training, new eTraining modules). The lessons learned during the lockdown period are helping the Agency integrate interactive platforms into daily working methods to facilitate Member State and/or other stakeholder participation in meetings, workshops and training as well as remote auditing techniques for parts of its programme of visits and inspections.

SECTION II: Multi-annual programming

The EMSA 5-year Strategy provides the strategic framework for the Agency's planning from 2020 to the end of 2024. However, there are still some pending issues that will have an impact on EMSA in the mid to long term, notably the next multi-annual financial framework, which will define funding for EMSA from 2021 onwards, and is still under negotiation; the impact of Brexit on EMSA's work, which cannot be as of today determined; and the potential impact of COVID-19 pandemic for the years to come, which will have to be assessed on a regular basis.

The framework for action from 2021 onwards is thus subject to some uncertainty and while this document has been finetuned in the light of the situation to date, revisions following the process provided for in the EMSA Financial Regulation may be required.

Part 1 below outlines the multi-annual strategic objectives set in the EMSA 5-year Strategy and the multi-annual programme of activities envisaged in order to achieve those objectives.

The resource programming in Part 2 should cover the minimum period of three years (2021-2023) as required by the relevant guidelines. **However, exceptionally, for the reasons indicated above, the programming of resources and tasks for the whole period covered by this document – 2021-2023 – is indicative.**

1. Multi-annual work programme

1.1 EMSA's 5-year Strategy

After 15 years of operation, EMSA positions itself as the main EU technical maritime partner for both the Member States and the European Commission. In the third 5-year strategy document covering the period 2020-2024, the Agency strives to add maximum value for its stakeholders in the years to come. In that respect, the Agency has identified its **5 multi-annual strategic priorities** or 5/S and 36 multi-annual strategic objectives to strengthen the 5/S:

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

1. Support the development and implementation of relevant EU and international climate and environmental legislation
2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster
3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change
4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations
5. Prepare for response to new, evolving and diversified environmental challenges



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

6. Lead expertise and support the development, implementation and enforcement of safety standards
7. Support Maritime Administrations in their Flag State implementation effort
8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally
9. Intensify work on ships for which the risk and impact of accidents are potentially higher
10. Explore further work on safety standards for vessels not covered by relevant international conventions
11. Become the technical facilitator in relation to autonomous ships
12. Enhance role in relation to the human component of shipping



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

13. Support proper implementation of EU and International maritime security legislation
14. Provide further information services to protect the EU merchant fleet worldwide
15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster
16. Develop robust solutions to protect its maritime applications and information services
17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy



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

18. Support further simplification, harmonisation and rationalisation of reporting formalities
19. Support the transition of the EU maritime sector to a paperless environment including e-certificates
20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible



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

21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system
22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission
23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation
24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU
25. Support Search & Rescue efforts of Member States
26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services



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

Service provider

27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation
28. Extend and formalize EMSA training schemes
29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability

Reliable partner

30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions
31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice
32. Seek synergies with complementary EU bodies and communities to add more value for the EU
33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards

International reference

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

Knowledge hub

35. Provide the central EU maritime information hub and access point for open data
36. Support innovation and development of new technologies

The implementation of the multi-annual strategic objectives will be measured through existing reporting processes, notably the Consolidated Annual Activity Report.

1.2 Multi-annual activities

The 5-year Strategy objectives are reflected in the concrete multiannual actions foreseen in the period covered by this document in the areas of Sustainability, Surveillance, Safety, Security, Simplification – the “5 S” – and Digitalisation and Technical Assistance, as illustrated below, and the activities under each area, including [Project Financed Activities](#).



The following pages outline in each area the key outcomes, added value, contribution to EU priorities and expected developments over the period 2021-2023.

Sustainability

Under this group of activities the Agency will ensure its technical contribution in the development and implementation of the different initiatives linked to the Green deal for Europe, mainly as regards the contribution of shipping to a decarbonized transport sector, the reduction of the impact of shipping on the biodiversity and the actions against the degradation of the oceans due to waste from ships and marine litter. These initiatives are part of the EU contribution to achieving the UN 2030 Agenda for sustainable development, in particular Goals 13 (Take urgent action to combat climate change and its impacts) and 14 (Conserve and sustainably use the oceans, seas and marine resources for sustainable development).

Acting as facilitator and technical hub, the Agency will support the EU priorities of decarbonization, smart mobility, sustainable alternative fuels, ship's energy efficiency, promoting the use of on shore power supply, protection of biodiversity, and zero-pollution ambitions.

EMSA will continue to support the Commission and the Member States in the implementation of the EU MRV Regulation, the Port Reception Facilities Directive, the Sulphur Directive, the Ship Recycling Regulation the Regulation on the prohibition of organotin compounds and the Ship Source Pollution Directive. The implementation of any new legislative initiative, such as the FuelEU Maritime Initiative foreseen by the end of 2020, as well as the work carried out within the framework of the European Sustainable Shipping Forum and the European Sustainable Ports Forum will also be supported. The Agency will continue assisting the Commission and the Member States in the implementation of the IMO Strategy on the reduction of GHG emissions from ships.

Data on air emissions will be gathered through the systems hosted by the Agency and displayed through air emissions maps. Studies and technical work on sustainable alternative source of power for shipping will be conducted. The Agency will continue assisting the Commission and the Member States in the ongoing work at IMO regarding Anti Fouling and underwater noise by providing studies as relevant.

The Agency will also support the ongoing work regarding marine litter and participate in ongoing discussions at IMO and European level, as well as assist in the implementation of the Marine Strategy Framework Directive (MSFD) through its participation in the relevant groups on marine litter and contaminants. Future activities for

MSFD could include, for example, remote monitoring using CleanSeaNet, in close cooperation with the MS competent authorities and, where needed, the Regional Seas Conventions (RSCs).

In order to support the Zero Pollution Action Plan monitoring framework, the Agency will explore the feasibility to further expand its role as provider of a wider range of environmental data, and cooperate with other entities (ECMWF, FMI, ESA) as relevant.

The publication in 2021 of the European Maritime Transport Environmental report will contribute to this process of making available reliable data on the environmental dimension of shipping activities.

The support provided under the EMSA-EFCA SLA contributes to reducing the adverse impacts that overfishing can have on ecosystems, especially in sensitive areas as well as to improving sustainability of fisheries resources through enhanced monitoring, control, and surveillance.

In terms of ballast water management, technical work carried out by the JRC together with MS experts assisting the MFSD implementation on non-indigenous species may also be of interest.

EMSA could also, in line with its mandate and emerging needs, be more involved in tackling pollution from offshore oil activities, as the pressures they create can have an impact on the marine environment, in particular due to the potential inputs of oil and other contaminants which might be released during operations, but also after decommissioning, when some platforms or parts thereof are left in situ, and during accidents.

More specifically regarding marine litter from ships, EMSA can provide a major contribution, in close collaboration with relevant COM services and other stakeholders, in supporting the implementation and enforcement of EU legislation and in response to acute pollution incidents, such as accidental loss of containers. This should be complementary to ongoing activities and based on EMSA core competences (such as knowledge of the maritime sector, remote pollution monitoring). Moreover, EMSA could play a role at EU and international level in supporting the Member States and third countries to implement the Regional Action Plans against marine litter in the RSCs around Europe. This could be the case in connection to the MS monitoring programmes under Descriptor 10 of the Marine Strategy Framework Directive, as well as for monitoring and reporting of the marine litter indicators for Sustainable Development Goal target 14.1 “by 2025, prevent and significantly reduce marine pollution of all kinds (...)”. In particular, EMSA should focus on sea-based sources such as shipping (maritime transport, cruising, fishing) and offshore oil and gas extraction, including decommissioning.

Although prevention remains key to ensure the protection of the marine environment, the Agency has also been given the mandate to support the Member States in case of pollution with additional response means. To this effect the Agency will continue to enhance its toolbox of pollution response services both in terms of quantity and adequacy, taking also into consideration the feedback received by the Member States, lessons learnt from accidents, the stress test conducted in 2019, and technological developments. In this respect due consideration will be given to expanding the network of stockpiles around EU shoreline as well as the type of equipment available in the stockpiles with a view in particular to increasing the ability to respond to pollution in shallow waters and to threats caused by new fuels. The Agency will also continue developing its information services regarding HNS to provide Member States with quick and accurate information. Consideration will also be given to support the preparedness of Member States by providing software tools. The network of vessels will be fine-tuned and enhanced to take into consideration the needs of the different geographical areas, and work will be started to include large floating storage capacity in the North Sea and a vessel with ice breaking capabilities in the Baltic Sea.

In addition, with a view to enriching the portfolio of services and tools available to Member States, the feasibility of a Multi-Purpose Vessel in support of competent authorities in the Member States as additional platform for operations and capacity building initiatives at sea may be explored.

Activity group	Sustainability
EU-subsidy activities	Prevention of pollution by ships Operational pollution response services
Relevant Partnerships	<i>Cooperation Agreement with DG CLIMA</i> <i>Cooperation Agreement with DG ENV</i> <i>Cooperation Agreement with DG ECHO</i>
Relevant surveillance/digital services	<i>IMS, RPAS, Earth Observation, SSN, THETIS-EU, THETIS-MRV, MAR-ICE</i>

Surveillance

In the surveillance domain, coast guard authorities in the Member States and EU Agencies will continue to benefit from the innovative maritime surveillance services EMSA has developed and will continue to develop. These complement surveillance capabilities achieved by classical means (Terrestrial AIS, manned aircraft and patrol vessels).

Regarding satellite surveillance, EMSA will continue to improve its CleanSeaNet service, for routine monitoring of the seas and detection of illegal discharges and polluting vessels, as well as in support of emergency response in case of large accidental spills. Adjustments to the service could be proposed to support possible future revision of the Directive on ship-source pollution and on the introduction of penalties. In addition, the Agency will explore how its satellite imagery capacity can be better used to support Member States with Search and Rescue activities.

As a complement to the detection and monitoring of pollution at sea, the satellite-based surveillance services will continue to be provided by EMSA for all Member States and EU authorities with surveillance competences. A new delegation agreement (which is renamed as Contribution Agreement) for the delivery of Copernicus Maritime Surveillance Services will be signed for the period 2021-2027. This will enable the Agency to continue providing operational worldwide monitoring services from satellites to a wide range of user communities (fisheries control, maritime safety, maritime security, law enforcement, pollution monitoring outside of Europe and customs).

However, there is a high probability that the budget of the current agreement for Copernicus Maritime Surveillance Services will be spent before the next programme and budget become available, which is expected towards the end of the second quarter of 2021. In addition, at this stage it is not clear if maritime emergencies will be covered by the scope of the next agreement. Such coverage would increase the user basis by expanding service provision and enhancing satellite monitoring in high relevance areas such as the Arctic, Gulf of Guinea or the Horn of Africa. Based on these developments the Agency would like to start in 2021 to make available upon request satellite imagery supporting maritime administrations with any maritime safety or security emergency which may occur, offering service continuity for the most urgent cases.

While satellite-based monitoring provides cost efficient surveillance capability over very large areas, Remotely Piloted Aircraft services (RPAS) provides high resolution data over a large distance combined with the capability to stay on-site in case of a certain event at sea (SAR, identification, investigations, etc.). This unique information highly improves the maritime picture and provides Member States and EU Agencies the information needed to support their activities.

In 2021 and in the following years, EMSA will continue to provide RPAS services to EU and Member States' maritime authorities to complement their surveillance means. These operations consist of providing a full-scale service including aircraft provision, piloting services, communication means, and data dissemination combined with the integrated maritime data available in the other EMSA systems.

With regard to multipurpose surveillance operations in 2021, the RPAS Regional Strategy will be further implemented after the preparatory steps taken in 2020. This strategy was approved by the Administrative Board in November 2019. It proposes priority regions where operations should be deployed more permanently and with common operational interest for more than one Member State, or for EU operations involving the European Fisheries Control Agency (EFCA) or the European Border and Coast Guard Agency (Frontex). This longer-term perspective allows for a more in-depth integration of EMSA services, becoming part of the operational procedures of Member States, thereby increasing its operational added value. Member States will be given the opportunity to benefit from RPAS surveillance operations at sea, share such resources and experiences, and to identify, develop, and implement 'best practice' for RPAS operations used for maritime surveillance, pollution detection and emission monitoring. EMSA will support Member States in their activities to get acquainted with the new RPAS technology also for national needs.

In terms of Coast Guard cooperation at EU level with EFCA and Frontex, EMSA will continue to offer RPAS services to these Agencies and their stakeholders and promote the sharing of resources. RPAS services to EFCA will continue from on board EFCA's patrol vessel namely in support of pre-boarding activities and in support of EFCA's Joint Deployment Plans in the priority regions where EMSA intends to establish a more permanent RPAS service. EMSA will also offer RPAS assets to the Member States participating in Multipurpose Maritime Operations (MMOs) organised by one or more of the three Agencies.

RPAS based monitoring activities will continue to provide additional support to the protection of the marine environment, including emissions monitoring and pollution response, beyond the capabilities presently available to Member States. The EMSA chartered pollution response vessels will be gradually equipped, when technically and operationally possible, with light RPAS, which in case of a pollution related incident can be piloted from the vessels to direct recovery operations.

Global SAT-AIS data feeds will continue to be procured by the Agency to support monitoring of vessels worldwide, i.e. to allow for the identification of so-called “dark vessels” in combination with the Earth observation services. Further development of the services including new RPAS and Satellite communication technologies, but also processing mechanisms and algorithms, will keep EMSA services at the forefront of maritime surveillance with the aim to provide Member States and EU Agencies technologies which are not yet necessarily available at national level. The cooperation with ESA in this regard is also a corner stone for building up new surveillance solutions.

With the Earth observation, RPAS and Satellite communication and AIS services, EMSA provides to Member States complementary tools to complete their maritime picture for security, safety and sustainability purposes, by offering resources at EU level in a cost-effective manner.

In April 2019 the Commission (DG MARE) has enabled the implementation of the Transitional Phase of CISE through the signature of a Grant Agreement with EMSA. The main objectives of the Transitional Phase are to transform the Research and Development results obtained so far into a European wide operational network, allowing all EU Member State authorities and EU bodies with an interest in maritime surveillance to participate. Practical activities by EMSA include: coordination of the CISE stakeholders (Member State authorities), establishment of the administrative framework, setting-up operational scenarios to use the information shared through the CISE network, and the provision of technical and operational support (including to maintain and evolve the building block implemented during the EUCISE2020).

During the next period until 2023, the CISE transitional phase should be concluded. This involves the maintenance and enlargement of the CISE nodes, moving towards a European wide network (setting up of new nodes connecting more Member States), the conclusion of a Cooperation Agreement which will offer an administrative framework for the exchange of information, and the development of the network which will offer also the possibility to exchange classified information.

In addition, in 2021 EMSA is planning to deploy its own CISE node. The CISE stakeholders are working on the revision of the use cases elaborated during the EUCISE2020 as well as developing new use cases. Such work will contribute to delivering a mature set of services when the operational stage starts. The first set of pre-operational services is planned to be available in the network in the second quarter of 2021.

Activity group	Surveillance
EU-subsidy activities	Remotely Piloted Aircraft and satellite communication services Satellite based services and innovation
Project financed activities	<i>Copernicus Maritime Surveillance Service (CMS)</i> <i>CISE Transitional Phase</i>
Relevant Partnerships	<i>Grant Agreements with DG MARE</i> <i>Contribution Agreement with DG DEFIS</i> <i>EMSA-ETSI Memorandum of Understanding</i>
Relevant digital services	<i>IMS, EODC, RPAS DC</i>

Safety & Security

EMSA’s vision is to be the centre of excellence for a safe and sustainable EU maritime sector. With regard to safety and security, the Agency will intensify its efforts to act as a reliable and respected point of reference in the maritime sector and as service provider to Member States and the Commission, but also as an innovative and reliable partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally.

In this context, EMSA will continue to build expertise and support the development, implementation and enforcement of safety standards providing technical support to the Commission and the Member States on the work carried out at EU and IMO level. Moreover, the Agency will further explore work on safety standards for vessels not covered by relevant international conventions e.g. for the development of the Small Passenger Ship Guide, ship carried tenders, passenger sailing ships, and pleasure craft. Safety of fishing vessels will also be assessed supporting the recently launched activity of the European Commission.

EMSA will also continue to support Maritime Administrations in their Flag State implementation effort and in their Port State Control role providing knowledge-based solutions and expertise, supporting the activities of the Paris MoU, hosting specific applications and databases (e.g. EMCIP, the MED DB, THETIS, etc) and conducting visits and inspections to monitor the implementation of the Community acquis in the area of maritime safety and the lessons learnt from them playing a key role in saving lives at sea and protecting the marine environment.

EMSA will assign new studies on key safety issues (e.g. for Container ship safety, MASS (autonomous vessels, etc.) and will pursue the follow up of previous and on-going studies (e.g. the FIRESAFE and STEERSAFE studies) including, where appropriate, dissemination sessions, submissions to IMO and technical input to EU expert groups and IMO committees. In addition to participating in the advisory boards of certain EU funded maritime safety projects, the Agency will organise workshops offering a platform for discussing technical options and putting forward knowledge-based solutions. In 2020 the Agency developed together with ECDC “COVID-19 guidance” for the restart of operations of cruise ships in the European Union. Depending on developments in the maritime sector and concerning the Corona pandemic, further work by the Agency may be required in this field.

Furthermore, the Agency will explore ways to support Member States with Search and Rescue in full respect of the national competences in this field.

In maritime security, EMSA will support proper implementation of EU and International maritime security legislation supporting the Commission and the EFTA Surveillance Authority’s inspections to assess and verify independently the implementation and enforcement of EU maritime security legislation in the visited Member States. The Agency will participate in the MARSEC (Maritime Security) Committee and will work with the Commission to provide guidance to the Member States on inspections. Finally, EMSA will pursue to provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster proposing new actions based on a mapping exercise and a gap analysis which will be conducted.

Activity group	Safety & Security
EU-subsidy activities	Maritime Safety Accident Investigation Maritime Security
Project financed activities	<i>Equasis (partly)</i>
Relevant Partnerships	<i>EMSA-ETSI Memorandum of Understanding</i>
Relevant digital services	<i>IMS, SSN, EMCIP, MED DB, THETIS, THETIS EU</i>

Simplification

The Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (EMSWe) significantly increases the potential for digitalisation in many areas including port-call optimisation and is an important step forward for the implementation of the single market in the maritime sector based on digital solutions. EMSA will continue to support the Commission and the Member States in the elaboration of harmonised specifications and rules for the EMSWe ensuring that the same data sets can be reported in all ports of the Union in a harmonised manner.

Furthermore, EMSA will continue developing and improving common databases and data exchange services between ports through SafeSeaNet which will aim at reducing the administrative burden on ship operators applying the reporting once-only principle. These databases will provide reference information on e.g. ships, dangerous and polluting goods, port facilities and ports to all users of the EMSA maritime services, Member State authorities and to ship operators.

EMSA will contribute to the work of the IMO on harmonised data models and message structures for the electronic fulfilment of reporting obligations defined by international instruments.

EMSA will continue to develop and improve SafeSeaNet to support new and revised EU legislation. In particular, SafeSeaNet will support the provision of information on persons on board passenger ships for search and rescue purposes in accordance with amended Directive 98/41/EC, and of information on ship waste for the purpose of inspections in accordance with Directive (EU) 2019/883.

The developments above will consolidate the role of SafeSeaNet as cross-border and cross-sector exchange platform for maritime information, contributing to competitiveness, safety and security and sustainability goals.

Traffic Density Maps represent an effective way of displaying vessel movement patterns and present valuable benefits to Member States' competent authorities for security and safety purposes as well as for Maritime Spatial Planning. EMSA will continue enhancing the Traffic Density Mapping service providing more sophisticated services which allow users to better evaluate the overall shipping density within selected areas.

EMSA will continue providing a range of services under the umbrella of various cooperation agreements to EU bodies or other EU stakeholders with maritime related functions in support of their overall objectives. Such organisations include the European Union Agency for Law Enforcement Cooperation (Europol), EU Naval Forces (EUNAVFOR-Somalia: Operation Atalanta and EUNAVFOR-Med), European Fisheries Control Agency (EFCA), the European Border and Coastguard Agency (Frontex), the Maritime Analysis and Operations Centre – Narcotics (MAOC-N) and the Emergency Response Coordination Centre (ERCC). The Working Arrangement (WA) signed between EMSA and DG ECHO in November 2014 will be revised to include further improvements and strengthen the EMSA support to ERCC.

Integrated Maritime Services are the core activity and will be refined and further developed in line with evolving operational needs based on feedback from users. The IMS provides Automated Behaviour Monitoring (ABM) tools, i.e. computer-based systems analysing real time vessel position reports for the detection of abnormal and/or user specific behaviours. Data analysis tools for the exploitation of "live" and historical data will continue to be developed in close cooperation with interested users and in line with user requirements.

EMSA will continue to offer to its users the RPAS Data Centre service which allows several stakeholders to monitor and command the flights remotely. Leveraging on the lessons learned from the first system generation procured in 2020, EMSA will be developing its replacement in 2021, the new SurvSeaNet web application, which is planned to be fully operational in 2022. SurvSeaNet should offer a more robust operational interface integrated with the rest of the Maritime information in EMSA to facilitate follow-up on identified targets or incidents from RPAS services.

The Agency shall also explore the suitability and feasibility of developing big data analysis techniques, machine learning and artificial intelligence technologies to provide added operational insight for users using a cloud environment. These techniques will aim mainly at serving the EMSA user communities but the users falling under the various cooperation agreements should benefit as well.

As the premier European Union hub for maritime data, it is financially efficient and operationally effective for EMSA to provide such information services and analysis tools to other EU stakeholders benefitting from the experience and/or funding contributions of those partners.

Activity group	Simplification
EU-subsidy activities	SafeSeaNet European Maritime Single Window environment (EMSWe) Long Range Identification and Tracking (LRIT)
Project financed activities	<i>Interoperability project</i> <i>EFCA Service Level Agreement</i> <i>Frontex Service Level Agreement</i>
Relevant partnerships	<i>EUNAVFOR-Med: Operation Irini, subject to new agreement</i> <i>EUNAVFOR-Somalia: Operation Atalanta Technical Cooperation Agreement</i> <i>Europol Working Arrangement</i> <i>MAOC-N Cooperation Agreement</i> <i>Emergency Response Coordination Centre (ERCC) Working Arrangement</i>
Relevant digital services	<i>IMS, SSN, LRIT DC, RPAS DC and EODC</i>

Digitalisation

The COVID-19 expedited EMSA's digital transformation and the Agency rapidly adapted its strategies utilizing virtual streaming to replace meetings, conferences and events. EMSA ICT 24/7 operations ensure that Maritime Applications are available and provide requested input to all communities, and the Corporate Service platforms are available for EMSA staff giving efficient tools for improved productivity.

The COVID-19 pandemic was an opportunity to test alternative ways of conducting the same work and the evolution of digital processes has sparked a new mindset, focusing on the future with an openness to try new technology. New processes are being and will continue to be implemented and the Agency will further invest in remote working solutions.

EMSA will continue to work towards enhancing its business continuity against any type of incidents and to minimize downtime and achieve sustainable improvements in business continuity, IT disaster recovery, corporate crisis management capabilities and regulatory compliance. Using the cloud for disaster recovery and business continuity will be implemented to ensure that computing resources are switched over quickly to a stable backup and remain operational. In view of the further developments of its information services and considering the constant increase of cybersecurity risks, the Agency will run a comprehensive assessment of its overall ICT services to apply state-of-the-art security and interoperability solutions, including the use of ISO Standard 27001 for Information Security Management System.

EMSA delivers a wide range of critical services to its users (Member States' National Administrations, the Commission, third countries and international organisations) and cybersecurity is part of its strategy. The ICT Security is a horizontal and key activity achieved by maintaining a system where the security is continuously measured, monitored and enhanced. More secure technologies for data exchanges will also be assessed. A study will be contracted in 2021 to investigate and evaluate the security and interoperability solutions which could be applied to SafeSeaNet and other EMSA maritime applications (e.g. SEG, IMS, THETIS) as well as the supporting IT infrastructure with the objective of performing a comprehensive and consistent assessment.

The EMSA Maritime Support Services (MSS) will continue to be the central EU hub monitoring and facilitating the exchange of information between the Member States. The MSS operates on 24/7 mode, making sure that connections and interfaces are up and running and that technical issues raised by the Member States and the Commission are rapidly and adequately addressed. MSS will continue to handle incidents and problems and provide valuable feedback resulting in improved quality of the information systems for the users.

Being the information centre where most of the vessel traffic data is collected, the MSS will continue to analyse the vessel traffic data and provide reliable figures to assist in the definition of the recovery policies and specific measures during and in the aftermath of the COVID-19 crisis. The MSS will also continue to work with Member States to deliver regular reports on SafeSeaNet and LRIT implementation, and data quality at Member State sites, thus contributing to improved quality of underlying data. When requested, MSS will provide SAR supporting data to the Member States and the Commission in accordance with the applicable procedures.

EMSA will continue to provide and continuously improve the existing portfolio of Maritime Digital Services, whilst also developing new services agreed with Member States. During 2021 the focus will be on improving and extending the Integrated Maritime Services by adding new Abnormal Behaviour Monitoring algorithms and increasing the adaptability of the IMS platform to new requirements. Developments are also foreseen for the RPAS data centre including information/ data exchange with the IMS.

Improvement is also foreseen for the new systems going live in 2020, such as THETIS-MED, MED DB and Marinfo. THETIS-EU and THETIS-MRV will also be subject to enhancements in the light of the experience gained and to better support the enforcement of relevant EU Legislation.

The STCW-IS may also be subject to extended functionalities to reflect the evolution of e-certificates for seafarers. The feasibility of offering a platform for Member States for issuing e-certificates to seafarers will therefore be explored.

A new tender is to be prepared and published in 2021 for RuleCheck aiming at a further enhancement to make the system more robust including its expansion as an intelligent search engine for maritime legislation as well as its interaction with both operational tools (THETIS) and capacity building tools (MaKCs 2020).

In addition, the 2021-2023 period is expected to be the period of transition towards cloud-EMSA Data centre. This model foresees an increase development and transition of digital services to the cloud and the use of Artificial Intelligence application for EMSA services. ICT business continuity and disaster recovery will still be a high priority. EMSA will continue to certify maritime applications for the Business Continuing Facility (BCF) and will continue running real disaster recovery drills.

The Agency will establish a platform which will integrate all available data sets handled by the Agency's maritime applications to expand information services and improve statistics and data analytics. Such new services will aim at identifying trends and risks in support to safety, security and sustainability and at improving the awareness of Member States authorities, the maritime cluster and the general public.

In 2021, the Dynamic Overview of National Authorities (DONA) will be developed with its three specific functionalities, aimed at providing information to the general public on the competent authorities responsible for

the implementation of EU and International maritime legislation, and at reducing the administrative burden for Member States in relation to reporting obligations, and at offering targeted statistics.

Finally, in 2021, the Agency will develop an e-Portal to support the identification of speakers and experts that could be involved in different Agency activities.

Activity group	Maritime digital services and digital infrastructure
EU-subsidy activities	Integrated Maritime Services (IMS) THETIS RuleCheck STCW Information System European Marine Casualty Information Platform (EMCIP) MED Data Base Earth Observation Data Centre (EODC) RPAS DC Dynamic Overview of National Authorities (DONA) Marinfo Integrated Management of data sets E-Portal for experts and speakers Maritime Support Services (MSS) ICT operations
Project financed activities	THETIS-EU THETIS-MRV THETIS-MED

Technical assistance

The new structured and modular approach to training and capacity building, under the label of EMSA Academy will constitute the backbone of the different activities planned in support of the competent authorities of the Member States. Focussing on functions, and combining state of the art tools, such as the eLearning platform MakCs 2020) and the Virtual Reality Environment for Ship Inspections (VRESI), the Agency will put together different learning paths in support of professional development using common core curricula, instructions, guidance, procedures, syllabi.

Traditional face to face training and live broadcasting training on new EU/International maritime legislation and EMSA's operational maritime applications and tools will continue to be offered and identified through a bottom-up approach, as part of a comprehensive portfolio of services available to the maritime administrations to enhance competencies and skills. The COVID-19 pandemic was an opportunity to test remote training techniques as an alternative to in-person training sessions triggering a new way of thinking that relies more on technology.

These activities will contribute to enhance capacity at national level towards homogeneous implementation and enforcement, thus fostering safety, security and sustainability in the EU and beyond.

In the light of the experience gained and technological developments, the different tools developed by the Agency within the context of capacity building (such as RuleCheck and DONA), will be further enhanced and modernised thus ensuring continuous state of the art support to the range of stakeholders. In addition the Agency will establish a roster of speakers and a database of experts allowing for as many specialists as possible with diverse profiles to apply, and for the Agency to easily and quickly identify the right expertise/profile when the need arises.

Work will also be carried out in developing statistics (regular and ad-hoc) and indicators, in support of the daily work of the maritime administrations, the Commission as well as for the general public aiming at raising awareness about shipping and its important role. This will be part of the action mentioned under digitalisation to develop a cost-effective solution to analyse and integrate all available data sets handled by the Agency.

States applying for accession to the Union as well as Paris MOU Parties and other MOUs on Port State Control will also benefit from capacity building activities offered by the EMSA Academy including their access to tools and services (VRESI, RuleCheck, MaKCs 2020) developed by the Agency.

Following the conclusion of the SAFEMED IV and BCSEA Projects, it is expected that two new projects will be entrusted to the Agency. The new projects will follow an approach that will link the different functions covered by a maritime administration (as defined by IMO in the III Code) with the strategic priorities of the Commission and those defined in the EMSA 5-year strategy. Furthermore, the new approach foresees that each thematic area will entail three types of action namely “Tools & Services”, “Technical activities” and “Training activities”. Through this new enhanced approach, support in flag State, coastal State and port State matters will be fostered; access to the services of the EMSA Academy will be offered ensuring life-long training; the link with the Commission strategic priorities and EMSA 5-year Strategy will be deepened; and finally this will promote the digitalisation of beneficiaries through enhanced access to tools and services. Close coordination with the activities of the Barcelona Convention and the Bucharest Convention, which are also recipients of EU support is necessary. It is also necessary to ensure information exchange with all relevant Commission services on ongoing activities at regional level on marine environment issues, such as for marine litter or offshore activities, to ensure coherence of EU actions.

EMSA’s visits and inspections continue to be a key tool to improving maritime safety, through the identification of strengths and weaknesses in the implementation of the Community acquis. Combined with the horizontal analyses carried out on the findings established during the visits, the Member States and the Commission gain a clear picture of where additional effort would be beneficial or changes to Union law may be desirable. Following the conclusion of three visit cycles, on the seafarer training, port State control and Sulphur Directives, end-of-cycle workshops will provide a clear opportunity in this regard.

In respect of Recognised Organisations (ROs), following Brexit the legislation concerning their recognition and oversight will change, resulting in an increased participation of the Member States in EMSA’s inspections and the Commission’s assessment processes. It will also improve the exchange of information between the Commission, EMSA and the Member States, thus enhancing the overall oversight of ROs at EU level and resulting in improved compliance on their part.

In terms of the Human Element, assistance to the Commission and the Member States regarding the development, adoption and implementation of European and international legislation, such as the STCW and STCW-F Conventions and respective Codes, will be a key focus for the period. Meanwhile, EMSA’s STCW inspection activity in third countries continues to be crucial in assisting the Commission with recognising and ensuring STCW certification and compliance.

Lessons learned through the COVID-19 pandemic and the possibility of executing parts of the visits and inspections remotely will be considered to increase efficiency and effectiveness.

Activity group	Technical assistance
EU-subsidy	Classification societies Seafarers, training and certification Visits to Member States Human element Analytics and research Capacity building and EMSA academy (incl. MaKCs and VRESI)
Project financed	<i>EC Funds for candidate and potential candidates</i> <i>SAFEMED IV – SAFEMED V¹</i> <i>BC SEA – BC SEA IP²</i>
Relevant digital services	<i>STCW-IS, IMS</i>

¹ The name of the project may be altered.

² The name of the project may be altered.

2. Human and financial resource outlook

The Agency's Founding Regulation has been amended several times, twice in the last decade with an impact on the tasks assigned to EMSA and consequences for the resources needed by the Agency. In 2013, the legislator broadened the geographical spread of technical assistance capabilities, extended response tasks to marine pollution caused by oil and gas installations and created the possibility for the Agency to use its expertise and tools for ancillary tasks related to the Union maritime transport policy. This was followed in 2016 by a new amendment that brought a broad package of support to national authorities carrying out coast guard functions.

Recently launched activities in the fields of environmental legislation, maritime surveillance, and satellite applications, as well as increasing levels of cooperation with other Agencies and institutions, clearly show that there is a growing demand for EMSA to provide services to the Commission, Member States and other bodies. Both the Commission and the Member States have already expressed support for the Agency to become a 'service provider' for other end-users, thus ensuring added value at EU level and the best possible use of existing tools and resources. This is reflected in the EMSA 5-year Strategy 2020-2024, which was prepared with the involvement of the Administrative Board during the course of 2019, submitted to the Commission for opinion (10/09/2019) and subsequently adopted by the Board on the 7th of November 2019.

In order to fulfil its ambitious objectives, it remains essential for the Agency to attract and retain highly qualified staff with specialised knowledge and experience. Offering a long-term perspective to staff assists the Agency to achieve this.

Following the staff reductions executed over the period 2013-2018, possibilities for internal redeployment of staff are combined with the best possible use of contract agents. Creation of task forces is actively being used and an exercise was launched by the Executive Director to promote internal mobility. In the case of project financed activities (PFAs), contract agents are commonly used with some difficulties to attract highly qualified staff for short term contracts linked to the limited duration of those activities.

Due to the ongoing negotiations for the Multi-annual Financial Framework 2021-2027, human and financial resource programming for the entire period covered by this programming document has to be considered indicative and subject to the outcome of those negotiations.

The proposal for the draft budget 2021 is in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and uses the Commission proposal for the Multiannual Financial Framework 2021-2027 as a basis.

Similarly, the proposal in terms of statutory staff for 2021 is stability. The same approach is foreseen in relation to staff needs for 2022 and 2023.

Deviations between the present proposal for 2021 and the outcome of the negotiations for the next MFF may have an impact on the activities planned to date for the annual work programme 2021 and the multi-annual work programme 2021-2023.

2.1 Human resources

Following the initial staff cut of 5% required over the period 2013-2018 and in parallel with the additional cuts that were implemented in 2017 and 2018, the Agency phased in the new posts granted for the European cooperation on coastguard functions tasks, in line with Regulation (EU) No 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

Since 2019 there has been zero variance in the total number of posts proposed for the establishment plan, and the same approach is foreseen for 2021, 2022 and 2023.

However, figures for 2022 and 2023 are indicative until further information is available regarding the future multiannual financial framework.

	Establishment plan/Statutory posts	Variance compared to previous years	
		Additional posts for new tasks	Implemented cuts
2013	213	+2 for new tasks	-2
2014	210		-3
2015	207		-3
2016	202		-5
2017	212	+14 for cooperation on coast guard functions	-4
2018	212	+3 for cooperation on coast guard functions	-3
2019	212		
2020	212		
2021	212		
2022	212		
2023	212		

2.2 Financial resources

The budget proposed for 2021 uses the Commission proposal for the Multiannual Financial Framework 2021-2027 as a basis and is expected to enable the Agency to provide planned services and assistance to both the Commission and the Member States as outlined in SECTION III: Work programme 2021. The next MFF, will define funding for EMSA from 2021 onwards and is still under negotiation. Therefore, the programming of resources is purely indicative.

❖ Revenue

Commitment Appropriations (C1 Funds: appropriations voted in the corresponding year)*:

	2021	2022	2023
EU Subsidy	82,620,000	84,300,000	86,000,000
<i>Of which assigned revenues deriving from previous years' surpluses</i>	2,286,114	1,000,000	1,000,000
EFTA Contribution (2.70% from 2021 onwards)	2,169,015	2,249,100	2,295,000
Other revenues: L.R.I.T. **	300,000	250,000	250,000
Other revenues: Miscellaneous Revenue ***	90,000	90,000	90,000
Total "Other revenues"	390,000	340,000	340,000
TOTAL REVENUE	85,179,015	86,889,100	88,635,000

* EMSA fresh credits from the Budgetary Authority are in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and use the Commission proposal for the Multiannual Financial Framework 2021-2027 as a basis.

R0 Funds (other external assigned revenue) are not included in the budget above presented.

** Because of a deflation of LRIT fees billed to third parties, the expected revenue is decreased as of 2022 onwards.

*** "Miscellaneous revenue": these revenues come from C4 funds as internal assigned revenue; the Agency considers the income from the EMCDDA for renting the conference centre as certain.

2.3 Strategy for achieving efficiency gains

Following the adoption of the EMSA 5-year Strategy for 2020-2024 in November 2019, a new organisation of the Agency has been put in place, effective from January 2020. This exercise has redeployed resources in a significant way in line with the agreed multiannual priorities and should facilitate their implementation in an efficient manner.

The new working model is less 'hierarchical' and more 'functional'. In this context, the use of taskforces and the creation of cross-functional projects is encouraged. EMSA's learning and development policy supports this approach by giving staff opportunities to enhance their technical skills in different areas, which promotes mobility and leads to a more agile organisation able to adapt in a dynamic environment and ready to adjust to possible shifts in priorities.

For corporate applications EMSA will continue to monitor and evaluate the use of ICT tools and systems from other Agencies and the European Commission. EMSA has already successfully implemented ARES, the EC records management system and has in place internal SharePoint applications for budget planning, monitoring and financial management, and monitoring of monthly deliverables (SHAPE) as well as for procurement and contract management (PCM). Current efforts aim to integrate those tools. In the near future, the Agency will also explore the possibility of electronically sharing EU classified information with the Commission via the RUEX system, as well as using Qualified E-signature.

The establishment of a roster of speakers and a database of experts will help the Agency identify specialists of diverse profiles as needed in support of EMSA events and workshops, for specific projects where external expertise could be of added value, for lecturers / experts in training.

The fostering of eLearning and training delivered via different platforms, together with an enhanced toolbox in support of capacity building will allow the Agency to reach a wider number of users in the competent authorities.

For efficiency gains and in order to save on missions and in coordination time, EMSA has deployed one staff member in the UK to follow up the daily work in relation to IMO and its meetings to support effectively the European Commission on these matters.

With the progressive digitalisation of administrative and financial procedures during 2018 and 2019, the Agency aims at operating in an almost paperless mode and has already achieved efficiency gains and enhanced the security and retrieval of records. Within the digitalisation actions most of the processes were streamlined and where possible, simplified. The success of this process has been proven with the advent of the COVID-19 pandemic and smooth transition to full-scale teleworking during the lockdown and to a hybrid format during progressive return to the EMSA premises.

As in the previous years, inter-agency cooperation remains on the agenda. EMSA will continue to achieve efficiency gains through close cooperation with its neighbouring Agency, the EMCDDA in areas of work safety, security, facilities, HR, and other horizontal areas of common interest.

In relation to the Accounting Function, an SLA with EFCA is in place allowing for mutual cross-support of the function for each entity.

In recent years, interinstitutional procurements have become a growing area for achievement of efficiency gains. To this effect, the Agency annually considers possible interinstitutional procurements as a leading or participating party.

3. Evolution of tasks

3.1 New tasks

The last two revisions of the Agency's mandate continue to have an impact on the evolution of existing tasks, namely: the 2016 revision which tasked EMSA, in cooperation with Frontex and EFCA, each within their own mandate, to support national competent authorities carrying out coast guard functions; and the 2013 revision which provided the framework for certain tasks to be performed by the Agency, subject to the approval of the EMSA Administrative Board, as outlined in the next section.

3.2 Growth of existing tasks

The Agency's Founding Regulation contains several opportunities for possible growth of existing tasks:

❖ **Performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency**

The Founding Regulation foresees the possibility for the Commission to entrust the Agency with the performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency, in particular: 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; and the overall efficiency of maritime traffic and maritime transport, including the establishment of a European maritime transport space without barriers.

The Commission has adopted a proactive approach in the policy fields related to the above-mentioned objectives and the Agency has been entrusted with relevant tasks. Should this trend continue over the coming years, and be extended to new objectives too, the Agency may be asked to assist the Commission in the development of new maritime applications or extension of existing maritime applications and in tasks related to prevention and response to marine pollution.

As foreseen by the regulation, requests will be subject to examination and approval by the Administrative Board, in the framework of the preparation of the Agency's annual work programme.

❖ **Technical assistance to the building up of the necessary national capacity for the implementation of relevant legal acts of the Union**

The Founding Regulation also foresees the provision of technical assistance to Member States to support the development of the necessary national capacity for the implementation of relevant legal acts of the Union (article 2.3(b)). The expertise of the Agency has been considered of relevance by the co-legislator in order to support efforts by the national administrations to build up the necessary capacity for the implementation of relevant directives. Requests for technical assistance are most likely to be made in the context of a broader framework of ongoing work undertaken in cooperation between the Member States, the Commission and the Agency.

At the time of writing it is not known if there will be new requests for technical assistance during from 2020 onwards.

Again, as foreseen by the Regulation, these types of requests are subject to examination and approval by the EMSA Administrative Board, in the framework of the preparation of the annual work programme. The need to assess possible impact on staff levels would depend on the number and type of requests that the Agency receives.

❖ **Performance of ancillary tasks**

The Founding Regulation also provides for additional so-called ancillary tasks that could be requested by the Commission or by the Commission and the Member States. The Agency has established expertise and tools that are recognised as valuable and potentially relevant for other EU activities related to the Union maritime transport policy. In order to generate efficiency gains and make possible the use of existing expertise and tools, additional ancillary tasks could be entrusted to the Agency, provided they are not detrimental to the core tasks, and if approved by the Administrative Board in the context of the Agency's annual work programme.

The following possible ancillary tasks (as quoted from the revised Regulation) are included in the mandate:

1. Assistance to the Commission:

- a) in the context of the implementation of the Marine Strategy Framework Directive, by contributing to the objective of achieving good environmental status of marine waters with its shipping related elements and in exploiting the results of existing tools such as SafeSeaNet and CleanSeaNet;
- b) providing technical assistance in relation to greenhouse gas emissions from ships³, in particular in following up ongoing international developments;
- c) as concerns the "Global Monitoring for Environment and Security" (GMES⁴), in promoting the use of GMES data and services for maritime purposes, within the GMES governance framework;

³ Following the adoption of the MRV Regulation, the Agency now provides assistance to the Commission and the Member States for the implementation of the relevant EU legislation as part of its core tasks.

⁴ GMES is now known as "Copernicus". This ancillary task has been activated and accepted. EMSA is the Entrusted Entity for the Copernicus Maritime Surveillance Service based on a Delegation Agreement with the Commission.

- d) in the development of a Common Information Sharing Environment for the European maritime domain;
- e) with respect to mobile offshore gas and oil installations, in examining IMO requirements and in gathering basic information on potential threats to maritime transport and the marine environment;
- f) by providing relevant information with regard to classification societies for inland waterway vessels in accordance with Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC. This information shall also be part of the reports referred to in article 3(4) and (5).

2. Assistance to the Commission and the Member States:

- a) in the examination of the feasibility and the implementation of policies and projects supporting the establishment of the European maritime transport space without barriers, such as the Blue Belt concept and e-Maritime, as well as Motorways of the Sea. This shall be done in particular by exploring the possibility of developing additional functionalities in SafeSeaNet, without prejudice to the role of the High-Level Steering Group established in accordance with Directive 2002/59/EC;
- b) by exploring with competent authorities for the River Information Services System, the possibility of sharing information between this system and maritime transport information systems on the basis of the report provided for in article 15 of Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC;
- c) by facilitating voluntary exchange of best practices in maritime training and education in the Union and by providing information on Union exchange programmes relevant to maritime training while fully respecting article 166 TFEU.

In addition, the following legislative developments have or will have an impact on EMSA's existing tasks:

Legislative proposal/ Policy area	Possible impact in 2021-2023 on workload and consequences for human resource needs
ETS for shipping	The proposal is not yet out – it is impossible to assess if the Agency will be requested to assist and therefore the potential workload.
FuelEU Maritime Initiative	The impact will be assessed after the adoption by the European Commission expected in early 2021 and the subsequent potential requests to provide technical assistance.

SECTION III: Work programme 2021

Overview and list of activities

The annual programme for 2021 contains the concrete actions and outputs that the Agency plans to undertake and deliver in 2021 towards achieving the strategic objectives presented in Section II.1.1, taking into account the resource structure outlined in Section II.2, which remains subject to the outcome of the negotiations on the next multi-annual financial framework for 2021-2027, and within the general policy context outlined in Section I.

This section is organised per strategic priorities which are now mirrored in the Agency's organisational structure. Each priority area contains a number of activities that will lead to the achievement of these priorities.

For each activity the legal basis, financial and human resources and performance indicators (PIs) are listed. The strategic objectives underlying the activity are identified, as well as the concrete contributing outputs. Finally, the Agency's added value and the tangible benefits for stakeholders are highlighted.

The Agency implements an activity-based approach to planning, budgeting and reporting. Human and financial resources per activity are provided per activity. Project-financed activities are clearly identified either within core activities or separately, depending on their scale.

In addition to performance measurement at operational level, in the context of greater emphasis on continuous assessment of the internal control components, the Agency has developed a set of indicators with corresponding targets monitoring the performance of horizontal activities and covering the following areas: management of operational activities, audits, human resources, legal and finance and ICT. These horizontal indicators, some of which are listed in this document under the horizontal activities at the end of this section, enhance regular internal monitoring of the Agency's performance and implementation of the work programme, and strengthen the contribution to the building blocks of assurance. Moreover, they contribute to an effective assessment of results achieved against objectives and the Administrative Board's assessment of the Consolidated Annual Activity Report which in turn feeds into the work of the discharge authority for the Agency.

List of activities – EU subsidy activities + [Project financed activities](#)

1. Sustainability and technical assistance

1.1. *Sustainability*

- 1.1.1. Prevention of pollution by ships
- 1.1.2. Operational pollution response services

1.2. *Visits, inspections and human element*

- 1.2.1. Classification societies
- 1.2.2. Seafarers training and certification
- 1.2.3. Visits to Member States
- 1.2.4. Human element

1.3. *Capacity building*

- 1.3.1. Analytics and research
- 1.3.2. Capacity building and EMSA Academy ([and EC Funds for candidate/potential candidate countries](#))
- 1.3.3. [SAFEMED IV](#)
- 1.3.4. [BC SEA](#)

2. Safety, security and surveillance

2.1. *Safety & security*

- 2.1.1. Maritime safety ([and Equasis](#))
- 2.1.2. Accident investigation
- 2.1.3. Maritime security

2.2. *Surveillance*

- 2.2.1. Remotely piloted aircraft and satellite communication services
- 2.2.2. Satellite based surveillance services and innovation
- 2.2.3. [COPERNICUS maritime surveillance service](#)
- 2.2.4. [CISE transitional phase](#)

3. Digital services & simplification

3.1. *Maritime digital services*

- 3.1.1. Maritime digital services ([and THETIS-EU & THETIS-MRV](#))

3.2. *Digital infrastructure*

- 3.2.1. Maritime support services
- 3.2.2. ICT operations

3.3. *Simplification*

- 3.3.1. SafeSeaNet
- 3.3.2. EMSWe – European maritime single window environment
- 3.3.3. LRIT – Long range identification and tracking
- 3.3.4. [Interoperability project](#)
- 3.3.5. [EFCA Service level agreement](#)
- 3.3.6. [FRONTEX Service level agreement](#)

4. Horizontal activities

- 4.1. European cooperation on coastguard functions
- 4.2. Communication
- 4.3. Missions and events
- 4.4. Executive and corporate services


1. Sustainability and technical assistance

1.1 Sustainability

1.1.1 PREVENTION OF POLLUTION BY SHIPS

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)
CA	2,516,165
PA	2,117,165
STAFF	7.50 AD, 0.50 AST, 1 SNE

Performance Indicators (PI)	Result 2019	Target 2021
Studies	n/a	2
Workshops	n/a	2
Environmental Report	n/a	1

Strategic priorities	Strategic objectives	Contributing outputs
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3, 4, 5, 6, 10
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	2, 5, 6, 7, 10
	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	3, 4, 7, 8, 10
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	8, 9, 11
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	5, 6, 8, 9, 11
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	3
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4, 10

Outputs 2021

1. Participate and contribute to any initiative within the framework of the Green Deal for Europe, including Zero Pollution as requested and relevant for the Agency's mandate.
2. Support the Commission in the development and implementation of new or amending EU legislation in the areas of port reception facilities, ship recycling, air pollution (SOx, NOx, PM), alternative emission abatement methods, sustainable alternative fuels and cleaner power technologies, ship energy efficiency, greenhouse gas emissions and implementation of the MRV regulation, ballast water management, leaching from anti fouling paints, sanctions for ship source pollution and the rules on liability and compensation. The support entails technical notes, drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.
3. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention.
4. Support the Commission in IMO (mainly MEPC, PPR but also CCC) in areas of pollution prevention and sustainability including new emerging areas like sustainable alternative fuels, marine litter and underwater noise.
5. Support to the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.
6. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.
7. Support the Commission on the follow-up of the FuelEU Maritime initiative, including organizing workshops as appropriate.
8. Commissioning studies for alternative fuels, with focus, to start with, on biofuels.
9. Commissioning studies on issues of interest in the environmental domain, and in particular on underwater noise.
10. Identification of business requirements for the development and enhancement of tools supporting the environmental legislation (THETIS-EU / Sulphur module, THETIS-EU / PRF module, THETIS-EU / SR Module, THETIS-MRV).
11. Deliver a European Maritime Transport Environmental Report in cooperation with the European Environmental Agency (EEA) and organise a large-scale event bringing together key actors and stakeholders in the maritime sector for its presentation.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

The Agency contributes directly to the Green Agenda both at EU and national level.

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the protection of the marine environment. both at EU level and in the international domain.

The Agency supports the Member States for an appropriate and uniform implementation of existing and forthcoming legislation at EU level and at the international domain thus fostering the protection of the marine environment.

Through its continuous contribution to the ESSF and the relevant subgroups the Agency will serve as a bridge between the maritime industry, regulators and enforcement authorities.

Through the European Maritime Transport Environmental Report a comprehensive picture of the environmental challenges of the maritime industry will be presented as well as measures in place and future activities to mitigate the latter.

Studies commissioned by the Agency will support the decision-making process for future actions to mitigate the environmental impacts from the maritime industry as well as clarify uncertainty in relation to new technologies and alternative energy sources.

1.1.2 OPERATIONAL POLLUTION RESPONSE SERVICES

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

CA 15,842,618

PA 18,510,871

STAFF 9.5 AD, 1.5 AST, 2 CA, 1 SNE


Performance Indicators (PI)		Result 2019	Target 2021
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	16 ⁵	17
	number of fully equipped vessels for dispersant application	5	6
	number of vessels equipped with RPAS	n/a (5) ⁶	10
New vessels pre-fitting	number of newly contracted vessels pre-fitted	1	3
Equipment Assistance Service (EAS)	number of stockpiles	3 ⁷	4
Vessel/Equipment replacement/adaptation/upgrade	number of projects completed per year	8	5
	number of Vessel drills (acceptance drills and quarterly drills) per year	73	69
Vessel/Equipment drills and exercises	number of operational exercises per year	11	10
	number of Equipment Assistance Service (EAS) drills	22	24
	number of notification exercises per year	19	12
Response to requests for vessel/equipment services	mobilisation time in hours	24	24
Dispersant stockpiles	number of stockpiles	6 ⁸	8
	minimum quantity of dispersants available at any time	1600 tonnes	1600 tonnes

⁵ Due to Brexit, one vessel less than initially planned. The stand-by service of the vessel based in the UK was terminated end of March 2019.

⁶ Performance Indicator (PI) introduced from 2020 only. No formal target was set for 2019.

⁷ Due to Brexit, one EAS less than initially planned. The service of the EAS arrangement based in the UK was terminated end-March 2019, procurement for replacement of the EAS North Sea finished.

⁸ Due to Brexit, one dispersant stockpile less than initially planned. The dispersant stock associated with the EAS arrangement based in the UK was temporarily relocated to another EMSA arrangement end-March 2019, procurement for replacement in the North Sea area finished.

Performance Indicators (PI)		Result 2019	Target 2021
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.	100%	>75
	percentage of responses within 4 hrs.	0	<25
Developing datasheets	number of datasheets produced/ revised	48	25
Cooperation, coordination and information			
Coordination of the CTG MPPR rolling work programme	number of workshops, guidance documents	7	3
Coordination of the CTG MPPR annual meetings	number of CTG MPPR meetings	1	1
Coordination of the PRS User Group annual meetings	number of meetings	1	1
Coordination of the annual Inter-Secretariat meeting with Regional Agreements	number of meetings	7	1
Strategic priorities	Strategic objectives	Contributing outputs	
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	22	
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	18 – 24	
	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and offshore oil and gas installations	1 – 17, 21	
	5. Prepare for response to new, evolving and diversified environmental challenge	8, 10, 22	
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	22	
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	13, 14	
	30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	13, 16 17	
	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	23	
Knowledge hub	36. Support innovation and development of new technologies	22 – 24	
Outputs 2021			
1. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.			
2. Following the expected signature of the Vessel Availability Contracts for the Atlantic South, West and Central Mediterranean in 2020, the vessels will become operational in 2021.			
3. Retender two stand-by oil spill response service contracts for the Aegean Sea and Atlantic North to replace the non-renewable contracts ending in 2022.			
4. Renewal of the vessel availability contract covering the Southern Black Sea for an additional 4-year period.			
5. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.			

6. Following the expected signature of the EAS contract for the Adriatic Sea, the arrangement will become operational in 2021.
7. Launch a tender for the establishment of an EAS in the Black Sea to be operational in 2022.
8. Manage the existing dispersant stockpiles in the Black Sea, Adriatic Sea, East and Central Mediterranean Sea, Canary Islands and Madeira, Southern Atlantic and North Sea.
9. Improve the response capacity of certain Vessels and EAS arrangements through equipment upgrades, including near shore equipment.
10. Enhance the detection capability for oil pollution in a number of suitable oil spill response vessels to be equipped with light RPAS systems.
11. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency.
12. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC (DG ECHO).
13. Support "hands-on" training in the use of EAS equipment for Member States' operators.
14. Mobilise pollution response assets in case of request for assistance by a Requesting Party.
15. Provide expertise to Member States and/or the European Commission in case of pollution incidents.
16. Support Member States pollution response operations through the provision of equipment and training for EFCA and FRONTEX multipurpose vessels, within the context of cooperation on coast guard functions.
17. Maintain the network of specialised chemical experts (MAR-ICE Network).
18. Maintain and update database/datasheets of chemical substances for marine pollution response (MAR-CIS).
19. Maintain oil and chemical spills fate and trajectory modelling capabilities.
20. Maintain and update marine pollution preparedness and response related information, studies, tools and reports.
21. Coordinate the annual PRS User Group, Inter-Secretariat and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme.
22. Support as a member of the INTERSPILL Committee the organisation of the tri annual INTERSPILL Conference and Exhibition events.
23. Support the exchange of expertise in the field of chemical spill response through a dedicated stakeholder workshop with Member states and industry.
24. Launch a study in preparation of the software development for a response simulator tool to assist in enhancing the preparedness of Member States to deal with pollution incidents.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Use of the Vessel Network and EAS services by EU and EFTA coastal States for oil spill response.

Quick mobilisation of assets in support to accidents and large accidental spills by providing access to a toolbox of pollution response services.

Substantial synergies and optimisation when combining EMSA's state-of-the-art pollution response assets with MS and/or EU Agencies' resources.

Enhancing operational cooperation through deployment of EMSA's assets in national/international exercises integration of EMSA's assets into.

Large economies of scale on pooling resources at European level.

Rapid and cost-free access to relevant expert information and advice (remotely and on-site) in case of maritime incidents involving chemicals.

Organise activities strengthening MS preparedness for chemical spills (workshops, studies).


Access to free software tools for oil spill contingency planning.

Access to free guidance documents and 'good practice' workshops (oil spill sampling, surveillance, HNS spill response, etc) promoting the exchange of expertise.

Information transfer between Member States pollution response authorities and industry.

1.2 Visits, inspections and human element

1.2.1 CLASSIFICATION SOCIETIES

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3		
CA	2,189,835		
PA	2,189,835		
STAFF	8.5 AD, 1.25 AST, 0.25 CA, 1 SNE		
Performance Indicators (PI)		Result 2019	Target 2021
Inspections	number of RO inspections per year	17	13-17
Reports	number of reports per year	17	16-20
Draft assessment reports	number of reports per year	5	5-7
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 4, 6, 9	
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2, 4, 5, 6, 7, 8, 9	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4, 5, 6, 7, 8, 9	

Outputs 2021

- 13-17 inspections of Recognised Organisations' (ROs) offices.
- Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.
- Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the ROs in accordance with Article 11 of Regulation (EC) No. 391/2009.
- Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.
- Assist the Commission with the follow-up of RO assessments under Articles 5 and 6 of Regulation (EC) No. 391/2009 and Commission Regulation (EU) No 788/2014
- Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.
- Assist the Commission in the implementation of a new working arrangement for the participation of authorising Member States in EMSA inspections and dissemination of inspection results.
- Organise the annual workshop with the Commission and the Member States on the working arrangements for the monitoring of the ROs.
- Conduct a desk analysis of the agreements between the Member States and the ROs with the aim to assist the Commission in the implementation of Directive 2009/15/EC, upholding the level playing field.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS


Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and its implementation as concerns Classification Societies both at EU level and in the international domain.

The inspections to ROs contribute to the quality of the services provided by the ROs and increase the overall level of safety in the EU.

The inspections to ROs contribute to maintain a level playing field among the Classification Societies providing services within the EU market.

Through the gained experience and knowhow, the Agency supports the Member States to fulfil their obligations according to Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations.

1.2.2 SEAFARER TRAINING AND CERTIFICATION

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b) and 3		
CA	1,582,777		
PA	1,637,407		
STAFF	5 AD, 1.5 AST, 0.50 CA, 1 SNE		
Performance Indicators (PI)		Result 2019	Target 2021
Inspections and visits	number of inspections and visits per year	7	7-8
	percentage of visit notifications sent to Member States with at least three months' notice	100%	95%
Reports	number of reports per year	8	7-9
	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	95%
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3	
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2	

Outputs 2021

- 4-5 inspections in third countries.
- 3 visits to Member States.
- Assistance to the Commission for 4 draft Assessments of third Countries upon request.


Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA's inspections of third countries allow the use of a common technical methodology and reduce the costs that would be involved if this activity was conducted by individual Member States. This contributes to improved ship safety, not only on-board EU registered vessels, but also in EU waters.

The regular monitoring of Member States, through EMSA's visits, contributes to a level playing field in the field of Standards for Seafarers in the European Union.

Together, these inspections and visits contribute to improving the overall quality of the education and training of seafarers and the correctness of their certification in line with the STCW Convention or Directive 2008/106/EC, as amended, respectively.

1.2.3 VISITS TO MEMBER STATES

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), and 3		
CA	1,448,441		
PA	1,448,441		
STAFF	4.5 AD, 1.75 AST, 0.75 CA, 1 SNE		
Performance Indicators (PI)		Result 2019	Target 2021
Visits	number of visits per year	19	21-24
	percentage of visit notifications sent to Member States with at least three months' notice	100%	95%
Reports	number of reports per year	19	19-24
	percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	95%
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 6, 7	

Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation.	1, 2, 3, 4, 5, 6, 7
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Outputs 2021

- 5 visits to Member States in respect of Directive 2009/16/EC on port State control and related activities, including Directive 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service.
- 3 visits on the implementation of the Sulphur Directive and related Commission Implementing Decisions.
- 5-6 visits in respect of Directive 2014/90/EU on marine equipment.
- 4-5 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers.
- 4-5 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety.
- 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.
- Upon request of the EFTA Surveillance Authority other visits to EFTA Member States to monitor the implementation of relevant legislation.


Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA's visits serve as an important link between the objectives of Union law and the operational implementation of its requirements by each Member State. They provide the Commission and EFTA Surveillance Authority with information about the approach to and consistency in the application of the EU Regulation or Directive that is being assessed, enabling them to assess the level of operational implementation by each Member State and to identify areas where the objectives of the legislation are not being achieved.

The visits also provide the operational units of the Member States visited with an opportunity to give feedback on the effectiveness of the maritime legislation, difficulties in its interpretation and implementation, and to learn about good practices from EMSA's visits to other Member States on the same subject.

Another major added benefit of the visits is the opportunity for the personnel of the maritime administration who are specifically handling the various issues covered by the Directive which is the subject of the visit to be able to discuss with and learn from the EMSA experts who participate in these visits; for example short time training sessions are given, clarifications of detailed and/or complex sections of text of the Directive are provided, areas of concern in the operational application are identified and assistance in problem solving is given.

1.2.4 HUMAN ELEMENT

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(e) and 2.4(h)		
CA	458,134		
PA	358,134		
STAFF	1.25 AD		
Performance Indicators (PI)		Result 2019	Target 2021
Human element	STCW Statistical overview	<i>n/a</i>	1
	Number of meetings attended in support of European Commission on the review and/or implementation of STCW, STCW-F and MLC	<i>n/a</i>	2
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	12. Enhance role in relation to the human component of shipping	1, 2, 3, 4, 5, 6	

Outputs 2021

- Virtual workshop on the Human Element in Shipping.
- Contribute to submissions related to the review of the STCW Convention.
- Contribute to submissions on the review of STCW-F.
- Support the Commission and the Member States in relation to Human Element issues.
- Commission a Study in support of the development of standards for shore-based personnel responsible for the operation of MASS.

6. Cooperate with the European Commission, IMO and ILO to foster the implementation of the MLC Convention.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

The workshop on the human element can be a vehicle to encourage debate on the application of maritime labour standards in the European Union and/or to bring together experts in both the STCW and STCW-F Conventions.

The review of STCW and STCW-F and the launching of the study on human element and MASS can contribute to protect seafarers and ensure a full consideration of the new challenges that the human element is facing on board of ships.

1.3 Capacity building

1.3.1 ANALYTICS AND RESEARCH


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

CA 815,047

PA 815,047

STAFF 3.75 AD, 0.50 AST

Performance Indicators (PI)		Result 2019	Target 2021
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	2	1-2
Regular statistics on the EU shipping sector	number of published reports	n/a	2

Strategic priorities	Strategic objectives	Contributing outputs
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2,
	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2,
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	3, 4, 5
Service provider		
Knowledge hub	36. Support innovation and development of new technologies	2, 3, 5

Outputs 2021

1. Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2021, work is expected to focus on End-of-Cycle Horizontal Analyses of the Sulphur Directive and on the STCW Directive.
2. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through workshops and seminars.
3. Support the Member State with regular statistics through the specific functionality in DONA once developed and available to the relevant competent authorities.
4. Analyses of research projects, upon request, to assist the Commission with preparatory work for updating/developing legislation, impact assessments performed by the EC, analyses, services and publications.
5. Produce meaningful statistics with added value for the general public.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

The Agency carries out horizontal analyses to enable the Commission and the EFTA Surveillance Authority to assess and verify the application of EU maritime legislation and to identify whether and if so, what changes are needed to Union law to improve the level of implementation of maritime safety and the prevention of pollution by ships in the EU.

The horizontal analyses will be complemented by workshops organised with the Commission and the Member States to, inter alia, pursue continuous improvement through feedback on the effectiveness of the maritime legislation and the sharing of best practices.



The analyses identify common issues or topics of common interest and examine their root causes and contributing factors, helping to highlight examples of potentially good working practices, including suggestions for potential ways forward, including cost effectiveness elements.

Through MARINIFO, and in the future through DONA, the Agency provides reliable statistics, thus supporting its end users in various activities.

Through its regular statistics, the Agency will support Member States to monitor their performance as Flag, Port and Coastal States.

Providing simple and meaningful analytics to the general public helps to highlight the status of maritime transport in the EU and worldwide, the maritime transport services/activities, the impact of shipping to safety and environment as well as to quantify EMSA services increasing Agency visibility to the general public,

1.3.2 CAPACITY BUILDING AND EMSA ACADEMY

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b), 2.5 and 2b		
CA	3,759,962		
PA	4,009,249		
STAFF	10.25 AD, 0.50 AST, 0.50 CA, 2 SNE		
+ Project financed activity	EU Funds for Candidate and Potential Candidate Countries		
Funding source	EC, DG NEAR		
Time frame	<i>ongoing, continuation planned 2020-2022</i>		
Expenditure 2021	<i>none expected</i>		
STAFF	<i>No extra project-financed staff</i>		
Performance Indicators (PI)	Result 2019	Target 2021	
	Number of trainings on specific topics on EU/International maritime legislation (including PSC Seminars and AI)	<i>n/a</i>	Up to 18
	Number of trainings on EMSA's operational maritime applications and tools	19	Up to 15
EMSA Academy	Number of professional development and training programs, including the development of common core curricula, instructions, guidance, procedures, syllabi, training materials and contents	<i>n/a</i>	Up to 2
	Number of live broadcast trainings / webinars	<i>n/a</i>	8
Training for enlargement countries	number of AC training sessions/ activities per year	16	Up to 6
	number of AC experts attending per year	154	50
Customer satisfaction	level of customer satisfaction	>85%	>90%
MaKCs system operational	percentage per year availability	99,80%	85%
	days maximum continuous downtime	2h20min	9
MaKCs Helpdesk Service	percentage of requests closed in less than 9 days	95,67%	75%
VRESI	percentage per year availability	<i>n/a</i>	85%
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	
 Sustainability	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	1, 2, 3, 4, 5, 6	
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	6, 7, 10	

Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	9, 10
Service provider	28. Extend and formalize EMSA training schemes	1, 2, 3, 4, 5, 6, 10

Outputs 2021

1. Development, implementation and management of EMSA's professional development and training programs, including the development of common core curricula, instructions, guidance, procedures, syllabi, training materials and contents, assessment methodologies and criteria per functions. Focus on Flag State Inspectors, Integrated Maritime Services and PSCOs. Continue cooperation with the Paris MoU, within the context of Task Force 34, for the development of the scheme for Port State Control Officer and a potential revision of the Paris MoU training policy.
2. Start the process for certification in line with the relevant ISO-based management standards normally adopted by learning service providers, thus increasing the effectiveness and efficiency of the Academy through the use of continual processes and tools for its evaluation and improvement and therefore enhancing the credibility of the Academy as a service provider for maritime lifelong learning services. The implementation will cover specific processes related to the development of curricula and will be incorporated in the EMSA QMS currently under development.
3. Delivery of trainings, either face to face or through live broadcasting, on specific topics on EU/International maritime legislation as part of the new modular approach or for newly adopted legislation.
4. Delivery of training, either face to face or through live broadcasting, on EMSA's operational maritime applications and tools.
5. Facilitate and maintain content of eLearning modules in MaKCs 2020 and Virtual Reality Environment for Ship Inspections (VRESI), through also the use on the newly established capability on the eLaboratory.
6. Further enhancement of the eLearning modules available on MaKCs 2020 as well as development of new modules or webinars to support the new approach to capacity building.
7. Support to Member states for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
8. Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the development of a joint SAR training and the potential revision of the SQF based on the lesson learned while developing the modular approach for FSIs.
9. Cooperation with the World Maritime University on areas of common interest.
10. Support to the enlargement countries for the transposition of EU maritime legislation to their national legal system and the implementation of a Quality management System for their maritime Administrations.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The new concept in relation to capacity with a structured and modular approach to training, and possibly certification for specific activities or functions, will provide enhanced support to the competent authorities of the Member States in their effort to ensure professional development for their staff. It will ensure a toolbox available to Member States and staff in support of professional development.

The establishment of the EMSA Academy will support the appropriate implementation of the professional development and training program and will provide state of the art educational services to MSs, ENP and IPA.

The introduction of ISO standards for the development of curricula will ensure the credibility of the EMSA Academy as an organisation that provides maritime lifelong educational services and the comparability and transparency of services offered at EU level and beyond.




The use of new technologies (eLearning platform and Virtual Reality) will support the new capacity building approach, enhance training possibilities for the end users of the Agency and improve the quality and depth of training offered. The support offered for the IMSAS Audits will help Member States to identify strengths and areas for improvement, thus contributing to enhancing safety and protection of the marine environment.

The Virtual Reality Environment for Ship Inspections shall ensure the same kind of experience, immersion, fluidity, interaction and adherence to reality of a state-of-art, role-playing, and serious video game. Relevance of the final product and achievement of utmost authenticity of learning scenarios will be achieved by attention to details and implementation of state-of-art technology. Scenarios will be created during the earlier stages of the development phase to allow EMSA to steer the development in the right direction and for the sake of validating the various prototypes. VRESI will fill in the identified gap of current trainings offered by the Agency namely the lack of practical and situated experience that only a real, physical, on-board inspection could bring.

1.3.3 SAFEMED IV

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2.5
Project financed activity	SAFEMED IV, EuroMed Maritime Safety Project
Funding source	EC, DG NEAR
Time frame / envelope	2017-2021 / 4,000,000 €
Expenditure 2021	<i>none expected</i>
STAFF	2 CA + 0.5 SNE ⁹

Performance Indicators (PI)		Result 2019	Target 2021
Implementation of SAFEMED IV, EuroMed Maritime Safety Project	number of training sessions per year	15	Up to 5
	number of activities per year	26	Up to 6
	number of ENP experts attending per year	323	90
	level of customer satisfaction	88,75%	>85%

Strategic priorities	Strategic objectives	Contributing outputs
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 7
 Security	13. Support proper implementation of EU and International maritime security legislation	1, 2, 7
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 5, 7
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	2, 3
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 6, 8
Knowledge hub	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	5, 7

Outputs 2021

1. Support the building up of the national capacity of the beneficiary countries through technical meetings per year (seminars, workshops, training sessions), activities (studies, technical support, exercises, bilateral activities, etc.) and the services of the EMSA Academy, in accordance with the annual action plan endorsed by the steering committee of the project.
2. Provision of tools (RuleCheck, THETIS-MED and MaKCs) and services (IMS/ CleanSeaNet) for relevant authorities of the beneficiaries as relevant.
3. Enhance the cooperation on AIS matters.
4. Support the beneficiary countries for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
5. Support the beneficiary countries in the ongoing discussions on the potential submission to IMO to designate the Mediterranean Sea as ECA.
6. Cooperate with regional partners such as the UfM, REMPEC and the Barcelona Convention.
7. Support the transposition of international conventions to national legislation by beneficiary countries.
8. Cooperate with regional partners such as the Barcelona Convention and REMPEC.

⁹ Project financed activities 7100 and 7400 (SAFEMED IV and BC Sea) will share 1 SNE.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Mediterranean partner countries in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Safety, Security and Protection of the Marine Environment is fostered beyond the EU geographical dimension and solutions are exported in third countries thus ensuring higher standards and a level playing field.

1.3.4 BC SEA




Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2.5
Project	BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)
Funding source	EC, DG NEAR

Time frame / envelope 2016-2021 / 4,000,000 €

Expenditure 2021 *none expected*

STAFF 2 CA + 0.5 SNE¹⁰

Performance Indicators (PI)	Result 2019	Target 2021
number of training sessions per year	22	Up to 5
number of activities per year	15	Up to 6
number of ENP experts attending per year	340	70
level of customer satisfaction	>85%	>85%

Strategic priorities	Strategic objectives	Contributing outputs
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 8
 Security	13. Support proper implementation of EU and International maritime security legislation	1, 2, 8
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 5, 7, 8
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	2, 3
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 6
Knowledge hub	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	5, 8

Outputs 2021

- Support the building up of the national capacity of the beneficiary countries through technical meetings per year (seminars, workshops, training sessions), activities (studies, technical support, exercises, bilateral activities, etc.) and the services of the EMSA Academy in accordance with the annual action plan endorsed by the steering committee of the project.
- Provision of tools (RuleCheck, THETIS-MED and MaKCs) and services (IMS/ CleanSeaNet) for relevant authorities of the beneficiaries as relevant.
- Enhance the cooperation on AIS matters.
- Support the beneficiary countries for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
- Support the beneficiary countries in the ongoing discussions on the potential designation of the Caspian Sea as an area where the conventions are applicable.
- Support the beneficiary countries in establishing a robust PSC system in the Caspian Sea.
- Cooperate with regional partners such as the Black Sea Commission.
- Support the transposition of international conventions to national legislation by the beneficiary countries.

¹⁰ Project financed activities 7100 and 7400 (SAFEMED IV and BC Sea) will share 1 SNE.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the partner countries in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

Safety, Security and Protection of the Marine Environment is fostered beyond the EU geographical dimension and solutions are exported in third countries thus ensuring higher standards and a level playing field.

2. Safety, security and surveillance

2.1 Safety & security

2.1.1 MARITIME SAFETY

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c), 2.4(d) and 2.4(h); Directive 2009/45/EC; Directive 98/41/EC; Directive 2003/25/EC; Directive 2001/96/EC; Directive 2014/90/EU; Directive 97/70/EC; Regulation 336/2006/EC
CA	4,131,472
PA	3,221,355
STAFF	12.25 AD, 0.5 AST, 1 SNE
+ Project financed activity	EQUASIS
Funding source	Equasis Member States
Time frame	Ongoing
Expenditure 2021	450,000 € expected
STAFF	No extra project-financed staff (EMSA financed Equasis staff covered in previous box)

Performance Indicators (PI)		Result 2019	Target 2021
EQUASIS – Availability of the system	percentage per year availability	99.78%	99.5%
EQUASIS – Users	number of users per month	35 298	32 000
EQUASIS Contributors	number of contributing members	10	9-10
Strategic priorities	Strategic objectives	Contributing outputs	



Safety

	10. Explore further work on safety standards for vessels not covered by relevant international conventions	3, 4, 6, 7
	11. Become the technical facilitator in relation to autonomous ships	2, 3, 12
	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 7, 9, 10, 11, 12, 19, 20, 21
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2, 4, 5, 6, 8, 9, 13, 14, 15
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher	3, 5, 20
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	18
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 4, 5, 7, 8, 12, 13, 14, 15, 16, 17

Outputs 2021

1. Provide pro-active technical support to the Commission and the Member States on the work carried out at EU and IMO level in the field of Maritime Safety Standards, including proposing initiatives where safety problems have been identified. Participating and providing technical input into the EU coordination documents related to the IMO committees SDC, SSE, MSC, CCC and III and the associated correspondence groups.
2. Provide technical support regarding implementation and developments on Maritime Autonomous Surface Ships (MASS), passenger ship safety, fire safety, life-saving appliances, steering and manoeuvrability standards and the ISM code.
3. Development of a risk-based assessment tool for MASS (RBAT MASS - study) and dissemination of results to relevant stakeholders.

4. Ensure that the EMSA studies STEERSAFE, FIRESAFE and SAFEMASS have an appropriate follow-up including, where appropriate, dissemination sessions, submissions to IMO and technical input to EU expert groups and IMO committees.
5. Facilitate and provide technical assistance in the development and implementation of passenger ship safety legislation or guidelines including technical assessment of notified exemptions and derogations, development of the Small Passenger Ship Guide, review of Directive 2003/25/EC, ship carried tenders, passenger sailing ships and implementation of the new Annex to Directive 2009/45/EC.
6. Analysis and/or study of potential container ship safety issues.
7. Initial analysis on EU fishing ship safety and pleasure craft. The initial analysis on fishing ship safety will be used to support the European Commission with its recently launched activity on fishing ship safety.
8. Follow-up and coordinate safety issues related to new types of fuel or electricity storage onboard, like hydrogen fuel cells, LPG, onshore power supply (cold ironing) and battery propelled ships.
9. Coordination of the update to the list of standards for marine equipment which is subject to flag State approval.
10. Business management of the EMSA MED Database system and propose functionalities upgrades. Management of the technical secretariat of the MarED group of Notified Bodies.
11. Technical review of safeguard clause cases submitted under the Marine Equipment Directive.
12. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.
13. Follow-up to research project relevant for Ship Safety, e.g., AUTOSHIP, LASHFIRE, FLARE, SAFEPASS and PALAEMON.
14. Participate and provide expertise, including documents and drawing analysis, for the cycles of visits related to Bulk Carrier loading and unloading (Directive 2001/96/EC), Marine Equipment (Directive 2014/90/EC) and Passenger Ship Safety (Directive 2009/45/EC, Directive 98/41/EC and Directive 2003/25/EC).
15. Assistance to Member States and the Commission on the implementation of Directive 2009/16/EC on PSC and for the PSC provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service.
16. Assistance to Member States and the Commission on the implementation of the FS provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service.
17. Participation in all technical meetings and working groups of the Paris MoU, and certain related policy meetings, on behalf of the Commission.
18. Assistance to the Commission in the potential revision of Directive 2009/16/EC on PSC and Flag State Directive 2009/21/EC.
19. The Agency will continue to host the Management Unit of Equasis, thus addressing its day to day operation, liaising with the Technical Unit (hosted by the French Administration), assessing the applications of potential data providers, preparing documentation and relevant meetings of the Editorial Board and the Supervisory Committee, monitoring the projects budget and publishing the annual statistical report on the world merchant fleet in Equasis.
20. Explore possibilities to better support Member States with their Search and Rescue obligations.
21. If needed, to monitor and provide a follow-up to the guidance document for the resumption of cruise operations in the European Union in view of the COVID-19 pandemic.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA contributes to the safety of ships and marine equipment at European level by supporting the implementation, update and development of appropriate and harmonised safety standards required by legislation. One of the main benefits for stakeholders is that EMSA is very well positioned to bring together technical expertise from the EU Member States and industry so that each safety issue is considered from different perspectives, so enriching the outcome and making it more robust. This is particularly visible in the EU contribution to the IMO where EMSA analyses the relevant submissions and provide a technical assessment to facilitate the coordination of the EU contribution to the IMO and ensure that an appropriate level of safety is maintained. In addition, EMSA at its own initiative raises subjects coming from lessons learnt from accidents, like fire safety of ro-ro passenger ships, or in need of an appropriate harmonisation or update at international level, like the steering and manoeuvrability standards or standards related to autonomous ships. This also contributes to the functioning of the internal market by assessing individual safety problems and market distortions due to differences in application of safety standards.

In the EMSA 5-year strategy, several safety concerns from Member States, the Commission and industry were raised. EMSA will conduct an initial analysis on some of them in 2021 and report back on possible actions if appropriate.

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and the Commission and the Member States in relation to its implementation as concerns Marine Equipment and ship safety standards. For example, EMSA coordinates, from the technical point of view, amendments to passenger ship safety legislation, assessment of exemptions and development of harmonised guidelines. Finally, EMSA also follows the new developments and technologies through its participation in advisory boards of EU-funded research projects.

The work of EMSA in relation to Marine Equipment and ship safety standards and supporting the enhancement of the overall level of safety in the EU is increasing. In addition to the traditional tasks, which are well acknowledged by the stakeholders for their quality, like the annual update of the standards applicable to the Marine Equipment Directive or the review of safeguard clause cases, EMSA has taken over the technical secretariat of the MarED group of Notified Bodies

and has developed a new MED database which contains all the products certified under this Directive. This database will also include the capability to implement the new electronic tag (e-tag) and a mobile application with the possibility to scan e-tags.

EMSA provides a platform where all stakeholders contribute to the implementation of the relevant legislation and harmonisation of standards in the EU. Studies commissioned by the Agency support the decision-making process for future actions in maritime safety as well as clarify uncertainties in relation to new technologies.


EMSA supports with its expertise and experience certain improvements in the relevant legislation as well as the proper implementation of Port State Control within the EU, thus contributing to the elimination of sub-standard ships and fostering adequate safety and environmental protection standards for the ships coming to EU ports, as well as aiming at a level playing field through harmonisation of standards and procedures.

The support provided within the context of Paris MOU helps to bridge the gap between the EU and non-EU States.

The support offered to EQUASIS contributes to the provisions of safety and environmentally related information on ships and companies to general public free of any charge, thus contributing to the campaign against substandard shipping.

At the request of the Commission and the EU Maritime Directors meeting, EMSA has developed together with the ECDC a guidance document for the resumption of cruise operations in the European Union in view of the COVID-19 pandemic. Developments in the field will be further monitored and based on feedback received the guidance document can be further updated or extended.

2.1.2 ACCIDENT INVESTIGATION

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)		
CA	792,211		
PA	774,210		
STAFF	2.75 AD, 1 SNE		
Performance Indicators (PI)		Result 2019	Target 2021
EMCIP meetings	number of meetings per year	3	2
PCF meetings	number of meetings per year	2	1
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	10. Explore further work on safety standards for vessels not covered by relevant international conventions	1,6	
	12. Enhance role in relation to the human component of shipping	1	
	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 6	
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher	1, 6	
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	3, 4, 5, 7	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	2, 6, 8	
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	3, 4, 7	

Outputs 2021


1. Support the Member States and the Commission in the implementation of the Accident Investigation Directive.
2. Provide the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF.
3. Prepare and propose business changes and upgrades of the EMCIP system.
4. Take care of the business management of the EMCIP system and all its functionalities, including cooperation with the EMCIP contractor.
5. Coordinate activities related to EMCIP users on AI matters, including training, workshops, user group and governance.
6. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission.
7. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States. If necessary, publish a preliminary Annual Overview of Marine Casualties and Incidents.
8. Assist the Commission in the potential revision of the Accident Investigation legislation.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and its implementation as concerns Accident investigation.

The work of EMSA in relation to Accident Investigation contributes to sharing of best practises and lessons learnt, harmonisation of procedures by the EU AIB and to ultimately increase the overall level of ship safety in the EU.

2.1.3 MARITIME SECURITY

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)		
CA	1,145,770		
PA	1,120,270		
STAFF	3 AD, 1.25 AST, 2 SNE		
Performance Indicators (PI)		Result 2019	Target 2021
Inspections	number of missions per year	16	18
	number of reports per year ¹¹	47	35
Reports	percentage of inspection reports concluded within the deadline agreed with the European Commission	100%	95%
Strategic priorities	Strategic objectives	Contributing outputs	
 Security	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4, 6, 7	
	15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster	5, 6, 8	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4	

Outputs 2021

- 18 inspection missions to EU Member States, upon request of the Commission, COVID-19 situation permitting.
- 1-2 inspection missions to Norway and Iceland, upon request of the EFTA Surveillance Authority, COVID-19 situation permitting.
- Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.
- Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.
- Organise a workshop or a table-top exercise on cybersecurity.
- Contribute to European inter-agency co-operation on cybersecurity in the transport sector, particularly through membership of the Transport Resilience and Security Experts Group (TRANSSEC).
- Support proper implementation of EU and International maritime security legislation.
- Provide support to Commission and the Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on cybersecurity for the maritime cluster.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Within the framework of the two working arrangements, the provision of technical assistance enables the Commission and the EFTA Surveillance Authority to assess and verify independently the implementation and enforcement of EU maritime security legislation in the visited Member States and identify any changes that may be needed in the conduct of the Commission inspections in order to improve the overall level of maritime security.

EMSA also provides valuable technical support in the implementation of the of EU and International maritime security legislation to Commission and the Member States by participating in the MARSEC (Maritime Security) Committee and the Stakeholders' Advisory Group on Maritime Security chaired by the Commission. The Agency notably contributes on specific agenda issues of interest to the Member States (e.g. cybersecurity).

Additionally, EMSA assists the Commission in the process of accreditation for national security inspectors in the framework of the implementation of Regulation (EC) No 725/2004. EMSA also provides assistance to the Member States

¹¹ More than one report may be prepared following an inspection mission, e.g. if more than one Member State is inspected.

maintaining the reporting module in THETIS-EU to assist the Member States in the voluntary recording and reporting of maritime security inspections by Duly Authorised Officers.




The provision of technical and cooperation support to Member States facilitates a better understanding of the cyber threats and cyberattacks aimed at disrupting the EU maritime domain. Due to the constant increase in cyber threats and cyber-attacks aiming at disrupting the maritime domain, EMSA will be active in enhancing maritime cyber security awareness and information exchange. The Agency is notably exchanging with the main stakeholders (e.g. ENISA) in order to provide for Commission and Member States technical and cooperation support to understand and better address maritime cyber risks. EMSA increases also its Cyber security activity with the establishment of a dedicated Task Force which is conducting a mapping and a gap analysis on maritime cybersecurity in the ecosystem of ships and port facilities with a view to provide tailor-made guidance on maritime cybersecurity to cover identified gaps.

2.2 Surveillance

2.2.1 REMOTELY PILOTED AIRCRAFT AND SATELLITE COMMUNICATION SERVICES

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2b, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5
CA	18,290,353
PA	17,847,976
STAFF	8 AD, 1 AST, 1 SNE

Performance Indicators (PI)		Result 2019	Target 2021
RPAS for multipurpose surveillance Operations	number of RPAS systems available for deployment for multipurpose operations	5	6
	number of deployment days per year (multipurpose operations)	642	600
RPAS for environmental surveillance	number of (small) RPAS systems available for environmental protection (marine pollution and emissions)	6	10
	number of deployment days per year (pollution monitoring and emission monitoring)	347	360
SAT-AIS	global data stream availability	99.97%	99%

Strategic priorities	Strategic objectives	Contributing outputs
 Sustainability	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations	1, 4, 5, 6
 Security	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3,10
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 2, 3, 9,10
 Surveillance	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	1, 2, 3, 10
	25. Support Search & Rescue efforts of Member States	1, 2, 3,10
Reliable partner	30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	1, 2, 3, 8,10
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 6, 7, 8
Knowledge hub	36. Support innovation and development of new technologies	3, 6, 9

Outputs 2021

1. Provision of Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including improved satellite communications capacities, building up a more permanent capacity for RPAS based surveillance in those coastal areas of interest for more than one Member State.
2. On request, continue providing specific RPAS services in support of EFCA, including support to EFCA's Joint Deployment Plans, and Frontex and their stakeholders' activities in the fishery and border domains, participation in Multipurpose Maritime Operations (MMOs) in cooperation with Frontex, EFCA, and Member State authorities.

3. The procurement of additional RPAS capability for long range and long endurance services will be completed in 2021 leading to additional and more robust services to offer to the maritime authorities.
4. Provide on request, specific RPAS based services to coastal States, for the monitoring of emissions by vessels and detection of illegal discharges and polluting vessels.
5. In the framework of EMSA's emergency contingency plan, provide assistance to coastal States and the Commission in case of accidental spills and, if operationally feasible, by further equipping EMSA Oil Pollution Response Vessels (EMSA-OPRV) with lightweight RPAS (quadcopters).
6. Following procurement in 2020, EMSA will put in place a new RPAS capacity for Emission Monitoring.
7. Seeking to finalise the efforts to conclude a cooperation arrangement with EASA in view of ensuring development of standard procedures and predefined risk assessments, and safe integration of the RPAS flights in Member States' airspace for maritime surveillance in particular in view of regional cross border operations.
8. Hosting and management of the EMSA RPAS User Group by meeting at least once per year.
9. The maritime surveillance operations, and in particular the RPAS services, will be supported by satellite communication allowing for real-time maritime information transmission from assets at sea to shore. The procurement of new SATCOM services will also be completed to accompany and support the RPAS services.
10. Global SAT-AIS feeds will continue to be contracted by the Agency to support the monitoring of vessels worldwide and allow for identification of vessels reporting and, in combination with the Earth observation service identify dark vessels to be more closely monitor by surveillance authorities.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

RPAS operations will be gradually transformed into regional services, with less deployments in parallel, but having a longer duration for interested Member States and EU Agencies.

Users will benefit from longer deployments within a regional or sea basin approach, whereby one RPAS can be used to cover surveillance needs of several neighbouring coastal States, provided that multiple Permits to Fly will be made available by the national aviation authorities or EASA. EU or National authorities are then able to fully integrate the service in their maritime surveillance procedures and taking full advantage of this new technology. This will allow a better overall surveillance coverage and will foster the cooperation between Member States. The establishment of a more permanent capacity in certain regions will allow for further integration of this surveillance capability in the surveillance operational procedures of the coastal member states and for the development of operational procedures for the use of these RPAS services in emergency response in case of pollution response or search and rescue operations.

Additionally, RPAS with gas sensors ("sniffers") will be deployed at the request of Member States to fly in the plume of passing merchant vessels through their waters to make measurements of the amount of SO_x versus CO₂. This will allow for determining if individual vessels are using heavy fuel for propulsion exceeding the EU sulphur limits, on which basis coastal authorities are alerted. Such an alert will be available at the next port of call through the THETIS-EU system, where the measurements will be recorded. The emission measurements will be extended to NO_x in order to start supporting Member States with the implementation of new NO_x related legislation.

Member States will be given the opportunity to share experiences, identify, develop, and implement 'best practice' for RPAS operations through the EMSA RPAS User group.

In addition, mainly in cooperation with ESA, new developments will be monitored in the field of HAPS (High Altitude Pseudo Satellites) which will still take some time, assessing the (pre-)operational value of pilots and upcoming services in view of testing them as a new sensor platform enriching EMSA's services.

2.2.2 SATELLITE BASED SERVICES AND INNOVATION

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5		
CA	7,654,915		
PA	8,309,495		
STAFF	11 AD, 1.5 AST		

2.2.2.a EARTH OBSERVATION SERVICES

Performance Indicators (PI)		Result 2019	Target 2021
CleanSeaNet service earth observation (EO) image delivery	percentage per year EO image delivery ratio	95%	90%
Assistance for accidental spills	percentage response rate to assistance requests	100%	100%

Participation in oil spill response exercises

percentage response rate to requests for participation in oil spill response exercises.

100%

80%

Strategic priorities

Strategic objectives

Contributing outputs

Surveillance

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

4, 5, 6, 7, 8

Sustainability

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

1, 4, 5

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

1, 2, 3, 4, 6, 7

5. Prepare for response to new, evolving and diversified environmental challenges

1, 4, 5, 6

Service provider

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

1, 5, 6, 7, 8

Reliable partner

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

6

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

1, 6, 7

Outputs 2021

1. Delivering and improving the CleanSeaNet service, which is based on satellite images and alerts to coastal States, for the monitoring of seas and detection of illegal discharges and polluting vessels, including providing training on the practical use of CleanSeaNet, as part of EMSA's capacity building services.
2. Providing assistance to coastal States and the Commission in case of accidental spills if operationally feasible.
3. Participating in oil spill response exercises organized by Member States.
4. Organising a meeting of the EMSA CleanSeaNet User Group.
5. Developing activities with enforcement authorities to promote an effective follow-up to CleanSeaNet detections.
6. Providing satellite-based observation services to support border control activities in the context of the interagency SLA with Frontex.
7. Providing Satellite Based observation services to SAFEMED, IPA and Black and Caspian Sea beneficiary countries.
8. Make available upon request satellite imagery supporting maritime administrations with any maritime safety or security emergency which may occur, offering service continuity for the most urgent cases.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Use of the CleanSeaNet service by EU and EFTA coastal States for oil spill monitoring and vessel detection for: 1) identifying ship-sourced discharges (e.g. oil pollution) at the sea surface; 2) monitoring accidental pollution during emergencies; 3) contributing to the identification of polluters.

Rapid access to a wide range of earth observation products, including synthetic aperture radar (SAR) (for routine oil spill monitoring) and optical images (mostly in support to accidents and large accidental spills).

Significant synergies and optimization when combining earth observation products with traditional surveillance means for pollution monitoring purposes and with new in situ surveillance capabilities such as those offered by RPAS.



Significant economies of scale on licence costs and service costs (relative to acquisition of such services at national level).

By centralising service delivery of EO products for Sustainability, Safety and Security (including EFCA and Frontex domains) EMSA is able to reduce the number of conflicts between the different users, gather significant knowledge on the quality of the deliverables from the different service providers and ensure harmonization of delivered services.

CleanSeaNet images can be integrated with data from other EU information sources available at EMSA (e.g. traffic monitoring information from SafeSeaNet, satellite AIS data, weather information, RPAS data feed etc), making the overall information provided to Member States more valuable operationally.

Use of the CleanSeaNet service is also offered to European Neighbourhood Policy countries through relevant projects (see section 1.3.3 and 1.3.4).

2.2.2.b INNOVATIVE SATELLITE BASED SERVICES AND COMMUNICATION TECHNOLOGIES

Performance Indicators (PI)		Result 2019	Target 2021
Integrating new satellite sources	Integrating new information sources from satellites in the field of earth observation and frequency detection counted per satellite or satellite constellation	<i>n/a</i>	2
Strategic priorities	Strategic objectives	Contributing outputs	
 Surveillance	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	3, 10	
 Sustainability	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations	1, 2, 3, 5, 6, 10	
	5. Prepare for response to new, evolving and diversified environmental challenges	3, 5, 8, 9	
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2, 3, 8, 9	
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	
EMSA as knowledge hub	36. Support innovation and development of new technologies	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	

Outputs 2021

- In cooperation with ESA, analysing new sensors which have already a heritage in satellites to be operated on RPAS (e.g. mobile frequency detection, trace gas measurements, etc).
- Additional platforms and new remote sensing technologies to be further explored such as new mobile detection sensors and platforms such as HAPS (High Altitude Pseudo Satellites).
- Assessment and Proof of Concept of machine learning algorithms for RPAS data products in order to provide in house developed value-added products to the users in Member States.
- RPAS operations require a stable communication infrastructure. EMSA is therefore supporting together with other EU Agencies, ESA and industry, in the definition process of a new governmental satellite communication service (GovSATCOM).
- Assess how satellite-based information can be used to monitor marine debris, with particularly emphasis on plastic.
- Assess how optical satellite data from medium resolution sensors (e.g. Sentinel-2) can be systematically used to detect, characterize and quantify the volume of oil spills.
- Implement proofs of concept for new earth observation sensors (e.g. ICEYE, Capella, etc.) and organize the transition of these new capabilities to operations in order to enrich the existing portfolio, subject to the upgrade of the data centre at EMSA able to ingest new data types.
- Closely work with ESA in the operational assessment and review of operational use of the existing Sentinel satellites and associated technical elements (e.g. ground segments, EDRS) used in the provision and evolution of earth observation activities.
- Assess the maturity and operational impact of new radiofrequency detections satellites (i.e. UnseenLabs, Hawkeye 360, Amber) in the context of maritime surveillance activities, particularly in support to Maritime Safety, Maritime Security, Law enforcement and Fisheries control.
- Assessment and Proof of Concept of machine learning algorithms for EO data products in order to provide additional value-added products to the users in Member States. A procurement will be launched for that purpose to get external support for the technical development of these machine learning algorithms. In phase 1 of these activities these include vessel detection and feature detection (both SAR and Optical) in order to improve performance, reliability and quality of the delivered products.
- Continue the dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS capacity or the VHF Data Exchange System (VDES) capability for non-commercial purposes and explore if new streams of national satellite AIS and VDES data can be channelled to EMSA users.
- Hosting and Chairing of the EU SAT-AIS Collaborative Forum at least once per year.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA will support Member States in their activities to get acquainted with new RPAS, aerial and Satellite based technologies for national surveillance and detection needs.

Expansion of the existing satellite portfolio to include “new space” players, which will enable the agency to increase its monitoring capabilities as well as to address new use cases (e.g. rapid tasking to support emergencies, thermal sensors, etc.).

Deployment of new capabilities linked with radiofrequency detections can revolutionize maritime surveillance by enabling the detection of new elements (e.g. satellite phones, marine radios, ship radars, etc.), greatly improving the existing maritime picture.




Use of innovative machine learning algorithms to analyse a wide range of earth observation images and video and extract maritime relevant elements (e.g. vessel detection, vessel classification, feature detection, etc.) and automatize alerting systems. These activities benefit all existing communities that are users of earth observation information as these innovative algorithms can increase performance, reliability and quality of the delivered products.

Cooperation at working level with the European Space Agency will continue through the implementation of activities of common interest, such as the joint ESA-EMSA VDES demonstration project together with Norway using their NorSat-2 LEO satellite with a VDES test-payload and VDES equipment on board a (test) vessel. In addition, the Agency will cooperate with ESA on several studies including: ESA’s studies focusing on ‘Cybersecurity and Space Applications’; and ‘Safety of Future Transport’. The Agency will also continue to cooperate with the European GNSS Agency in reviewing the service requirements of the EGNOS Maritime Service.

2.2.3 COPERNICUS MARITIME SURVEILLANCE SERVICE

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c); Regulation (EU) N° 377/2014 of the European Parliament and of the Council establishing the Copernicus Programme and repealing Regulation (EU) No 911/2010 and new EU Space regulation (when approved – currently <i>Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the space programme of the Union and the European Union Agency for the Space Programme COM/2018/447 final</i>).
Project financed activity	COPERNICUS
Funding source	EC, DG-DEFIS
Time frame / envelope	Budget for the period 2021-2027 is dependent on the negotiations of the next Contribution Agreement (entry into force date is yet unknown, expected in 2021).
Expenditure 2021	Expenditure for 2021 is dependent on the negotiations of the next Contribution Agreement with the European Commission (DG-DEFIS) (exact amounts are yet unknown).
STAFF¹²	Dependent on the negotiations of the new Contribution Agreement

Performance Indicators (PI)		Result 2019	Target 2021
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio	91%	90%
Number of user organisations registered	number of Member States National Administrations, EU institutions and international organisations using the service	n/a	50

Strategic priorities	Strategic objectives	Contributing outputs
 Sustainability	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations	1.5
 Security	14. Provide further information services to protect the EU merchant fleet worldwide 17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1.2, 1.3 1
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 4

¹²Currently 3 CA's are financed by the EMSA Budget.

	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	2, 3, 4
	25. Support Search & Rescue efforts of Member States	1.2
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	1
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1 (1.2)
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1 (1.2, 1.6)
EMSA as knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 4
	36. Support innovation and development of new technologies	1, 2, 3, 4

Outputs 2021

Copernicus Maritime Surveillance (CMS) baseline objectives (coming from the previous delegation agreement) should be maintained and include:

1. Provision of CMS services to the six functions areas as defined in the Annual Implementation Plan (as agreed with DG DEFIS, as required by the agreement in place).

- 1..1. Fisheries control: completing the integrated maritime picture through wide area surveillance using synthetic aperture radar (SAR) imagery; providing vessel detection services using correlation algorithms for the identification of potential inspection targets; provision of high-resolution SAR and optical imagery in support of specific operations.
- 1..2. Maritime safety and security: tracking objects at sea; monitoring incidents and accidents; vessel locating and identifying.
- 1..3. Law enforcement: the detection and tracking of suspicious targets; monitoring of shorelines; identification of vessels carrying out suspicious activities. Law enforcement may also include environmental compliance related activities.
- 1..4. Customs: detection of potentially suspicious vessels involved in trafficking or smuggling of goods; monitoring of ship-to-ship transfers; early warning and identification of criminal trafficking and smuggling.
- 1..5. Marine environment pollution monitoring: detection and tracking of illegal ship-source pollution; identification of possible polluters by combining information on oil spill detections with information on vessel positions and routes; monitoring the extent and spread of oil over time following a large-scale accident.
- 1..6. Support to international organisations: wide area surveillance with vessel detection and correlation of reporting and non-reporting vessels; high resolution imagery to provide detailed information on specific vessels and activities for intelligence-led operations; monitoring of shoreline activities. Example of this cooperation is the close cooperation with the United Nations Office on Drugs and Crime (UNODC) Global Maritime Crime Programme.

2. Increase in the number of organisations served by CMS.

3. Organising the CMS annual user group meeting.

4. Delivery of planned training, communication and user uptake activities.

New outputs and tasks are dependent on the conditions of the new Contribution Agreement.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Rapid access to a wide range of earth observation products, including synthetic aperture radar (SAR) and optical images, and value-added products such as vessel and oil spill detection.

Support for operations in fisheries control, maritime safety and security, law enforcement, customs, marine environment pollution monitoring, support to international organisations and other functions.

Significant synergies and optimization when combining earth observation products with traditional surveillance means.



Significant economies of scale on licence costs and service costs (relative to acquisition of such services at national level).

By centralising service delivery of EO products, EMSA is able to reduce the number of conflicts between the different users, gather significant knowledge on the quality of the deliverables from the different service providers and ensure harmonization of delivered services.

EO services can be integrated with data from other EU information sources available at EMSA (e.g. traffic monitoring information, satellite AIS data, weather information, etc), making the overall information provided to Member States more valuable operationally.

Potential new tasks under the new Contribution Agreement can benefit a wide range of communities, particularly concerning maritime safety where EMSA can have a lead role in supporting maritime emergencies at sea. Other benefits include the ability to support a wide range of users, dedicated support to maritime safety operations in Polar regions and deployment of new technologies linked with radio-frequency detections.

2.2.4 CISE TRANSITIONAL PHASE

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)		
Project financed activity	CISE Transitional phase		
Funding source	EC, DG MARE		
Time frame / envelope	2019-2022 / 3,500,000 € (1 st grant agreement) plus 3,400,000 € expected with a 2 nd grant agreement (2020-2023), which is to be presented to and agreed by the Administrative Board.		
Expenditure 2021	2,000,000 € and potentially another 1,400,000 € should the above-mentioned second grant agreement materialise.		
STAFF	4 CA (based on 1 st grant agreement) and 3 new CA and 1 SNE subject to signature of the 2 nd grant agreement.		
Performance Indicators (PI)		Result 2019	Target 2021
CSG meetings	Number of CISE Stakeholder Group (CSG) meetings per year	<i>n/a</i>	3 per year
Training and Best Practice workshops	Overall number of Training and Best Practice Workshop per year	<i>n/a</i>	2 per year
Network's node	Number of CISE's nodes deployed in the network	10	11
Strategic priorities	Strategic objectives		Contributing outputs
 Security	15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster		2.a, 2.c, 4.b
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy		1, 3, 4
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		2, 4
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation		3.b
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		4
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU		3, 4
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data		2.d, 3, 4.e
Outputs 2021			
<ol style="list-style-type: none"> 1. Organize and coordinate the CISE stakeholder group meetings. 2. Develop the CISE node version 2.0 and the CISE infrastructure in order to enable the operational stage: <ol style="list-style-type: none"> a. Develop the new version of the CISE node (version 2.0); b. Provide the Technical and Operational support to the nodes connected to the network; c. Define the requirements to address the CISE network for exchanging EU classified information. This task is subject to the signature of the 2nd grant agreement. 3. Increase in the number of nodes by Member States/EU Agencies connected to the CISE network: <ol style="list-style-type: none"> a. Design, develop, deploy and maintain the EMSA CISE adaptor; b. Deploy "processing services" capabilities in the CISE network ("thematic node"). This task is subject to the signature of the 2nd grant agreement; c. Support the process to add new EU MS authorities' nodes. 4. Promote CISE as a framework for exchanging surveillance information: <ol style="list-style-type: none"> a. Develop the training catalogue for CISE stakeholders; b. Organize the best practices workshops; 			

- c. Promote CISE to new stakeholders;
- d. Standardize the CISE data model and services in order to be adopted in surveillance systems. This task is subject to the signature of the 2nd grant agreement;
- e. Further elaborate the responsibility to share principle in order to foster the sharing of information;
- f. Start to collect the signatures for the Cooperation Agreement by the CISE's stakeholders.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Enhance the cross-sectorial exchange of information. The authorities involved in CISE belong to several sectors: defence, customs, safety, fisheries, law enforcement, environmental, border control, and transport. Agreements and procedures will regulate the use of the information exchanged through the CISE network.

Avoid duplication and improve the time efficiency in sharing information.

Foster cooperation between civilian and military authorities. The CISE decentralized solution is designed so each authority can establish a node connected to the network and control to and from whom to receive maritime surveillance information, which in a second stage can also include classified information.

3. Digital services & simplification




3.1 Maritime digital services

3.1.1 MARITIME DIGITAL SERVICES

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b
CA	15,105,214
PA	14,114,414
STAFF	25.75 AD, 9.25 AST, 0.25 CA

INTEGRATED MARITIME SERVICES

Performance Indicators (PI)		Result 2019	Target 2021
Integrated Maritime Services Availability	percentage per year availability of IMS for Member States, including ABMs	99.78%	99%
	percentage per year availability of IMS to EU bodies (EUNAVFOR: Somalia: Operation Atalanta, EUNAVFOR-Med, EUROPOL, MAOC-N)	99.78%	99%
	percentage per year availability of the AIS Maritime Picture service to legitimate users (shipowners, agents, masters, shippers and others) authorised by the NCA.	<i>n/a</i>	95%¹³
	percentage per year availability of IMS Mobile App service	99.87%	99%

Strategic priorities	Strategic objectives	Contributing outputs
 Safety	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	1, 3
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 3, 4, 5
 Security	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 4, 5
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 3, 4
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 3, 4, 6
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 3, 4
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	1, 3, 4
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	1, 3, 4, 6
	25. Support Search & Rescue efforts of Member States	1, 3, 4
	26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services	1, 3, 4
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 3, 4

¹³ Pending green light from the HLSG.

International Reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	2
	36. Support innovation and development of new technologies	1, 3, 4, 5, 6

Outputs 2021

1. Continue the operation, delivery and development of Integrated Maritime Services and ABM tools in line with user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies or other EU stakeholders with maritime related tasks / functions, including the European Union Agency for Law Enforcement Cooperation (Europol), EU Naval Forces (EUNAVFOR operations) and the Maritime Analysis and Operations Centre – Narcotics (MAOC-N), and/or third countries, including provision of operational support such as training, as part of EMSA's capacity building services, and helpdesk activities.
2. Provision of the AIS Maritime Picture service to legitimate users (shipowners, agents, masters, shippers and others) authorised by the National Competent Authority (NCA) pending the approval of the High Level Steering Group (HLSG).
3. Further advance the collaboration with the IMS Member State and EU bodies within the context of the "Automated Behaviour Monitoring and Advanced Analytics" Working Group and development of historical and combined Automated Behaviour Monitoring (ABMs) products and services. Support and input will be provided to the ad hoc expert sub-group on autonomous ships /MASS created under the HLSG of the Commission. Further collaboration will also take place with ESA on space-based applications related to MASS.
4. Development of products and services based on advanced data analytics and artificial intelligence as well as machine learning to support improvement of maritime domain awareness for coast Guard functions.
5. Exploring new technologies for setting up new added value services for Member States in cooperation with the European Space Agency and Member States by focusing on the latest AIS technological advancements based on the VHF Data Exchange System (VDES).
6. Extend the Earth Observation Data Centre (EODC) capabilities to support the needs of integrated maritime services.




Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

1. Member States, EU Bodies and third countries rely on the provision of a common and integrated maritime picture. EMSA provides a service which responds to the specific requirements of users and is tailored to the needs of a wide set of communities: safety, security, environmental, customs, law enforcement, fisheries, search & rescue, port state control, accident investigation, border control, etc. The added value relies on the transformation of data to information and thereafter to actionable operational knowledge, one which can be shared at national, regional and international level.
2. The Public Maritime Picture (PMP) service is the first EU public and fully open data maritime service providing information on EU vessel traffic. EU citizens will benefit from cross-sector sharing of data, easier access to information, content and knowledge in turn contributing to the development of innovative services and the creation of new business models and more transparent and accessible data, enhancing collaboration, participation and social innovation. The Legal Service of the COM observed that this action does not have sufficient legal base in the EMSA Regulation and that the legal base in the VTMS Directive (Article 23a) is not sufficient or specific enough for providing public access to the AIS information. Moreover, public access could be regarded as inconsistent with the considerations reflected in recital 6 of the Directive. The HLSG 6 (Brussels 20 Jan 2020) agreed that for the moment there is not sufficient base for making T-AIS data publicly available. Instead, the HLSG agreed on the opening up to legitimate users (shipowners, agents, masters, shippers and others), when authorised by the NCA. with details to be defined.
3. The development of historical and combined Automated Behaviour Monitoring provides new tools and functionalities which increase the knowledge users can extract from the IMS service. IMS will effectively transition from a service responding only to real-time events, to one which can also handle large volume of historical data for operational, tactical and strategic management and response. IMS will also provide a potential solution in relation to autonomous navigation and routing by integrating autonomous vessels/ MASS with current manned vessel traffic in order to assist Member States in maintaining safety of navigation during MASS trails/operations.
4. The volumes and variety of data currently available, the capacity of processing large datasets in very efficient ways (inherently making use of the cloud infrastructure), and the availability of Artificial Intelligence (Machine Learning) techniques offer the opportunity to systematically analyse, monitor, identify and derive maritime features, trends and patterns at global, national and regional scales. By developing a [Big] Data Analytics pilot project, IMS will provide an initial set of information and knowledge tools for operational, tactical and strategic management and response.

THETIS (EMSA Budget) AND THETIS-EU (project-financed)

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2(b); Directive (EU) 2017/2110, Art.10; Directive 2009/16/EC as amended; Directive (EU) 2016/802; Directive (EU) 2019/883; Regulation (EU) No 1257/2013; Regulation (EC) No 725/2004
+ Project financed activity	THETIS – EU
Funding source	EC, DG ENV
Time frame / envelope	2018-2021 / 200,000 €
Expenditure 2021	63,933 €

STAFF No extra staff

Performance Indicators (PI)		Result 2019	Target 2021
System operational	availability in percentage	99.74%	96%
	hours maximum continuous downtime	45min	max 6
Helpdesk Service	percentage of requests closed in less than 5 days	98.40%	75%
Strategic priorities	Strategic objectives	Contributing outputs	
 Sustainability	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	2, 4	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 3, 5	
	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	1, 3, 6	
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2	
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	3	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2	
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	3	

Outputs 2021

- Information System THETIS: operational, maintained, interfaced with SafeSeaNet and under continuous enhancement to meet new requirements. Enhanced to support the requirements set by the user communities (Paris MoU, EU MSs for ROPAX/PSC).
- Assist in the development related to eCertificates. EMSA will provide the necessary support to the Commission to present a proposal for the revision of the Flag and Port State Directive and the associated EU RO Regulation in summer 2021.
- Information System THETIS-EU: operational, maintained, and under continuous enhancement to meet new requirements. Enhanced to support the requirements set by the user communities (Ship Recycling, MARSEC, and EU MSs for ROPAX /FS) as well as for as long as and Directive (EU) 2019/883 on Port Reception Facilities which will enter into force in June 2021 including the foreseen Union risk based targeting mechanism for the selection of ships to be inspected.
- THETIS-MED operational and maintained (see also Project: SAFEMED IV). Cooperation with the Med MoU for the operation and further enhancement of THETIS-MED to support the MeD MoU.
- Assist in the monitoring of air emissions from individual ships through the RPAS based service for SOx monitoring. Calculations can then be made of the sulphur content in the fuel used on board the ships and this data is then made available and integrated in the THETIS-EU system.
- Assistance to Member States and the Commission in implementing the PSC provisions not falling within the context of Directive 2009/16/EC, such as the provisions of Directive (EU) 2016/802 (Sulphur), the Directive (EU) 2019/883 (port reception facilities) Regulation (EU) No 1257/2013 (Ship Recycling).

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

THETIS and THETIS-EU support the enforcement in a harmonised way of different legal instruments, thus supporting equal treatment and level playing field.

The tools facilitate the daily work and the efficient use of resources at national level. They contribute to quality both from a safety and an environmental perspective of ships coming in the EU ports.

Within the framework of Paris MOU, THETIS fosters and promotes a harmonised approach to Port State Control globally.

Through new developments and functionalities, in particular in relation to eCertificates, the Agency aims at digitalised solutions to reduce the administrative burden for stakeholders and ensure at the same level of efficient control of ships.

Through the various modules of THETIS-EU, Member states are given a powerful tool to enhance environmental inspections and security controls on board their ships as well as ships calling their ports.

The tools could be exported further globally outside the EU, as it is the case of THETIS-MED for the Med MOU for Port State Control, thus exporting EU solutions and working towards harmonisation of standards and procedures globally.

Member states can receive sulphur measurements from ships through the RPAS service in the THETIS-EU system and almost immediate alerts when measurements are higher than the allowable Sulphur limits, thus supporting better targeting of ships for inspection.

THETIS-MRV

Legal basis Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC

Project financed activity THETIS – MRV

Funding source EC, DG CLIMA

Time frame / envelope 2018-2022 / 700,000 €



Expenditure 2021 200,000 €

STAFF No extra staff

Performance Indicators (PI)	Result 2019	Target 2021
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THETIS-MRV	system availability	THETIS-MRV operational: yes Companies able to register activity data in the system as from 1st January 2018: yes	95%
	max continuous downtime (hours)	System to provide the necessary data to support the publication of information foreseen by the MRV Regulation: yes	12

Strategic priorities	Strategic objectives	Contributing outputs
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 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	2
	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	1, 3
 Safety	7. Support Maritime Administrations in their Flag State implementation effort	1, 2
	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1

Outputs 2021

1. Implementation of the tasks defined in the relevant cooperation agreement with the Commission, including the publication of annual figures and contributing to the annual report.
2. Organisation of awareness and technical workshops for stakeholders (industry, MRV shipping verifiers) and competent authorities of Member States as relevant.

3. Enhancing the tool in order to ensure alignment between the International obligations and the EU legislation, if the relevant Regulation will be adopted by the co-legislators.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**



The tool contributes directly to the green agenda of the EU and its Member States.

The system is developed to offer a harmonised approach among all interested parties (companies, verifiers, Flag States & European Commission) while preserving the confidentiality of commercial or industrial information. This scope also aligns the EU MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information.

It is the first system directly accessible by companies and non-EU Flag States. It therefore contributes to raise awareness beyond the EU on EU solutions.

OTHER DIGITAL SERVICES

Performance Indicators (PI)		Result 2019	Target 2021
RuleCheck system operational	percentage per year availability	99.49%	95%
	days maximum continuous downtime	0d	3d
RuleCheck Helpdesk Service	percentage of requests closed in less than 9 days	98.97%	95%
STCW Information System	percentage per year availability	97.15%	96%
MED DB	Percentage per year availability of MED data base	99.99%	95%
RPAS DC availability	RPAS DC availability ¹⁴	97%	95%
Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	99%	97.5%
EMCIP	percentage per year availability	99.67%	98%
MARINFO	percentage per year availability	95%	95%

Strategic priorities	Strategic objectives	Contributing outputs
 Safety	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	1, 7
 Simplification	12. Enhance role in relation to the human component of shipping	2
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 4, 5, 6, 7, 8, 9
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	1
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	2, 4, 6, 8

Outputs 2021

1. A new FWC is expected to be signed ensuring that the content in RuleCheck (web based and mobile App) is always up to date in relation to applicable EU and international legislation as well as introducing required enhancements to make the system more robust including its expansion as an intelligent search engine for maritime legislation as well as its interaction with both operational tools (THETIS) and capacity building tools (MaKCs 2020).
2. Maintain the STCW Information System; minimising down-time, ensuring a high level of availability and providing system support to users. The feasibility of offering a platform to Member States for issuing seafarers e-certificates will be explored.
3. Maintenance of the RPAS DC service to support the needs of integrated maritime services including RPAS operations. Based on the 2020 procurement a new RPAS Data Centre called SurvSeaNet will be developed, integrating further the operational view of the RPAS service with the integrated maritime data in EMSA.

4. Maintain the new European Marine Casualty Information Platform (EMCIP) released in 2018.
5. Business management of the EMCIP system and all its functionalities, including cooperation with EMCIP contractor.
6. Improve Marinfo system, including system-to-system data exchange capability.
7. Initiate the development of the Dynamic Overview of National Authorities (DONA) with its three distinguished functionalities (country profile, regular statistics and a reporting gate) to support MSs in their different functions while on the same time reducing their administrative burden.
8. Investigate and design a cost-effective solution to integrate the data sets handled by the Agency's maritime applications and expand information services, statistics and data analytics (e.g. data publication, pre-set statistical products, ad hoc statistical products).
9. Elaborate a comprehensive study on ICT security and interoperability solutions for the overall information services of the Agency.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

RuleCheck offers to its end users (PSC MoUs around the globe, EU FS, Accident Investigators, FS from ENP and IPA countries) a full set of updated maritime legislation along with valuable functionalities (such as find deficiency) in an effort to harmonise inspections standards (FS or PSC), upgrade enforcement and ensure level playing field.

The STCW-IS provides objective and comparable information on the number of seafarers holding EU certificates/endorsements and who are consequently able to work on board EU registered vessels.

The MED Data Base provides a platform able to support electronic tagging for marine equipment, thus supporting quality, digitalisation and safety in the marine equipment domain.



The EMSA RPAS Data centre allows users of EMSA RPAS operations to remotely follow and command RPAS missions. It allows to integrate the data received from the RPAS missions with data available in the EMSA IMS and THETIS systems in order to provide the users with a complete and more comprehensive maritime picture.

Marinfo is a valuable source of data for worldwide ships provided with IMO number and is made available for data exchange and statistic information to various EU stakeholders.

DONA is a tool conceptualised within the context of capacity building activities to support the national authorities. DONA will have three components namely the Country Profile (a publicly available and accessible part of DONA) the Reporting Gate (a restricted area of DONA, available only to designated users from the MSs, being granted relevant access rights by the national focal point) to be used as a single-entry point where Member States will report to the European Commission as foreseen by the EU maritime Legislation and Regular Statistics (a restricted area of DONA, available only to designated users from the MSs), that could support Member States in their capacity as Flag, Port and Coastal States and could enhance their monitoring activities as well when measuring their performance State-of-the-art security and interoperability solutions are defined for the overall information services of the Agency.

3.2 Digital infrastructure

3.2.1 MARITIME SUPPORT SERVICES

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2		
CA	1,433,184		
PA	1,448,184		
STAFF	1 AD, 4 CA, 5 SNE		
Performance Indicators (PI)		Result 2019	Target 2021
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	9.3min	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	18.3min	<8
MSS Data Quality Reports	reporting on the SafeSeaNet /LRIT implementation and data quality (overall and per Member State)	26 reports	20 reports
Strategic priorities	Strategic objectives		Contributing outputs
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		1, 2, 5, 6
	25. Support Search & Rescue efforts of Member States		3
 Sustainability	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations		4

Outputs 2021

1. 24/7 User support and helpdesk as per SLAs, including provision of maritime information in the context of maritime emergencies.
2. Incidents and problems are managed under ITIL procedures, reporting on the process efficiency in place.
3. Requests for support of SAR and Pollution Response activities are processed efficiently under defined Contingency plan; Satellite images and other services are provided in the least possible time possible to support operational response on site.
4. Exercises and trainings are provided to ensure efficient communication and provision of services during emergencies.
5. Feedback on the toolbox is regularly provided to business and development units, potential improvements are registered and managed.
6. Issue at least 20 SSN/LRIT data quality reports per year.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

MSS is monitoring the exchange of information between the Member States/Commission and EMSA from a technical and IT point of view, making sure that connections and interfaces are up and running and that technical issues experienced by Member States and the Commission with the information systems are properly and timely addressed.





MSS provides single point of contact for support, helpdesk, and contingency plans. MSS contributes to timely handling of incidents and problems and provides invaluable input for improvements of the maritime traffic information systems, in particular as regards interfaces, interconnectivity and user issues regarding functional and non-functional aspects. As a result, the user community will experience improved quality of the information systems.

MSS will deliver regular reports on SSN/LRIT implementation and data quality at Member State sites and thus MSS contributes to improvement of information systems and improvement of data quality.

Information supporting SAR operations is delivered to the Member States and to the Commission.

EMSA preparedness to provide effective support and services in case of emergencies as per its Contingency Plan is maintained very high through training, communication and exercises performed with member States.

3.2.2 ICT Operations

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
STAFF	4.75 AD, 12.5 AST, 2 CA		
Performance Indicators (PI)		Result 2019	Target 2021
Service desk	Percentage of timely response to users' ICT requests	n/a	95%
Availability	Infrastructure availability per year	n/a	99.5%
Strategic priorities	Strategic objectives	Contributing outputs	
 Sustainability	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	1, 2, 3, 4, 5, 7	
	5. Prepare for response to new, evolving and diversified environmental challenges	1, 2, 3, 4, 5, 7	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 7	
	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	1, 2, 3, 4, 5, 7	
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 2, 3, 4, 5, 7	
 Simplification	12. Enhance role in relation to the human component of shipping	1, 2, 3, 4, 5, 7	
	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5, 7	
 Security	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4, 5, 7	
	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 4, 5, 7	



	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 2, 3, 4, 5, 7
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	2, 4, 5, 7
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 2, 3, 4, 5, 7
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	2, 3, 5, 7
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	2, 3, 4, 5, 7
	25. Support Search & Rescue efforts of Member States	1, 2, 3, 4, 5, 7
	26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services	2, 6
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3, 4, 5, 7
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 7
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4, 5, 7
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2, 3, 4, 5, 7
International Reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1, 2, 3, 4, 5, 7
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 5, 7
	36. Support innovation and development of new technologies	2, 7

Outputs 2021

1. Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability SLAs.
2. Test and validate new releases of Maritime applications.
3. Maintain EMSA Corporate Services platforms and associated Business Continuity Platforms and Services in accordance with the relevant SLAs.
4. Proceed and complete major upgrade of DB.
5. Continue tasks related to the automation of the infrastructure monitoring and operational tasks.
6. Define the strategy for adoption of cloud service at EMSA and the implementation plan.
7. Maintain ICT security operation of the EMSA digital services (maritime and corporate).

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Maritime Applications are available and provide requested input to all communities.

Corporate Service platforms are available providing efficient tools for EMSA staff enhancing internal productivity.

Cybersecurity protection of information systems is maintained in line with EMSA ICT security rules (e.g. monitor cybersecurity at EMSA infrastructure and applications, vulnerability assessment and exercises for EMSA infrastructure and implementation of measures and implementation of the security-by-design approach by integrating and automating security processes to application development, testing and project management at EMSA).

Business Continuity Platforms and underlying processes are tested ensuring the business continuity for the critical Maritime Applications and for the Corporate Services platforms.




A new generation of services in cloud technologies will be introduced.

3.3 Simplification

3.3.1 SAFESEANET

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)
CA	1,556,927
PA	1,344,000
STAFF	3 AD, 2.5 AST, 0.25 CA

Performance Indicators (PI)		Result 2019	Target 2021
SafeSeaNet system: Service Operation	percentage per year availability of central SafeSeaNet system	99.66%	99%
	hours maximum continuous downtime of central SafeSeaNet system	7h34min	max 12
SafeSeaNet system: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	100%	99%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	100%	99%

Strategic priorities	Strategic objectives	Contributing outputs
 Security	13. Support proper implementation of EU and International maritime security legislation	1
	16. Develop robust solutions to protect its maritime applications and information services	4, 5
 Simplification	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5, 6
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 4, 5, 6
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	7, 9
	25. Support Search & Rescue efforts of Member States	1, 5
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	5, 6, 7, 8
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 5, 7
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1, 5
	36. Support innovation and development of new technologies	5, 7, 8, 9

Outputs 2021

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. Host and manage the "SSN User Group meetings" and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements on data quality and provide training on SafeSeaNet as part of EMSA's capacity building services.
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems. Improve data quality on related national databases.
5. Develop SafeSeaNet version 5 based on the agreed schedule by the HLSG. Additional security measures will be implemented for the exchange of personal data at both central and national levels in compliance with Regulation (EU) 2016/679 (GDPR) and Regulation (EU) 2018/1725 (EU DPR).
6. Deliver, and upgrade as needed, the Traffic Density Map service.
7. Prepare for the development of SafeSeaNet to support the EMSWe Regulation (EU) 2019/1239.
8. Contribute to the development of Air Emissions Maps.

9. Support the eCertificates objectives to facilitate the work of the MSs in their capacity as Flag and Port States.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Lists of registration of persons on board passenger ships operating to and from ports of Member States will be made available to search and rescue authorities in the event of an emergency or accident, in accordance with Directive (EU) 2017/2109.

Information from the revised advanced waste notifications and waste delivery receipts reported in National Single Windows in line with the new PRF Directive (EU) 2019/883 will be made available to relevant authorities of the Member States and will support the new PRF inspection system (THETIS-EU).

The exchange of information on incidents in EU waters between Member States' national authorities will be facilitated and improved.

The development of central reference databases will allow Member States' authorities, EU bodies and other user communities of EMSA maritime applications to share consistent and harmonised reference information on Member States' organisations, port facilities, geographical locations, ship identification information, particulars and certificates.

An automatic link between the Central Locations Database and IMO's GISIS database will ensure that Member States and maritime application's user get up-to-date and reliable information on port facility codes.

Further development of the Traffic Density Map service will provide extended analysis of ship movements and routes allowing for the identification of trends and risks.

Continue the ongoing digitalisation activities of Administrations and Organisations such as the initiatives with some Member States creating a favourable environment for strengthening the existing framework towards the use of eCertificates.



3.3.2 EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)
CA	1,044,797
PA	785,552
STAFF	1.5 AD, 1 AST, 0.25 CA, 1 SNE

Performance Indicators (PI)

SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)

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

Strategic priorities	Strategic objectives	Contributing outputs
 Simplification	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4
	18. Support further simplification, harmonisation and rationalisation of reporting formalities	1, 2, 3
	19. Support the transition of the EU maritime sector to a paperless environment including e-certificates	1, 2, 3
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 3, 4
	Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2, 4

Outputs 2021

1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, including helping in defining the content of delegated and implementing acts laying down the specifications of e.g. the EMSWe data set, the reporting interface module, common functionalities of the graphical user interfaces, templates of harmonised digital spreadsheets, data to be exchanged via SafeSeaNet and the common ship, location and hazmat databases.
2. Assist Member States and the Commission in the implementation of Directive (EU) 2017/2109 on registration of persons on board, including organisation of workshops and provision of technical assistance on the request of the Member States.

3. Work on measures which will facilitate the overall effectiveness and efficiency for ships in relation to reporting obligations, including the contribution to the maintenance and expansion of the IMO compendium on facilitation and electronic business.
4. Deliver SafeSeaNet services to exchange information between National Single Windows as required by Directive 2010/65/EU and make such information available to relevant authorities, provide data analysis services.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency will continue to assist the Commission in the preparatory work for the implementation of the EMSWe Regulation (EU) 2019/1239 and in implementing measures to further achieve simplification, harmonisation and rationalisation of reporting formalities.

The Agency will support the Commission in relation to the EMSWe Regulation (EU) 2019/1239 to define the relevant technical specifications in collaboration with experts from the Commission, Member States and maritime industry (e.g. for the EMSWe data set, Reporting Interface Module, harmonised spreadsheets, common functionalities of user interfaces., re-use of data and common databases) which will be used by the Commission to establish the required delegated and implementing acts by summer 2021 in order to leave time for the implementation of the respective systems. Such technical specifications will lay down solid foundations for a harmonised development of Maritime National Single Windows (MNSW) and facilitate the fulfilment of reporting obligations through harmonised digital reporting interfaces in all ports of the Union.

EMSA will initiate the developments of the EMSWe ship database and the common hazmat and locations databases and prepare the specifications for the upgrade of SafeSeaNet for data exchange services between MNSWs in collaboration with Commission, Member States and industry experts. Such development will aim at simplifying the fulfilment of reporting obligations by reusing information already reported and applying the “once only” principle of the EMSWe.

The Agency will share best practices with Member States and provide technical assistance to Member States who may request assistance in improving their MNSWs, as required by the Reporting Formalities Directive 2010/65/EU and Directive (EU) 2017/2109 on the registration of persons on board passenger ships.

The Agency will contribute to the maintenance of the IMO compendium on facilitation and electronic business which aims at defining a harmonised dataset and message structures for maritime single windows. The Agency will participate to the IMO Expert Group on Data Harmonization (EGDH) for this purpose. The group should expand the scope of the Compendium to cover additional domains such as E-navigation and port logistics therefore bringing harmonisation to systems beyond the Maritime Single Windows.

EMSA will continue to co-operate with EUROSTAT. This co-operation will enable cross-checking of data received from Member States and will contribute to the development of guidelines and standardised correspondence tables between classifications/code lists used in SSN/NSW.

3.3.3 LONG RANGE IDENTIFICATION AND TRACKING (LRIT)

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 2017/210		
CA	3,178,259		
PA	2,894,476		
STAFF	2.75 AD, 2 AST, 0.25 CA		
Performance Indicators (PI)		Result 2019	Target 2021
EU LRIT DATA CENTRE			
System operational	percentage per month availability	99.90%	99%
	hours maximum continuous downtime	33min	max 4
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99.75%	99%
Web user interface	percentage per year availability to users through UWI	99.96%	99.9%
LRIT-IDE			
	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.70%¹⁶	99.9%

¹⁶ LRIT IDE certificates needed to be installed and renewed before the expiration date: 31/12/2019. This task was done in October 2019. Nevertheless, one certificate was not properly installed, generating a 13h30 hours downtime on the 31/12/2019 (KPI 19). As a consequence, the percentage per year availability of LRIT IDE dropped to 99.7%.

LRIT-IDE System operational¹⁵	hours maximum continuous downtime of LRIT IDE	13h30min¹⁷	max 4
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Strategic priorities	Strategic objectives	Contributing outputs
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 **Security**

13. Support proper implementation of EU and International maritime security legislation	1 - 5
14. Provide further information services to protect the EU merchant fleet worldwide	1 - 5
16. Develop robust solutions to protect its maritime applications and information services	1 - 5
21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1 - 5
25. Support Search & Rescue efforts of Member States	1 - 5

 **Surveillance**

Outputs 2021

1. Continued operations and ongoing maintenance of the LRIT IDE and the LRIT CDC.
2. Perform necessary upgrading of the EU LRIT CDC, as requested by EU LRIT CDC Participating Countries or IMO.
3. Perform necessary upgrading of the LRIT IDE, as requested by IMO.
4. Support EU LRIT CDC Participating Countries for use of the EU LRIT CDC.
5. Quality of the services maintained.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

The EU LRIT CDC allows participating countries to comply with vessel tracking obligations under SOLAS 74, based on the high level of service performance and support from EMSA.

The LRIT IDE is the central module of the LRIT network that interconnects all 64 LRIT DC making possible for LRIT users worldwide to request and receive LRIT position reports from ships in an effective and timely manner. EMSA was appointed as the IDE Operator by the IMO since October 2011 ensuring the functioning of the service according to the IMO standards.

3.3.4 INTEROPERABILITY PROJECT

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)
Project financed activity	Interoperability project
Funding source	EC, DG MARE
Time frame / envelope	2018-2021 / 3,000,000 €
Expenditure 2021	none expected
STAFF	No extra staff

Performance Indicators (PI)	Result 2019	Target 2021
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Interoperability project	number of pilot projects and studies reports (see Outputs section below)	<i>n/a</i>	4
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Strategic priorities	Strategic objectives	Contributing outputs
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 **Simplification**

20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	4, 1
18. Support further simplification, harmonisation and rationalisation of reporting formalities	2

¹⁵ Discussions on the hosting of the LRIT-IDE are on hold. The service is listed nevertheless, pending their outcome. As long as the service is running at EMSA the output indicators continue to apply, with respective annual targets of 99.9% availability and maximum downtime of 4h according with IMO performance standards. After the completion of the hand-over process these indicators will be deleted.

¹⁷ See above.

Outputs 2021

1. Use of SSN statistics and vessel movement patterns services: This activity will assess the use of the EMSW environment and the SSN Ecosystem platform to offer services to the users for purposes such as statistics and vessel movement patterns.
2. Use of common databases for the EMSWe: This activity will assess and develop solutions to provide Member States' NSW systems with common database services on ships identifications information and particulars, location and port facilities codes, and dangerous goods reference information.
3. EMSWe message formats: This activity will develop message formats corresponding to the EMSWe dataset and processes (project outputs from 2019 and 2020) in collaboration with the experts from the relevant international standard organisations and from the Commission.
4. VDE Capability project: This activity will identify, design and test interoperability solutions related to ship-to-shore reporting using VDE-SAT communications. This activity will build over the project's output of 2020 related to MRS and VTS reporting facilitation.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS



The project seeks to produce concrete results that will allow for seamless information exchange between EU, national authorities and the maritime operators. Furthermore, it will allow Member States' authorities to automatically receive and integrate information services provided by EMSA within their own systems and fuse this data with additional information only available at national level, in order to improve situational awareness at sea and reduce ship reporting obligations.

The project will result in the definition of harmonised dataset, messages standards and ICT services that will be used amongst the project participants. The results will be communicated to the HLSG Expert Subgroups on Single Window and on SafeSeaNet, where experts from the Member States and Industry associations meet to agree on harmonisation measures to be applied to the MNSW and SSN systems. It is therefore expected that the action will significantly contribute to the effort of the Member States and the Commission in elaborating harmonised reporting for the MNSW systems and for coastal authorities, possibly leading to standards.

The project will assess the facilitation and simplification of the current reporting procedures from ship to shore, improving the interoperability of already existing systems (e.g. SafeSeaNet, Member States and Coastal Stations' systems, reference databases), promoting the re-use of data and the reporting once principle, and allowing the reduction of voice communication from ship to shore by using automatized electronic communication via Satellite.

All the project results will be shared with the Commission services in order to be used for the purposes of any future revision of the existing legal frameworks.

3.3.5 EFCA SLA

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
Project financed activity	EFCA SLA		
Funding source	EFCA		
Time frame	Automatic renewal since 2015		
Expenditure 2021	Approximately 100,000 € expected		
STAFF	No extra staff		
Performance Indicators (PI)		Result 2019	Target 2021
Integrated Maritime Services	percentage per year availability to EFCA	99.72%	99%
Strategic priorities	Strategic objectives	Contributing outputs	
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3, 4, 5	
	5. Prepare for response to new, evolving and diversified environmental challenges	2, 5	
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	2	
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	2	

	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	2
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	1, 2, 5
	25. Support Search & Rescue efforts of Member States (sharing of VMS data)	1, 5
EMSA as Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	2
	30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	1, 2, 3, 4, 5
EMSA as a reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 5

Outputs 2021

1. Provision of integrated maritime services to support fisheries monitoring and control operations under the existing EFCA-EMSA SLA framework.
2. Further improvement of integrated maritime services to support fisheries monitoring and control operations.
3. Provision of Copernicus Maritime Services to support fisheries monitoring and control operations in particular operations coordinated by EFCA.
4. EMSA RPAS services will be provided to EFCA upon request.
5. Sharing of operational capacities.

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA Integrated Maritime Services (IMS) are offered to EFCA in accordance with their user requirements and their end users in the Member States and the Commission, and EFCA VMS data transmitted by EFCA is integrated in the Integrated Maritime Services (IMS).




The major overhaul of the tailored IMS provided for fisheries monitoring and control initiated in 2020 will be finalised in 2021. EFCA and Member States' capacity regarding their fishery control activities will be improved significantly. EFCA, with EMSA support, will share their RPAS experience identify, develop and implement 'best practice' for RPAS operations in the fisheries control domain.

The SLA also covers the sharing of operational capacities and services (vessels, Earth observation services, maritime traffic picture, RPAS) for multipurpose activities which will further increase the efficient use of EU maritime surveillance means. Such activities are undertaken in the general framework of the European cooperation on coast guard functions between EMSA, EFCA, and Frontex.

3.3.6 FRONTEX SLA

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b); Regulation (EU) N° 2019/1986 Art. 69. (Frontex and EUROSUR)
Project financed activity	Frontex SLA
Funding source	Frontex
Time frame / envelope	Annual perspective with regards to the indefinite duration of the SLA
Expenditure 2021	Approximately 10,000,000 € expected
STAFF	9 CA

Performance Indicators (PI)		Result 2019	Target 2021
Frontex Service platform	percentage per year availability to Frontex	99.67%	99%
Frontex Service platform	hours maximum continuous downtime of Frontex service platform	n/a	<12h

Frontex operational exercises	minimum number of exercises EMSA participates in	3	2
Strategic priorities	Strategic objectives		Contributing outputs
 Sustainability	14. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster		1, 3, 4
 Security	13. Support proper implementation of EU and International maritime security legislation		1, 3
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy		1, 2,
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		1, 2, 4, 5
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission		1, 4
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation		1, 2, 4
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		1, 2, 3, 4, 5
	25. Support Search & Rescue efforts of Member States		2, 4, 5
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability		1, 2
Reliable partner	30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions		1, 2, 3, 4, 5
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU		1, 2, 3, 4, 5
Knowledge hub	35. Support innovation and development of new technologies		2, 3

Outputs 2021

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

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Integrated Maritime Services are offered to Frontex in accordance with their user requirements and their end users in Member States.




Enhancing the exchange of information and cooperation on coast guard functions including by analysing operational challenges and emerging risks assessment in the maritime border control activities.

Eliciting, developing and/or delivering maritime related risk analysis products.

Building capacity by drawing up guidelines and recommendations and by establishing best practices to use RPAS in the border control domain.

4. Horizontal activities

4.1 EUROPEAN COOPERATION ON COASTGUARD FUNCTIONS

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
Performance Indicators (PI)		Result 2019	Target 2021
	Implementation of EMSA tasks under the Annual Strategic Plan	<i>Full implementation</i>	<i>Full implementation</i>
Strategic priorities	Strategic objectives		
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards		
 Security	13. Support proper implementation of EU and International maritime security legislation		
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission		
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		
Service provider	28. Extend and formalize EMSA training schemes		
Reliable partner	30. Engage actively with the European Border and Coast guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions		

Added value 2021 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA tasks under the Annual Strategic Plan 2021 will bring added value in particular to those coast guard functions within EMSA's remit, benefitting the Agency's longstanding core stakeholders.

The tasks under the Annual Strategic Plan 2021 will cover the following topics: information sharing; surveillance and communication services; capacity building; risk analysis; and capacity sharing.

Common Annual Strategy Plan 2021 agreed by the three agencies in accordance with the Tripartite Working Arrangement (TWA)

Horizontal

Objective:	To further promote European cooperation with national authorities on coast guard functions at EU level.
Tasks:	<ol style="list-style-type: none"> 1) To hold the annual joint European Coast Guard event under the coordination of EFCA (as chair of the TWA), in line with the experience gained at the previous annual events, while enhancing interaction between participants. 2) To ensure the joint participation of the agencies in European and international maritime events with coast guard relevance. 3) To produce a set of communication tools (brochures, videos etc.) promoting EU inter-agency Cooperation. 4) To coordinate the cooperation with regional Coast Guard Functions Fora.
Timeline:	All year 2021

Information sharing

The following specific projects shall be implemented:

Project: A	Maintain and update Maritime Data Catalogue
Objectives:	<ol style="list-style-type: none">1) To ensure the relevance of the Catalogue and associated datasheets by maintaining its quality and incorporating updates and additions as appropriate.2) Increase the awareness of the datatypes available via the three Agencies by:<ol style="list-style-type: none">1. Publishing the Catalogue on each of the Agencies' websites as well as links from ECGFF website.2. Exploring the inclusion of the Catalogue in Handbook on EU Cooperation on Coast Guard Functions.
Timeline:	2021
Contribution from Member State authorities:	<ol style="list-style-type: none">1. Provide feedback on the scope and quality of the Overview.2. Agreement to link from ECGFF website to Agency websites.3. Promote awareness of the Maritime Data Catalogue across the national Coast Guard Function Communities as a living document.

Project: B	Foster the sharing of different datatypes across Coast Guard Function / User Communities
Objective:	Increase the cross-Coast Guard Function availability of data for both operational and assessment scenarios. Using the Catalogue and associated mapping of data sharing "gaps", the following will be undertaken: <ol style="list-style-type: none">1. Foster awareness of the different datasets available via the different Agencies by holding a dedicated session at the (Inter-Agency) Annual Coast Guard Event with MS.2. Foster "hands on" understanding of the operational usage of different information sources through interagency participation with Member States within the framework of the annual ECGFF exercise (either tabletop or at sea).
Timeline:	2021
Contribution from Member States authorities:	<ol style="list-style-type: none">1. Participation of MS in Annual Coast Guard Event & ECGFF workshop/exercise.

Surveillance and communication services

The following specific projects shall be implemented:

Project: C	Enhance synergies with respect to the current and future provision of earth observation services in support to Coast Guard Functions in MS.
Objective:	Assess the existing portfolio and its exploitation to identify new requirements, synergies and redundancies: <ol style="list-style-type: none">1. Questionnaire to MS on their current experience and potential improvements expectations.2. Dedicated brainstorming session with MS experts to map their expectations regarding longer term surveillance scenarios. For efficiency considerations, the session could be held in the margins of the Annual Coast Guard Event or ECGFF meetings.
Timeline:	2021
Contribution from Member State authorities:	<ol style="list-style-type: none">1. Participation in Questionnaire.2. Participation in in Annual Coast Guard Event and/or ECGFF meeting.

Project: D	Strengthen sharing of data from surveillance assets between EFCA, FRONTEX and EMSA.
Objective:	Assess the existing surveillance data portfolio and its exploitation to identify new requirements, synergies and redundancies related to: <ol style="list-style-type: none">1. Sharing manned aircraft/RPAS and other video streams/data centre capabilities among Agencies and with MS aerial operations.2. Integrating AIS collected during all Agency airborne and vessel-based surveillance missions into EMSA systems for consumption by end users of the 3 Agencies' services.
Timeline:	2021-22
Contribution from Member State authorities:	<ol style="list-style-type: none">1. Benefit from improvements in AIS data coverage subject to access rights.

Capacity building

The following specific projects shall be implemented:

Project: E	Handbook on European Cooperation on Coast guard Functions
Objective:	To further develop and update the Handbook on European Cooperation on Coast guard Functions. Tasks: <ol style="list-style-type: none">1. Continue developing as needed the content of the Handbook, in coordination with the European Commission.2. Facilitate Member States in the regular update of the individual country factsheets.3. Making accessible to Member States an electronic version of the Handbook.
Timeline:	Full year 2021 (multiannual, follow up work from 2020)
Contribution from Member States authorities:	<ol style="list-style-type: none">1. Feedback on further developments and adjustments needed for the current version of the Handbook.2. Update of country factsheets.

Project: F	Cross-sector training and capacity building
Objectives:	<ol style="list-style-type: none">1) To offer joint cross-sectoral training to Member State national authorities: Task: To develop or implement as adequate joint cross-sector training for items such as: <ol style="list-style-type: none">1. Maritime safety related:<ul style="list-style-type: none">• Search and Rescue (MRCC),• Fisheries Monitoring Centre (FMC) and Integrated Maritime Services (IMS),• Fishing vessels safety/fisheries control rules,2. Maritime Surveillance related.2) To foster a coast guard exchange programme and to promote the Coast Guard Sectoral Qualifications Framework (SQF). Tasks: <ol style="list-style-type: none">1. To prepare, after feasibility analysis, a staff exchange programme for Member States authorities on cross-sectoral training activities including training and on the job exchanges.2. To raise awareness and promote the exchange of experience on the implementation of the voluntary Coast Guard SQF at national and at EU level.3) To update the mapping of Training activities in Third Countries offered by each Agency.
Timeline:	Full year 2021 (multiannual, follow up work from 2020)
Contribution from Member States authorities:	<ol style="list-style-type: none">1. Member States authorities to participate in the identification of needs, offer training and on the job exchanges opportunities.2. Member States authorities to cooperate on the promotion and, as adequate, implementation of the voluntary Coast Guard SQF.

Risk Analysis

The following specific project shall be implemented:

Project: G	Cross-sector risk analysis
Objectives:	<ol style="list-style-type: none">1) To support Member States authorities carrying out coast guard functions on cross-sector risk analysis needs: Task: <ol style="list-style-type: none">1. To assess and address the Member States needs raised through a consultation or a dedicated survey.2. Following point the previous point, to combine cross-sectoral risk analysis product(s) and develop related methodologies, and deliver a common report for specific areas and/or sea basins starting in the Mediterranean Sea (e.g. Straits of Sicily) or in other sea basins.
Timeline:	Objective 1 by April 2021.
Contribution from Member States authorities:	<ol style="list-style-type: none">1. Feedback on new cross-sector risk analysis needs.

Capacity sharing

The following specific project shall be implemented:

Project: H	Multipurpose Maritime Operations
Objectives:	<ol style="list-style-type: none">1) To develop guidelines for multipurpose maritime operations (MMO) implemented by the EU agencies based on the common understanding of MMO concept and the related existing regimes including relevant legal frameworks (taking benefit of current operational outcomes).2) To identify areas (period of interest) for testing the implementation of such MMO taking benefit of the cross-sector risk analysis performed under the TSC2 project, taking into consideration the availability of multipurpose capacities of the three Agencies, in those areas in such period and asking for MSs needs through a dedicated consultation.3) To implement MMO in the European sea basin, upon MS' request.
Timeline:	<ul style="list-style-type: none">- Guidelines to be discussed during AECGE 2021 and further presented to the SC.- Possible areas/period of interest to be identified by October 2021.
Contribution from Member States authorities:	Through AECGE, dedicated survey and feedback from MS involved in previous MMO.

4.2 COMMUNICATION

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
CA	1,193,804		
PA	1,193,804		
STAFF	3 AD, 2.25 AST, 1 CA		
Performance Indicators (PI)	Result 2019	Target 2021	
Publications	number of publications/leaflets/brochures produced per year	21	18

Outputs 2021

1. Implement the new communication strategy for 2020-2025 with a view to building up effective communication practices and applying these in a cost-effective way.
2. Increase visibility of the Agency, ensuring that EMSA's mission and activities are well known among targeted audiences and information multipliers.
3. Support the promotion of the 5-year strategy in each of the different priority areas and roles.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Clear, concise and reliable information shared across multiple channels, enabling all interested parties to follow the Agency's activities.

4.3 MISSIONS AND EVENTS SUPPORT

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
CA	1,039,130		
PA	1,039,130		
STAFF	1.75 AST, 5 CA		
Performance Indicators (PI)	Result 2019	Target 2021	
Events support	total number of meetings/workshops organised by EMSA per year	153	80
	total number of participants at EMSA meetings/workshops per year	3129	2000

Outputs 2021

1. Support the organisation of events/meetings (presential, online and hybrid) in the Agency.
2. Ensure timely organisation and reimbursement of missions & participants to EMSA's events.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

Efficient performance in all support tasks contributes to and facilitates the execution of the annual work programme of the Agency, thus contributing to achieving the expected outputs.

4.4 EXECUTIVE AND CORPORATE SERVICES

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

STAFF

Management, quality & greening 13.25 AD, 7 AST, 1 CA

Human resources, implementation of the Seat Agreement & document management 4 AD, 5 AST, 8 CA

Legal & finance 4.50 AD, 5 AST, 2 CA

Facilities & logistics 1.25 AD, 2 CA

Performance Indicators (PI)		Result 2019	Target 2021
Planning	Implementation of the Work Programme	<i>assessed through the CAAR 2019</i>	<i>as close as possible to full implementation</i>
Budget	execution rate commitment appropriations	99.22%	<i>as close as possible to 100% and in any case above 95%</i>
	execution rate payment appropriations	96.44%	<i>as close as possible to 100% and in any case above 95%</i>
	ECA recommendations implemented in time	100%	<i>as close as possible to 100%</i>
Audits	IAS recommendations implemented in time	100%	<i>as close as possible to 100%</i>
	QMS certification maintained	<i>n/a</i>	<i>valid QMS certificate</i>
Greening	Number of greening projects implemented	<i>n/a</i>	2
Establishment plan	execution rate establishment plan	96.2%	<i>as close as possible to 100% and in any case above 95%</i>
Verification time	Time for processing files	<i>n/a</i>	<i>maximum 2.5 working days</i>

Outputs 2021

Management, quality & greening

1. Preparation and implementation of a multi-annual strategy.
2. Establishment and implementation of the budget of the Agency.
3. Preparation of the meetings of the Administrative Board, decisions, minutes.
4. Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Activity Report and the Financial Statement.
5. Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.
6. Providing budget follow-up including execution of transfers.
7. Providing and further developing budget planning and management tools.
8. Implementing an Internal Control Framework.
9. Implementing EMSA Quality Management System.
10. Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.
11. Registration/maintenance of EMSA registration within EU Eco-Management and Audit Scheme (EMAS).

Human Resources, implementation of the Seat Agreement & document management

1. Implementation of the Staff Regulations and the conditions of employment of other servants.
2. Development and Implementation of Implementing rules giving effect to the Staff Regulations.
3. Personnel Management & Administration, including payroll management, rights & allowances, working time patters, etc.
4. Recruitment and Internal Mobility.
5. Implementation of the EMSA policy for Learning & Development.
6. Career management: appraisal and reclassification of staff.

7. Maintenance and development of the e-HR applications.
8. Implementation of the Seat Agreement with the Portuguese Authorities.

Legal & finance

1. Providing legal, financial and budgetary advice to the Executive Director and the different EMSA entities.
2. Legal and financial verification of procurement procedures, legal and financial files.
3. Further updates, development and integration of EMSA e-procurement, contract management, finance, budgetary and monitoring tools.
4. Drafting and implementing internal rules, guidelines, templates and procedures.
5. Implementation of Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.

Facilities & logistics

1. Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.

Added value 2021 TANGIBLE BENEFITS FOR STAKEHOLDERS

The Management of the Agency aims to make EMSA the centre of excellence for a safe, secure, green, competitive and sustainable EU maritime sector, while serving the Member States and the Commission and operating as an innovative and reliable partner for the European maritime cluster and potentially beyond.

In parallel, the Management guarantees good corporate governance, transparency, efficiency, flexibility and dedicated staff.

The EMSA QMS ensures that stakeholders' needs, and expectations are fulfilled and EMSA services are provided with high level of quality.

Registration of the Agency within EU Eco-Management and Audit Scheme (EMAS) will be an evidence of implementation of environmental management and continuous improvement within the Agency.

An efficient human resources service provides added value to the Agency and to its staff. It ensures recruiting the best candidates and helps staff working at the Agency to concentrate on their core activities and in better achieving the objectives of the Agency. Furthermore, career and learning & development policies help colleagues to develop their maximum potential and deliver their utmost and keep motivated.

An efficient performance in all legal and financial tasks contributes to and facilitates the execution of the annual work programme of the Agency by ensuring regularity and legality of the operations.

An efficient records management policy and register allow the Agency to preserve those files which have historical value and can be of interest in the future for the citizens and for the history of Europe.

Proper functioning of the premises contributes positively to the efficiency of the Agency's staff as well as to the efficiency of the trainings and meeting with external experts.

Annexes

Annex I. Resources per Activity 2021

ABB	List of activities 2021	Temporary Agents					Commitment appropriations	Payment appropriations
		AD	AST	CA	SNE	TOTAL		
2102	RPAS	8.00	1.00		1.00	10.00	18,290,353	17,847,976
2103	SafeSeaNet	3.00	2.50	0.25		5.75	1,556,927	1,344,000
2104	EMSW	1.50	1.00	0.25	1.00	3.75	1,044,797	785,552
2200	LRIT	2.75	2.00	0.25		5.00	3,178,259	2,894,476
2400	Maritime Support Services	1.00		4.00	5.00	10.00	1,433,184	1,448,184
3100	Classification Societies	8.50	1.25	0.25	1.00	11.00	2,189,835	2,189,835
3200	Seafarer Training and Certification	5.00	1.50	0.50	1.00	8.00	1,582,777	1,637,407
3300	Visits to Member States	4.50	1.75	0.75	1.00	8.00	1,448,441	1,448,441
3400	Maritime Security	3.00	1.25		2.00	6.25	1,145,770	1,120,270
3500	Analytics and research	3.75	0.50			4.25	815,047	815,047
3600	Human element	1.25				1.25	458,134	358,134
4200	Accident investigation	2.75			1.00	3.75	792,211	774,210
4300	Capacity Building and EMSA Academy	10.25	0.50	0.50	2.00	13.25	3,759,962	4,009,249
4400	Maritime Safety	12.25	0.50		1.00	13.75	4,131,472	3,221,355
4500	Maritime Digital Services	25.75	9.25	0.25		35.25	15,105,214	14,114,414
4600	Prevention of Pollution	7.50	0.50		1.00	9.00	2,516,165	2,117,165
5100	Operational Pollution Response	9.50	1.50	2.00	1.00	14.00	15,842,618	18,510,871
5200	Satellite based Services and Innovation	11.00	1.50			12.50	7,654,915	8,309,495
6000	Communication	3.00	2.25	1.00		6.25	1,193,804	1,193,804
6500	Missions and Events Support		1.75	5.00		6.75	1,039,130	1,039,130
6100	Management, quality & greening	13.25	7.00	1.00		21.25	financial resources distributed across the activities	
6200	Human resources, implementation of the Seat Agreement & document management	4.00	5.00	8.00		17.00		
6300	Facilities & logistics	1.25		2.00		3.25		
6400	ICT Operations	4.75	12.50	2.00		19.25		
6600	Legal & finance	4.50	5.00	2.00		11.50		
7500	Copernicus staff financed by the EMSA subsidy			3.00		3.00		
SUBTOTALS		152.00	60.00	33.00	18.00	263.00		
TOTAL		212.00		51.00		263.00	85,179,015	85,179,015

- Figures are based on the staff and budget proposed for 2021 which are based on the Commission proposal for the Multiannual Financial Framework 2021-2027 and are in line with Regulation (EU) No 2016/1625 of 14 September 2016 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency, pending the outcome of the institutional discussions on the next MFF 2021-2027 and the budgetary procedure 2021.

- The Agency implements an activity-based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity-Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one or more operational activities in 25% FTE segments according to their prevailing functions. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct FTEs allocated to each activity. For the purposes of the ABB exercise, the 3 Contract Agents foreseen for the project-financed activity Copernicus but financed by the EMSA Budget are treated as indirect staff.

Project financed activities:

ABB Code	Project Financed Activities	Planned Contract Agents	Expected financial input in 2021
7100	SAFEMED IV EuroMed Maritime Safety Project	2 CA + 0.5 SNE ¹⁸	
7200	FRONTEX SLA	9 CA	10,000,000
7210	EFCA SLA		100,000
7400	BC Sea Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions	2 CA + 0.5 SNE	
7500	COPERNICUS <i>Three CAs foreseen for Copernicus are covered by EMSA's subsidy: they are already included in the preceding table.</i>		Unknown at this stage, as the new Contribution Agreement is still in the making
7600	EQUASIS (R0 FUNDS)		450,000
7700	THETIS-EU		63,933
7710	THETIS-MRV		200,000
7800	EC Funds for candidate and potential candidate		
7901	Interoperability project		
7902	CISE Transitional Phase	4 CA	2,000,000 ¹⁹
Total		17 CA + 1 SNE	12,813,933

¹⁸ Project financed activities 7100 and 7400 (SAFEMED IV and Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions) will share 1 SNE.

¹⁹ Subject to the negotiations on the possible second grant agreement with DG MARE, the amount for 2021 will be increased by 1,4 M with 3 new CAs and 1 SNE from 2021.

Annex II. Financial Resources

Table 1: Expenditure

		Amended Budget 2020 ²⁰		Draft Budget 2021 (Budget Forecast)		Variation 2021/2020	
		CA	PA	CA	PA	CA	PA
Title 1	Staff Expenditure	27,470,012	27,470,012	28,877,000	28,877,000	5.12%	5.12%
Title 2	Infrastructure & Operating Expenditure	4,871,492	4,871,492	4,687,620	4,687,620	-3.77%	-3.77%
Title 1+2	Administrative Expenditure	32,341,504	32,341,504	33,564,620	33,564,620	3.78%	3.78%
Title 3 Total	Operational Expenditure	47,838,403	48,959,663	51,614,395	51,614,395	7.89%	5.42%
Title 4 Total	Project Financed Actions	9,301,813	9,301,813	p.m.	p.m.		
Grand Total		89,481,720	90,602,980	85,179,015	85,179,015	-4.81%	-5.99%

²⁰ EMSA 2020 Amended Budget (29 July 2020 and 20 August 2020)

Expenditure	Commitment Appropriations						
	Executed Budget 2019	Amended Budget 2020	Draft Budget 2021		VAR 2021/2020 (%)	Envisaged in 2022	Envisaged in 2023
			Agency request	Budget forecast			
Title 1 - Staff expenditure	26,228,459	27,470,012	28,068,451	28,877,000	5.12%		
11 Salaries & allowances	24,223,028	25,796,679	26,345,451	27,012,000	4.71%		
- Of which establishment plan posts	21,695,356	23,162,833	23,629,951	24,186,000	4.42%		
- Of which external personnel	2,527,672	2,633,846	2,715,500	2,826,000	7.30%		
12 Expenditure relating to Staff recruitment	248,726	327,337	320,000	438,000	33.81%		
Employer's pension contributions							
13 Mission expenses	98,000	90,000	95,000	95,000	5.56%		
14 Socio-medical infrastructure	35,000	35,000	35,000	35,000	0.00%		
15 Training	185,030	230,000	240,000	240,000	4.35%		
External Services	250,675	298,996	300,000	324,000	8.36%		
16 Social welfare	1,150,000	670,000	700,000	700,000	4.48%		
17 Receptions events and representation	38,000	22,000	33,000	33,000	50.00%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	4,260,849	4,871,492	4,731,688	4,687,620	-3.77%		
20 Rental of buildings and associated costs	3,390,190	3,472,581	3,664,935	3,664,935	5.54%		
21 Information communication technology and data processing	519,655	900,504	710,696	688,277	-23.57%		
22 Movable property and associated costs	83,646	183,000	36,400	36,000	-80.33%		
23 Current administrative expenditure	57,263	101,500	104,750	108,500	6.90%		
24 Postage / Telecommunications	90,000	88,907	79,907	78,908	-11.25%		
25 Meeting expenses	120,095	125,000	135,000	111,000	-11.20%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	49,825,030	47,838,403	52,534,567	51,614,395	7.89%		
31 Information Services & Databases	5,221,507	5,322,586	6,496,312	8,012,007	50.53%		
32 Information and Communication	159,380	150,000	200,000	200,000	33.33%		
33 Operational Workshops & Training	1,184,467	909,775	961,000	731,000	-19.65%		
35 Studies in support of the Agency's operations	671,070	388,100	1,353,100	1,828,100	371.04%		
36 Operational missions	678,400	525,000	680,000	632,000	20.38%		
37 L.R.I.T.	1,461,664	1,436,000	1,281,000	1,280,000	-10.86%		
38 (Title 4 until 2020) Anti-pollution measures	28,659,626	25,009,988	23,363,500	20,626,000	-17.53%		
39 Cooperation on Coast Guard Functions	11,788,917	14,096,954	18,199,655	18,305,288	29.85%		

Traditional Titles 1, 2 & 3	80,314,338	80,179,907	85,334,706	85,179,015	6.23%		
Title 4 - Project Financed Activities	35,975,251	9,301,813	p.m.	p.m.			
41 Maritime Information Services	1,223,945	1,154,000	p.m.	p.m.			
42 Assistance to Candidate and ENP Countries	4,197,601	605,027	p.m.	p.m.			
43 Surveillance SLAs	14,646,627	2,690,786	p.m.	p.m.			
44 CleanSeaNet Services to Third Parties	-	p.m.	p.m.	p.m.			
45 COPERNICUS	15,069,724	4,452,000	p.m.	p.m.			
46 EQUASIS	690,645	300,000	p.m.	p.m.			
47 THETIS Modules	83,705	100,000	p.m.	p.m.			
49 Miscellaneous	63,004	p.m.	p.m.	p.m.			
TOTAL	116,289,589	89,481,720	85,334,706	85,179,015	-4.81%	86,889,100	88,635,000

Expenditure	Payment Appropriations						
	Executed Budget 2019	Amended Budget 2020	Draft Budget 2021		VAR 2021/2020 (%)	Envisaged in 2022	Envisaged in 2023
			Agency request	Budget forecast			
Title 1 - Staff expenditure	26,092,582	27,470,012	28,068,451	28,877,000	5.12%		
11 Salaries & allowances	24,212,340	25,796,679	26,345,451	27,012,000	4.71%		
- Of which establishment plan posts	21,689,648	23,162,833	23,629,951	24,186,000	4.42%		
- Of which external personnel	2,522,692	2,633,846	2,715,500	2,826,000	7.30%		
12 Expenditure relating to Staff recruitment	223,478	327,337	320,000	438,000	33.81%		
13 Mission expenses	92,625	90,000	95,000	95,000	5.56%		
14 Socio-medical infrastructure	18,754	35,000	35,000	35,000	0.00%		
15 Training	152,147	230,000	240,000	240,000	4.35%		
External Services	226,115	298,996	300,000	324,000	8.36%		
16 Social welfare	1,140,923	670,000	700,000	700,000	4.48%		
17 Receptions events and representation	26,200	22,000	33,000	33,000	50.00%		
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	3,583,965	4,871,492	4,731,688	4,687,620	-3.77%		
20 Rental of buildings and associated costs	2,907,062	3,472,581	3,664,935	3,664,935	5.54%		
21 Information communication technology and data processing	423,751	900,504	710,696	688,277	-23.57%		
22 Movable property and associated costs	40,685	183,000	36,400	36,000	-80.33%		
23 Current administrative expenditure	43,816	101,500	104,750	108,500	6.90%		
24 Postage / Telecommunications	60,299	88,907	79,907	78,908	-11.25%		
25 Meeting expenses	108,352	125,000	135,000	111,000	-11.20%		
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	47,050,976	48,959,663	52,293,772	51,614,395	5.42%		
31 Information Services & Databases	5,794,387	6,226,555	6,608,688	6,707,018	7.72%		
32 Information and Communication	149,774	160,000	200,000	200,000	25.00%		
33 Operational Workshops & Training	789,785	878,929	905,100	704,999	-19.79%		
35 Studies in support of the Agency's operations	267,910	590,600	303,100	449,100	-23.96%		
36 Operational missions	584,957	530,910	680,000	583,500	9.91%		
37 L.R.I.T.	1,400,405	1,328,346	1,331,000	1,321,266	-0.53%		
38 (Title 4 in 2020) Anti-pollution measures	22,837,608	24,084,988	23,377,174	23,302,920	-3.25%		
39 Cooperation on Coast Guard Functions	15,226,150	15,159,335	18,888,710	18,345,592	21.02%		
Traditional Titles 1, 2 & 3	76,727,523	81,301,167	85,093,911	85,179,015	4.77%		
Title 4 - Project Financed Activities	20,090,306	9,301,813	p.m.	p.m.			

41 Maritime Information Services	214,509	1,154,000	p.m.	p.m.			
42 Assistance to Candidate and ENP Countries	2,233,660	605,027	p.m.	p.m.			
43 Surveillance SLAs	8,442,258	2,690,786	p.m.	p.m.			
44 CleanSeaNet Services to Third Parties	-	p.m.	p.m.	p.m.			
45 COPERNICUS	8,730,004	4,452,000	p.m.	p.m.			
46 EQUASIS	444,170	300,000	p.m.	p.m.			
47 THETIS Modules	25,705	100,000	p.m.	p.m.			
49 Miscellaneous		-	p.m.	p.m.			
TOTAL	96,817,829	90,602,980	85,093,911	85,179,015	-5.99%	86,889,100	88,635,000

Table 2: Revenue

REVENUES	2020		2021	
	Amended Budget		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
EU contribution	78,055,500	79,170,588	82,620,000	82,620,000
Other Revenue	11,426,220	11,432,392	2,559,015	2,559,015
TOTAL REVENUES	89,481,720	90,602,980	85,179,015	85,179,015

REVENUE ²¹	Commitment Appropriations						
	Executed Budget 2019	Amended Budget 2020	Draft Budget 2021		VAR 2021/2020 (%)	Envisaged in 2022	Envisaged in 2023
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	291,171	300,000	300,000	300,000	0.00%	250,000	250,000
2 EU CONTRIBUTION	77,991,362	78,055,500	82,968,000	82,620,000	5.85%	84,300,000	86,000,000
- Of which assigned revenues deriving from previous years' surpluses	952,587	6,029,204	2,286,114	2,286,114	-62.08%	1,000,000	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,887,391	1,798,432	1,976,706	2,169,015	20.61%	2,249,100	2,295,000
- Of which EEA/EFTA (excl. Switzerland)	1,887,391	1,798,432	1,976,706	2,169,015	20.61%	2,249,100	2,295,000
- Of which candidate countries							
4 OTHER CONTRIBUTIONS ²²	144,414	25,975	90,000	90,000	246.49%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT²³	35,975,251	9,301,813	p.m.	p.m.		p.m.	p.m.
7 CORRECTION OF BUDGETARY IMBALANCES							
TOTAL	116,289,589	89,481,720	85,334,706	85,179,015	-4.81%	86,889,100	88,635,000

²¹ C1 funds except for "4 Other Contributions" (C4 funds) & "6 Revenues from services rendered against payment" (R0 funds)

²² Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

²³ External assigned revenue (R0 funds) for revenue received in the past and for future revenue that is certain; otherwise a token entry 'p.m.' ('pro memoria') is made and the estimated revenue is shown for information in below External Assigned Revenue table (FFR Art. 20 & 21).

EXTERNAL ASSIGNED REVENUE ²⁴	Commitment Appropriations				
	Executed Budget 2019	Amended Budget 2020 ²⁵	Draft Budget 2021 ²⁶		VAR 2021/2020 (%)
			Agency request	Budget forecast	
Contribution agreements (FFR Art. 7)	15,210,097	5,077,000	-	-	-100.00%
Grant agreements (FFR Art. 7)	5,281,173	1,134,027	2,000,000	2,000,000	76.36%
Service level agreements (FFR Art. 43)	14,646,627	2,690,786	10,100,000	10,100,000	275.36%
Other external assigned revenue	837,354	400,000	450,000	713,933	12.50%
TOTAL	35,975,251	9,301,813	12,550,000	12,813,933	34.92%

REVENUE ²⁷	Payment Appropriations						
	Executed Budget 2019	Amended Budget 2020	Draft Budget 2021		VAR 2021/2020 (%)	Envisaged in 2022	Envisaged in 2023
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	291,171	300,000	300,000	300,000	0.00%	250,000	250,000
2 EU CONTRIBUTION	74,626,006	79,144,613	82,732,963	82,620,000	4.39%	84,300,000	86,000,000
- Of which assigned revenues deriving from previous years' surpluses	952,587	6,029,204	2,286,114	2,286,114	-62.08%	1,000,000	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	1,805,949	1,830,579	1,970,948	2,169,015	18.49%	2,249,100	2,295,000
- Of which EEA/EFTA (excl. Switzerland)	1,805,949	1,830,579	1,970,948	2,169,015	18.49%	2,249,100	2,295,000
- Of which candidate countries						-	-
4 OTHER CONTRIBUTIONS ²⁸	4,396	25,975	90,000	90,000	246.49%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS						-	
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)						-	
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT ²⁹	20,090,306	9,301,813	p.m.	p.m.		p.m.	p.m.
7 CORRECTION OF BUDGETARY IMBALANCES						-	
TOTAL	96,817,829	90,602,980	85,093,911	85,179,015	-5.99%	86,889,100	88,635,000

²⁴ R0 funds

²⁵ Estimated revenue, amount not certain

²⁶ Estimated revenue, amount not certain

²⁷ C1 funds except for "4 Other Contributions" (C4 funds) & "6 Revenues from services rendered against payment" (R0 funds)

²⁸ Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

²⁹ External assigned revenue (R0 funds) for revenue received in the past and for future revenue that is certain; otherwise a token entry 'p.m.' ('pro memoria') is made and the estimated revenue is shown for information in below External Assigned Revenue table (FFR Art. 20 & 21).

REVENUE ³⁰	Payment Appropriations				VAR 2021/2020 (%)
	Executed Budget 2019	Amended Budget 2020 ³¹	Draft Budget 2021 ³²		
			Agency request	Budget forecast	
Contribution agreements (FFR Art. 7)	8,794,064	5,077,000	-	-	-100.00%
Grant agreements (FFR Art. 7)	2,384,110	1,134,027	2,000,000	2,000,000	76.36%
Service level agreements (FFR Art. 43)	8,442,258	2,690,786	10,100,000	10,100,000	275.36%
Other external assigned revenue	469,875	400,000	450,000	713,933	12.50%
TOTAL	20,090,306	9,301,813	12,550,000	12,813,933	34.92%

Table 3: Budget outturn and cancellation of appropriations

Budget outturn	2017	2018	2019
Reserve from the previous years' surplus (+)			
Revenue actually received (+)	78,297,956	102,934,980	95,546,076
Payments made (-)	-71,562,000	-90,808,231	-97,191,122
Carry-over of appropriations (-)	-20,175,391	-25,676,576	-21,302,528
Cancellation of appropriations carried over (+)	132,498	141,140	127,545
Adjustment for carry over of assigned revenue appropriation from previous year (+)	14,259,414	19,441,983	25,114,534
Exchange rate differences (+/-)	+109	-4,092	-8,391
Adjustment for negative balance from previous year (-)			
TOTAL	952,587	6,029,204	2,286,114

³⁰ R0 funds

³¹ Estimated revenue, amount not certain

³² Estimated revenue, amount not certain

Annex III. Human Resources

Table 1: Overview of all categories of staff

Staff population ¹		Actually filled as of 31.12.2018 (N-2) ²	Authorised under EU budget for year 2019 (N-1)	Actually filled as of 31.12.2019 (N-1)	Authorised under EU budget for year 2020 ³ (N)	Envisaged in 2021 ⁴ (N+1)	Envisaged in 2022 ⁴ (N+2)	Envisaged in 2023 ⁴ (N+3)
Officials	AD	3	3	3	3	3	3	3
	AST	0	0	0	0	0	0	0
	AST/SC	0	0	0	0	0	0	0
TA	AD	147	149	144	149	149	149	149
	AST	60	60	57	60	60	60	60
	AST/SC	0	0	0	0	0	0	0
Total		210	212	204	212	212	212	212
		FTE						
CA GFIV		8.9	11	9.8	11	11	11	11
CA GF III		3	3	2.8	3	3	3	3
CA GF II		15.62	17	16.8	17	17	17	17
CA GFI		2	2	2.0	2	2	2	2
Total CA		29.52	33	31.3	33	33	33	33
SNE		16.7	18	15.3	18	18	18	18
<i>Structural service providers</i>		1	2	1.33	2	2	2	2
TOTAL								
<i>External staff for occasional replacement⁵</i>		4.75	3	3.08	4	4	4	4

1. Please note that the methodology used in Table 1 has changed compared to previous years in order to provide a more accurate overview of staff financed through EMSA's budget. From here on staff financed on the basis of different agreements and projects are reported separately under Table 3: "Overview of project financed staff". The breakdown of staff per activity (EMSA budget and project financed) is provided in Annex 1 "Resources per activity".
2. The filled posts include 1 employment offer letter for a Temporary Agent which has already been issued (1 AD5).
3. Figures for 2020 are in line with the Commission Communication on the "Programming of human and financial resources for the decentralised Agencies" dated July 2013.
4. Figures for 2021 and 2022 and 2023 are indicative and cannot be confirmed until further information is available on the relevant multiannual financial framework.
5. Due to the short and punctual nature of their contracts, external staff for occasional replacement are always counted as full time equivalents.

Table 2: Multi-annual staff policy plan 2021-2023

Category and grade	Establishment plan in EU Budget 2019		Filled as of 31/12/19		Modifications in 2019 in application of flexibility rule		Establishment plan in voted EU Budget 2020		Modifications in 2020 in application of flexibility rule		Establishment plan in Draft EU Budget 2021		Establishment plan 2022*		Establishment plan 2023*							
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA						
AD 16	0	0	0	0	N/A		0	0	N/A		0	0	0	0	0	0						
AD 15	0	1	0	0			0	1			0	1	0	1	0	1	0	1				
AD 14	0	2	0	3			0	2			0	2	0	2	0	3	0	4				
AD 13	1	4	0	2			1	4			1	4	1	5	1	6	1	5				
AD 12	1	10	1	7			1	10			1	10	1	12	1	17	1	18				
AD 11	0	17	1	12			0	17			0	17	0	20	0	20	0	22				
AD 10	1	16	0	21			1	20			1	20	1	30	1	28	1	29				
AD 9	0	33	0	34			0	40			0	40	0	35	0	35	0	33				
AD 8	0	27	1	20			0	31			0	31	0	24	0	24	0	22				
AD 7	0	24	0	21			0	18			0	18	0	15	0	11	0	13				
AD 6	0	10	0	6			0	3			0	3	0	3	0	4	0	2				
AD 5	0	5	0	18			0	3			0	3	0	2	0	0	0	0				
Total AD	3	149	3	144							3	149			3	149	3	149	3	149		
AST 11	0	0	0	0			N/A				0	0	N/A		0	0	0	0	0	0		
AST 10	0	1	0	0							0	1			0	1	0	1	0	1	0	1
AST 9	0	0	0	1							0	0			0	0	0	0	2	0	3	
AST 8	0	1	0	1							0	3			0	3	0	3	0	7	0	7
AST 7	0	6	0	5							0	8			0	8	0	13	0	15	0	14
AST 6	0	17	0	14							0	20			0	20	0	22	0	19	0	19
AST 5	0	20	0	21							0	18			0	18	0	15	0	13	0	13
AST 4	0	12	0	9	0	10			0	10	0	6			0	3	0	3				
AST 3	0	3	0	4	0	0			0	0	0	0			0	0	0	0				
AST 2	0	0	0	1	0	0			0	0	0	0			0	0	0	0				
AST 1	0	0	0	1	0	0			0	0	0	0			0	0	0	0				
Total AST	0	60	0	57					0	60					0	60	0	60	0	60		
Total AST/SC	0	0	0	0					0	0					0	0	0	0	0	0		
TOTAL	3	209	3	201					3	209					3	209	3	209	3	209		

* Figures for 2022 and 2023 are indicative and cannot be confirmed until further information is available on the relevant multiannual financial framework.

Table 3: Overview of project financed staff

Staff population (headcount, except for external staff)	In place as of 31.12.2018 (N-1)	Envisaged in 2019 (N)	In Place as of 31.12.2019 (N-1)	Envisaged in 2020 (N)	Envisaged in 2021 (N+1)	Envisaged in 2022 ³³ (N+2)	Envisaged in 2023 (N+3)
CA GFIV	8	10	9	9	9	6	6
CA GF III	3	6	6	6	6	2	2
CA GF II	1	2	2	2	2	1	1
CA GF I	0	0	0	0	0	0	0
Total CA	12	18	17	17	17	9	9
SNE	1	1	1	1	1	0	0
<i>Structural service providers</i>	0	2	0.17	2	not known	not known	not known
External staff for occasional replacement (FTE)	0	2	1.66	2	2	2	2

³³ The exact number of CAs for certain Project Financed Activities is subject to the signature of relevant agreements with other entities. Therefore, beyond 2021, the number of Contract Agent staff is not known at this stage.

Annex IV. Human resources – qualitative

A) Recruitment Policy

The Agency has in place the necessary recruitment policies and implementing rules to engage the different categories of personnel allowed for. EMSA's recruitment and selection procedures endeavour to employ personnel of the highest standards of ability, efficiency and integrity from the broadest possible geographical basis among nationals of the EU Member States, Norway and Iceland. No position is reserved for nationals of any specific EU Member State.

EMSA is an equal opportunities employer. Staff is selected without prejudice as to race, political, philosophical or religious beliefs, gender or sexual orientation and without reference to their marital status or family situation. Transparency and equal treatment of the candidates are applied.

EMSA has identified its Temporary Agent positions as long-term positions because they cover tasks of a permanent nature. This allows for building up in-house expertise in sensitive and important areas like procurement, human resources, ICT, contract management, as well as for the operational tasks assigned to the Agency.

The majority of the Contract Agents are assigned to long term positions, with the exception of Contract Agent staff working for the Maritime Support Services.

The Agency uses Seconded National Experts in the technical areas where advanced experience is available in National Administrations (e.g. Port State Control, Maritime Support Services, etc.). At the same time, the exchange of expertise through Seconded National Experts contributes to the development of effective and smooth working relationships between Member States' maritime administrations and EMSA.

All published vacancies are available on the Agency's website <http://www.emsa.europa.eu/positions-available/previous-vacancies.html>. The call for applications containing the requirements and functions of the post illustrate the technical profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is substantially lower than in Brussels and over the years it has been reduced from 91.7% in 2006 to 85.7 % from July 2018. Following the publication of the Eurostat report on 30 October 2019 which increased the coefficient to 88.6% from July 2019, there are indications that this trend may have reached a turning-point. However, the coefficient remains comparatively low compared to Brussels. Moreover, partners/spouses are facing difficulties to continue with their professional careers in Portugal, which further affects the attractiveness of Lisbon as a place of employment. It should also be highlighted that the Agency needs to recruit people with specialised maritime and other relevant expertise.

Temporary Agents and Officials

The Agency currently employs three Permanent staff (Officials transferred from another EU Institution) who are dealing with issues such as legal affairs and procurement, project coordination and internal control. In general, Permanent staff (Officials) are employed in areas of activity where expertise acquired in another EU institution or body is beneficial to the Agency. Permanent staff are recruited after publication of the vacancy on the inter-institutional market (e.g. Officials from other EU institutions and bodies are invited to apply).

On 25th March 2015, EMSA's Administrative Board adopted a new implementing rule governing the engagement and use of Temporary Agents under Article 2(f) of the Conditions of Employment of Other Servants of the European Union, in line with the ex-ante agreement of the Commission on this matter.

On 25 July 2018, the EMSA Administrative Board adopted a model decision laying down implementing rules on middle management staff. The model decision reflects in particular the situation of temporary staff referred to in Article 2(f) CEOS, the parties involved in the selection procedure of middle managers, differentiation between an internal, inter-agency and external publication and the compulsory use of assessment centres for middle managers.

In line with the above-mentioned decision, Temporary Agent positions are always published internally. The post can equally be published for the purpose of Inter Agency mobility and/or externally.

All Temporary Agent contracts on long term employment are based on the sequence of 3 years + 3 years + indefinite duration. The only staff member on limited term employment under a Temporary Agent contract is the Executive Director.

In general, long term Temporary Agents are recruited (externally) at the levels indicated below:

- AST1 for Administrative Assistants
- AST3 to AST4 for Assistants for technical issues (Finance, HR, ICT, etc.)
- AD5 for Junior Project Officers
- AD6 to AD7 for Project Officers

- AD8 for Senior Project Officers
- AD9 to AD12 for Heads of Unit
- AD12 for Heads of Department

In light of the amended Staff Regulations of 2014 a new function group has been created for Temporary Staff: AST/SC: 'Secretary/Clerk' for clerical and secretarial tasks. Currently Secretarial tasks are performed by Contract Agents FG II. The Agency intends to address this issue with the Commission in the future to enquire about the possibility to 'transform' the current FG II indefinite posts into AST/SC.

Contractual Agents

Contract Agents are recruited for permanent tasks related to support activities in the Agency such as legal affairs, finance, human resources and ICT as well as more operational profiles.

The legal framework related to the recruitment and use of Contract Agents is governed by the Decision of the Administrative Board of 24 June 2019 on the general provisions for implementing Article 79(2) of the Conditions of Employment of Other Servants of the European Union, governing the conditions of employment of contract staff employed under the terms of Article 3a thereof.

The model decision in particular addresses new possibilities for the career development of Contract Agents at Agencies including career, advancement and reclassification, mobility between agencies and with the Institutions, as well as the exceptional possibility of changing grade through a specific internal selection procedure.

Indefinite contracts are concluded in accordance with the relevant implementing rule ("Procedure governing the engagement and use of contract staff at EMSA") as adopted by the EMSA's Administrative Board after having the agreement of the Commission. Contract Agents for a long-term employment are normally offered a contract for an initial period of 3 years with possibility of renewal (first renewal for 3 years – second renewal for an indefinite period).

The recruitment procedure for Contract Agents is regulated by the above-mentioned implementing rule. The Agency can also recruit its Contract Agents from existing EPSO reserve lists.

Contract Agents could also be assigned to non-permanent tasks such as replacement for long term absences, peaks of work, short term projects and basic administrative tasks.

Seconded National Experts and National Experts on Professional Training

Following the Commission decision of 12th of November 2008 laying down the rules on the secondment to the Commission of National Experts and National Experts in Professional Training (C(2008) 6866), the Administrative Board adopted on 20th of November 2009 new rules for the Secondment of National Experts and for National Experts in Professional Training (NEPT). The rules applicable to Seconded National Experts and National Experts on Professional Training can be found in the Agency's website: <http://www.emsa.europa.eu/recruitment-info/seconded-national-experts.html>.

Various programmes for National Experts in Professional Training (NEPT) have taken place since 2012. The NEPT programme has no substantial financial impact for the Agency.

Seconded National Experts are working in technical areas where the expertise and knowledge lie with Member States. Vacancies are circulated to the Permanent Representations in Brussels which forward them to the National Administrations of the Member States. These secondments are concluded for an initial period of one year and can be extended up to four years (exceptionally six). The recruitment procedure is similar to the one for Temporary Agents.

Interim Staff

Since 2016, the Agency has been using interim staff. This provides for flexible arrangements in order to address service needs and replace statutory staff (e.g. administration) during the various leaves or absences.

B) Appraisal of performance and reclassification/promotions

Table 1: Reclassification of temporary staff/ promotion of officials

Category and grade	Staff in activity at 01.01.2018		Staff members promoted/ reclassified in 2019		Average number of years in grade of reclassified/ promoted staff members
	Officials	TA	Officials	TA	
AD 16	0	0	0	0	-
AD 15	0	1	0	0	-
AD 14	0	1	0	0	-
AD 13	0	4	0	1	5.0
AD 12	1	5	0	0	-
AD 11	1	14	0	4	3.5
AD 10	0	16	0	3	3.7
AD 9	0	34	0	9	4.8
AD 8	0	22	0	9	3.8
AD 7	1	25	1	7	2.7
AD 6	0	7	0	3	3.8
AD 5	0	14	0	2	2.7
Total AD	3	143	1	38	3.7
AST 11	0	0	0	0	-
AST 10	0	0	0	0	-
AST 9	0	1	0	0	-
AST 8	0	1	0	0	-
AST 7	0	2	0	0	-
AST 6	0	14	0	4	4.3
AST 5	0	21	0	5	4.3
AST 4	0	14	0	5	3.4
AST 3	0	7	0	2	5.9
AST 2	0	0	0	0	-
AST 1	0	0	0	0	-
Total AST	0	60	0	16	4.5
Total	3	203	1	54	4.1

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2018	Staff members reclassified in 2019	Average number of years in grade of reclassified staff members ³⁴
CA IV	18	0	0	-
	17	0	0	-
	16	0	0	-
	15	0	0	-
	14	14	2	3.8
	13	2	1	-
CA III	12	1	0	-
	11	1	0	-
	10	1	0	-
	9	3	0	-
	8	0	0	-
CA II	7	5	0	-
	6	3	1	-
	5	7	1	-
	4	1	0	-
CA I	3	2	0	-
	2	0	0	-
	1	0	0	-
Total		40	5	3.9

In 2015 EMSA adopted General Implementing Rules for the appraisal of Officials, Temporary and Contract Agents on the basis of the model decisions provided by the Commission.

EMSA received the model decisions for promotion and reclassification at the beginning of 2016 and they were adopted by the Administrative Board by written procedure on 29 April 2016.

EMSA's promotion/reclassification policy is based on the consideration of comparative merits, the CDR reports of staff, the use of languages in the execution of their duties (other than the language for which they have produced evidence of thorough knowledge in accordance with Article 28(f) of the Staff Regulations) and the level of responsibilities exercised. The ability to work in a third language was also considered for Officials and Temporary Agents.

The promotion possibilities were provided to the AIPN by the Human Resources Unit. Social dialogue took place between the Staff Committee and the Executive Director regarding the comparison of merits. Staff had the possibility to appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification Committee was in place to review the appeals.

The same principles applied to the reclassification of Contract Agents.

³⁴ With regard to the average number of years in grade of reclassified staff members, the average is not shown when only 1 staff member is promoted. The total takes all the averages into consideration.

C) Mobility Policy

Mobility within the Agency

Staff are transferred in the interest of the service, mainly in the context of reorganisations.

Internal publications are done in a range of grades. The successful candidate retains his/her current grade and step. Internal mobility is therefore not a promotion or reclassification mechanism. One internal call for applications was published during 2019.

Mobility amongst agencies (Inter-agency Mobility)

The model decision on the recruitment and use of temporary staff 2f and the respective one for contract staff 3a foresee the possibility for Temporary Agents and Contract Agents benefiting, under certain conditions laid down in the respective rules, of interagency mobility.

Interagency mobility will, in principle, allow EMSA to attract staff members working for other EU agencies, as they will be in a position to move to EMSA while maintaining their grade and career.

Obviously, the mechanism also works in the other direction. Some EMSA staff members have recently found new job opportunities in other EU bodies.

Mobility between the Agencies and the Institutions

EMSA has a limited number of permanent positions in its establishment plan. These positions are always filled by inter-institutional transfers. EU Officials may apply to an open position and the successful candidate is subsequently transferred. Their career development and seniority continue in the Agency. However, the response from EU Officials is limited due to the reasons set out previously.

In addition, some Temporary Agent positions in EMSA are occupied by Officials of other institutions (mainly the Commission) who applied to an external call for applications published by EMSA. In order to be able to take up duties at EMSA as Temporary Agents Officials need to request leave on personal grounds from their institution of origin. This may not be the best option as their career within their institution of origin will be on hold. However, EMSA sees the mobility between institutions as an advantage as this enables the Agency to benefit from their knowledge of procedures, working practices and their familiarity with the administrative culture within the EU Institutions. With the new Staff Regulations which entered into force on the 1st of January 2014, the possibility of secondment for temporary agents (2f) has been established and should be developed.

D) Gender and geographical balance³⁵

Comparing to previous years, EMSA has slightly improved its gender balance. At the date of December 2019, women represented 37% of the workforce of the Agency against 63% men while in 2018 the figures were 36% women against 64% men.

The table below shows the breakdown of this overall picture:

Status 31.12.2019	Statutory Total	CA	SNE	Grand total	
Men	136	20	13	169	269
	80%	12%	8%	63%	
	169				
Women	68	30	2	100	
	68%	30%	2%	37%	
	100				

80% of men employed occupy statutory positions, whilst 12% occupy Contract Agent positions and 8% occupy Seconded National Experts positions. Within the female category the percentages are different: 68% are occupying statutory posts, 30% contract agent positions and 2% Seconded National Expert positions.

The breakdown of gender representation within the different categories is as follows:

Status 31.12.2019	Statutory		Statutory Total	CA	SNE	TOTAL
	AD	AST				
Men	110	26	136	20	13	169
	75%	46%	67%	40%	87%	63%
Women	37	31	68	30	2	100
	25%	54%	33%	60%	13%	37%
Grand total	147	57	204	50	15	269

The female/male ratio at the moment within the statutory positions (Officials and Temporary Agents) is 33% female and 67% male.

As stated in the table above, women are under-represented in the statutory positions, particularly in the Administrators function group. The gender levels are more balanced in the Assistants function group.

Regarding Contract Agents, the ratios are more balanced, with 60% are females against 40% males.

Regarding Seconded National Expert positions, the ratio is 13% female and 87% male.

An "Action Plan for Gender Balance at EMSA" was put in place in July 2018. The plan provides statistics on the current situation and outlines a series of actions aimed at promoting values of non-discrimination on the basis of gender, striving for equal opportunities in attracting and recruiting staff, and retaining women.

During 2019, several actions took place: the Executive Director of EMSA participated in specific events/activities related to gender balance in the maritime sector; EMSA has promoted the debate with the staff members via lunch-time conferences, trainings and articles in the internal newsletters. In order to increase the number of female candidates for SNEs positions; EMSA has drawn the attention of the members of the Administrative Board to the fact

³⁵ Figures on gender and geographical balance include project-financed contract agents and SNEs

that females are underrepresented in this category. The action plan will continue during the period covering this document.

The table below shows the geographical distribution of staff (all categories, including National Experts) working in EMSA at 31 December 2019:

31 December 2019	TA			CA	PERM	SNE	Total	%
	AD	AST	Total TA					
Portugal	35	21	56	19	0	0	75	27.88%
Spain	19	3	22	8	1	5	36	13.38%
Italy	15	6	21	5	0	5	31	11.52%
Belgium	5	9	14	6	1	0	21	7.81%
Poland	12	2	14	0	0	0	14	5.20%
France	10	1	11	0	0	1	12	4.46%
Greece	8	0	8	3	0	0	11	4.09%
Germany	7	2	9	2	0	0	11	4.09%
Ireland	4	2	6	0	1	1	8	2.97%
United Kingdom	3	2	5	2	0	0	7	2.60%
Netherlands	5	1	6	1	0	0	7	2.60%
Romania	4	1	5	1	0	1	7	2.60%
Bulgaria	3	0	3	1	0	0	4	1.49%
Malta	3	1	4	0	0	0	4	1.49%
Cyprus	2	0	2	0	0	1	3	1.12%
Estonia	3	0	3	0	0	0	3	1.12%
Croatia	1	0	1	1	0	0	2	0.74%
Czech Republic	1	1	2	0	0	0	2	0.74%
Denmark	1	1	2	0	0	0	2	0.74%
Finland	1	0	1	0	0	1	2	0.74%
Hungary	1	1	2	0	0	0	2	0.74%
Slovakia	0	2	2	0	0	0	2	0.74%
Sweden	0	1	1	1	0	0	2	0.74%
Latvia	1	0	1	0	0	0	1	0.37%
Grand Total	144	57	201	50	3	15	269	100.00%

On 31.12.2019 the Agency did not have amongst its staff nationals of Austria, Lithuania, Luxembourg and Slovenia.

Due to the Agency's location, the number of Portuguese staff continues to be high, although it remained stable in 2019. It should be noted that the correction coefficient affects the attractiveness of Lisbon as a place of employment. The latest indications that the downward trend has ended are positive in this respect. In order to remain attractive as an employer for all EU nationalities it is important to offer suitable conditions for families, such as access to multilingual tuition with similar terms to those available for staff in the EU Institutions.

Regarding the nationality of the staff (including CAs and SNEs) who took up duties during 2019, the most represented nationalities were Spanish (28.6%) and Italian (19%).

E) Schooling

The Administrative Board of the Agency has adopted a Social Measure 'Multilingual tuition for children of EMSA staff in Lisbon.

In March 2008 the Administrative Board amended the decision adopted in June 2005, as experience showed that a more formalised procedure to register staff members' children was necessary in order to implement the measure

strictly according to its purpose. The procedure has been in force ever since and has proven to be efficient in meeting its objective and in keeping control of expenses.

The primary aim of the decision adopted by the Administrative Board is to facilitate the recruitment of EMSA staff, respecting its obligation to maintain a balance of nationalities. In order to attract or retain staff of different nationalities it is important that their children have access to multi-lingual tuition free of charge.

Following the Administrative Board's decision, the Agency has selected a number of suitable multi-lingual schools and developed detailed administrative rules to implement the decision. These administrative rules provide that children of EMSA staff members have access to multi-lingual tuition and that the school fees are covered through direct agreements between the Agency and the relevant schools.

Subsequent to the assessments of a number of international schools in the Lisbon area and having received the opinion of the EMSA Staff Committee, ten multi-lingual schools with an international character have been included in the social measure.

Most of the languages of EU 15 are well covered. Only for Italian, Finnish and Greek speaking children an immediate solution could not be found. There are currently no schools offering any of the languages of the newer Member States.

For the scholastic year 2019-2020 a total number of 129 children of staff members have been enrolled in the different schools. The number of children has increased in comparison with last year. The distribution of children of EMSA staff by language is as follows:

Language	Number of Children	%
German School	10	7.75%
Spanish School	10	7.75%
English Schools	81	62.79%
French School	26	20.16%
Swedish	2	1.55%
Total	129 children	

The additional cost of having this social measure in place has been of approximately 690,000 € for the budgetary year 2019. It should be noted that the average cost per pupil remains significantly lower than the average cost per pupil in the European School system.

The Agency continues its efforts towards the goal offsetting up an Accredited European School in Lisbon. It is to be noted that the final decision and initiative lies with the Portuguese Authorities and is beyond the control of the Agency.

Annex V. Environment management

The Agency has taken a number of 'greening' initiatives over the years to reduce the impact of its administrative operations on the environment: window tinting films (current generation), intelligent illumination for the reduction of energy consumption, introduction of software measuring energy consumption, air conditioning settings, waste segregation for recycling, collection of paper/batteries/plastic, potable water filtration system, LED technology bulbs and digitalising of internal workflows.

This set of actions were not part of any formalized scheme or of any established eco-policy or certification process, nor have they been allocated a specific budget. This absence of record, policy, budget and certification made it difficult for EMSA to demonstrate its eco-performance and show improvements over time.

In 2019, EMSA's management decided to consolidate those efforts and register the Agency within the EU Eco-Management and Audit Scheme (EMAS) in 2021. Once the scheme is fully in place, further actions will be taken to ensure a continuous improvement in respect to its environmental performance thus guaranteeing the maintenance of the EMAS registration.

The Agency will therefore apply an environmental management system to all its activities, and will commit to minimise the environmental impact of its everyday work, continuously improve the individual and collective environmental performance, support and stimulate innovation and development in marine-environmental matters, establish environmental objectives and tasks, define clear responsibilities and openly provide information and comply with all environmentally relevant legislation and obligations, as well as with voluntary obligations, namely under the EMAS and ISO14001 frameworks. More specifically, EMSA will be committed to: minimise carbon dioxide emissions, promote the efficient use of energy and minimize electricity consumption, minimise use of paper, apply environmental criteria in its public procurement procedures, minimise the production of waste and optimally manage its waste and encourage, train and involve staff to achieve these goals and further maintain registration.

Annex VI. Building Policy

	Name, location and type of building	Other Comment
Information to be provided per building:	EMSA HQ, Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL.
Surface area (in square metres) Of which office space Of which non-office space	10,667 m ² 10,180 m ² 486.84 m ²	
Annual rent (in EUR)	1,958,783.85€	2021 estimated costs based on annual 2% increase
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Conference Centre (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	2,116.26 m ²	
Annual rent (in EUR)	326,345.34€	2021 estimated costs based on 2% increase
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Palacete (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and Lease Agreement between EMCDDA and APL
Surface area (in square metres) Of which office space Of which non-office space	1,933.9 m ²	
Annual rent (in EUR)	87,764.01€	2021 estimated costs based on 2% increase
Type and duration of rental contract	Service Level Agreement with EMCDDA	
Host country grant or support	n/a	
Present value of the building	n/a	

	Name, location and type of building	Other Comment
Information to be provided per building:	Underground parking (101 spots), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	156,196.08€	2021 estimated costs based on 2% increase
Type and duration of rental contract	Lease agreement signed on 01/05/2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	

	Name, location and type of building	Other Comment
Information to be provided per building:	External parking (49 spots), Lisbon	Current lease agreement with APL temporarily suspended. However APL has reached the agreement with Camera Municipal de Lisboa and it is planned to proceed with construction works of external parking. The definitive date has not been though indicated.
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	n/a	
Type and duration of rental contract	Lease agreement	
Host country grant or support	n/a	
Present value of the building	n/a	

Annex VII. Privileges and immunities

Agency privileges	Privileges granted to staff	
	Protocol of privileges and immunities / diplomatic status	Education / day care
<p>In July 2004, the Protocol between the Government of the Portuguese Republic and EMSA was signed covering the relations between the Agency and Portugal as its host State.</p> <p>Privileges granted:</p> <ul style="list-style-type: none"> ▪ exemption from direct taxes; ▪ exemption from purchase tax on goods and services; ▪ exemption from customs duties and from any taxes on imports and exports; ▪ exemption from any duties and any import restrictions on vehicles of official use; ▪ exemption from road tax for vehicles under “special registration” (diplomatic plates); ▪ exemption from taxation on fuel and lubricants; ▪ replacement of official vehicles every 5 years; ▪ special status of the Agency Headquarters (Similar to Diplomatic mission); ▪ security staff with special authorisation to carry firearms; ▪ exemption from any charges for Visas and other authorisations for EMSA guests. 	<p>Comparable category of the members of diplomatic corps in Portugal;</p> <ul style="list-style-type: none"> ▪ exemption from national taxes on earning, salaries and respective payments paid by the Agency; ▪ immunity from jurisdiction as regards acts carried out by the staff member in official capacity; ▪ exemption from purchase tax on goods and services (VAT); ▪ exemption from customs duties and from any taxes on imports and exports (duty-free); ▪ exemption from any duties and any import restrictions on vehicles of official/private use; ▪ exemption from road tax for vehicles under “special registration” (diplomatic plates); ▪ exemption from taxation on fuel and lubricants; ▪ replacement of official/private vehicles once after 4 years. 	<p>Providing access to schools in the mother tongue of the staff member is an issue that the Agency has taken seriously and therefore in 2005 the Agency has adopted a social measure "multilingual tuition for children of EMSA staff" in Lisbon.</p> <p>Under this social measure EMSA currently assists in providing access to English, French, German, Spanish and Swedish schools. The Agency covers the school fees through direct agreements between the Agency and the relevant schools. This social measure is taken upon the Agency's own initiative and is paid by the Agency budget (no involvement of the hosting State).</p> <p>This social measure is not intended to replace the educational allowance, as provided by the Staff Regulations.</p> <p>Educational allowances are duly determined and paid when due.</p>

Annex VIII. Evaluations

In line with the EMSA Financial Regulation, all proposals for programmes, projects or activities occasioning budget expenditure or changes to the work programme for which the overall estimated expenditure exceeds EUR 2 000 000 are subject to an ex ante evaluation. Moreover, where the resources exceed EUR 4 000 000 an interim and/or ex post evaluation is carried out. The outcome of these evaluations might result in recommendations and actions plan to streamline even further future activities. To this end, an internal action plan is being developed.

Subsequent to the revision of the Founding Regulation in 2013, and in accordance with its Article 22, five-year evaluation was completed by 2018. Following the initiative of its Chairman, the EMSA Administrative Board commissioned an independent external evaluation on the implementation of the Agency's Founding Regulation. The EMSA Administrative Board approved the final Report on the external evaluation in June 2017³⁶.

In their Final Assessment, evaluators conclude that **“EMSA has become an important and respected player in the maritime community, providing world-class services that enhance the ability of stakeholders to respond to the challenges and, ultimately, make the EU maritime sector safer and more secure.**

In the absence of EMSA, the activities the Agency undertakes would not be carried out at the same level (or would not be conducted at all). A discontinuation or reduction of EMSA's mandate would have significant negative impacts on maritime safety and security in Europe: standards and practices in the field would be significantly less harmonised, there would be less sharing of data, information and practices, and this would ultimately have a negative impact on maritime safety and security.”

In relation to efficiency and cost effectiveness, the evaluation assesses that:

“EMSA's services and products are cost-effective and that EMSA provides value for money within the context of the EU maritime sector and within all areas of work.”

The Administrative Board subsequently issued its recommendations to the Commission concerning the Regulation, the Agency and its working practices in November 2017. The Agency developed an action plan for their implementation in early 2018 and provided annual updates to the Administrative Board. The recommendations were also taken into account in the development of the EMSA 5-year Strategy for the years 2020-2024.

³⁶ The full evaluation report can be found on the agency's website: <http://emsa.europa.eu/who-are-we/admin-board/evaluation-activities.html>

Annex IX. Strategy for the organisational management and internal control systems

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

Following the adoption of a new Internal Control Framework (ICF) by the Commission and in order to improve its own existing internal control system, in line with Article 45.2 of the EMSA Financial Regulation, the Agency has prepared an updated Internal Control Framework which was adopted by the Administrative Board in November 2018. This new ICF replaced the minimum standards for internal management and control systems that were adopted by the EMSA Administrative Board in 2009.

The new Internal Control Framework contains a full set of processes applicable at all levels of management and is designed to provide reasonable assurance of achieving five objectives set in Article 30 of the Financial Regulation of the Agency: (1) effectiveness, efficiency and economy of operations; (2) reliability of reporting; (3) safeguarding of assets and information; (4) prevention, detection, correction and follow-up of fraud and irregularities; (5) adequate management of the risks relating to the legality and regularity of the underlying transactions, taking into account the multiannual character of programmes as well as the nature of the payments concerned.

EMSA's ICF is based on the framework adopted by the Commission and is in line with the latest international best practice regarding internal controls, more in particular the COSO-framework³⁷.

EMSA's ICF consists of five control "components"³⁸ and implies a continuous assessment whether each component is present and functioning and whether all components function well together. The effectiveness of the Agency's internal control system is subject to a continuous assessment. To this end, the Internal Control Coordinator provides a regular reporting to the Executive Director.

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

³⁷ The Committee of Sponsoring Organizations of the Treadway Commission – COSO - is dedicated to providing thought leadership through the development of frameworks and guidance on enterprise risk management, internal control and fraud deterrence.

³⁸ (1) Control environment; (2) Risk Assessment; (3) Control Activities; (4) Information and Communication and (5) Monitoring Activities.

Annex X. Plan for grant, contribution and service-level agreements

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2020	2021	2022	2023
Contribution agreements									
IPA II	December 2019	Until October 2022	DG NEAR	Preparatory measures for the future participation of relevant IPA II beneficiaries in EMSA	Amount	625,000	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Copernicus Maritime Surveillance	December 2015	Until December 2020	DG DEFIS	Implementation of Copernicus Maritime Surveillance Services	Amount	11,963,058	not known	not known	not known
					Number of CA	0 ³⁹	not known	not known	not known
					Number of SNE	n/a	n/a	n/a	n/a
Grant agreements									
SAFEMED IV EuroMed Maritime Safety Project	December 2016	Until 31 March 2021 Extension until end 2021 requested	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: SAFEMED IV, Euromed Maritime Safety Project	Amount	583,828	0	not known	not known
					Number of CA	2	2	not known	not known
					Number of SNE ⁴⁰	0.5	0.5	not known	not known
BCSea Maritime Safety, Security and Environmental Protection in B&CS Regions	December 2016	Until 31 January 2021 Extension until end 2021 requested	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: Maritime Safety, security and marine environmental protection in the Black and Caspian Sea Regions	Amount	0	0	not known	not known
					Number of CA	2	2	not known	not known
					Number of SNE ⁴¹	0.5	0.5	not known	not known
EC Funds for candidate and potential candidate	December 2017	April 2020	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action called: Preparatory measures for the participation of enlargement countries in EMSA's work.	Amount	0	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Interoperability project	Sept. 2018	Sept. 2021	DG MARE	Promotion of interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment under the CISE Process	Amount	1,094,000	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
CISE Transitional Phase	April 2019	Until October 2021	DG MARE	Ad-hoc Grant agreement for the implementation of the action "Setting up and enabling the transitional phase to CISE Operations"	Amount ⁴²	0	2,000,000	n/a	n/a
					Number of CA	4 ⁴³	4	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a

³⁹ 3 CAs financed from the EU Subsidy.

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

⁴¹ See previous footnote.

⁴² Subject to the negotiations on the possible future grant agreement 2 with DG MARE, the amounts for 2021 and 2022 will be increased respectively by 1,4 M in 2021 and 2 M for 2022, with 3 new CAs and 1 SNE from 2021.

⁴³ Initially 5 CA positions were planned. The GA is currently being amended to reflect the decrease from 5 to 4 CAs.

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2020	2021	2022	2023
Service Level Agreements									
FRONTEX SLA	May 2016	Indefinite	FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (EBCGA) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework.	Amount	9,400,000	10,000,000	10,000,000	10,000,000
					Number of CA	9	9	9	9
					Number of SNE	n/a	n/a	n/a	n/a
EFCA SLA	June 2015	Indefinite	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency for the provision and cooperation on maritime surveillance services	Amount	90,000	100,000	100,000	100,000
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Other project financed actions⁴⁴									
THETIS-EU	March 2018	December 2021	DG ENV	Cooperation Agreement for the support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels, and technical assistance actions relevant to the Energy Community	Amount	124,545	63,933	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
THETIS-MRV	March 2016	March 2022	DG CLIMA	Support for the implementation of Regulation on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport and amending Directive 2009/16/EC on Port State Control and relevant technical Assistance	Amount	162,132	200,000	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
EQUASIS	May 2000	No end date	EQUASIS members	MOU on the establishment of the Equasis information system	Amount	450,000	450,000	450,000	450,000
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Total					Amount	24,493,563	12,813,933	10,550,000	10,550,000
					Number of CA	17	17	9	9
					Number of SNE	1	1	n/a	n/a

⁴⁴ Other project financed actions includes legal instruments that have been concluded before 1 July 2019 (entry into force of current EMSA Financial Regulation).

Annex XI. Strategy for cooperation with third countries and/or international organisations

Setting the scene

The EU plays a valuable role on the global stage of maritime transport where EMSA acts as a key player in the implementation of the EU cooperation strategy. Since the very beginning, EMSA has worked to foster and strengthen its own international dimension as this is inherent to the shipping industry itself. Worldwide, more than 80% of trade in goods relies on international shipping and 33% of intra-EU trade is handled in EU ports. The European share of shipowners of the world's merchant fleet amounts to some 40% and these ships are manned by seafarers from all over the world. The nature of EMSA's work is international and the information handled and measures supported by the Agency go well beyond the boundaries of traditional EU borders. Every day the Agency comes across and interacts with partners from all over the world making its contribution to enhancing the quality of maritime transport.

A vision for the EMSA role at international level

The new European Commission priority, "*a stronger Europe in the world: strengthening our unique brand of responsible global leadership*" puts emphasis on an area of work which can be further developed at EMSA in the years to come. The international dimension of the Agency and its potential in support of the Commission and the European Union could be further explored and possibly exploited to add value in the context of external policies when the tasks and the mandate of EMSA are relevant.

The EMSA 5-year strategy for 2020-2024, adopted by the Agency's Administrative Board in November 2019, recognises EMSA as an international reference and sets a specific strategic objective in this area: "**step up technical and operational support where EMSA can add value to relevant EU foreign policies.**"

According to the 5-year strategy, actions may encompass:

- *Enhance cooperation with IMO, WMU, ILO, IALA.* By providing technical expertise in support of the Commission and the Member States in relevant international organisations, EMSA can further enhance the contribution of the EU to safe, secure and sustainable shipping.
- As an increasingly recognised player in the international maritime arena, the Agency could also strengthen its relations with international partners such as IMO, ILO, WMU, etc. particularly in the capacity building area.
- *Investigate options to contribute to targeted initiatives related to development cooperation.* Safety and protection of the marine environment could be the subject of targeted initiatives with countries for which there is an EU policy to offer support within the framework of development cooperation, and the Agency could be the technical partner to support such actions.

The current level of engagement

EMSA's Founding Regulation already contains in its Article 2.4 references to *assistance to Member States and the Commission to contribute to the relevant work of the technical bodies of IMO, ILO, the Paris MoU and relevant regional organisations to which the Union has acceded.*

Art 2.5 foresees both technical and operational assistance (in case of pollution) to countries applying for accession to the EU as well as to European Neighbourhood Policy (ENP) countries.

Similarly, its Article 17 deals with participation of third countries in EMSA's activities, provided that *they have adopted and are applying Community law in the area of maritime safety, security, prevention of pollution and response to pollution caused by ships.*

The Agency has over the years been providing technical assistance to accession countries and neighbouring countries through the IPA and ENP instruments, which has in practice extended the use of elements of the Agency's expertise and portfolio of tools and thus supported EU standards and practices in the Agency's areas of expertise beyond EU borders. In addition, EMSA's services developed in the framework of the Paris MoU are available to Russia and Canada as signatories of that MoU.

Beyond this traditional assistance, and in agreement with the European Commission and EMSA Administrative Board, EMSA has also extended the use of some of its capacity building tools to regional MoUs on Port State Control beyond the EU (Tokyo MoU, Indian Ocean MoU, Caribbean MoU, Riyadh MoU, MED MoU).

A procedure is in place as adopted by the Administrative Board in March 2018 with a clear reference to the EU added value and a case-by-case decision by the EMSA Administrative Board, following assessment of workload involved, impact on core tasks of the Agency and resources needed.

At the request of the Commission, EMSA has also supported EU engagement in relevant international organisations, the IMO in particular. Regional organisations (Helcom, Bonn agreement, REMPEC, etc) are also among the players that interact regularly with the Agency in a mutually beneficial exchange of experience and expertise.

Another set of organisations that were recently added to the list of counterparts for EMSA beyond the EU context is that of regional Coast Guard fora (MEDCGF, BSCGF, etc), following the amendment of the EMSA Founding Regulation which incorporated the European Cooperation on Coast Guard functions and added a new level of interaction to EMSA's existing engagement with the two other EU Agencies (EFCA and Frontex). At European level, the main counterpart is represented by the European Coast Guard Functions Forum (ECCGF) where EMSA participates as observer and is regularly associated in the work streams. Every year the Agency and the presidency of the ECGFF are jointly co-organising a workshop to address cross sectoral issues. Beyond this level, EMSA participates in the Global Coast Guard Forum, organised by the Japan Coast Guard and the Nippon Foundation on an annual basis where authorities performing Coast Guard functions from all over the world share their best practices.

EQUASIS is an international initiative that sees EMSA working together with non-EU countries which are amongst the project's contributors (Brazil, USA, Japan, Canada and South Korea).

On an *ad hoc basis*, and when requested by the European Commission, the Agency has also provided relevant capacity building activities for selected third countries with the idea of supporting EU interests regarding competitiveness, safety, security and environmental sustainability and exporting EU best practises and solutions.

In the area of surveillance, EMSA naturally plays an important role with concrete examples that go beyond EU waters, for example:

- The LRIT IDE, which is run by EMSA, is the central module of the LRIT network that interconnects all LRIT Cooperative Data Centres. The LRIT IDE makes it possible for LRIT users worldwide to request and receive LRIT position reports from ships in an effective and timely manner.
- EMSA provides maritime information services in support to EU authorities operating in the Gulf of Guinea and East Africa. This include a wide range of European Navies, European organizations working in law enforcement (such as MAOC-N), the European Fisheries Control Agency (EFCA) and the United Nations Office on Drugs and Crime (UNODC). Additionally, this service provision is also used to support capacity building activities in the region, coordinated by the above-mentioned EU authorities in close cooperation with African countries.
- As proven by the most recent cases, the potential of EMSA surveillance tools is known and used during maritime accidents happening worldwide, where satellite images may be provided upon request from the EMRCC to monitor the development of pollution accidents.

Priorities and objectives

Four groups of stakeholders can be identified as key priorities for EMSA international cooperation activities:

1. IPA countries
2. ENP countries
3. Regional and Intra European organisations, international organisations and multilateral fora
4. Other non-EU/EEA countries

At the time of writing the BREXIT process is still ongoing. The outcome of the negotiations and the related status of the UK for the years to come is today not known, so it is difficult at this stage to anticipate to which of the above categories the UK will belong.

Four strategic objectives can be identified:

1. Capacity building and preparation of IPA countries for implementation of EU legislation and participation in EMSA's work;
2. Capacity building, approximation of standards and increased cooperation with ENP countries;
3. Strengthening collaboration with relevant regional, international organisations and multilateral fora;
4. Support EU external policies with *ad hoc* projects/actions with other non-EU/EEA countries.

Guiding principles

The implementation of these priorities and strategic objectives will rely on a framework of guiding principles for coordination and partnership across all EMSA international activities which can be summarised as:

- **Compatibility with EU policies:** any activity will have to be framed within existing EU policies and instruments as well as the underlying policies that are at the basis of the mandate for EMSA's work;
- **Added value for the EU:** any activity will have to contribute directly or indirectly to the objectives of the EMSA's 5-year Strategy and the main EU political priorities ensuring benefit for EMSA and its stakeholders;
- **Resources:** beyond what is clearly foreseen by the EMSA Founding Regulation, extra activities will have to be covered by dedicated additional resources through external financing instruments or from alternative sources of funding, unless decided differently by the European Commission and the EMSA Administrative Board in order to pursue a clear EU interest;
- **Coordination:** as an EU agency, international activities will have to be coordinated with relevant EU institutions and where needed EU bodies in order to ensure dialogue and cooperation and avoid duplication of efforts and resources vis a vis an external counterpart.

Modalities for cooperation

From capacity building activities, to sharing of information; from technical and scientific assistance to exchange of expertise and lessons learnt; there are several ways and modalities for EMSA to engage with the four groups of stakeholders identified above in case of engagement on new activities with international partners.

IPA countries, through the relevant Commission services.

Since 2006, the technical assistance provided by EMSA to the candidate countries is framed by a specific project financed by the relevant services of the European Commission (EU financed project "Preparatory measures for the future participation of relevant IPA II beneficiaries in the European Maritime Safety Agency (EMSA)"). This aims to transfer knowledge and build capacities within the enlargement countries in the field of maritime safety, maritime security and marine pollution prevention, preparedness and response. The action also aims at supporting the enlargement countries to transpose and implement the EU maritime acquis.

The objective of the action is to provide beneficiary countries (for the time being Albania, Bosnia and Herzegovina, the Republic of North Macedonia, Montenegro, Serbia and Turkey) with technical support towards the standards of implementation of the international maritime conventions and the EU acquis communautaire for the approximation of their national legislation to EU standards.

The range of activities that can be supported depends on the budget allocated by the European Commission and may also include access to EMSA services such as CleanSeaNet.

ENP countries, through the relevant Commission services.

Since 2013 the technical assistance provided to ENP countries is framed through specific projects financed by the relevant services of the European Commission. The ongoing technical assistance provided through the SAFEMED IV and BCSEA projects aims to deepen and strengthen relations between the EU and the projects' beneficiaries (SAFEMED IV: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine and Tunisia; BCSEA: Azerbaijan, Georgia, Iran, Kazakhstan, Moldova, Turkey, Turkmenistan and Ukraine).

The projects promote institutional restructuring, including the separation of the governmental regulatory functions from the operational and commercial activities, strengthening the independence of the authorities and of their administrative capacity. It also supports the transposition, ratification and implementation of International Conventions. The provision of services in support of Flag, Port and Coastal State through studies, guidance and training is also another component of these projects.

The projects aim to improve maritime safety, maritime security and marine pollution prevention standards by addressing shortcomings, gaps and grey areas which may hamper the fulfilment of the related international obligations as well as by providing support and promote the cooperation between the beneficiaries, and between the beneficiaries and the relevant EU Member States.

The promotion of the adoption of EU rules and standards is also an aim of the projects. This will have a positive side effect on contributing to the creation of a level playing field, the safety of maritime transport in the relevant regions and the reduction of marine pollution by ships.

The range of activities that can be supported depends on the budget allocated by the European Commission and may also include access to EMSA services such as CleanSeaNet.

Regional and Intra European Organisations, International organisations and multilateral fora

The International Maritime Organisation (IMO) is by nature the primary stakeholder in this category. EMSA engages regularly with IMO and is part of the European Commission's representation in this organisation, including active participation in the various workstreams. Further dialogue and cooperation at technical level will be sought in view of

enhancing the level of maritime safety, security and pollution prevention and response. The possibility of providing tools and services developed in the area of capacity building (for example) could be explored with the IMO to reach out to non-EU countries, thus promoting the higher standards achieved at EU level.

The International Labour Organisation (ILO) has gained a more prominent role in the maritime safety area with the entry into force of the Maritime Labour Convention 2006. EMSA regularly interacts with the ILO at technical level when it comes to capacity building activities and the possibility of supporting further this organisation in harmonising the application of MLC could be explored.

In 2010, EMSA signed an agreement with the European Space Agency's (ESA) for establishing a general framework for cooperation between the two Agencies and since then the collaboration between the two Agencies has been extremely beneficial in delivering the best possible services to our stakeholders across Europe. The services included areas concerning the use of space-based systems and data in support of EMSA's operational maritime activities such in the field of earth observation, maritime safety and security, surveillance, ship source pollution, and cooperation in the field of integrated space-based solutions. Additional potential synergies related to ship emissions monitoring data products are presently being explored with ESA.

The Paris MoU on Port State Control continues to play an important role in combating substandard shipping; EMSA participates in all technical meetings and working groups in support of the Member States and the European Commission.

By hosting the Management Unit of EQUASIS, EMSA contributes to fostering quality shipping worldwide with the provision of safety and environmentally related information to the general public, in cooperation with like-minded EU and non-EU countries. Under this heading the Agency will continue to look for more partners that could become signatories of the EQUASIS MoU.

EMSA provides data to HELCOM related to maritime accidents as reported in EMCIP, on behalf of Accident Investigation bodies of the EU Member States which are members of the regional forum. Equally, EMSA provides to Eurostat on annual basis a set of information related to marine casualties and incidents as reported in EMCIP for the benefit of the users of EU transport statistics, but also to reduce the burden of the Member States as regards data collection and transmission.

A number of Intra European organisations benefit from interactions with EMSA on different topics falling under the remit of the Agency:

EMSA has also signed an MoU with the European Telecommunication Standards Institute (ETSI). This MoU is being updated and as a result of that, EMSA can better follow the evolution of relevant innovations and thus anticipate the inclusion of new standards into the Commission regulations and promptly reacting for initiating safeguard investigations, whenever the EU Member State Market Surveillance Authorities have identified potential safety issues. With ETSI, EMSA is also involved in standardization processes to enable cross-sector and cross-border interoperability of ICT systems and services, such as the standardization of the Common Information Sharing Environment (CISE) Service and Data Model.

Currently there are regional cooperation fora (Helcom, Bonn Agreement, REMPEC, the Black Sea Commission, etc) dealing with the protection of marine environment at regional level in the various sea basins around EU waters. EMSA will continue engaging in these forums with the aim to provide technical and scientific assistance to reduce marine pollution taking into account the peculiarities of every regional sea.

Similarly, at Coast Guard level, there are a number of regional Coast Guard functions forums where EMSA engages at different level. Overall the aim is to support Member States authorities in implementing their Coast Guard functions by adding an extra layer of cooperation (together with EFCA and Frontex).

Of particular relevance for its role and level of participation is the ECGFF which has developed over time a series of products (Sectorial Qualification Framework, etc) and projects (European Coast Guard Functions Academy Network, etc). EMSA continues to support the presidency of the ECGFF and its member with relevant actions stemming from the Annual Strategic Plan on Coast Guard Cooperation part of the Single Programming Document.

Security in the maritime sector has a strong international dimension:

EMSA is active in supporting and promoting the proper implementation of EU and International maritime security legislation in and around EU waters. Security incidents, however, happen mostly outside EU waters and the potential of EMSA's surveillance services to support authorities on a worldwide scale could be further extended.

That is why opening a dialogue at technical level with the most relevant players from other sea region around the world (USCG, Canadian Coast Guard, Japan Coast Guard, etc) would support a level playing field towards a more resilient and uniform answer to security issues.

Other non-EU/EEA countries

Shipping being the international transport mode by definition, it is of paramount importance that the highest safety, security and pollution prevention and response standards are applied worldwide. Every day EU flagged and/or owned vessels with EU seafarers on board sail around the globe. EU policy activities offering assistance to third countries, particularly in the area of cooperation and development, may benefit from the participation of EMSA in those projects/actions.

Requests for ad hoc assistance are often channelled to EMSA by non-EU countries through the European External Action Service or directly by the European Commission. The relevant Commission services are responsible of the assessment of the EU relevance added value and compatibility with relevant EU policies.

These types of request will be handled by EMSA in line with the “guiding principles” highlighted above and in close cooperation with the European Commission. The Administrative Board will be kept informed of the actions planned and delivered.

Monitoring and reporting

The implementation of this strategic framework will be continuously monitored and reported through the main institutional documents that the Agency’s Administrative Board adopts regularly for transmission to the EU Institutions: the Single Programming Document and the Consolidated Annual Activity Report.

Annex XII Risks 2021

At the time of writing, the COVID-19 pandemic has had an impact on all human activities including maritime transport. The impact of this situation on the years to come will have to be assessed in the coming months. The COVID-19 pandemic had a negative impact on carrying out a number of activities as foreseen in the Single Programming Document 2020-2022, such as visits and inspections, RPAS operations, operational exercises with MS, workshop attendance and missions of staff supporting various tasks, which in turn had also a negative impact on the budget execution of the Agency. The same effects may occur in 2021.

Policy and/or legislative developments:

Assumptions have been made concerning policy developments at EU or international level that have an impact on the activities of the Agency. These assumptions are based on information and trends available at the time of writing. Changes in the expected course of these developments could affect the implementation of the annual work programme. In particular:

International

Following the conclusion of discussions at IMO level on the Global Data Collection System, the issue of the possible alignment between the International obligations and the EU legislation may have an impact on THETIS-MRV, in the light of the ongoing discussions at EU level.

The political landscape in third countries as well as the COVID-19 pandemic can affect the delivery of technical assistance to ENP countries.

EU

There is a potential impact of Brexit on the activities of the Agency, the extent to which will depend on the type of Brexit that will occur. On the one hand there are a substantial number of users in the UK of EMSA services and on the other hand there are some British companies that have contracts with the Agency.

The next multiannual financial framework may bring a downward trend in the budget availability to cover the tasks of the Agency for the years to come. This could lead to the execution of fewer tasks or of executing tasks to a lesser extent, which may have an impact on the ability of the Agency to fulfil its mandate and to react in a satisfactory manner to maritime safety issues.

Developments in the relevant EU legal framework could affect the planning of inspections and visits related to the implementation of Union Law. The changes to Union law adopted following the REFIT exercise have determined a new cycle of Passenger Ship Safety visits starting in 2020. These visits, covering different pieces of legislation and different competent authorities, may be challenging. In addition, the Methodology limits the number of possible visits to any Member State per year, which in turn restricts the number of cycles that can be conducted concurrently, thus limiting the possibility of new cycles.

The necessary specifications under the implementation plan for the European maritime single window environment (EMSWe) Regulation are expected to be finalised by end 2020 but continuation of the work in 2021 to finalise such specifications should be envisaged and any delays will have an impact on the planning of relevant tasks assigned to EMSA.

In the area of ship safety, the support to Member States and the Commission can depend on events including major casualties, developments at international level and EU priorities, and the programme may have to be adjusted accordingly.

In the area of surveillance, the approval timeline of the EU Space Programme Regulation and the next MFF may affect the transition between the existing Copernicus Maritime Surveillance Delegation Agreement (ending in 2020) and the following Contribution Agreement, which can potentially lead to an interruption of the service.

In the area of Visits and Inspections the evolution of the COVID-19 pandemic may still have an impact on the output currently forecasted for 2021.

Partners

Several Agency activities are developed through a range of agreements with partners, such as specific Commission services, the European Space Agency, EU bodies, and cooperation with regional bodies. Changes in the policy priorities of these partners can have an effect on the activities thus undertaken by the Agency.

In the maritime surveillance sector, based on developments concerning irregular migration patterns, available budget and perceived effectiveness of the support given, Frontex will formulate the services expected from the Agency. Continuity of service is subject to timely signature of the SLA and subsequent establishment of contractual frameworks. At the same time, a change in policy would have an impact on the Agency and would lead to a refocus on other users. This also applies to the cooperation with EFCA which has grown significantly in scale during the last 2-3 years.

In the context of the European cooperation on coast guard functions, achieving efficiency gains and preventing duplication, as well as maintaining relevance for the range of stakeholder levels and communities, will depend not only on EMSA but on the combined efforts and priorities of the three agencies tasked with the cooperation and the willingness to respect the division of labour between them.

In the context of the Agency's activities in ENP countries, policies or political situations at national or regional level can have an impact on the implementation of activities and cause changes in the planning.

Stakeholder priorities:

The specific objectives and requests of key stakeholders can have a direct impact on the activities of the Agency.

In the area of ship inspection support, RuleCheck has the potential to become the foremost repository of relevant legislation for EU and IMO/ILO legislation as well as national legislation. Whether this happens will depend on the level of interest and therefore requests at national level - as well the Agency's capacity to support this enhanced role.

The new approach for capacity building may require additional resources. Apart from resources, the involvement of stakeholders (EU Member States but also the Paris MoU) in the development of the new modular approach will be essential to its success.

In the framework of cooperation on coastguard functions, the type of enhanced activities that the Agency will be in a position to put in place as concerns capacity building will vastly depend upon the needs identified by the relevant national authorities exercising coast guard functions falling within its mandate.

Planning for visits and inspections, while depending on legislative developments as mentioned above, is also very much subject to the specific requests of the Commission and the EFTA Surveillance Authority. This can have an impact on the Agency's planning and resources, as well as on the Member States. The EMSA Methodology for Visits to Member States provides for a coordinated approach, in order to avoid undue burden on Member States. A revised Working Arrangement between EMSA and the Commission in respect of maritime security was signed in 2018 and will enhance cooperation and optimise the use of available resources. It is expected to result in an increase in EMSA's assistance with maritime security inspections and other ancillary activities in 2020 and beyond. It is also expected that the EFTA Surveillance Authority will request EMSA to extend technical assistance in the context of maritime security inspections to the full scope of Regulation (EC) 725/2004, but the timing is unknown and depends on the relevant amendment of the EEA Agreement. Due to COVID-19 a number of visits and inspections have been postponed, which may lead to pressure in the time to come to catch up with the originally foreseen programme. In addition, other activities, like training, are growing as well. Requests for such support end up with a small group of maritime experts, which may lead to situations where there is not enough (specialised) staff with the correct expertise to fulfil all requests and tasks. The order of tasks to be executed may have to be prioritized in case of too many conflicting requests for support.

Demand for and implementation of RPAS based services (including technical capabilities of the contractor and the ability to obtain the permission to fly) will be significant factors. 2021 will be the fourth year of full operations. Users (Member States and EU entities) and service providers will continue to build their experience and should show effective utilisation of such services.

For the deployment of RPAS services the Agency is dependent on the permission to fly to be issued by national aviation authorities and ultimately – for some categories or when requested by the operator or National aviation authority- by EASA. The level of cooperation and the expedience with which requests are being handled, also between

national authorities in the case of longer lasting regional missions, have a serious impact on the ability of the Agency to deliver these services, with a sequential impact on the budget execution.

Regarding the Common Information Sharing Environment (CISE) the project can be further delayed (with the risk of under-execution) because of the Intellectual Property Rights which should be handed over from the research project to the European Commission (and from the European Commission to EMSA). The CISE project depends on the willingness of Member States to cooperate and to establish civil-military exchange of information.

While Member States and the Commission are committed to generating added value through the use of open data, the implications of making already accessible AIS data available to the public are still being considered and this process could delay or change the scope of the planned Public Maritime Picture service.

External input:

The Agency is also dependent on external contractors and/or on input from Member States or end-users to deliver products and services. While managed in the most effective way possible, high volume and demand for new functionalities can stretch the capacity of the Agency and contractors and require prioritisation. The input of end-users and Member States is also important for the development of business requirements, and delays in the process can impact on final delivery, as well as for the quality of the information gathered during visits and inspections or via other data collection tools.

ICT

While the Agency may have reached most of the potential users of integrated maritime services in Member States and in EU bodies, the dynamism of the new data and services, among them Copernicus Security Maritime Surveillance as well as the ABMs, may lead to continued growth. In any case, the introduction of new technologies and the improvement of fusion and correlation services will continue, posing a bigger (ICT) challenge. In view of potential delays in the upgrading of infrastructure, which may endanger the performance, scalability and timely introduction of new functionalities the Agency may need to prioritise further which new releases will be addressed first. The Agency has also encountered serious delayed deliveries by software development companies affecting the release cycle of upgrades. With improved contractual conditions and working more with iterative delivery processes, this risk should be better mitigated, although it cannot completely be avoided. The rate at which member States complete national implementation of new versions of applications can also affect the delivery of subsequent versions.

A range of challenges exist for the growing number of specialised tools developed by the Agency. The modular concept of the THETIS platform provides the potential for supporting different business needs and the enforcement of a range of EU rules and standards. Careful contract management will be required to prevent potential delays due to a single contractor being in charge of different developments.

The Virtual Reality Environment for Ship Inspections (VRESI) will only be tested by Member States after roll-out expected in February 2021. Necessary enhancements will be integrated through subsequent iterations of the application.

The new MARED database is the first EMSA tool hosted in the cloud. The maintenance costs will need to be carefully monitored.

Maritime information services of EMSA depend on ICT applications, software, hardware and internet connections. Although a lot of effort is invested to create redundancy, there are risks leading to unavailability of services, such as loss of internet connections, power failure, software bugs, changed license policies for middleware, etc. As the integration policy leads to more dependencies and links between applications, a problem in one application can affect other applications as well. The mandatory upgrade cycle of ICT components and licences is creating more tension as the ICT budget remains at the same level. At the same time the Agency depends more and more on its ICT capacity to deliver services to Member States and the Commission.

Availability and quality of information

The quality of the horizontal analyses, as well as of the cost-effectiveness analysis, is highly dependent on the data and information gathered from the visits, as well as other tools and information sources, the quality of which may not always be under EMSA's control. The effectiveness of the process using workshops to report back to Member States on the results of a visit cycle through a horizontal analysis, and to get feedback from Member States, will depend also on the availability of information and the active contribution to the discussions by Member States.

The data in the STCW-IS and in EMCIP rely on input by Member States over which EMSA has no control, which may have an impact on the statistics compiled on the basis of those information systems. As a concrete example, Brexit may have an impact on the significance of data reported under EMCIP.

The Agency is delivering some services based on satellite information (CSN, Copernicus, IMS, SAT-AIS). Only a few satellites and/or a few companies are able to deliver the required services. Satellites have a limited lifetime, which cannot really be predicted as most of the satellites are used for service delivery beyond their official lifetime. This is a dependency. In case of a satellite anomaly or satellite failure the level of service will be reduced or even stopped. Furthermore, the limited number of satellite missions with near real time capability compromises the fulfilment of user requirements. Contracts with multiple satellite providers aim to reducing these risks but given the limited market and few companies, the Agency also applies diversified procurement, splitting up projects and/or where possible using Framework Contracts in cascade, to involve multiple companies to avoid as much as possible single dependencies.

Cost and quality of contracted products and services

A number of services delivered to Member States depend on contracted industry. The status of the economy and more in particular the fluctuation of oil prices creates risks. For example, for the oil recovery vessels, companies have problems either to survive (the Agency already had to deal with a bankruptcy case) or to sustain business in a particular area, when the demand for bunkers or oil products is decreasing or not economically viable anymore. The network of oil recovery vessels as such provide fall-back options: other vessels in the vicinity may be mobilised in case of accidents, however the response time will be longer. The Agency tries to accommodate companies as best as it can, but the level of service (e.g. mobilisation time) should not be affected. The Agency started to use as an alternative the Equipment Assistance Service, stand-alone equipment which can be requested by Member States and used on Vessels of Opportunity.

New technology also represents a risk. RPAS are a new technology in development, which could lead to technical issues and incidents. While EMSA is trying to reduce the likelihood including by adjusting contractor requirements and requesting mitigation measures from industry, a certain risk remains which might affect the operations.

The use of (new) ultra-low sulphur fuel oils for bunkers represents a challenge for existing mechanical recovery equipment and may lead to limited response efficiency to environmental impact. Developments in research and industry need to be followed to explore possible adaptations of the Agency's toolbox.

Extraordinary events or circumstances

The Agency maintains advanced business continuity in order to safeguard the maritime information applications, ICT infrastructure and components, and corporate applications. The Agency's business continuity plan and facility aim to allow EMSA to remain able to perform its critical and essential functions in the event of the most likely cases of crisis, disaster and disruption, and return EMSA to a state of "business as usual" within pre-defined time frames should any of these events occur.

RPAS operations are very dependent on weather conditions, which are out of EMSA's control but can affect planned missions and/or the total number of flight hours executed, which can have a significant impact on budget execution. The Agency strives to mitigate this risk by using appropriate platforms, adapting flight planning to weather forecasts and local conditions and avoiding certain areas or periods of the year, if possible.

The COVID-19 crisis has impacted a series of activities that involve travelling. Due to the current uncertainties it is not yet known when the Agency will be able to resume for instance the field work for visits and inspections or organize "face-to-face" trainings and workshops.

Resources:

Financial and human resource constraints or opportunities can also have an impact on the activities of the Agency. For the period covered by this programming document (2021-2023) the situation is particularly uncertain due to ongoing negotiations for the Multi-annual Financial Framework 2021-2027. The Agency has built up the proposed draft budget 2021 based on the Commission proposal for the Multiannual Financial Framework 2021-2027. Deviations between the proposal and the outcome of the negotiations may have an impact on the activities planned to date for 2021.

The Agency's Maritime Support Services is facing a growing number and diversity of services delivered by the Agency and used for operations at National or EU level, including Copernicus, RPAS Data Centre, and new functionalities of SSN and of the integrated maritime Information systems (IMS). Therefore, its workload for incident management, helpdesk, training and restoration of degraded services and its function as helpdesk to (external) users is increasing.

Management of the different tasks and guaranteeing sufficient properly trained staff available to continue offering high quality services on a 24/7 basis may become a challenge.

Cybersecurity challenges are growing in step with the number of systems, the number of users and the level of integration, as described in previous sections. Resources would need to be aligned accordingly in order to maintain acceptable levels of protection.

The ROs inspection programme relies on having a low turnover within the inspection team as it takes some time to train new inspectors in the EMSA inspection process. Additional workload due to requests for inspection of potential new ROs can significantly increase the workload and threaten the routine programme. Similarly, the need to respond to particular events such as the merger of ROs can affect the normal inspection programme.

In the case of STCW inspections, efforts are being distributed between Member State visits and third country inspections (including additional inspections to confirm the implementation of corrective actions following previous inspections) and have been rationalised in agreement with the Commission to address the existing stress on resources. Given the limited resources, if additional priority visits/inspections were required, EMSA may not be able to respond without deferring already agreed visits/inspections. In the field of accident investigation, as the possibility of operational support upon request has not yet been activated by a Member State, there is no concrete assessment of the feasibility and effectiveness of this option, which will depend on the case and the expertise available at the time in-house.

Subject to ongoing discussions on the scope of the new cycle of visits on Passenger Ship Safety, expertise from other teams may be needed and could affect workload and deliverables.

The Agency is expected to take a more leading role in providing technical advice regarding MASS. In-house available expertise will probably need to be strengthened in order to meet expectations.

The future development of RuleCheck will depend first on Member State interest, as mentioned above, on the interest of other EU bodies and third countries but also on the resources available for the additional administration and maintenance of the tool that a potential increase in coverage (EU, IMO/ILO and national legislation) would imply.

The extent of the involvement of the Agency in a potential revision of the Port State Control and Flag State Directives (2009/16/EC and 2009/21/EC) could create issues related to workload for current staff working on these two subjects.

Emerging activities and initiatives within the context of the new Commission's Green Agenda could create issues related to workload.

Future developments in the field of capacity building and the possible increase in the number of maritime related functions/tasks/users supported by the tools hosted by the Agency may also have an impact on the resources needed for enhancements and helpdesk functions.

Annex XIII. Indicative Procurement Plan 2021

ABB CODE	PLANNED PROJECT/CONTRACT	PLANNED CONTRACT TYPE	TENTATIVE TIMEFRAME	ESTIMATED VALUE IN EURO
ABB	Contract / Project Name	Contract Type / Planned Contract	Planned Commit / Si	Sum of Baseline
21020 -	2021-3.1-BL3900 Data Analysis, Fusing and Sharing Services: RPAS DC V2 - SCA	Specific Contract under FWC	15-04-2021	700,000.00
	2021-3.1-BL3900 Traffic Density Mapping Service - TDMS - SCA	Specific Contract under FWC	15-09-2021	30,000.00
	B3900-2021- Light RPAS for EFCA /Lundy Sentinel	Specific Contract under FWC	01-04-2021	552,000.00
	B3900-2021- RPAS Regional Adriatic	Specific Contract under FWC	01-05-2021	1,800,000.00
	B3900-2021- 2021 - RPAS Regional Baltic	Specific Contract under FWC	01-04-2021	1,800,000.00
	B3900-2021 -RPAS Regional North Sea	Specific Contract under FWC	01-05-2021	1,800,000.00
	B3900-2021 -RPAS Regional Black Sea	Specific Contract under FWC	01-06-2021	1,800,000.00
	B3900-2021 -RPAS EFCA Cyprus	Specific Contract under FWC	01-06-2021	1,000,000.00
	B3900-2021- 2021 - RPAS Regional Mediterranean	Specific Contract under FWC	01-06-2021	1,150,000.00
	B3900-2021- 2021 - RPAS Multipurpose MS Atlantic	Specific Contract under FWC	01-06-2021	1,100,000.00
	B3900-2021- SATCOM Regional	Specific Contract under FWC	01-06-2021	676,054.80
	B3900-2021 -SATCOM EFCA Lundy/Sentinel	Specific Contract under FWC	01-04-2021	585,000.00
	B3820 - 2021 RPAS services for emission monitoring Country 1	Specific Contract under FWC	01-04-2021	900,000.00
	B3820 - 2021 - SAT-COM; Country 1	Specific Contract under FWC	01-04-2021	73,000.00
	B3820 - 2021 RPAS services for emission monitoring Country 2	Specific Contract under FWC	01-04-2021	900,000.00
	B3820 - 2021 RPAS services for emission monitoring Country 3	Specific Contract under FWC	01-06-2021	900,000.00
	B3820 - 2021 - SAT-COM; Country 2	Specific Contract under FWC	01-04-2021	73,000.00
	B3820 - 2021 - SAT-COM; Country 3	Specific Contract under FWC	01-06-2021	73,000.00
	B3820 - 2021 - RPAS services integrated @1	Specific Contract under FWC	01-06-2021	35,400.00
	B3820 - 2021 - RPAS services integrated @2	Specific Contract under FWC	01-09-2021	35,400.00
	B3820 - 2021 - RPAS services integrated @Aktea	Specific Contract under FWC	01-09-2021	25,400.00
	B3820 - 2021 - RPAS services integrated @Alexandria	Specific Contract under FWC	01-11-2021	25,400.00
	B3820 - 2021 - RPAS services integrated @Almathia	Specific Contract under FWC	01-06-2021	25,400.00
	B3820 - 2021 - RPAS services integrated @Galaxyaco	Specific Contract under FWC	01/06/2021	25,400.00
	B3820 - 2021 - RPAS services integrated @Norden	Specific Contract under FWC	01-10-2021	25,400.00
	B3820 - 2021 - RPAS services integrated @Ria de Vigo	Specific Contract under FWC	01-11-2021	25,400.00
	B3820 - 2021 - RPAS services integrated @VN Partisan	Specific Contract under FWC	01-11-2021	25,400.00
	B3820 - 2021 - RPAS services integrated @Mencey	Specific Contract under FWC	01-10-2021	25,400.00
	B3820 - 2021 RPAS mobilisation new emissions service	Specific Contract under FWC	01-03-2021	10,600.00
	B3820 - 2021 Stand-alone RPAS service @vessels (Exercises)	Specific Contract under FWC	01-06-2021	45,000.00
21020 - (from 2021) RPAS Total				16,241,654.80
21030 -	2021-3.2-BL3102 SSN commissioning tests	Specific Contract under FWC	15-07-2021	20,000.00
	2021-3.2-BL3102 SSN Testing and QA services	Specific Contract under FWC	15-06-2021	65,000.00
	2021-3.1-BL3102-SSN EIS Developments and maintenance SCA	Specific Contract under FWC	15-07-2021	206,000.00
	2021-3.1-BL3102- SSN COD and CLD Developments and maintenance SCA	Specific Contract under FWC	15-06-2021	95,380.00
21030 - (from 2021) SafeSeaNet Total				386,380.00
21230 -	2021 QMS EMSA	Order Form under FWC	30-04-2021	2,555.00
	2021-3.1.BL3102-MARINFO DB Hosting	Specific Contract under FWC	15-04-2021	30,000.00
	2021-3.1.BL3102-MARINFO DB Maintenance	Specific Contract under FWC	15/04/2021	60,000.00
	2021-3.1.BL3102-MARINFO DB Enhancement	Order Form under FWC	01-06-2021	60,000.00
	2021-3.2-BL 3102 HW maintenance, renewals	To be determined	15-12-2021	1,600,919.00
	2021-3.2-BL 3102 IT operations	To be determined	15-12-2021	400,000.00
	2021-3.2-BL 3102 Software licenses	Order Form under FWC	15-12-2021	3,088,393.00
21230 - (from 2021) ICT operational support Total				5,241,867.00
22000 -	2021-3.1-BL3700 LRIT CDC/Ship DB corrective maintenance SCA	Specific Contract under FWC	15-06-2021	50,000.00
	2021-3.1-BL3700 LRIT CDC/Ship DB evolutive maintenance SCA	Specific Contract under FWC	15-07-2021	75,000.00
	2021-3.3-B3700-LRIT ASP/CSP services	Specific Contract under FWC	01-09-2021	960,000.00
	2021-3.3-BL3700-LRIT messages purchased from ODCs	Other	01-01-2021	45,000.00
	2021-3.2-BL3700 LRIT CDC/Ship DB/LCT Testing & QA services	Specific Contract under FWC	15-05-2021	30,000.00
	2021-3.2-BL3700 LRIT IDE Testing & QA services	Specific Contract under FWC	30-06-2021	15,000.00
	2021-3.1-BL3700 LRIT IDE Evolutive maintenance SCA	Specific Contract under FWC	15-10-2021	60,000.00
22000 - (from 2021) LRIT Total				1,235,000.00

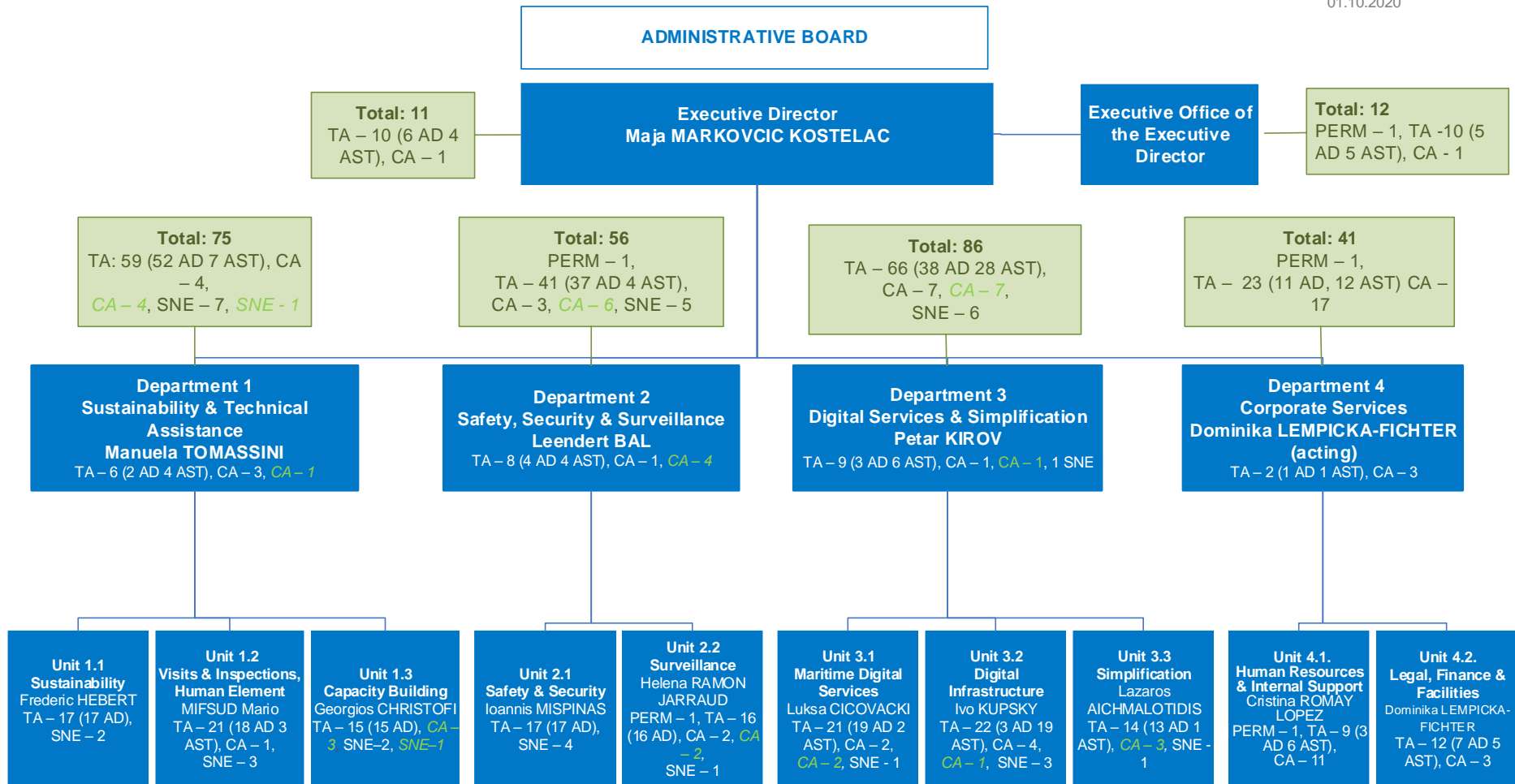
ABB CODE	PLANNED PROJECT/CONTRACT	PLANNED CONTRACT TYPE	TENTATIVE TIMEFRAME	ESTIMATED VALUE IN EURO
24000 -	2021-3.2-BL3102 MSS Night shifts services	Specific Contract under FWC	15-05-2021	25,000.00
	2021-3.2-BL3102 MSS Videowall (Annual maintenance)	Order Form under FWC	15-10-2021	5,000.00
24000 - (from 2021) Maritime Support Services Total				30,000.00
36000 -	2021-1.2-Study on MASS – Identification of competences needed ashore and at sea	Direct Service Contract	15-05-2021	200,000.00
36000 - (from 2021) Human element Total				200,000.00
43000 -	2021-1.3-MaKCs 2020	Specific Contract under FWC	15-04-2021	72,000.00
	2021-1.3-Virtual Reality Environment for Ship Inspections	Specific Contract under FWC	15-03-2021	100,000.00
	2021-1.3-Provision of Services in support of the EMSA Academy (ex-Development Core Curricula and Syllabi)	Specific Contract under FWC	15-11-2021	200,000.00
	2021-1.3-Development of Content for in house trainings, eLearning (including update of existing ones), DLPs or webinars	Specific Contract under FWC	15-06-2021	250,000.00
	2021-1.3-ISO Certification	Direct Purchase Order	15-05-2021	3,000.00
	2021-1.3-Consultancy services for the assessment and certification (including a potential IT tool for examinations)	Specific Contract under FWC	15-09-2021	100,000.00
43000 - (from 2021) Capacity building and EMSA Academy Total				725,000.00
44000 -	2021-3.1-BL3102-MarED Database System Enhancements	Order Form under FWC	01-06-2021	112,000.00
	2021-3.1-BL3102-MarED Database-Annual cloud hosting fee	Order Form under FWC	01-06-2021	48,000.00
	2021-3103-UNIT 2.1-EQUASIS	Other	15-01-2021	56,000.00
	2021-3500-UNIT 2.1-Marine Equipment Study	Order Form under FWC	01-11-2021	150,000.00
	2021-3500-UNIT 2.1-Study on Container Ship Safety	To be determined	15-06-2021	500,000.00
	2021-3500-UNIT 2.1-RBAT-MASS Study Phase II	Specific Contract under FWC	15-09-2021	475,000.00
44000 - (from 2021) Maritime safety Total				1,341,000.00
45000 -	2021-3.2-BL3102 SEG Testing and QA services	Specific Contract under FWC	15-06-2021	100,000.00
	2021-3.2-BL3102 Support Services for EMSA Ticketing Tools JIRA SD	Specific Contract under FWC	15-07-2021	20,000.00
	2021-3.2-BL3102 Support Services for EMSA ITIL e-services	Order Form under FWC	15-07-2021	25,000.00
	2021-3.2-BL3102 Support Services for EMSA Project Management tool	Specific Contract under FWC	15-08-2021	12,000.00
	2021-3.2-BL3102 New licenses (e.g. Atlassian)	Order Form under FWC	15/11/2021	31,000.00
	2021-1.3-Provision and access to MARINFO data	Order Form under FWC	15-11-2020	238,160.00
	2021-3.1-BL3102-EMCIP Corrective Maintenance	Specific Contract under FWC	01/06/2021	56,000.00
	2021-3.1-BL3102-EMCIP System Enhancements	Specific Contract under FWC	01-06-2021	75,000.00
	2021-3.1-BL3102 SEG and Mobile App Developments SCA	Specific Contract under FWC	15-06-2021	375,000.00
	2021-3.1-BL3102 CHD-MarCis OP/18/2018 SCA	Specific Contract under FWC	15-09-2021	50,000.00
	2021-3.1-BL3102-ICT Security	Specific Contract under FWC	15-09-2021	250,000.00
	2021-3.1-BL3102 IDM V2	Specific Contract under FWC	15-04-2021	100,000.00
	2021-3.1-BL3102-RuleCheck Maintenance	Specific Contract under FWC	15-04-2021	90,000.00
	2021-3.1-BL3102-RuleCheck Enhancement	Specific Contract under FWC	15-04-2021	100,000.00
	2021-3.1-BL3102-STCW-IS Maintenance	Specific Contract under FWC	15-04-2021	30,000.00
	2021-3.1-BL3102.THETIS Maintenance	Order Form under FWC	01-10-2021	73,000.00
	2021-3.1-BL3102.THETIS Enhancement	Specific Contract under FWC	15-04-2021	200,000.00
	2021-3.1-BL3102-THETIS-EU-SRR	Specific Contract under FWC	15-04-2021	10,000.00
	2021-3.1-BL3102-THETIS-Air Emmissions Calculator	Specific Contract under FWC	15-04-2021	25,000.00
	2021-3.1-BL3102-THETIS-Jasper-Enhancement of datablocks	Order Form under FWC	01-06-2021	40,000.00
	2021-3.1-BL3102-Thetis-adaptation to recast PSC Directive	Specific Contract under FWC	15-04-2021	52,000.00
	2021-3.3-B3102-Casualty reporting services (Licenses) 2022	Specific Contract under FWC	01-11-2021	25,000.00
	2021-3.1-BL3900 STAR Developments SCA	Specific Contract under FWC	15-06-2021	431,000.00
	2021-3.1-BL3900 Data Analysis, Fusing and Sharing Services: HP-IMS Cloud Infrastructure SCA	Order Form under FWC	15-06-2021	600,000.00
	2021-3.1-BL3900 Data Analysis, Fusing and Sharing Services: HP-IMS development and Maintenance SCA	Order Form under FWC	15-04-2021	800,000.00
	2021-3.1-BL3900 Data Analysis, Fusing and Sharing Services: Data analysis General SCA	Order Form under FWC	15-06-2021	500,000.00
	2021-3.1-BL3900 ENC Electronic Nautical Charts Maintenance	Specific Contract under FWC	15-04-2021	10,000.00
	2021-3.1-BL3900-ENC-(Electronic Nautical Charts)-Enhancement	Specific Contract under FWC	15/04/2021	50,000.00
	2021-3.2-BL3900 STAR + STAR TRACKING + STAR STREAMING + STAR ABM Testing and QA services	Specific Contract under FWC	15-08-2021	100,000.00
	2021-3.2-BL3900 Data Analysis, Fusing and Sharing Services: HP-IMS Testing	Specific Contract under FWC	15-07-2021	50,000.00
	2021-3.1-BL3900 Data Analysis, Fusing and Sharing Services: DONA	Framework Service Contract	25/05/2021	250,000.00
45000 - (from 2021) Maritime digital services Total				4,768,160.00

ABB CODE	PLANNED PROJECT/CONTRACT	PLANNED CONTRACT TYPE	TENTATIVE TIMEFRAME	ESTIMATED VALUE IN EURO
46000 -	2021-1.1-Modelling underwater noise in EU waters	Framework Service Contract	15-06-2021	250,000.00
	2021-1.1-Potential of Ammonia (NH3) as fuel in Shipping	Specific Contract under FWC	15-06-2021	125,000.00
	2021-1.1-Full revision of the Potential of Biofuels for Shipping Study	Specific Contract under FWC	15-06-2021	125,000.00
46000 - (from 2021) Prevention of pollution Total				500,000.00
60000 -	2021 Information and Communication BL 3200	To be determined	15-12-2021	115,000.00
60000 - (from 2021) Communication Total				115,000.00
51000 -	2021-1.1-VESSEL Tender Aegean Sea	Direct Service Contract	15-11-2021	3,350,000.00
	2021-1.1-VESSEL Tender Atlantic North	Direct Service Contract	15-11-2021	4,525,000.00
	2021-1.1-VESSEL Improvement Projects	To be determined	15-11-2021	200,000.00
	2021-1.1-EAS - Tender Black Sea*	Specific Contract under FWC	15/11/2021	600,000.00
	2021-1.1-EAS - Renewal EAS Baltic	Specific Contract under FWC	15-11-2021	352,000.00
	2021-1.1-EAS - Renewal EAS North Sea	Specific Contract under FWC	15-11-2021	387,500.00
	2021-1.1-EAS - Renewal EAS Northern Baltic	Specific Contract under FWC	15/11/2021	305,000.00
	2021-1.1-EAS - EAS South (initial service)	Specific Contract under FWC	15-01-2021	700,000.00
	2021-1.1-EAS Purchase of Medium Size Equipment	Specific Contract under FWC	15-11-2021	1,205,500.00
	2021-1.1-EAS Purchase of Near Shore Equipment	Specific Contract under FWC	15-10-2021	1,300,000.00
	2021-1.1-Operational Pollution Response Exercises	VAC Exercise	15-10-2021	600,000.00
	2021-1.1-New licences for Operational Spill Modelling Tools	To be determined	15-10-2021	140,000.00
	2021-1.1 Modelling Simulation Tool (response calculator)	Direct Service Contract	15-10-2021	60,000.00
51000 - (from 2021) Operational pollution response Total				13,725,000.00
52000 -	2021-3.3-BI3102-SLAs for maintenance and operation of AIS regional servers 2021-2022	Administrative Arrangement: Impleme	31-01-2021	160,600.00
	B3900-2021-UNIT 2.2-Satellite AIS Main S2S services Hisdesat	Specific Contract under FWC	15-11-2021	600,000.00
	B3900-2021-UNIT 2.2-Satellite AIS Back-up services	Specific Contract under FWC	15-11-2021	300,000.00
	2021-3.2-BL3900 Data Analysis, Fusing and Sharing Services: Support to Deployment Automation	Specific Contract under FWC	15-07-2021	50,000.00
	B3900 2021 - Satellite imagery supporting maritime administrations	Specific Contract under FWC	15/06/2021	100,000.00
	B3820-2021 EO's products (Services & Licenses)	Specific Contract under FWC	15-11-2021	3,049,900.00
	B3820-2021 CSN Software-Savoir (Dev&Mnt) & other licenses	To be determined	15-07-2021	100,000.00
	B3820-2021 Artificial Intelligence for EO: Phase 1 Operational service	To be determined	15-07-2021	300,000.00
	2021-3.1-BL3820 Earth Observation Data Centre: Evolutive maintenance (new tender) SCA	Specific Contract under FWC	15-04-2021	146,750.00
	2021-3.1-BL3820 Earth Observation Data Centre : Corrective maintenance (new Tender) SCA	Specific Contract under FWC	15-09-2021	66,500.00
	2021-3.1-BL3820 Earth Observation Data Centre OP/31/2020 - Evolutive Maintenance	Specific Contract under FWC	15-05-2021	170,000.00
	2021-3.1-BL3820 Earth Observation Data Centre OP/31/2020 - Corrective Maintenance	Specific Contract under FWC	15-07-2021	46,750.00
	2021-3.2-BL3820 Earth Observation Data Centre Testing and Quality Assurance	Specific Contract under FWC	15-07-2021	120,000.00
52000 - (from 2021) Satellite based services and innovation Total				5,210,500.00
Grand Total				49,719,561.80

* Subject to availability of resources

Annex XIV. Organisation chart

01.10.2020



*Project Financed Contract Agents and SNE

Legislative references

Legislative References in EMSA Single Programming Document 2020-2022	Short name or phrase (where applicable)
Directive 2009/45/EC on safety rules and standards for passenger ships as amended by Commission Directive 2010/36/EU and Commission Directive (EU) 2016/844	Domestic Passenger Ship Directive
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 as amended by Directive 2002/84/EC, Regulation (EC) No 1137/2008 and Directive (EU) 2017/2109	Directive on the registration of persons on board
Directive 96/98/EC on marine equipment, repealed by Directive 2014/90/EU	Marine Equipment Directive
Directive 2016/802/EU relating to a reduction in the sulphur content of certain liquid fuels (codified)	Sulphur Directive
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services as amended by Directive 2002/84/EC, Regulation (EC) No 219/2009 and Directive 2009/18/EC	Ropax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC as amended by Directive 2009/17/EC, Directive 2009/18/EC, Commission Directive 2011/15 and Commission Directive 2014/100/EU	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC 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	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	
Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	

Directive 2012/33/EU as regards the sulphur content of marine fuels amending Council Directive 1999/32/EC	
Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	New Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Directive (EU) 2017/2110 of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC	
Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC	PRF Directive
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations	
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Regulation on the liability of carriers of passengers
Regulation (EC) No 725/2004 on enhancing ship and port facility security	
Regulation (EU) No 100/2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) No 528/2012 concerning the making available on the market and use of biocidal products	Biocides Regulation
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation
Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/	MRV Regulation
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation (EU) No 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation
Regulation (EU) No 2016/1625 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU	EMSWe Regulation

List of acronyms

Acronym	Full name
ABM	Automated Behaviour Monitoring
AI	Accident Investigation
AIS	Automatic Identification System
BC SEA	Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions
BWMC	International Convention for the Control and Management of Ships' Ballast Water and Sediments
CAAR	Consolidated Annual Activity Report
CHD	Central HAZMAT Database
CNTA	Consultative Network for Technical Assistance
CMS	Copernicus Maritime Surveillance Service
CSD	Central Ship Database
CTG MPPR	Consultative Technical Group for Marine Pollution Preparedness and Response
DG DEFIS	Directorate-General for Defence Industry and Space
DLP	Distance Learning Package
DUET	Dispersant Usage Evaluation Tool
EAS	Equipment Assistance Service
EC	European Commission
ECGFF	European Coast Guard Functions Forum
EEA	European Economic Area
EEDI	Energy Efficiency Design Index
EEZ	Exclusive Economic Zone
EFCA	European Fisheries Control Agency
EFTA	European Free Trade Association
EMCIP	European Marine Casualty Information Platform
EMPOLLEX	Exchange Programme for Marine Pollution Experts
EMSWe	European Maritime Single Window environment
ENP	European Neighbourhood Policy
EODC	Earth Observation Data Centre
ERCC	Emergency Response Coordination Centre
ESSF	European Sustainable Shipping Forum
EU	European Union
EU LRIT CDC	European Union Long Range Identification and Tracking Cooperative Data Centre

EUNAVFOR	EU Naval Forces
EUROPOL	European Police Office
EUROSUR	European Border Surveillance System
Frontex	European Border and Coast Guard Agency (formerly the European Agency for the Management of Operational Cooperation at the External Borders)
FWA	Fixed wing aircraft
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
ICCAT	International Commission for the Conservation of Atlantic Tunas
IFCD	Interface and Functionalities Control Document
ILO	International Labour Organization
IMO	International Maritime Organization
IMS	Integrated Maritime Services
IMSAS	IMO Member State Audit Scheme
IPA	Instrument for Pre-Accession Assistance
ISM	International Safety Management
ITU	International Telecommunication Union
KPI	Key Performance Indicator
LNG	Liquefied Natural Gas
LRIT	Long Range Identification and Tracking
LRIT IDE	International LRIT Data Exchange
MaKCs	Maritime Knowledge Centre systems
MAOC-N	Maritime Analysis and Operations Centre – Narcotics
MAR-CIS	Marine Chemical Information Sheets
MED DB	Marine Equipment (Directive) Database
MAR-ICE	Marine Intervention in Chemical Emergencies
MARINFO	Maritime Industry Information Infrastructure
MASS	Maritime Autonomous Surface Ships
MMSI	Maritime Mobile Service Identity
MoU	Memorandum of Understanding
MRA	Mutual Recognition Agreement
MRV	Monitoring, Reporting and Verification
MSC	Maritime Safety Committee
MSS	Maritime Support Services
NSW	National Single Windows
OLAF	European Anti-Fraud Office

PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PCZ	Preferred Conservation Zone
PFA	Project Financed Activity
PRF	Port Reception Facilities
PSC	Port State Control
PSCOs	Port State Control Officers
QACE	Quality Assessment and Certification Entity
REFIT	Regulatory Fitness and Performance programme (EC)
RFD	Reporting Formalities Directive
ROPAX	Roll-on/roll-off passenger ships
ROs	Recognised Organisations
RPAS	Remotely Piloted Aircraft Systems
SAFEMED IV	EuroMed Maritime Safety Project
SAT-AIS	Satellite detected Automatic Identification System
SECA	Sulphur Emission Control Area
SEG	SafeSeaNet Ecosystem Graphical User Interface
SLA	Service Level Agreement
SOLAS 74	International Convention for the Safety of Life at Sea (1974)
SSN	SafeSeaNet
STCW	Standards for Training, Certification and Watchkeeping of seafarers
THETIS	Inspection database to support Directive 2009/16/EC on Port State Control
THETIS-EU	Inspection database to support other enforcement regimes not falling within the remit of Directive 2009/16/EC on Port State Control
THETIS-MRV	System to support Regulation (EU) 2015/757
TWA	Tripartite Working Arrangement
VDES	VHF Data Exchange System
VDS	Vessel Detection System
VHF	Very High Frequency
VOO	Vessels of opportunity
VTMIS	Vessel Traffic Monitoring and Information Systems