



EMSA

FACTS & FIGURES

2016

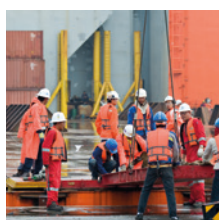
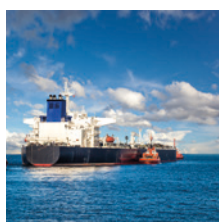
EMSA

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2016

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FOREWORD

The EMSA Facts and Figures 2016 publication is a highly visual, shortened account of the Consolidated Annual Activity Report which details how EMSA implements the tasks set out in the Work Programme.

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

Our level of performance is linked to the strong relationship we cultivate with our partners: the European Commission, European Fisheries Control Agency, European Space Agency, Frontex, Maritime Analysis and Operations Centre for Narcotics and EU Navfor, as well as each EU member country, Iceland, Norway, and the countries bordering the Mediterranean Sea, Black Sea and Caspian Sea under the European Neighbourhood Policy.

We hope that, through this overview, our readers will see EMSA's wide-ranging and multi-faceted role in the maritime domain as well as our commitment to providing valuable, targeted services that draw on a broad base of shared knowledge and experience.

I, personally, would also like to take this opportunity to thank the staff that have worked conscientiously to meet the various challenges of the new entrusted tasks, and to overcome constraints of resource and budget. Through sound prioritisation and combined efforts, it has been possible to maintain our services to Member States and the European Commission.

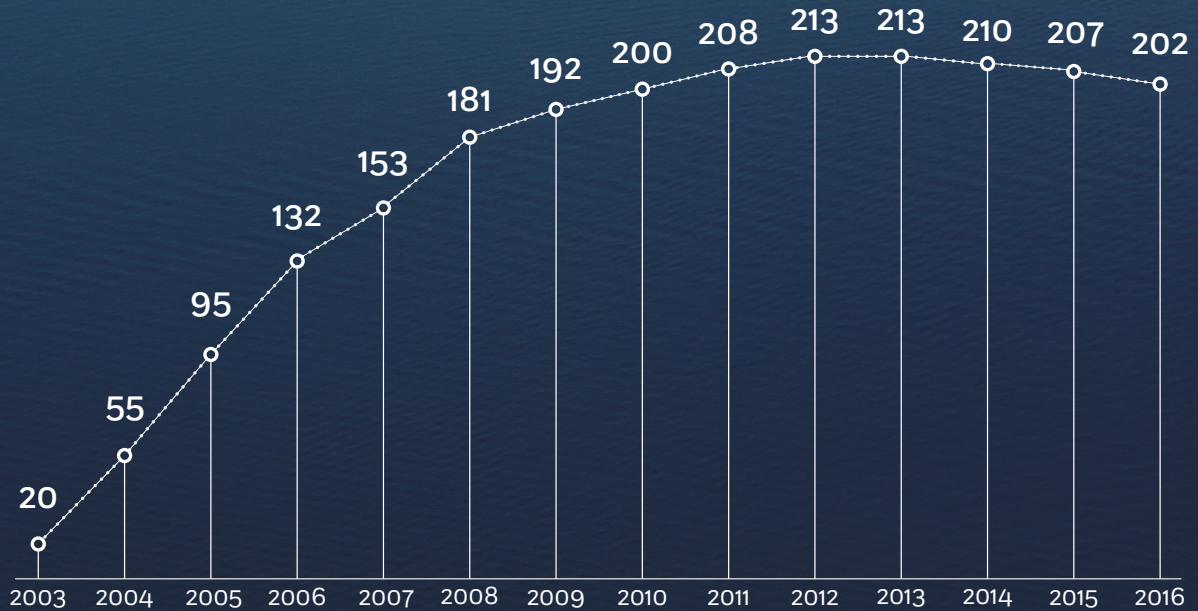
Markku Mylly

Executive Director



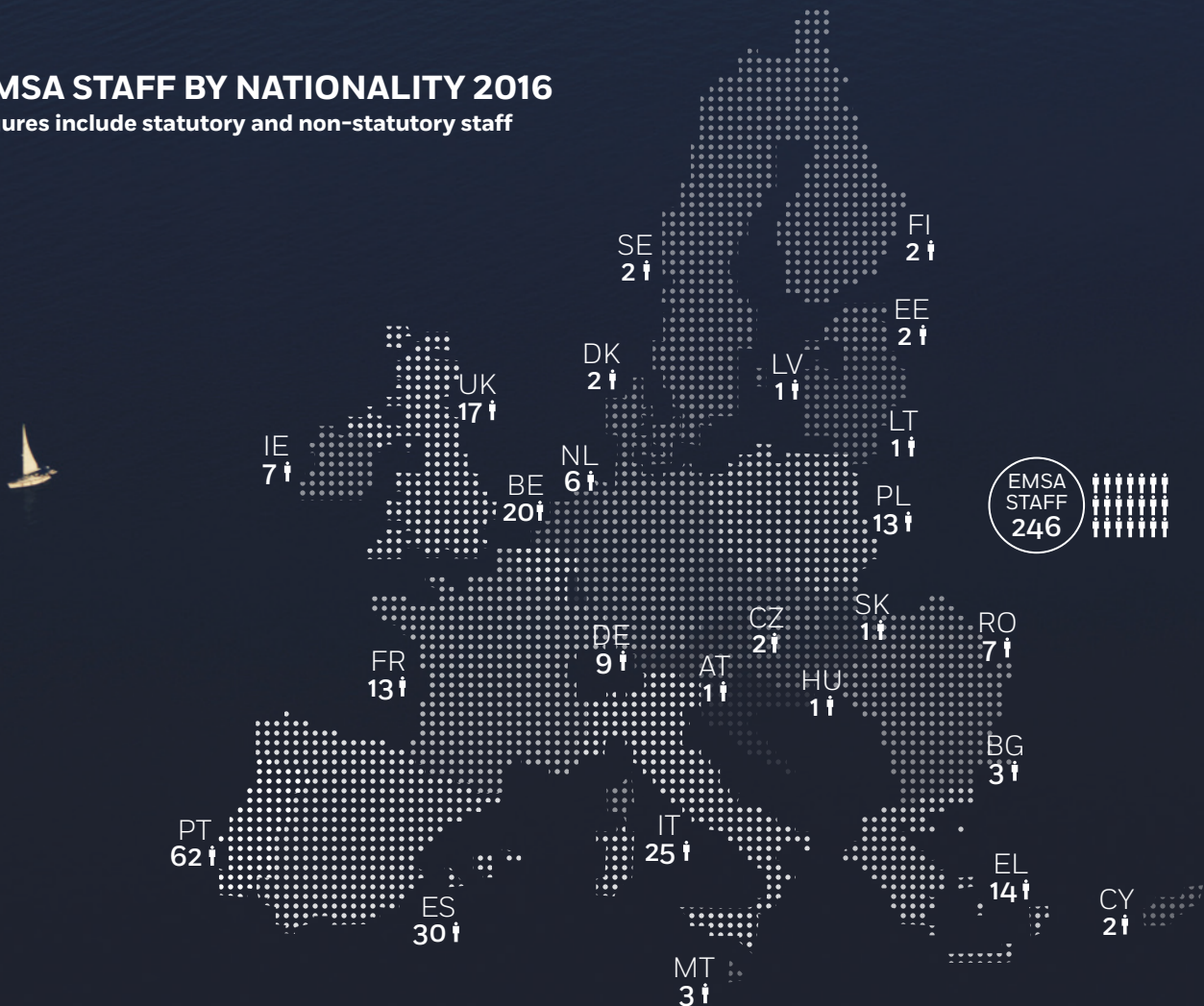
ESTABLISHMENT PLAN FIGURES

EMSA statutory staff from 2003 to 2016



EMSA STAFF BY NATIONALITY 2016

Figures include statutory and non-statutory staff



THE AGENCY IN BRIEF

The idea of a European Maritime Safety Agency (EMSA) originated in the late 1990s along with a number of other important European maritime safety initiatives. EMSA was set up as the regulatory agency that would provide a major source of support to the European Commission and the Member States in the field of maritime safety, security and prevention of pollution from ships. The Agency was established by Regulation (EC) No 1406/2002 and subsequent amendments have refined and enlarged its mandate to cover, among other measures, the efficiency of maritime transport.

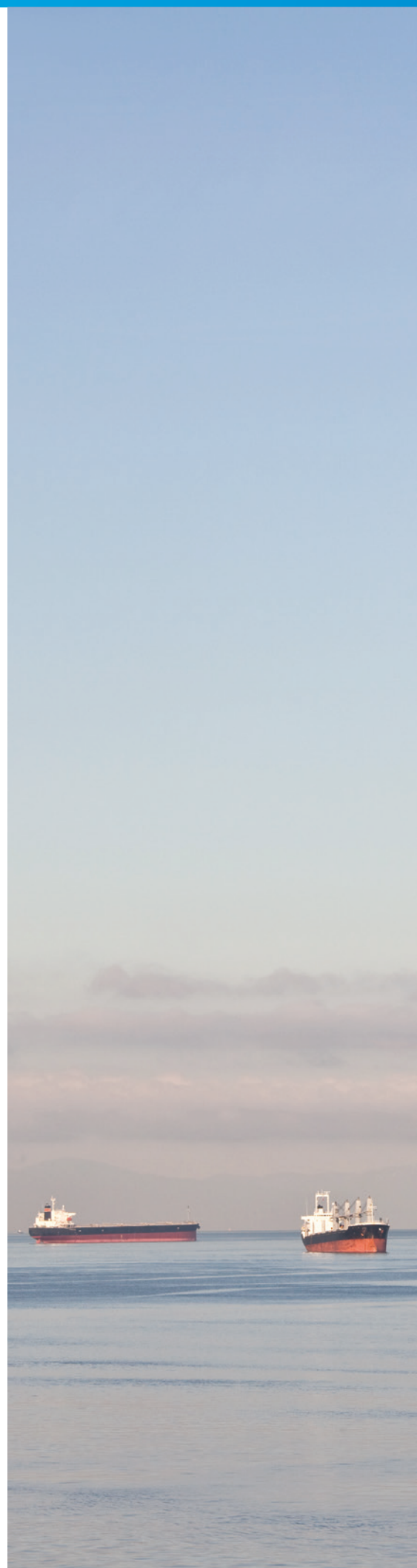
Tasks and working context

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

EMSA's activities can be broadly described as:

- providing technical and scientific assistance to the Member States and the European Commission in the proper development and implementation of EU legislation on maritime safety, security, prevention of pollution by ships and maritime transport administrative simplification
- monitoring the implementation of EU legislation through visits and inspections
- improving cooperation with and between Member States
- building capacity of national competent authorities
- providing operational assistance, including developing, managing and maintaining 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
- at the request of the European Commission, providing technical operational assistance to non-EU countries around relevant sea basins.

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





MISSION

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



VISION

To promote a safe, clean and economically viable maritime sector in the EU

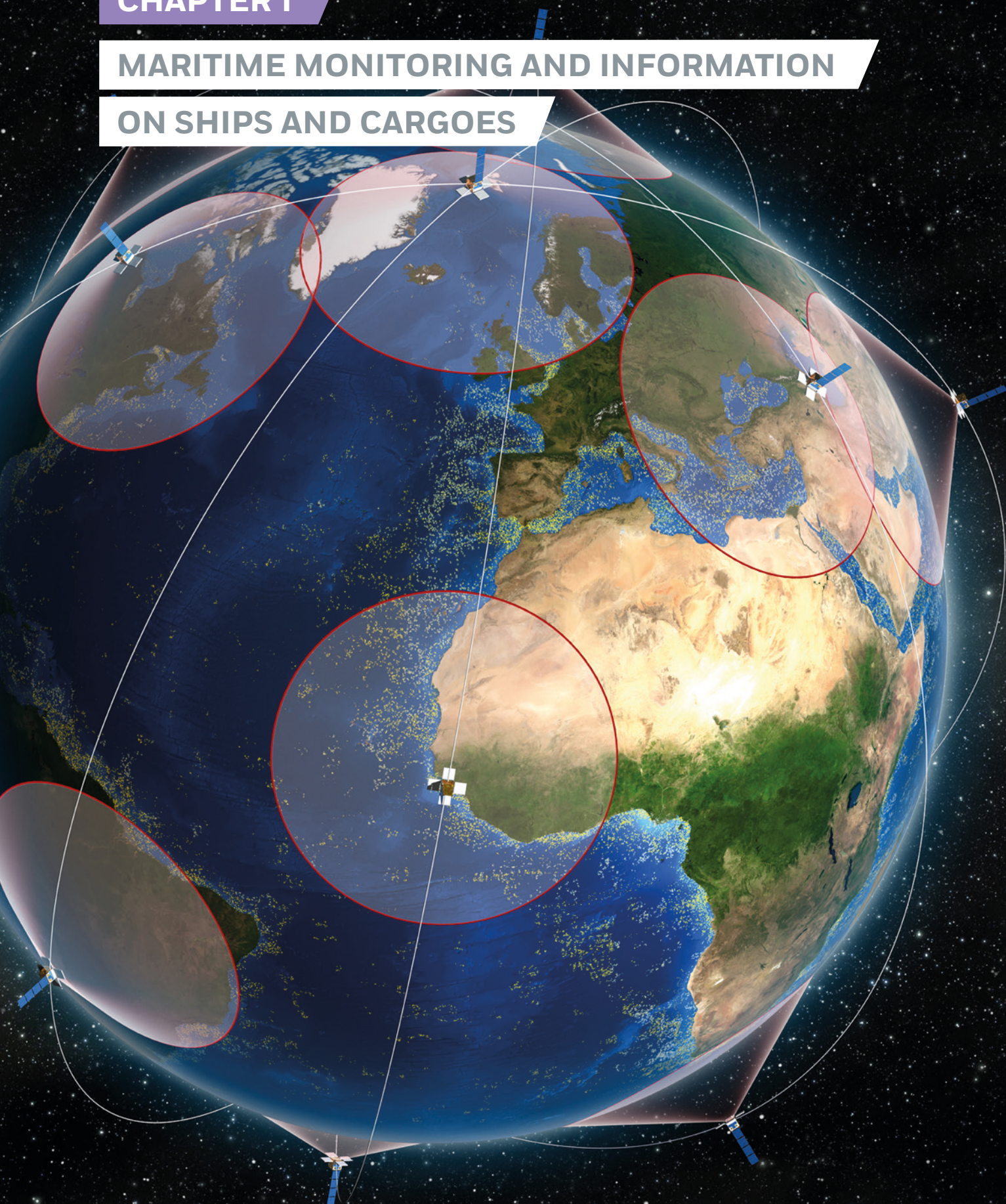


VALUES

Efficiency, effectiveness, transparency, flexibility, creating added value

CHAPTER 1

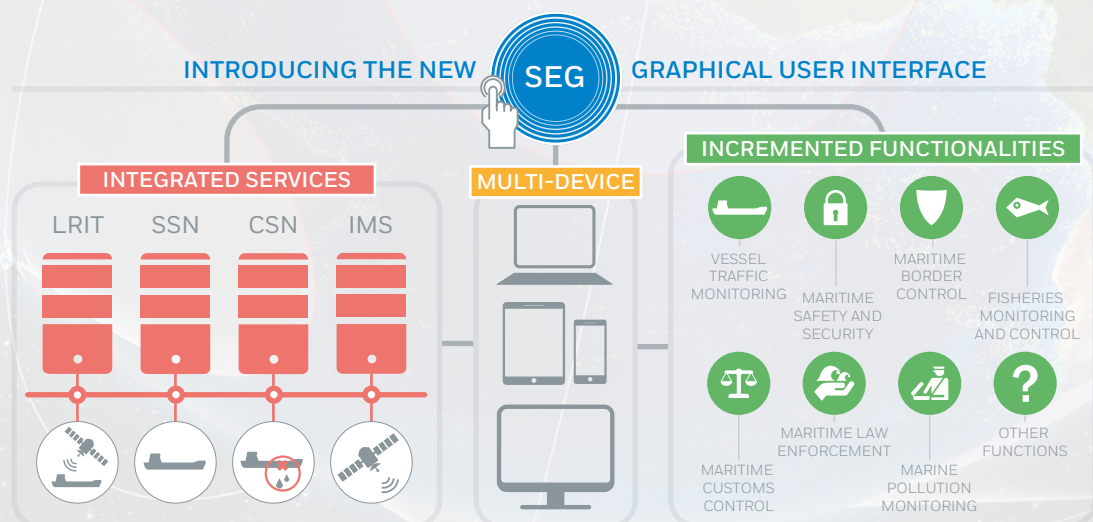
MARITIME MONITORING AND INFORMATION ON SHIPS AND CARGOES



MONITORING VESSEL TRAFFIC IN EUROPE AND BEYOND

Steady progress was made throughout the year in the development of the SafeSeaNet Ecosystem's Graphical User Interface (SEG). This interface gives authorised users access to several of EMSA's key maritime applications and their data sets whether from their mobile/tablet device or their desktop/laptop computer. SEG groups together the SafeSeaNet (SSN), Long Range Identification and Tracking (LRIT), Integrated Maritime Services (IMS) and CleanSeaNet (CSN) information services:

- SSN - Ships transiting EU waters are tracked daily in real-time through SafeSeaNet, the EU's vessel traffic monitoring and information system. This system enables the exchange of data between national systems managed by maritime authorities across Europe
- LRIT - Ships transiting global waters are tracked through the LRIT system, introduced by the International Maritime Organisation in 2006. EMSA operates the LRIT Cooperative Data Centre, through which Member State users can access LRIT information of any third country vessel bound to or sailing within 1000 nautical miles of EU waters
- IMS - EMSA's Integrated Maritime Services allows data from EMSA's applications and external sources to be integrated and correlated to provide targeted information services
- CSN - CleanSeaNet is EMSA's satellite-based oil spill surveillance and vessel detection service. Vessels detected by satellite in the vicinity of an oil spill may be correlated with vessel traffic reports to help identify the source of the spill.



MONITORING VESSEL TRAFFIC THROUGH SAFESEANET

The EU's vessel traffic monitoring and information system, SafeSeaNet, contains data on four key areas: ship position; ship pre-arrival, arrival and departure information; cargo (for vessel carrying dangerous or polluting goods); and, any accident or incident posing a potential hazard to shipping, threat to maritime safety, the safety of individuals or the environment.

The system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo, and by providing information on the relevant incidents/accidents affecting ships navigating in EU waters. In 2016 a link was established between SafeSeaNet and the European Commission's Common Emergency Communication and Information System (CECIS) for the reporting of pollution incidents to enable a more efficient response.

Developments to two related databases were also undertaken in 2016: the Central Ship Database which is designed to offer an up-to-date reliable and collaborative source of ship attributes, where Member States and EU bodies can contribute and in return benefit from the available information; and, the Central HAZMAT Database, a reference and verification tool for the transportation of dangerous and polluting goods.

MONITORING VESSEL TRAFFIC THROUGH LRIT

EMSA operates the EU LRIT Cooperative Data Centre (EU LRIT CDC) which disseminates long range identification and tracking information on EU-flagged ships around the world on behalf of all European flag states, and exchanges information with other data centres around the world. The EU LRIT CDC is one of the largest data centres in the LRIT system, tracking over 8000 ships per day.

Associated to this is the global LRIT International Data Exchange which serves 57 LRIT data centres worldwide covering 122 contracting governments and is hosted and operated by EMSA.

In 2016 EMSA developed new releases of both the EU LRIT CDC and LRIT IDE in response to changes in the LRIT system in compliance with IMO performance standards.



1 day

ACTIVITIES COVERING:

2016

VESSEL POSITIONING DATA
PROCESSED BY EMSA
INFORMATION SERVICES



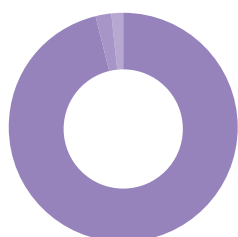
19 million

TOTAL MESSAGES RECEIVED BY
EMSA ON 13/09/2016

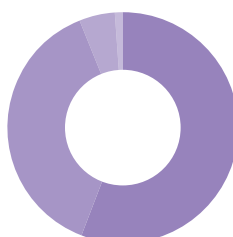


80600

NUMBER OF DISTINCT VESSELS
DETECTED PER SOURCE ON 13/09/2016



AIS 18 697 778
(terrestrial & satellite)
VMS 47 979
LRIT 38 933



S-AIS 56%
T-AIS 49%
LRIT 12%
VMS 2%

INTEGRATED MARITIME SERVICES

Through the Integrated Maritime Services, there is the operational and technical capability to integrate and correlate data from EMSA applications and external sources. Satellite AIS capabilities have, for example, led to an extended geographical range over which ships can be tracked using the AIS system. New data streams are also in the process of being added as contracts get underway for remotely piloted aircraft systems and as the Copernicus Maritime Surveillance Service offers data from Earth Observation satellites. IMS enables the provision of services responding directly to the specific needs of users. In 2016, services continued to be provided to Member States as well as EU bodies, including Frontex (border control), EFCA (fisheries monitoring), EU Navfor (anti-piracy) and MAOC-N (law enforcement – narcotics). Services were also provided to non-EU countries within the SAFEMED and TRACECA frameworks.

SIMPLIFYING REPORTING FORMALITIES

EMSA continues to support the implementation of the Reporting Formalities Directive 2010/65/EU in respect of reporting formalities for ships arriving in and/or departing from ports. In accordance with the Directive, Member States were required to establish National Single Window to receive the formalities listed in the Annex to the Directive. In 2016, EMSA assisted the European Commission in evaluating the implementation of the Directive.

The European Commission launched the eManifest pilot project in 2015. The main objective of this project is to demonstrate how cargo information, required by both maritime and customs authorities, can be submitted together with the other reporting formalities required by Directive 2010/65/EU in a harmonised manner. As a tool for this pilot project, EMSA has been developing a European Maritime Single Window (EMSW) demonstrator in coordination with the European Commission, participating Member States, and shipping industry representatives.

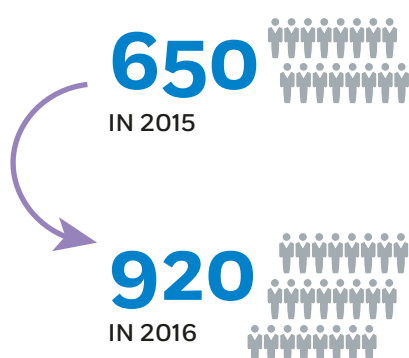
MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) centre is a 24/7 service helpdesk for users of the vessel traffic monitoring and surveillance systems hosted by EMSA. It provides non-stop monitoring of these systems to ensure high availability and performance, as well as to facilitate early incident management. The average feedback time in 2016 stood at 21 minutes for urgent requests and 30 minutes for non-urgent requests. The MSS centre is the first point of contact for Member States whenever assistance is required within the context of EMSA's contingency plan.

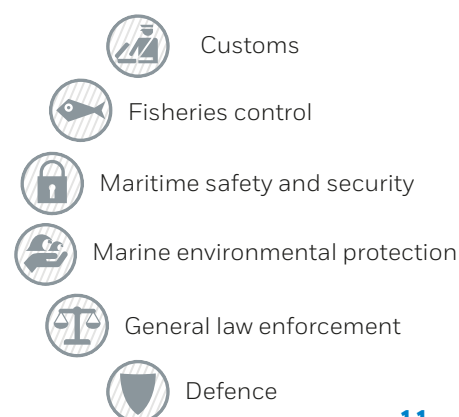
INTEGRATED MARITIME SERVICES



USER NUMBERS



USES AND SERVICES PROVIDED



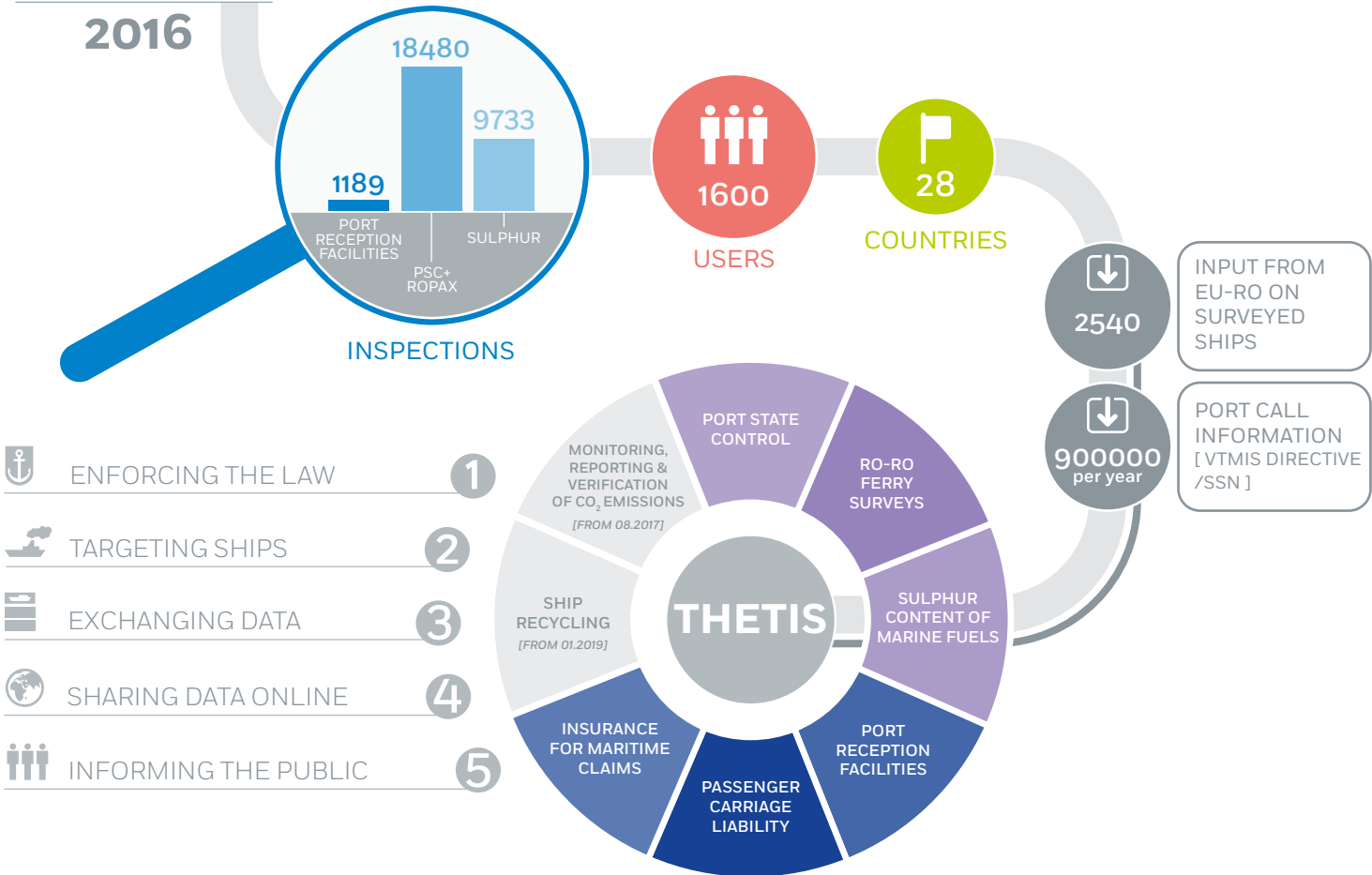
THETIS INFORMATION SYSTEM

The THETIS information system was set up to allow port state authorities in the EU and other Paris MoU countries (Canada, Iceland, Norway and Russia) to manage inspection data in a single window. It enables these authorities to target the right vessels for inspection, assists the European Commission by providing statistics on inspection results, and helps monitor the performance of Member States in relation to their international and European legal obligations. In 2016, 18 000 Port State Control inspections were recorded by 600 users from 28 countries.

New functionalities continue to be added to the system, thereby supporting a wider range of Member State authorities and facilitating the enforcement of a broader set of European laws. The provisions of the Sulphur Directive, the Port Reception Facilities Directive and the CO₂ Monitoring, Reporting and Verification Regulation are all being, or in the process of being, catered for in this flexible system. Accordingly, some 9 733 sulphur inspections and 1 189 port reception facility inspections were recorded in the system in 2016.

At the end of the year, EMSA delivered a report to the European Commission's Directorate-General for Environment setting out shipping emissions per Member State for the 2011-2015 period according to their respective sea areas (including territorial seas, exclusive economic zones, pollution control zones, sulphur emission control areas). The results will be used to determine how successful the EU's compliance and enforcement monitoring strategy was in meeting environment and health-related objectives of Directive (EU) 2016/802 on the sulphur content of marine fuels.

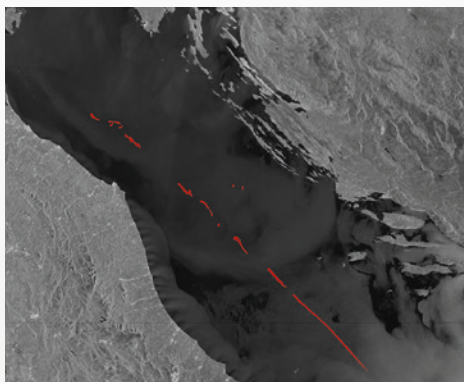
THETIS
2016



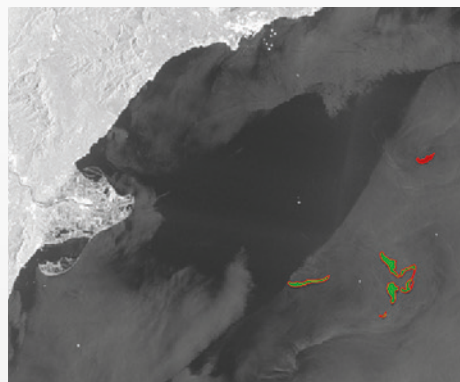
COPERNICUS

In 2016 EMSA took up its role as the entrusted entity for the Copernicus Maritime Surveillance Service and in this capacity began providing satellite images to support a better understanding and improved monitoring of human activities at sea. For the duration of the delegation agreement (2015-2020), EMSA is responsible on behalf of the European Commission for implementing all related technical and operational activities. In 2016, the first services were delivered in the fields of fisheries control (for EFCA) and law enforcement (for MAOC-N), and feasibility tests were undertaken in the area of maritime safety and security. These fields of activity will be further extended in 2017, with fully operational services starting for maritime safety and security, and for customs. The activities undertaken during 2017 will incorporate the output of dialogue with existing and new users, including in particular the results of the Copernicus Maritime Surveillance Service user requirements workshop held in November 2016. From this workshop, a number of new requirements and new users were identified.

OIL SPILL DETECTION

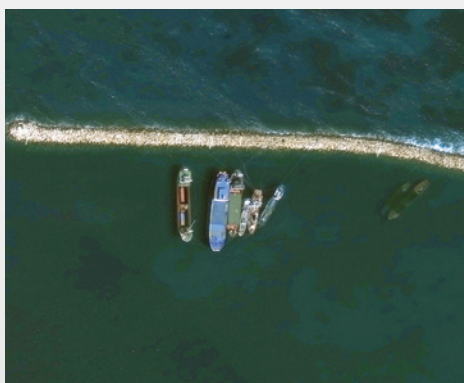


Oil spill detection © EMSA, contains modified RADARSAT-2 data, 2015. RADARSAT-2 Data and Products © MacDONALD, DETTWILER AND ASSOCIATES LTD, 2015 – All Rights Reserved; RADARSAT is an official mark of the Canadian Space Agency



Oil spill detection © EMSA, contains modified Copernicus Sentinel-1 data, 2017

ACTIVITY DETECTION



Port monitoring © CNES 2016, Distribution Airbus DS



Fish cages monitoring © European Space Imaging/DigitalGlobe, 2013

CHAPTER 2

VISITS AND INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EU LEGISLATION



CLASSIFICATION SOCIETIES

Classification societies develop and apply technical standards to the design, construction and assessment of ships. Some 12 classification societies are recognised by the EU and are inspected by EMSA as part of its core tasks. Based on the reports submitted, the European Commission makes the relevant assessments and takes policy decisions and/or requests corrective measures. The overall aim is to improve the quality of the certification work undertaken by the recognised organisations.

In 2016 EMSA carried out 19 inspections of recognised organisations, including seven head offices in Europe, America, South Korea, Japan and China. The locations and scope of the inspections are determined on a risk basis, taking into account the activity of individual offices, inspection history, results of Member States' monitoring activities, the European Commission's assessments and industry developments. In August 2016, EU recognition was granted to the Indian Register of Shipping.

INSPECTIONS CONDUCTED IN 2016

19 RECOGNISED CLASSIFICATION SOCIETIES

- China
- Korea
- Germany
- Poland
- UAE
- France
- Greece
- Japan
- USA
- The Netherlands

17 MARITIME ADMINISTRATION AND TRAINING INSTITUTES

- Belgium
- Spain
- The Netherlands
- Ecuador
- Malta
- Oman
- Egypt
- Uruguay

STANDARDS OF TRAINING

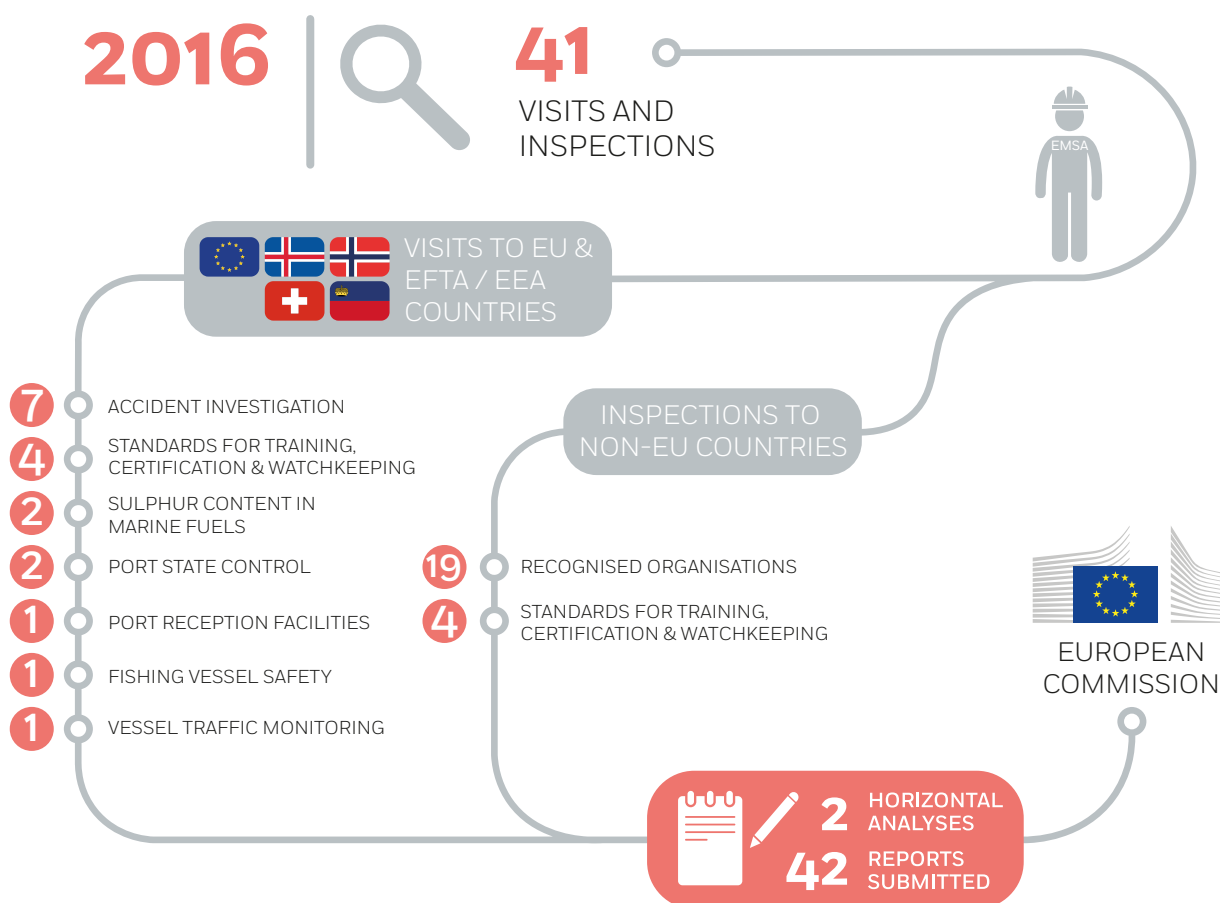
CERTIFICATION AND WATCHKEEPING

Many EU registered ships are manned by seafarers who are not nationals of EU Member States. To ensure that these crew members are appropriately educated and trained, EMSA carries out inspections of the maritime education, training and certification systems of their country of origin. Compliance is assessed on the basis of the requirements of the International Maritime Organisation's STCW Convention (Standards of Training, Certification and Watchkeeping). In 2016, inspections were carried out in Ecuador, Egypt, Oman and Uruguay. At the same time, EMSA also undertook four visits to verify compliance in EU Member States. As part of the follow-up process, EMSA evaluated the corrective action plans submitted by five non-EU countries in response to the inspection reports and the European Commission's subsequent assessments. Encouragingly, the action taken by the inspected countries shows significant improvements to their systems.

Another important development in 2016 was the statistical review published by EMSA on the European labour market. The data shows that 161419 masters and officers hold valid certificates of competency (CoC) issued by EU Member States while another 86633 masters and officers hold original CoCs issued by non-EU countries with endorsements issued by EU Member States. The review is based on data registered by EU Member States and recorded in EMSA's STCW Information System (STCW IS).

MONITORING THE IMPLEMENTATION OF EU MARITIME LEGISLATION

EMSA assists the European Commission and the EFTA Surveillance Authority in their efforts to achieve a convergent and effective implementation of EU maritime law by conducting visits to Member States, Iceland and Norway. In 2016, 12 visits were carried out to monitor the implementation of five EU directives: 2009/18/EC on accident investigation; 2002/59/EC on vessel traffic monitoring and information systems; 2016/802/EU on the sulphur content of marine fuels; 2000/59/EC on port reception facilities; and 97/70/EC on fishing vessel safety.





As port state control is one of the most effective means of verifying that ships comply with international safety and pollution prevention regulations, EMSA also visits Member States' competent authorities and their ports to verify the appropriate implementation of the EU's port state control directive. In 2016, two visits were made to Member States.

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

MARITIME SECURITY

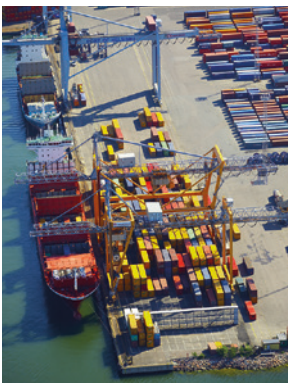


Maritime security refers generally to measures taken for protection against unlawful acts such as piracy, armed robbery, terrorism and maritime violence. EMSA assists the European Commission in this area by monitoring the implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility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

EMSA's inspection reports detail the maritime security measures, procedures and structures of the countries visited and give recommendations where necessary. EMSA then assists the European Commission in its response to the corrective action proposed by the countries concerned. In 2016, 12 missions took place, resulting in 40 reports.

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

HORIZONTAL ANALYSIS AND RESEARCH



EMSA drafts reports for each of the visits and inspections it conducts and then analyses these to identify any common findings and draw general conclusions on the effectiveness of the measures in place. Two analyses were completed in 2016:

- the first covering issues identified during Member State visits that relate to the registration of persons on board passenger ships and feed into the European Commission's refit exercise on maritime safety legislation
- and, the second dealing with findings from Member State visits on the implementation of the Marine Equipment Directive.

In addition to this, EMSA also presented its first cost-effectiveness analysis on the implementation by Member States of the Port State Control Directive. With this study, EMSA clearly demonstrated the feasibility and benefit of analysing costs, effectiveness and efficiency of measures put in place by Member States when implementing and enforcing the requirements of EU law.



CHAPTER 3

PROVIDING TECHNICAL AND

SCIENTIFIC ASSISTANCE AND

FACILITATING TECHNICAL COOPERATION



ACCIDENT INVESTIGATION

EMSA helps the European Commission and Member States to improve maritime safety by analysing accident investigation reports and producing maritime casualty statistics. The European Marine Casualty Information Platform (EMCIP) run by EMSA is a centralised database where Member States can store and analyse information on marine casualties and incidents. Based on the information extracted from EMCIP, EMSA published the third edition of the Annual Overview of Marine Casualties and Incidents in 2016. The number of occurrences reported in EMCIP reached 4702 for 2016. Data from EMCIP was also used to support assessments of maritime safety legislation by the European Commission as well as specific projects such as EMSA's Firesafe Study (study investigating cost effective measures for reducing the risk from fires on ro-ro passenger ships).

EMSA hosts the Permanent Cooperation Framework (PCF) where Member States and the European Commission work together to facilitate cooperation among accident investigation bodies. In 2016, the first inter-sessional seminar was held on best practices for accident investigation. EMSA also continued its training of accident investigators from EU Member States and European Neighbourhood Policy beneficiary countries.

2015 MARITIME CASUALTIES KEY FIGURES

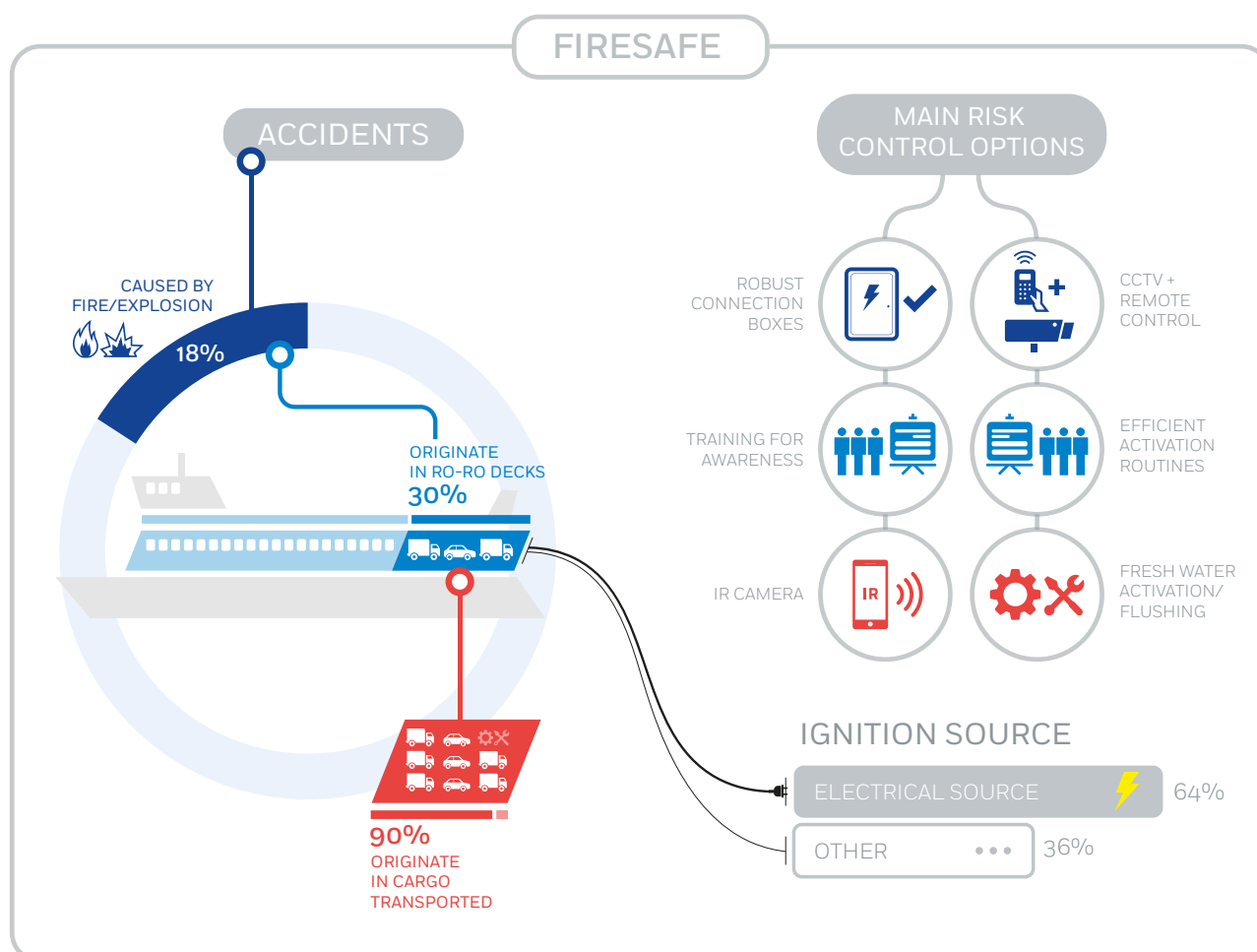


MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

EMSA contributes to the safety of ships and marine equipment by closely monitoring the development of safety standards. In 2016 EMSA contributed to the European Commission's fitness check of passenger ship safety legislation by providing data and conducting analyses. Three proposals are now under consideration by the European Parliament and Council: amending Directive 2009/45/EC on technical requirements for passenger ships on domestic voyages; amending Directive 98/41/EC on registration of persons on board; and, replacing and repealing Directive 1999/35/EC on surveys for passenger ferries and high-speed craft in regular service.

Following on from the workshop held in 2015, EMSA met with a group of experts from the Member States and the European Commission to discuss the risks posed by fires on the decks of ro-ro passenger ships. In parallel, EMSA commissioned and concluded the Firesafe study which sets out possible cost-effective solutions to the main risks identified. The results of both exercises were presented to accident investigation bodies and maritime administration at a workshop in November.

EMSA continued to support the European Commission on the Marine Equipment Directive and delivered a draft of the new implementing regulation prepared in consultation with Member States and industry. This includes a list of marine equipment standards and, for the first time, sets out corresponding application dates. This came alongside the assistance given to the MarED technical secretariat for notified bodies which perform conformity assessments based on the Marine Equipment Directive.

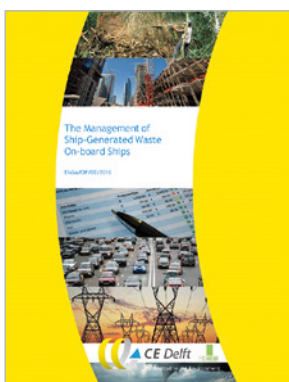
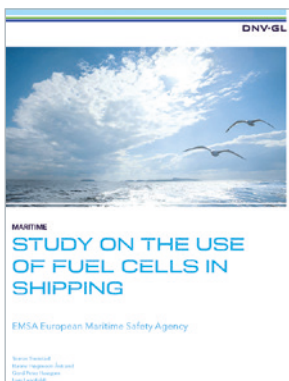




PREVENTION OF POLLUTION BY SHIPS

EMSA provided technical and scientific assistance to the European Commission and Member States throughout 2016 in the area of prevention of pollution by ships as many legislative acts were either under discussion, in the process of being adopted or entering into force. This assistance covered:

- drafting guidelines and technical recommendations (in the areas of hazardous materials, ship inspections under the Port Reception Facilities Directive 2000/59/EC, implementation of the Port Reception Facilities Directive, and LNG bunkering to port authorities and administrations)
- holding technical workshops (in the areas of the Port Reception Facilities Directive, Sulphur Content of Marine Fuels Directive (EU) 2016/802, Ship Recycling Regulation (EU) No 1257/2013, and the use of LNG as a fuel in shipping)
- organising training for sulphur inspectors
- developing concept papers for the Monitoring, Reporting and Verification of CO₂ Regulation (EU) 2015/757
- assisting the European Commission in the preparation of evaluation reports and impact assessment for the Port Reception Facilities Directive



Two studies were also finalised whose results were made available in early 2017 on fuel cells in shipping and management of ship generated waste on board ships.

On the international front, EMSA continued provide technical assistance to the European Commission, contributing to EU submissions and developing coordination papers before several sub-committees and committees. EMSA also participated on behalf of the European Commission in the working and drafting groups related to greenhouse gases, ship recycling, air emissions, including alternative fuels such as LNG and Ballast Water. The Agency was particularly active in supporting the European Commission and Member States during the Marine Environment Protection Committee for the adoption of the 0.5% sulphur cap for 2020.



TRAINING AND COOPERATION

In 2016, EMSA organised 24 training sessions, seminars and best practice exchanges that were attended by 636 participants from the EU Member States, Iceland and Norway. Through this form of technical assistance, the beneficiaries were given updated information on selected technical subjects and benefited from exchanges with both EMSA and other stakeholders on the general effectiveness and harmonisation of standards. In addition, six distance learning packages on EU maritime legislation were developed and made available through MaKCs, EMSA's e-learning platform. Twenty training courses were held by EMSA for the enlargement countries (Albania, Bosnia-Herzegovina, FYROM, Montenegro, Serbia, Turkey) included in the grant agreement signed by EMSA and the European Commission's Directorate General for neighbourhood and enlargement negotiations (DG NEAR).

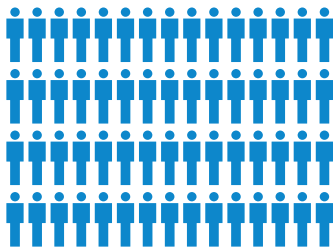
The technical assistance provided to SAFEMED beneficiary countries (Algeria, Jordan, Israel, Egypt, Lebanon, Libya, Morocco, Palestine and Tunisia) resulted in 11 training sessions attended by 136 participants. EMSA has also been implementing the TRACECA project for the Black Sea and Caspian Sea areas since June 2014. This offered the beneficiary countries (Armenia, Azerbaijan, Georgia, Kazakhstan, Moldova, Ukraine and Turkmenistan) technical assistance. Both SAFEMED and TRACECA beneficiary countries were given access to some of EMSA's operational tools, such as CleanSeaNet.

During 2016 EMSA continued to host and support the information system, RuleCheck, through which port state control officers are given direct access to up-to-date EU legislation, IMO and ILO Conventions and Paris MoU documents. The e-learning platform, MaKCs, was also maintained, offering dedicated courses to port state control officers on ship inspections. These services were also extended to SAFEMED and TRACECA countries including Turkey as a member of the Mediterranean Memorandum of Understanding and the Black Sea Memorandum of Understanding on port state control.

2016

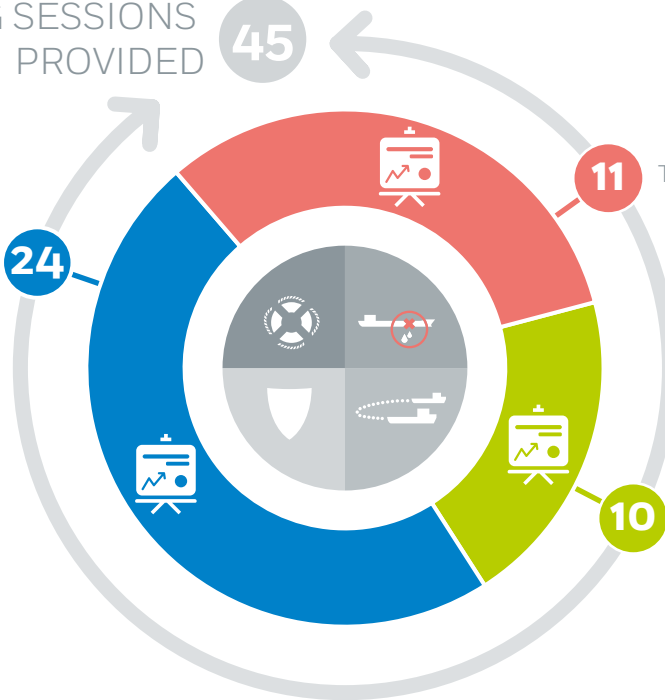
TRAINING SESSIONS
PROVIDED

45

TO EU
MEMBER
STATES

636 PARTICIPANTS

24



11

TO SAFEMED COUNTRIES



136 PARTICIPANTS

10

FOR BLACK &
CASPIAN SEA PROJECT

91 PARTICIPANTS

MARITIME
SAFETYMARITIME
SECURITYPREVENTION
OF MARINE
POLLUTIONRESPONSE
TO MARINE
POLLUTION

AREAS COVERED

SHIP INSPECTION SUPPORT

Valuable information on the safety and quality of the world's merchant fleet can be found online, free of charge through the Equasis information system. By publishing reliable and objective information on the safety of ships and their operation, this system helps to encourage quality shipping and eradicate substandard practices. EMSA hosts the management unit of the system whose main focus is on port state control inspections, classification societies, and protection and indemnity cover. The data which is supplied by port state control regimes and industry-based organisations counts a monthly average of 33 552 individual users (based on 2016 figures). EMSA's role includes: manning a user helpdesk to ensure the system runs smoothly; preparing biannual meetings for the editorial board and supervisory committee; handling the accreditation of data providers; and, publishing the Equasis annual report on the world merchant fleet. In 2016, a revised MoU was signed at IMO, accommodating in particular for environment-related data to be added to the system.

Alongside this is the MARINFO information system which collects data from commercial sources worldwide on ship characteristics, accidents, movements, ownership, and ship history. This system is particularly useful to EMSA staff when preparing their visits and inspections, as well as to the European Commission when making ex-post assessments of legal provisions. MARINFO received a total of 40 data requests in 2016.

CHAPTER 4

POLLUTION PREPAREDNESS

DETECTION AND RESPONSE



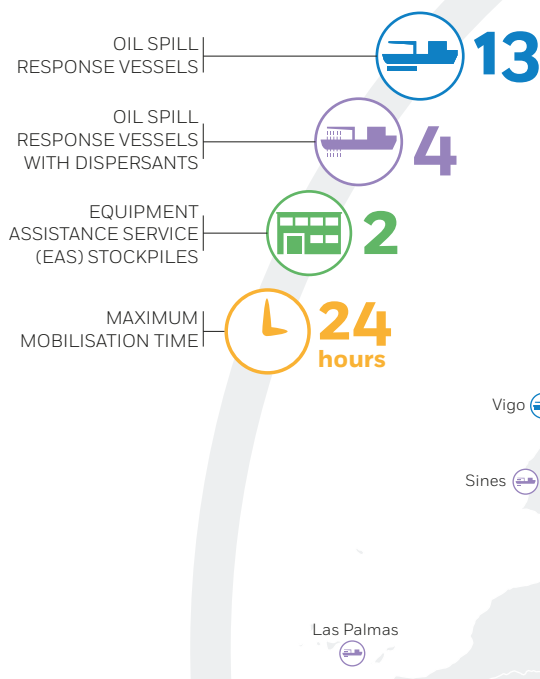
NETWORK OF STANDBY OIL SPILL RESPONSE VESSELS

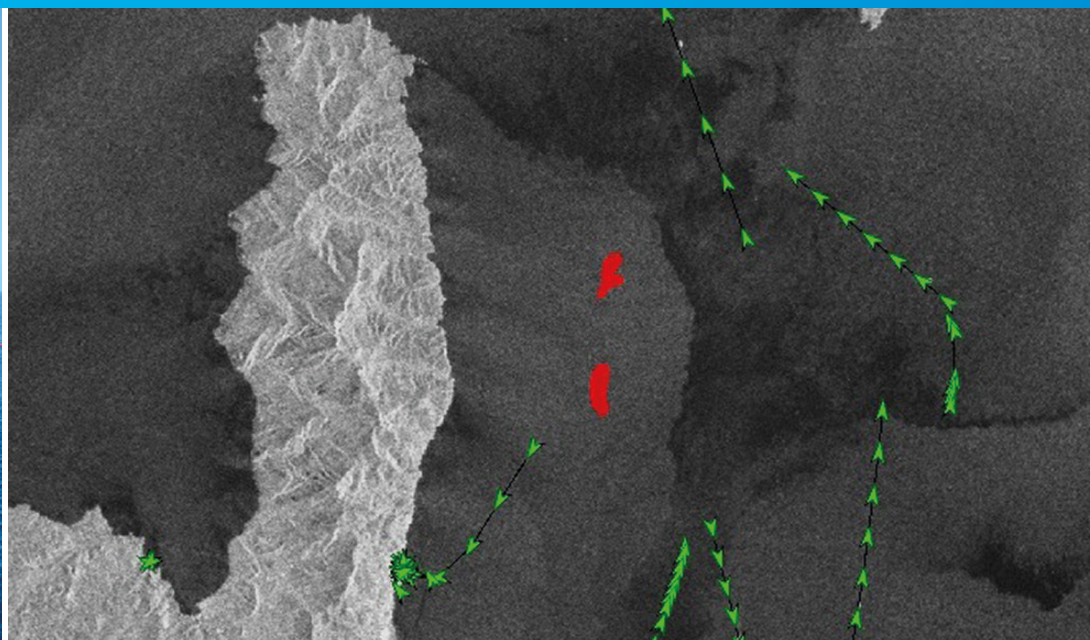
A network of oil spill response vessels is on standby across Europe to reinforce the ability of individual EU Member States to protect their coastlines from marine pollution. EMSA maintains operational contracts for each of the vessels in this network, mainly by monitoring and assessing the performance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

At the end of 2016, 17 fully equipped oil spill response vessels were available for mobilisation. Two vessels contracted in 2015 entered into operational service mid-2016, thereby extending pollution response in the southern Baltic Sea, Canary Islands and the Madeira archipelago. During the course of the year, 72 drills took place to test the quality of the service and ensure the vessel, equipment and crew would meet the necessary standards set by the Agency. In addition, ten operational exercises were held with Member States using 12 of EMSA's contracted response vessels and specialised equipment. The new Equipment Assistance Service for the Baltic Sea and the North Sea also became fully operational in the second half of 2016. Now, Member State authorities can request the rapid mobilisation of specialised, stand-alone equipment – such as firebooms and integrated oil containment and recovery systems – for use on board vessels of opportunity.

In 2016 EMSA continued to deliver on its mandate to offer a response service to marine pollution caused by oil and gas installations. One vessel was upgraded with a dispersant spraying system and stock of dispersant, and four vessels were equipped to provide seaborne dispersant application with dispersant stocks of 200 tonnes each, in Malta, Cyprus, Portugal and the Canary Islands.

NETWORK OF EMSA CONTRACTED VESSELS, DISPERSANTS & EQUIPMENT STOCKPILES





DETECTING AND DETERRING MARINE POLLUTION

EMSA helps to identify, trace and track the origin of illegal discharges through the satellite image-based service known as CleanSeaNet. The service is available to 28 coastal states (all 23 EU coastal states; 2 EFTA coastal states, Iceland and Norway; 3 candidate countries, Albania, Montenegro and Turkey). In 2016, the service was also available to Greenland as well as to islands in the French and Dutch Caribbean. Through the SAFEMED and TRACECA cooperation projects, the service was also made available across the Mediterranean, Black and Caspian Seas to the projects' official beneficiary countries.

Overall, 3 057 analysed images were delivered to coastal state users, with a total of 3 168 potential spills detected. In addition, 228 services were delivered to Greenland, with 29 potential spills detected; 353 to SAFEMED and TRACECA project beneficiaries with 569 spills detected.

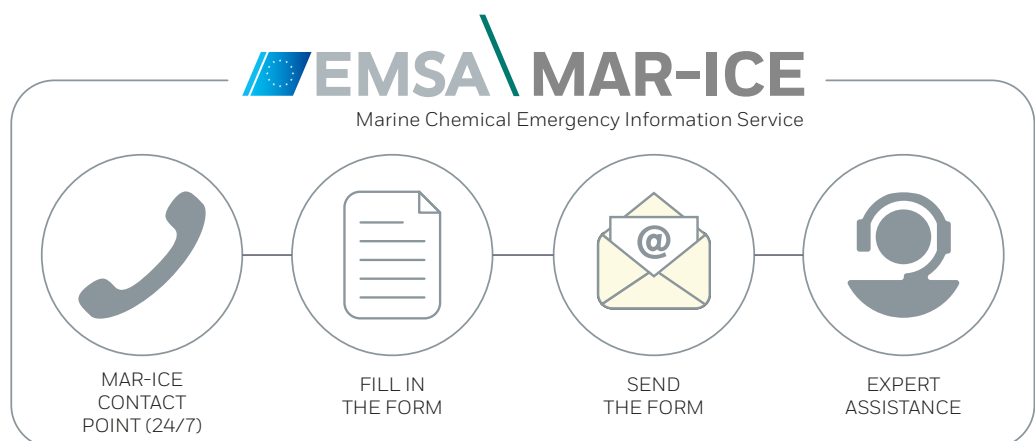
In April 2016, the European Space Agency's satellite, Sentinel-1A was brought into CleanSeaNet operations, adding to the existing Radarsat-2 and TerraSar-X/Tandem-X missions. This growth has made the service more resilient and flexible, increasing the range of Earth Observation products available to users.



COOPERATION FOR EFFECTIVE POLLUTION PREPAREDNESS AND RESPONSE

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

EMSA shares information with Member States on chemicals and their treatment in the marine environment to assist them in dealing with spills involving hazardous and noxious substances. MAR-ICE is a service offering information from experts in the event of a marine chemical incident. The MAR-ICE network was called upon on two occasions by two different Member States in 2016. Special datasheets are also available for over 200 chemicals through MAR-CIS web portal which was released at the end of 2016. The upgraded Dispersant Usage Evaluation Tool DUET was distributed to Member States and training given in its use to predict the fate and trajectory of an oil spill and the impact of dispersant application which now includes a model for well blowouts.







EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS

In 2016 EMSA was actively involved in a pilot project designed to offer support to national authorities in the area of European coast guard functions by strengthening cooperation between EFCA, EMSA and Frontex. The tasks were divided up into the following activities:

- sharing information – EMSA shared integrated maritime data with EFCA to help them in the detection of illegal, unreported and unregulated fishing. Similarly, EMSA offered tailored information to Frontex to support the detection, identification and tracking of vessels for enhanced border control surveillance
- joint maritime surveillance services – EMSA laid the groundwork for a remotely piloted aircraft system (RPAS) multipurpose demonstration addressing tasks for all three agencies, i.e. marine pollution monitoring and detection, ship emissions monitoring, border control and fisheries control. The beginnings of a joint maritime RPAS service also got underway with tender specifications prepared by all three agencies in 2016. The service is expected to offer surveillance support using long endurance medium-size RPAS as well as vertical take-off and landing RPAS
- outlining guidelines for interagency cooperation – EMSA actively contributed to this process which covers operational cooperation, training, R&D and situational awareness. The agency held two dedicated workshops to review and agree on the content of the guidelines as well as to identify areas for further cooperation.

A closing workshop to present the results of the pilot project took place in 2017.

CHAPTER 5

EMSA MANAGEMENT



Administrative Board

EMSA's Executive Director reports to an Administrative Board whose job it is to steer the work of the Agency through the review and adoption of its work programme, associated budget and establishment plan, staff policy plan, and finally the assessment and adoption of the consolidated annual activity report detailing the Agency's performance output. The Administrative Board met three times in 2016 gathering 28 government representatives from each EU country, two non-voting government representatives from Iceland and Norway, four representatives from the European Commission, and four non-voting representatives from the maritime cluster.

Enlarged mandate

The European Commission's proposal to extend EMSA's founding regulation as part of the new border package was approved by the European Parliament and Council in September 2016. The idea behind the development was to foster closer cooperation between EFCA, EMSA and Frontex in order to support national authorities carrying out coast guard functions. This has been reflected in the multi-annual work programmes for 2017-2019 and for 2018-2020 which take into account the need to plan for related activities and resources. The focus was on the procurement to be launched in 2016 in order to be in a position to provide extended maritime surveillance services in 2017, as well as on a draft tripartite working arrangement to be agreed between the three agencies.

Quality Management System

The certification of the visits and inspections Quality Management System prepared and in place by the end of 2016 added an extra level of assurance concerning one of EMSA's core tasks for the European Commission and the Member States and notably the delivery of reliable, objective and evidence-based information on the effectiveness of implementation measures and proposed corrective plans.

Requests for assistance

EMSA provides technical assistance to Member States at their request. In 2016, a request for assistance was made by Portugal and approved by the Administrative Board. This enabled Portugal to join the list of Member States receiving assistance as part of the National Single Window project (Bulgaria, Finland, Greece, Italy, Malta, Poland and Romania).

Budget structure

The budget for 2016 was in the region of € 55 million, with anti-pollution measures accounting for some € 22 million. A new five-part structure has been applied to the budget for 2016 which separates project financed activities and the financing earmarked for that purpose from the other types of expenditure: staff expenditure; infrastructure and operating expenditure; operational expenditure; anti-pollution measures; and, project-financed activities.

Evaluation

An external evaluation exercise was undertaken on the implementation of the Agency's founding regulation during which several EMSA stakeholders were interviewed. The results were presented to the Administrative Board in November 2016 and the final evaluation report with recommendations is expected to be adopted during the course of 2017 in time for the legal deadline of 2018.

2016

visitor timeline



22 April
IMSSEA
Davide Stasi



7 April
Canadian Ambassador
Jeffrey Marder



2 June
Norwegian State
Secretary for
Foreign Affairs
Elsbeth Tronstad



20 June
Irish lights
Yvonne Shields

JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE



21 January
Norwegian Fisheries
Minister
Per Sandberg



27 January
Italian Ambassador
Giuseppe Morabito



11 March
Nordic Embassies
Representatives



27 March
MEP Portugal
Claudia Monteiro de
Aguiar



11 November
Italian Coast Guard
Admiral Vincenzo Melone

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER



8 July
Panama Maritime Administration
Jorge Barakat Pitty

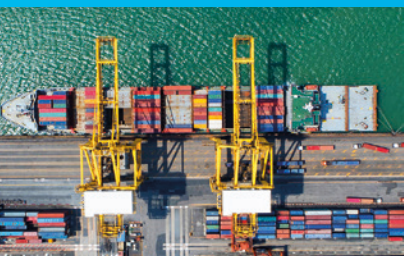
OPERATIONAL AGREEMENTS IN 2016

THIRD PARTY	SUBJECT	START	END
CEDRE - CEFIC	MAR-ICE Network	17/10/2014	16/10/2017
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	30/03/2016	29/03/2020
DG ECHO	Cooperation in the framework of maritime emergencies, including marine pollution preparedness, monitoring and response	13/11/2014	No end date
DG ENV	Cooperation Agreement for the development of inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping through a functionality in THETIS-S including the relevant technical assistance	06/10/2015	05/10/2018
	Cooperation Agreement for the support of the implementation of Directive 2012/33/EU as regards the sulphur content of marine fuels and relevant technical assistance	03/09/2014	02/09/2017
DG GROW	Implementation of the maritime surveillance component of the Copernicus security service	03/12/2015	31/12/2026
DG MARE	Creation of a European coastguard function	15/09/2016	31/12/2017
DG MOVE	Provision by EMSA of technical assistance for maritime security	29/10/2013	No end date
DG NEAR	Grant contract for the implementation of the Action 'TRACECA Maritime Safety & Security II'	16/06/2014	31/01/2017
	Grant Contract for the implementation of the SAFEMED III Action	16/06/2013	15/03/2017
	Preparatory measures for the participation of enlargement countries in EMSA's work	23/10/2015	22/04/2018
	Maritime Safety, Security and Environmental Protection in the Black and Caspian sea Regions	01/11/2016	28/03/2021
	SAFEMED IV, EuroMed Maritime Safety Project	01/01/2017	21/03/2021
EFCA - European Fisheries Control Agency	EFCA MARSURV	26/06/2015	No end date
Equasis members	MoU on the establishment of the Equasis information system	17/05/2000	No end date
ESA - European Space Agency	Agreement concerning cooperation for the use of space based systems and data in support of maritime activities	02/07/2010	01/07/2020
	SAT-AIS Data Processing Centre (DPC) Block 2 software	18/02/2015	No end date
ETSI - European Telecommunications Standards Institute	MoU ETSI - EMSA for collaboration in the field of marine equipment	26/05/2014	25/05/2017
EU Navfor - Athena Atalanta	Delivery of an integrated maritime monitoring service	06/04/2011	No end date

THIRD PARTY	SUBJECT	START	END
EUROCONTROL	Navigation safety for RPAS		No end date
European Free Trade Association Surveillance Authority	MoU on the release of classified information in the framework of the technical cooperation in maritime security	05/02/2014	No end date
	Provision by EMSA of technical assistance for maritime security 2	05/02/2014	No end date
Frontex	Service Level Agreement between the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union (Frontex) 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	01/05/2016	30/04/2019
International Mobile Satellite Organisation	IMSO AUDIT – EU LRIT-DC	27/05/2009	No end date
	IMSO AUDIT – LRIT-IDE	20/03/2012	No end date
Interspill LTD	Interspill Series of Conferences and Exhibitions - Memorandum of Understanding	07/02/2011	No end date
Italian Coast Guard - Comando Gen. del Corpo delle Capitanerie di Porto	SLA EMSA ICG Regional SSN Server (16/17)	22/10/2016	21/10/2017
	Mediterranean Regional SSN Server	22/10/2015	21/10/2017
JRC - Joint Research Centre	Hosting, Maintenance and Enhancement of EMCIP Platform	04/12/2013	03/12/2017
MAOC - Maritime Analysis and Operations Centre	Operational assistance and training	12/08/2014	11/08/2019
MARine Environmental and TEchnology Centre - Instituto Superior Tecnico	Cooperation agreement MARETEC-IST - EMSA Oil Spil Modelling	15/06/2014	14/06/2019
Norwegian Coastal Administration	North Atlantic AIS Regional Server	14/10/2014	01/01/2017
	SLA EMSA and NCA for hosting, maintenance and operation of North Atlantic, North Sea and HELCOM AIS Regional Servers and SSN	20/12/2016	No end date
République Française	Hosting & Development of Equasis	27/02/2009	No end date
Royal Belgian Institute of Natural Sciences	Development and implementation of an operational capability between oil spill models and CNS DC	09/12/2013	08/12/2018
Swedish Meteorological and Hydrological Institute, Gov Agency	Develop and implement an operational capability to set to a data exchange mechanism between the oil spill model and the EMSA CDC	21/06/2013	20/06/2018

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ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

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



Get in touch for more information

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