EMSA

European Maritime Safety Agency

Work Programme 2014

European Maritime Safety Agency
Work Programme 2014

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FOREWORD

FRANS VAN ROMPUY, CHAIRMAN OF THE ADMINISTRATIVE BOARD

It is interesting for the reader of this Work Programme 2014 to be aware of a number of recent developments, before delving into the substance of the programme. Those developments relate directly to the mandate that EMSA is entrusted with and the means that are at the Agency's disposal for executing its tasks.

Firstly, may I recall Regulation (EU) No 100/2013 of the European Parliament and of the Council of 15 January 2013 that effectively came into force in March 2013.

Work Programme 2014 is the first annual programme drawn up in accordance with the new legal basis for the tasks of the Agency, following amendment by the above regulation. An important novelty, in that perspective, is the introduction by the amending regulation of the concept of "ancillary tasks", alongside "core tasks". This novelty enhances the possibilities for both the Commission and the Member States to take full advantage of the well-established and recognised expertise and tools that EMSA has. Activities that fall under this new category are highlighted accordingly in the present document.

Another new element in place is the updated 5-year Strategy as approved by the Administrative Board at its recent November 2013 session. It lays down the medium term objectives to be met. The Work Programme 2014 reflects those revised objectives, e.g. in the risk-based prioritisation across the inspection programme to support the monitoring of EU Recognised Organisations, as an example among many others.

Back in July 2012 a Common Approach on decentralised agencies was endorsed at EU policy level. On 10 July 2013 the EU Commission published a Communication to the European Parliament and the Council setting out the programme of staffing and subsidy levels for each decentralised agency under the new multiannual financial framework (MFF) 2014-2020. EMSA, as from 2014, has to comply with that programme as a "new tasks" agency. This Work Programme 2014 applies the staff reductions and budgetary constraints called for in the Communication.

Worth mentioning finally, as a novelty, is the planning process for the elaboration of the Work Programme 2014 that was applied for the first time. Already in November 2012 a discussion was held in the Administrative Board on the basis of a first outline. The discussion was continued during the March and June 2013 meetings and in November 2013 the final draft was submitted for final discussion and adoption. This new planning scheme enhanced the involvement of the Board compared to what was previously possible.

Overall, it is appropriate to state that Work Programme 2014 is again both very extensive and ambitious. It is therefore a genuine challenge for the whole of the EMSA staff. Meeting the objectives of the programme will be very demanding. Furthermore, from 1 January 2014, in accordance with the new Staff Regulations, the weekly working hours went up to 40 from 37.5 without additional financial compensation. I am very confident though that all EMSA staff members will do their utmost and that Work Programme 2014 will be executed successfully.

As Chairman I experienced a very intensive and constructive involvement from the Administrative Board for the development of Work Programme 2014. I would like to extend my sincere appreciation to all its Members. I am in particular grateful for being able to count upon the always very well-considered advice and support of Achim Wehrmann as Vice Chairman.

All the EMSA staff members involved in the elaboration of Work Programme 2014 have contributed in an excellent manner under the auspices of Markku Mylly, the Executive Director of the Agency. I am most grateful indeed for this effort.

The reader of the EMSA 2014 Work Programme will find it to be most interesting, not least in the context of the resource reductions and budgetary constraints that the Agency has to accommodate effectively as of 2014.

Frans Van Rompuy
Chairman of the Administrative Board

ACKNOWLEDGEMENTS

MARKKU MYLLY, EXECUTIVE DIRECTOR

The general framework for EMSA for 2014 is established by the Agency's revised Founding Regulation, which came into force early 2013, and the budgetary constraints that apply for 2014.

As is common in life, the optimism and ambitions of the aspirational act, which entrusts more to this specific Agency because it has proven its worth so far, have to be adapted and in this case scaled down to match the hard realities of the resources made available.

Thus, the overall priority in 2014 will be to ensure the core tasks of the Agency. Through sound prioritisation and by capitalising on synergies within the Agency, as well as the increased working hours in 2014, EMSA will maintain the level of services to Member States and the Commission notwithstanding the staff cuts and new tasks.

In cooperation with our stakeholders across the range of maritime safety interests in Europe and beyond - from Member State administrations to industry to European and international institutions - we at EMSA will work as hard as ever to promote a safe, clean and economically viable maritime sector in the EU.

Markku Mylly
Executive Director

ABOUT THIS WORK PROGRAMME

Structure and status of the Work Programme

This Work Programme is the outcome of a planning process that began in November 2012, with a discussion on a first outline, continued in 2013, with an indicative Preliminary Work Programme, submitted for discussion and adoption by the EMSA Administrative Board in March 2013. The present document takes into account relevant developments during the course of the year, as projects advance and issues emerge, as well as the comments of the Board on the preliminary document provided during the March and June meetings, and the discussion preceding its adoption at the November meeting.

The Management Plan presented in Section 1 is a full narrative account of the work planned for 2014.

Chapter 1 provides an overview of the Agency's mission, its main achievements in 2013 and the priorities and tasks for 2014. Chapters 2 to 5 focus in detail on the tasks of the Agency as outlined in the Founding Regulation: Visits and Inspections, carried out by the Agency on behalf of the Commission since its establishment (Chapter 2), Technical Assistance and support to the Commission and Member States, part of the core business of the Agency as from 2003 (Chapter 3), Operational Systems in the field of vessel traffic and maritime monitoring, originating from relevant EU legislation and international developments and assigned to the Agency in more recent years (Chapter 4), and Anti-Pollution Response Measures (Chapter 5).

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

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

In line with Agency practice, the information in this Activity Plan 2014 will be reproduced in the activity section of the Annual Report 2014, alongside the actual input, output and performance results, to facilitate comparison between what was planned and what was achieved. It should be noted however that, for some of the outputs and indicators planned in this Work Programme, the Agency is not the only actor involved. The Commission often plays an essential role in the preparation or in the follow-up of these outputs, or both (for instance in the case of visits and inspections). As a consequence, there may be instances in which the planned target does not coincide with the final output, for reasons that are external to the Agency.

[1] Pilot projects, projects under development and internal activities are not included in this exercise.

Monitoring the execution of the Work Programme

The Agency is managed by its Executive Director, who is independent in the performance of his duties, without prejudice to the respective competencies of the Commission and the Administrative Board. The Administrative Board supervises the work undertaken by the Executive Director. The Administrative Board is made up of representatives of all EU Member States, Iceland and Norway (EFTA/EEA countries), four representatives from the Commission, and four non-voting representatives from different sectors of the maritime industry.

In 2014 the Administrative Board will focus on performance monitoring of the tasks carried out by the Agency in accordance with the EU legislation, the annual Work Programme and the updated 5-year Strategy, with a particular focus on ensuring the best possible use of the resources of the Agency. The Administrative Board will also focus on its enhanced role following the revision of the Founding Regulation and the new Financial Regulation. In particular, the Administrative Board will:

- Adopt the Agency's Work Programme, budget and establishment plan, within its competence in the framework of the budgetary procedure;

- Adopt the Multi Annual Staff Policy Plan, covering a three-year period, as requested by the Budgetary Authority;

- Adopt the Annual Report with details on achievement of objectives and performance output relating to the principles of cost-effectiveness, efficiency and sound financial management.

European Maritime Safety Agency
Management Plan 2014

European Maritime Safety Agency

Work Programme 2014

Chapter 1

The European Maritime Safety Agency

EMSA was originally set up as a regulatory agency to provide support to the Commission and Member States in the field of maritime safety and prevention of pollution from ships.

1.1 MISSION, ORIGIN AND TASKS OF THE AGENCY

Mission statement

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

Objectives

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

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

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

Origin & Tasks

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

EMSA contributes to an effective system for protecting EU coasts and waters from pollution at sea.

The last amendment[2] has further finetuned the Agency's mandate, enabling EMSA to better assist the Commission and the Member States in its core tasks and make broader use of its resources to help EU Member States respond to pollution caused by ships as well as response to marine pollution caused by oil and gas installations. Moreover, ancillary tasks have been introduced, with the possibility for the Agency to use its expertise and tools for other EU activities related to the Union maritime transport policy[3].

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

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

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

Finally, the Agency provides technical and scientific advice to the Commission in the field of maritime safety and prevention of pollution by ships in the continuous process of evaluating the effectiveness of the measures in place, and in the updating and development of new legislation. It also provides support to, and facilitates cooperation between, the Member States and disseminates information on best practice.

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

[2] Regulation (EU) No 100/2013.

[3] Article 2a states: "Without prejudice to the core tasks […] the Agency shall assist the Commission and the Member States, as appropriate, in the development and implementation of the Union activities […] related to the Agency's objectives, in so far as the Agency has established and recognised expertise and tools. The ancillary tasks set out in this Article shall: (a) create substantiated added value; (b) avoid duplication of efforts; (c) be in the interest of the Union maritime transport policy; (d) not be detrimental to the Agency's core tasks; and (e) not infringe upon Member States' rights and obligations, in particular as flag States, port States and coastal States."

1.2 MAIN ACHIEVEMENTS IN 2013 AND WORK IN PROGRESS

Visits and inspections

Visits and inspections were carried out as requested by the Commission to monitor the implementation of EU legislation in the fields of maritime safety, maritime security and the prevention of pollution by ships, and to improve the efficiency and effectiveness of the measures in place. Concerning maritime security, the Agency's mandate has been enlarged to include assistance in the inspection of port facilities; revised working arrangements were agreed with the Commission in October 2013 and technical assistance for the additional inspection tasks is expected to start in 2014. Moreover, a risk-based approach for inspections of Recognised Organisations is being developed in order to ensure better targeting and use of limited resources.

In 2013, 74 visits were carried out in different fields:

VISITS AND INSPECTIONS CARRIED OUT IN 2013	
Classification Societies	21
Training of Seafarers (STCW)	8
Maritime Security	25[4]
Port State Control	6
Vessel Traffic Monitoring and Information Systems	6
Marine Equipment	2
Registration of passengers	2
Accident Investigation	4

In line with the revision of the Founding Regulation, the Agency also established a function to analyse and assess several series of EMSA inspection reports, to assist the Commission in its consideration of the effectiveness of EU maritime legislation. In 2013 a final full Horizontal Analysis of the findings on inspections related to Directive 2008/106/EC on the minimum level of training for seafarers was completed.

Technical and scientific assistance

The Agency continued to provide assistance to Member States with regard to the implementation of the third maritime safety package through training and exchange of best practices. The Agency also assisted the Commission for the revision of the VTMIS Directive (Vessel Traffic Monitoring and Information Systems), the PSC Directive (Port State Control), the Flag State Directive and the Ship Recycling Regulation.

[4] Number of individual maritime security inspections, which were undertaken over 11 visits to Member States.

Port State Control is an effective means of verifying that a ship and its equipment comply with international regulations.

As requested by the Commission and the Member States, the Agency provided technical support for the implementation of the Reporting Formalities Directive (Directive 2010/65/EU), in particular for the development of Business Rules, data mapping of the formalities covered by the directive and guidelines for Single Windows. Moreover as a follow-up to the Commission delegation agreement with EMSA on the implementation of the actions "evolution of SafeSeaNet" of the Integrated Maritime Policy, the Agency took the necessary steps for the tasks described in the agreement.

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

Activities to strengthen Port State Control in cooperation with the Paris Memorandum of Understanding (Paris MoU) remained a priority. In addition to ensuring the management of THETIS, the Agency continued to support the implementation of the Inspection Regime at national level through an extensive e-learning system, training and the provision of a specific Helpdesk.

Work in the field of ship safety standards continued to provide solid technical input to the EU position at IMO level, in particular with regard to the ongoing debate on the damage stability of passenger vessels. Significant support was also provided to both the Commission and the Member States, in respect of initiatives to reinforce safety of passenger ships both at EU and international level. A new initiative was launched for a study to further investigate risk-based damage stability issues in order to inform the debate on the levels of safety that are appropriate for passenger ships.

Supporting stakeholders and experts

In order to foster efficiency gains training activities were finally grouped in one section, responsible for all trainings for Member States experts, candidate and potential candidate countries experts, Port State Control training and SAFEMED. A substantial number of training activities took place in 2013: a total of 35 different training sessions were organised, covering a range of topics from maritime legislation for newcomers to core skills for accident investigation courses. Among those, 16 were sessions for Member States for a total of 367 participants and seven were dedicated sessions for candidate and potential candidate countries for a total of 218 participants. The Agency started offering trainings within the framework of SAFEMED III and 7 sessions were organised for a total of 80 participants. The training programme for Port State Control Officers, which started in 2006, further evolved and was followed in 2013 by five dedicated training seminars for a total of 196 participants. These training sessions are intended to be for all European and Paris MoU Port State Control Officers. The separation applied previously between new entrants and experienced officers was abandoned to enhance flexibility when

A total of 35 different training sessions were held in 2013, covering everything from maritime legislation to accident investigation.

nominating participants. The objective remains to enhance the harmonisation and effectiveness of PSC inspections throughout the region, in particular in the context of the inspection regime (Directive 2009/16/EC on Port State Control).

MEETINGS ORGANISED BY EMSA IN 2013		
NUMBER:	ACTIVITY TYPE:	PARTICIPANTS/EXPERTS:
35	Training Sessions	861
50	Workshops and Working Groups	1244
3	Meetings of the Administrative Board	180

The Agency is recognised as a European platform for exchange of knowledge and best practices between maritime safety and pollution response experts from the Commission, EU Member States, EFTA/EEA Member States and candidate as well as potential candidate countries: 50 different workshops and working groups were organised with 1244 participants from all over Europe. These included several sessions for CleanSeaNet users, ongoing SafeSeaNet user workshops, EMCIP workshops and User Group meetings, THETIS User Group meetings, RoPax Stability Experts meetings, working groups comprising LRIT National Competent authorities and the annual meeting of the Consultative Technical Group for Marine Pollution Preparedness and Response. Moreover, in terms of Commission Implementing Regulation (EU) No 651/2011, EMSA assumed the Secretariat of the Permanent Cooperation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector and hosted the PCF 3 meeting in July 2013.

Finally consultations with stakeholders took place with regard to the Agency's Action Plan for the response to marine pollution caused by oil and gas installations, and workshops were organised on sensitive issues such as the implementation of the revised Sulphur Directive, the scrubbing technology, the places of refuge and the revision of Directive 2002/59/EC establishing a vessel traffic monitoring and information system, in cooperation with the Commission.

Operational systems

The activities undertaken in the field of maritime information systems in 2013 provided a sound basis for further developments to be implemented during 2014. Functioning of state-of-the-art systems was ensured, together with the further development of the maritime information systems, like SafeSeaNet, THETIS, EU LRIT CDC, LRIT IDE, IMDatE and CleanSeaNet. Existing vessel traffic and satellite monitoring systems were reinforced and improved on a continuous basis, supplying quality services in a timely manner.

The central SafeSeaNet service functioned very well across the course of the year, and an increased quantity of information became available to Member States through the system, including data to and from the THETIS system. The quality of CleanSeaNet (CleanSeaNet second generation which is hosted and operated in-house), a near real time satellite-based oil spill and vessel detection

Exploring the benefits of combined expertise

EU Naval Force protects World Food Programme vessels off the coast of Somalia.

Frontex coordinates European border management.

The European Fisheries Control Agency oversees fisheries control and inspection activities in the Member States.

service, was further improved following feedback from coastal States. The EU LRIT Cooperative Data Centre (EU LRIT CDC) has fully met the IMO performance requirements, while the LRIT International Data Exchange (LRIT IDE) provided services to more than 60 LRIT Data Centres all over the world.

Cooperation continued with EU NAVFOR for the provision of an integrated maritime monitoring service to the European Naval Forces, fusing ship reporting information and anti-piracy information. A number of new functionalities were added to the service, as requested by EU NAVFOR. A specific Service Level Agreement was signed with FRONTEX, following consultation with the Administrative Board, aiming at providing vessel monitoring services "budget neutral" for EMSA by using the Agency's expertise to support Frontex's maritime cross-border operations. The cooperation with the European Fisheries Control Agency EFCA was further enhanced, resulting in an operational ship tracking service to support three fishery control campaigns and in the provision of business continuity facilities.

The Agency offered its technical assistance in the ongoing debate on the Blue Belt concept; the Agency's contribution aims to provide relevant voyage-related information for selected vessels to EU customs authorities in order to further facilitate intra-EU maritime traffic. The Agency was actively involved in discussions within the Commission services and the customs authorities to further define requirements and legislative and non-legislative support measures for a future permanent service.

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

EMSA continued to work with ESA on the establishment of a European space-based Satellite AIS (SAT-AIS) data service. The ESA-EMSA programme will contribute significantly to a mature operational use of SAT-AIS data by governmental users of the European Union. As a temporary solution, a limited amount of SAT-AIS data was purchased by EMSA during 2013 in order to support pilot projects and services in need of such information. EMSA also established a Collaborative Satellite AIS Forum for Member States in order to provide an arena in which Member States with emerging national capacity can discuss issues of common interest and identify areas for cooperation and mutual support.

THETIS not only registered excellent performance throughout 2013, without any disruption to the quality and continuity of the service provided, it also assumed new functionalities. The Mobile Client application continued to be used by Port State Control officers to work on board ships while not connected to the main systems. THETIS provides a powerful tool to support Member States; it is a single window information system combining port call information from Paris MoU members, and inspection data from Port State Control and the ro-ro ferry surveys, and stores information from the Recognised Organisations at ship level.

Finally, EQUASIS continued its valuable contribution to the shipping industry by providing accurate and reliable ship safety related information. In 2013 the agreements with the Latin America MoU (Acuerdo de Viña del Mar) and the Caribbean MoU were finalised and both MoU have been added to the data providers. Discussions for incorporating Indian Ocean MoU as a data provider are still on going. The republic of Brazil has joined the supervisory committee, thus contributing to the annual Equasis budget. Furthermore, on 2013 the mobile application of Equasis was successfully launched.

Pollution response services

In 2013, procurement procedures were launched in relation to the Network of Stand-by Oil Spill Response Vessels, covering the Northern North Sea, the Atlantic North, the Aegean Sea and the Adriatic Sea. By procuring the new and replacement vessels through a single tender procedure, composed of four different lots, the Agency was able to undertake the procurement in an efficient manner. At the end of 2013, 18 fully equipped vessels were under contract with the Agency.

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

Communication

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

Prince Albert II of Monaco heads a visit to the EMSA contracted *Monte Anag* oil spill reponse vessel following on from the Ramogepol Exercise.

Interested members of the public were invited stop by and gain an insight into Lisbon's two EU agencies.

MAIN COMMUNICATION TOOLS PRODUCED IN 2013
EMSA Work Programme 2013
EMSA Annual Report 2012
12 monthly newsletters
Updates to Agency website, intranet and extranet
Press releases as required
Reports, inventories and audio-visual material linked to EMSA's pollution response activities
4 quarterly training and cooperation newsletters
Participation in Adriatic Spill 2013 exhibition
Development of e-survey tools

Regular updates were also made to the Agency's website (www.emsa.europa.eu).

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

1.3 GENERAL OVERVIEW OF PRIORITIES FOR 2014

As in 2013, the Agency will continue to assist the Commission and the Member States in accordance with its revised Founding Regulation. The Agency will continue to work with the Commission and the Member States to maximise the added value to be gained from the programme of visits and inspections and will ensure that technical assistance is provided and training, workshops and meetings are held as required. In particular, further assistance will continue to be provided with the implementation of the third maritime safety package, focussing on Directive 2009/18/EC on Accident Investigation, Directive 2009/16/EC, as amended, on Port State Control, including the social dimension of shipping; the implementation of Directive 2012/33/EC, amending Directive 1999/32/EC as regards the sulphur content of marine fuels; and support for the regime implementing Directive 2009/20/EC on Shipowner Insurance for Maritime Claims. It will also support new Commission initiatives related to passenger ship safety, as well as to the proposal on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.

Continued effort will be made to deliver maritime information services to Member States and the Commission, through the various maritime systems hosted at, or provided by, the Agency: THETIS, Central SafeSeaNet, CleanSeaNet, the EU LRIT Cooperative Data Centre and EMCIP. The Agency will also continue to provide wider assistance to the maritime community through other information systems, such as RuleCheck, MaKCs and the Marine Equipment Database (MarEd Website). In addition, the hosting of the LRIT

International Data Exchange will continue. Further improvements to the data quality and reliability of the systems will remain a priority.

In the field of pollution preparedness and response, the Agency will maintain an efficient, state-of-the-art Network of Stand-by Oil Spill Response Vessels to combat ship-sourced pollution in European waters, as well as provide the European satellite oil spill monitoring and vessel detection service, CleanSeaNet. The Agency will start phasing-in new tasks related to response to spills from oil and gas installations by setting up a dispersant capability complementing existing arrangements. The current CleanSeaNet service can be made available to authorities in charge of oil and gas installations. However, as no additional resources have been allocated for this purpose, the current coverage cannot be extended.

Assistance will be provided to Member States and Commission for the implementation of Directive 2010/65/EC on Reporting Formalities, in particular through the development of SafeSeaNet Version 3 for the exchange of relevant information between Member States, and the development of a "blueprint" for the National Single Windows to be developed by the Member States.

Assistance will be provided to Member States and Commission for the implementation of Directive 2012/33/EC amending Directive 1999/32/EC as regards the sulphur content of marine fuels. The said assistance will be guided by the specific needs of the Member States as highlighted in the relevant questionnaire prepared by the Agency and/or raised by Member States at the sulphur directive implementation workshop.

EMSA will support the Commission in preparing the planned revision of Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system, and the implementation of Directive 2010/65/EU on Reporting Formalities.

The Agency will continue to follow developments within the European Coast Guard Functions Forum for potential future synergies.

European Neighbourhood Policy countries will be assisted insofar as additional resources are made available under relevant EU programmes. In particular, in 2014, the Agency will continue to manage the SAFEMED III project.

The implementation of additional ancillary tasks, as requested by the Commission and Member States, will have to be decided on a case-by-case basis and will only be carried out subject to the availability of resources. This category of task does not at this stage warrant a dedicated section in the work programme.

The necessary resources to undertake the tasks outlined in this work programme both in terms of staff and financial means are reduced, as identified in the Budget 2014 and in the 2014 Establishment Plan.

1.4 OPERATIONAL TASKS OF EMSA IN 2014

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

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

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

European Maritime Safety Agency

Work Programme 2014

Chapter 2

Visits and inspections to monitor the implementation of EU legislation

EMSA verifies how EU maritime legislation is implemented in practice.

INTRODUCTION

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

- The Commission has been entrusted with assessment tasks by EU legislation and has delegated the work of inspections to the Agency: for example, the inspection of Classification Societies and the inspection of educational and training systems for seafarers in third countries (STCW).

- The Commission has requested the Agency to verify the implementation by Member States of EU maritime legislative acts. There are several reasons for verifying how the legislation is implemented in practice, including: ensuring correct implementation of EU law; detecting gaps in the national safety system; and improving the efficiency and effectiveness of the measures in place. The Agency thus carries out visits to Member States in accordance with Article 3 of its Founding Regulation, following the methodology for such visits as approved by its Administrative Board.

- Finally, the Agency undertakes horizontal analyses of visit and inspection reports, with a view to providing an overall picture of the level of implementation and the effectiveness of the measures across the European Union, as well as identifying best practice and lessons to be learnt, thereby promoting, where appropriate, a harmonised approach.

The length of the visits is determined by the scope of the Directive and the directions from the Commission. EMSA will continue to maximise the efficient use of staff resources for both the Member State and the Agency (currently, many visits now last only two to three days), while ensuring that the visits are robust enough to support any follow-up action.

2.1 CLASSIFICATION SOCIETIES

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

In 2014, the Agency will continue to carry out inspections to support the monitoring of the activities of EU Recognised Organisations

and, when requested by the Commission, visit classification societies for which EU recognition has been requested by a Member State. Regulation (EC) No 391/2009 requires that the Commission carries out an assessment of each Recognised Organisation at least every two years.

At the time of writing, discussions are on-going with the Commission in order to further develop the "risk-based" approach to inspections of Classification Societies. Inspections of two operational offices and the Head Office per two-year assessment cycle are the minimum necessary to get a picture of a globally distributed ROs and to give confidence in assessments that are based on the inspection results. Risk-based prioritisation across the inspection programme will determine which ROs will be subject to additional, or more intense, inspections.

The inspection programme will prioritise resources by using a smaller inspection team, reducing the inspection scope and sampling fewer files in the inspection of some ROs, thus freeing resources to focus more on others.

The principal basis for prioritisation will be the Commission's assessments and in particular, the major non-conformities identified and the follow-up required. Other factors related to safety and pollution prevention that will be taken into account include the risk profile of an RO's fleet, ventures into new markets, information received e.g. from PSC or Member State monitoring reports, and findings within the inspection and assessment cycle.

The Member States that proposed the initial recognition of the Recognised Organisations to be inspected will continue to be invited by the Commission to take part in these inspections. At the request of a Member State, the Agency will provide appropriate information resulting from the inspections in accordance with Article 2.3(c) of its Founding Regulation.

The Agency will prepare end-of-cycle inspection reports for each recognised organisation, with the objective of facilitating the Commission's overall assessment by grouping and combining the Agency's findings under the relevant requirements and criteria set out in the RO Regulation. As appropriate, the Agency will also provide technical recommendations to the Commission for the purpose of the assessments thereof.

Upon request of the Commission, the Agency will provide technical assistance in the monitoring of the ROs' progress in the implementation of Article 10.1 'Mutual Recognition' as well as in the follow-up of the assessment of the Quality Assessment and Certification Entity, which the Recognised Organisations set up in 2011 in accordance with the Regulation.

2.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

A large number of seafarers holding certificates issued outside the European Union work on board EU flagged vessels. Their numbers are growing and they

It is important to ensure the qualifications of those working on board EU flagged vessels meet the required STCW standards.

are filling an increasing number of senior officer positions. For safety reasons, it is important to ensure that their qualifications meet the required standards, as laid down by the STCW Convention.

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

According to the Directive, the implementation by Member States and third countries has to be verified and assessed over a five-year rolling cycle. In addition to the 28 Member States and two EFTA/EEA States, there are currently around 50 third countries to be covered under this regime. Initially, inspections focussed on the third countries, with EU Member States featuring from 2007 until 2012 when the cycle of visits to Member States was completed.

July 2014 is the deadline for Member States to transpose the amendments to Directive 2008/106/EC introduced by Directive 2012/35/EU, which include the 2010 Manila amendments to the STCW Convention and Code. Following adjustments and testing of the inspection methodology to incorporate the Manila amendments, including the transitional provisions undertaken in 2013, the 2014 programme is expected to see the start of the second cycle of visits to Member States together with further inspections for the re-assessment of third countries under the amended Directive, which will be prioritised according to criteria established jointly with the Commission.

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

Following a request by the Commission, from 2014 the Agency plans to check as part of its inspections and visits how third countries and EU Member States recognise and monitor medical practitioners.

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

There will be five inspections of third countries in 2014, which will be planned in consultation with the Commission. As a priority, they will take place in countries for which a Member State has requested recognition, to enable it to recognise for the first time, the certificates of competency issued by those countries. In addition to any new inspections, the Agency will continue to re-inspect some third countries in accordance with the priorities of the

Commission based on the outcome of its assessments and on the time that has elapsed since the previous inspection.

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

A new cycle of visits to Member States will start in 2014, with two to three such visits envisaged. The priority for these visits will be based on the outcome of the Commission's assessments under the first cycle and on the time that has elapsed since the previous visit.

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

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

For 2014 the Commission has requested the Agency to monitor the implementation of Directive 2009/16/EC on PSC by undertaking three to five visits to Member States.

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

2.4 MARITIME SECURITY

EMSA may now also provide expertise on port facility inspections.

The international measures taken by the IMO to improve security standards in shipping (SOLAS chapter XI-2 and the ISPS Code) have been transposed into Union law under Regulation (EC) No 725/2004 on enhancing ship and port facility security. At the same time, the Agency was tasked to provide the Commission with technical assistance in the performance of its inspections under Regulation (EC) No 725/2004 except for port facilities and ports. Under the revised Founding Regulation, the Agency was given a new task and may now also provide expertise on port facility inspections carried out by the Commission under Regulation (EC) No 725/2004.

Following agreement with the Commission of revised Working Arrangements for maritime security inspections in October 2013, the Agency expects that assistance for port facility security inspections will start in 2014, on a similar basis to the assistance that has been provided in the past.

The Decision on maritime security inspections for 2014 was adopted by the Commission in October 2013 and as in previous years provides for inspections of Member States' administrations and port facilities, including a sample of

ships, Recognised Security Organisations and companies. The Agency will continue to provide assistance as requested by the Commission.

In addition, the Agency will continue to provide assistance to the EFTA Surveillance Authority when requested for maritime security inspections in Norway and Iceland based on a similar Working Arrangement to that agreed between the Agency and the Commission. As in previous years, two to four inspections are anticipated.

2.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME TRANSPORT LEGISLATION

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

The Agency will continue the cycle of visits to Member States focussing on aspects of Union passenger ship legislation, namely 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. Two to three such visits are planned for 2014.

EMSA is planning visits to Member States to check the registration arrangements in place for those sailing on board passenger ships.

Since 2009, the Agency has carried out visits to the Member States in relation to Directive 2002/59/EC on vessel traffic monitoring and information systems, in order to provide the Commission with information on the level of implementation of this Directive by the Member States. The visits include interviews with the relevant competent authorities and inspections of selected coastal stations, vessel traffic services and other vessel traffic monitoring infrastructure of the Member State visited. The full cycle of visits, including to Norway and Iceland, was completed in 2012. From 2011, these visits included the amendments introduced by Directive 2009/17/EC. At the same time, a series of additional visits started to the Member States that were visited before the 2009 amendments came into force. These will continue with six such inspection visits in 2014.

In 2010, the Agency started a programme of visits to Member States to assess the implementation of Directive 96/98/EC on Marine Equipment by the national administrations. It is expected that two visits will be undertaken in 2014.

In 2011, a cycle of visits to Member States was started, to monitor the implementation of Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents (Accident Investigation Directive) in the maritime transport sector, with a particular focus on the new obligations for Member States. The Commission is required to carry out an evaluation of the Directive's implementation by June 2016. As part of the cycle of visits contributing to this evaluation, a further five visits are expected to take place in 2014.

The Agency has been requested by the EFTA Surveillance Authority to carry out a similar programme of visits to Norway and Iceland and one such visit, in respect of passenger ship legislation, is planned for 2014.

Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents calls for the Agency's assistance to the Commission in preparing a progress report on the implementation of the Regulation by the end of 2015. Thus, the Agency may be requested by the Commission to carry out visits to Member States to assess compliance with the rules of this Regulation. The possibility to extend the scope of this Regulation to all classes of domestic carriage will also need to be assessed in the light of the information produced by these visits.

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

2.6 HORIZONTAL ANALYSIS OF VISIT AND INSPECTION REPORTS

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

The revised Founding Regulation states in Article 3(5) that "Where appropriate, and in any case when a cycle of visits or inspections is concluded, the Agency shall analyse reports from that cycle with a view to identifying horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place. The Agency shall present this analysis to the Commission for further discussion with Member States in order to draw any relevant lessons and facilitate the dissemination of good working practices."

EMSA seeks to bring improvements to maritime safety legislation by observing existing practices, as highlighted in the recently adopted 5-year Strategy.

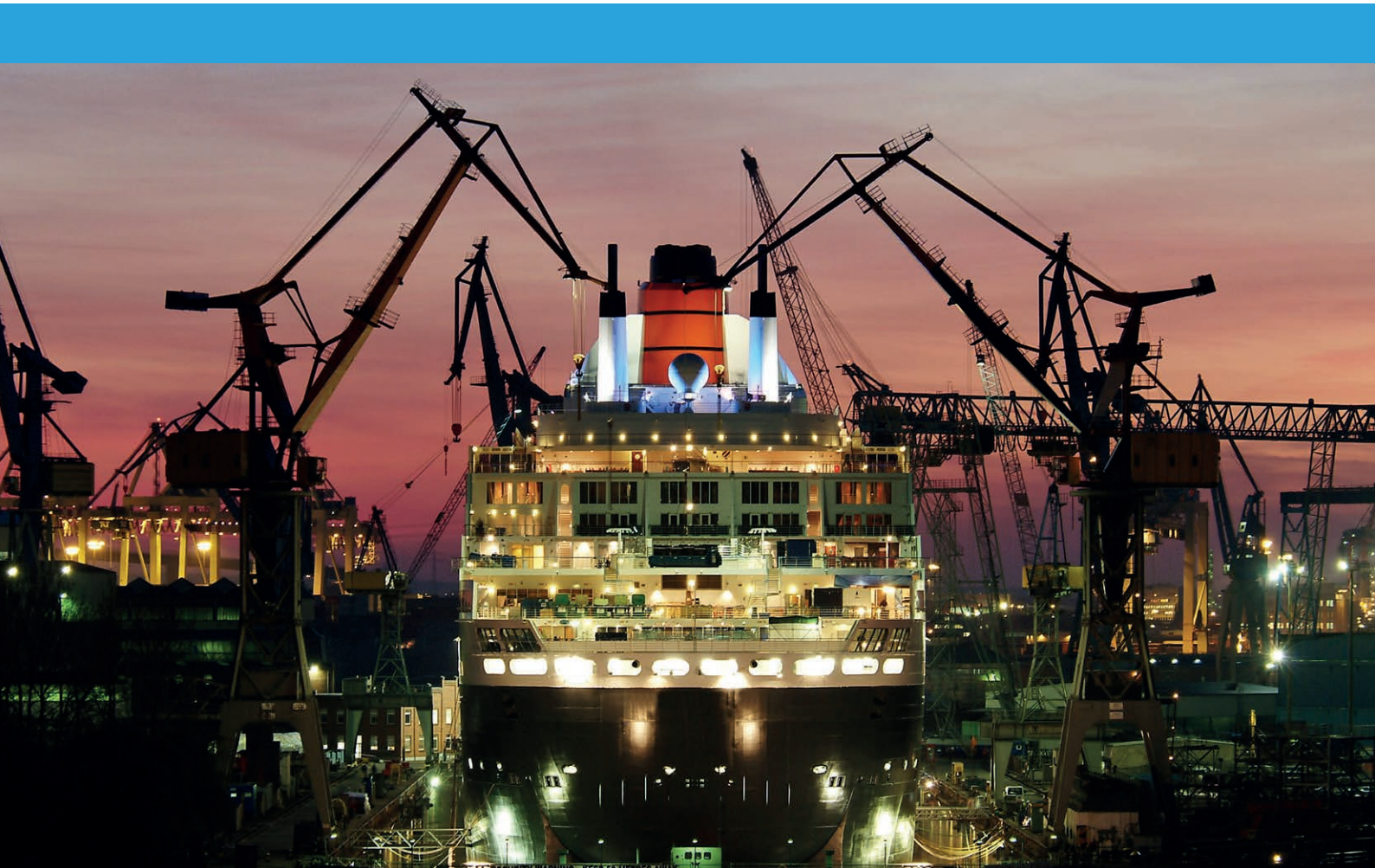
The Agency will continue in 2014 to provide analyses of sets of reports following visits and inspections monitoring the range of applicable legislation on EU maritime safety, in order to arrive at horizontal conclusions, to identify best practices, lessons to be learnt and improvements to the current legislation as appropriate. These reports will also assist the Commission with impact assessments, ex-post policy evaluations and reporting obligations in relation to its legislative work programme, and therefore the Agency will take account of the Commission's standard framework and methodology for this purpose. There will also be an on-going discussion with the European Commission on possible subjects for future analysis.

European Maritime Safety Agency

Work Programme 2014

Chapter 3

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



INTRODUCTION

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

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

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

3.1 PORT STATE CONTROL

3.1.1 PARIS MOU

In 2014 EMSA will continue to support the Commission in its participation in all the structures of the Paris Memorandum of Understanding on Port State Control. Subject to ongoing debate within the Paris MoU, regarding possible efficiency gains from a revised allocation of support functions, EMSA may be asked to take on additional tasks in relation to the support of the Paris MoU. In 2012, the first such task transferred to the Agency was the management of the learning modules originally developed by the Paris MoU Secretariat and since revised by EMSA. During 2013, Business Intelligence functions have also started being provided predominantly by an enhanced facility operated by the Agency.

3.1.2 COMMON TRAINING

The development of harmonised training tools for Port State Control Officers, in cooperation with the Paris MoU, is another important task for the Agency, referred to in the Directive 2009/16/EC on Port State Control. EMSA will continue to operate its e-learning platform MaKCs, which will be further expanded and modernized to respond to the increased complexity of the Port State Control activity. The Agency will also continue to maintain and update RuleCheck, the database on maritime legislation that it has developed and which is now extensively used throughout the EU and the Paris MoU. Finally dedicated training for current and future users of the THETIS system will be ensured, to include the obligations stemming from the Directives it supports.

3.1.3 IMPLEMENTATION ISSUES

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

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

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

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

EMSA will contribute to the work done by the Commission linked to the entry into force of the directive amending Directive 2009/16/EC on Port state control aimed to ensure an effective enforcement of the Maritime Labour Convention.

THETIS will continue to support the PSC functions stemming from the enforcement of Directive 2009/20/EC on insurance of shipowners. EMSA will also continue to convene the THETIS User Group, which supports the Agency in developing and updating functionalities also linked with other tools (i.e. SafeSeaNet).

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

The European Marine Casualty Information Platform was set up to enable the gathering of objective, reliable and comparable information on maritime safety.

3.2 ACCIDENT INVESTIGATION

EU legislation governing the investigation of accidents in the maritime transport sector[5] implies obligations for the Member States to, among others, ensure proper safety-focused investigation systems; investigate very serious marine casualties and decide on the investigation of others, in particular the serious casualties; publish commonly structured investigation reports; properly follow up the safety recommendations arising from the investigations; and populate the EMCIP casualty information platform.

The Accident Investigation Directive is supported by two Commission Implementing Regulations. One is Regulation (EU) No 1286/2011, which established a Common Methodology for investigating marine casualties and incidents. This regulation is intended to facilitate harmonisation of practice and to provide a better basis for verification of the Directive's implementation. Following EMSA's role in the formulation of the Common Methodology, the Agency will continue to provide related technical assistance to the Member States.

The second implementing regulation is Regulation (EU) No 651/2011 which lays down the rules of procedure for the Permanent Cooperation Framework (PCF). The PCF was established by Article 10 of the Directive in order to allow Member State investigative bodies and the Commission to establish best modalities of cooperation in accident investigation activity. In terms of this regulation, EMSA provides the PCF's secretariat. Within this ambit, the Agency will continue to provide in 2014 the necessary assistance to the Commission and the Member States, in the organisation of the 4th PCF meeting and support to the various Working Groups appointed by the PCF.

The Agency is also charged with the project management and financing of the "European Marine Casualty Information Platform (EMCIP)", a tool that, since 2009, stores, shares and analyses casualty data and investigation reports notified and submitted by the Member States, in terms of Directive 2009/18/EC.

Following the significant development in 2013 and the completion of the mechanism allowing Member States to transfer accident investigation information from EMCIP to the IMO Global Integrated Shipping Information System (GISIS), thus saving Member States duplication of data entry into both systems, the Agency will continue and complete the similar arrangement for data transfer to the Helsinki Commission (HELCOM). Additionally, the Agency will further cooperate with EUROSTAT in the future production of maritime safety statistics. Further new enhancements of EMCIP, particularly in terms of additional display functions and increased flexibility of use will be developed in 2014.

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

Proper use of the database is essential for later analysis of casualty data. As a consequence, EMSA will convene the EMCIP User Group which supports the Agency in improving functionalities and user protocols. Such interaction with the system users has proven to be indispensable over the years and the Agency will continue to host these activities in 2014.

Following the adoption of the revised Founding Regulation, the Agency will be looking at ways to provide operational support to Member States in their investigation of serious or very serious accidents should this be requested, as well as supporting cooperation between Member States, without prejudice to Member States' obligations under the Accident Investigation Directive.

The revised EMSA Founding Regulation established the Agency's role in the analysis of accident investigation reports with a view to identifying added value at Union level in terms of any relevant lessons to be learnt. Since 2012 the Agency has been developing a methodology for such analysis, for submission to the Commission and the Member States. In 2014, this methodology will have been refined to take account of comments from the Member States and the Commission and will be regularly implemented in the analysis of individual accident investigation reports.

The Agency will continue assisting the Commission and Member States with initial abstract data analysis and development of trend monitoring mechanisms, and eventually help in the development of Commission initiatives for the improvement of existing European legislation and promotion of new technical requirements.

Finally, also within the context of the revised Founding Regulation, it is foreseen that, on the basis of data provided by the Member States, in accordance with Article 17 of Directive 2009/18/EC, the Agency shall compile a yearly overview of marine casualties and incidents.

3.3 CLASSIFICATION SOCIETIES

The Agency will continue to provide technical assistance to the Commission in both the European and international context. The Agency will continue to provide assistance with the implementation of all aspects of Directive 2009/15/EC and Regulation (EC) No 391/2009 on EU Recognised Organisations as appropriate and will also seek to further streamline, adjust and adapt the inspection task to improve its effectiveness.

EMSA will look to streamline the inspection task and thereby enhance its effectiveness.

In particular, the Agency expects to support the Commission's assessment as regards the implementation by ROs of the requirements of Article 10 of Regulation (EC) No 391/2009 concerning progress of harmonisation of rules and procedures and mutual recognition of certificates for materials, equipment and components and their overall implementation, in support of the requirement for the Commission to submit a report to the European Parliament and Council by 17 June 2014.

EMSA can be called on by the Commission and Member States in 2014 to support the implementation of the Maritime Labour Convention.

Also, the Agency expects to support the Commission in the follow-up of the assessment of the Quality Assessment and Certification Entity set up by the Recognised Organisations in 2011, which the Agency inspected in 2012 (see section 2.1).

3.4 STCW AND THE SOCIAL DIMENSION

The STCW Information System, which became fully operational in 2012, includes descriptive information on the maritime education and training systems in Member States (developed under Phase 1). The System is also able to accommodate such data from the third countries inspected by the Agency. This descriptive and non-confidential information supports the activities of the Agency's Visits and Inspections Unit and assists in selecting institutions to be visited. Such centralised updated information is not available elsewhere. Under Phase 2, the System is, in addition, able to compile data on numbers of seafarers holding valid certificates of competency and endorsements issued by EU Maritime Administrations, thus providing reliable statistical information on the availability of seafarers for the fleets flagged in the EU, once it is populated with data provided by the EU maritime administrations under the provisions of Directive 2008/106/EC as amended.

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

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

In the light of the outcome of the work of the Task Force on Maritime Employment and Competitiveness which was established by the Commission and reported in 2011, and following envisaged initiatives by the Commission in relation to the social aspects of shipping (the Social Agenda for Maritime Transport), in 2014 the Agency may be called upon to assist the Commission and the Member States further in the implementation at EU level of the Maritime Labour Convention (in particular, for the Flag State and Port State aspects of Directive 2009/13/EC) as well as in additional initiatives to facilitate voluntary exchange of best practices in maritime education and training in the Union.

3.5 SHIP SAFETY STANDARDS AND MARINE EQUIPMENT

In 2014 EMSA will provide technical advice and assistance to the Commission related to the follow-up or amendment of EU maritime safety legislation in the field of ship safety, construction standards and marine equipment.

3.5.1 SHIP SAFETY STANDARDS

EMSA experts will assist in the development of the European Union maritime legislation related to ship safety standards. This task will include the monitoring of international standards and the technical assessment of national legislation implementing the EU maritime safety *acquis*.

The monitoring of the IMO's work in the field of ship safety standards, including the reporting on developments in the relevant international legislation will be continued. This task entails technical evaluation of IMO submissions and technical assistance in the preparation of submissions to IMO as appropriate. EMSA will advise the Commission on the development of the Goal Based Standards approach and its impact upon European maritime safety legislation.

EMSA experts will also play an active role in assisting the Commission as requested at the meetings of the expert working group created through COSS (Committee on Safe Seas and Prevention of Pollution from Ships) for certain issues related to the implementation of ship safety standards legislation.

In addition technical support will be provided regarding technical regulations notified by Member States to the Commission in accordance with Directive 98/34/EC, laying down a procedure for the provision of information in the field of technical standards and regulations.

EMSA currently provides support in the following fields:

- Passenger ship safety:

  - Domestic passenger ship safety (Directive 2009/45/EC);
  - Safety of ro-ro passenger ferries and high speed passenger craft in regular service (Directive 99/35/EC);
  - Specific stability requirements for ro-ro passenger ships (Directive 2003/25/EC);
  - Registration of persons sailing on-board passenger ships operating to or from ports of the Member States of the Community (Directive 98/41/EC).

  EMSA will continue to provide support to the Commission with technical assessment concerning the implementation of Directive 2009/45/EC, including the evaluation of the notifications of exemptions.

  In 2014 assistance will be provided to the Commission and the Member States during the work at the IMO as regards damage stability of passenger ships in general, including ro-pax vessels. A specific project will be launched, at the request of the Commission, for a study assessing the acceptable and practicable risk level of passenger ships related to damage stability. At the request of the Commission, EMSA will also provide technical support on the longer lower holds file.

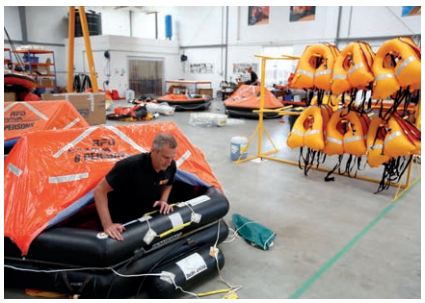
  EMSA will also provide technical support to the Commission and ESA (EFTA Surveillance Authority) concerning the follow-up and monitoring of the Directive 1998/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States.

- Safety regime for fishing vessels (Directive 97/70/EC):

  EMSA will continue to provide technical support to the Commission and the Member States (and Norway and Iceland), particularly focusing on safety standards for building and operation of fishing vessels, notably following the Agreement accepted in Cape Town in 2012.

3.5.2 MARINE EQUIPMENT

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



With the Marine Equipment Directive reform close to completion, EMSA will be expected to offer support to the Commission on implementation.

EMSA will monitor essential requirements and testing standards for marine equipment in order to provide the Commission with the necessary information to update the Directive's technical annexes at least once a year. In order to improve cooperation with the European standardisation bodies (i.e. CEN-CENELEC and ETSI) EMSA will continue to develop working arrangements with them.

In 2014 EMSA will continue to support the Commission in the process of updating the annex to the Mutual Recognition Agreement (MRA) on marine equipment between the EU and USA.

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

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

The ongoing reform of the Marine Equipment Directive might be completed in 2014. EMSA will assist the Commission in the implementation of the new legal framework, including preparatory work as necessary.

3.5.3 THE HUMAN ELEMENT

EMSA will continue to provide technical assistance to the Commission and Member States regarding the follow-up of, and possible amendments to, Regulation (EC) No 336/2006 on the International Safety Management (ISM) Code and its implementing rules. As regards ISM, and at the request of the Commission, EMSA will assist with the consolidation of the MS reports concerning the implementation of Regulation (EC) No 336/2006 covering the period for the two years 2011 and 2012.

Furthermore, when and where appropriate, technical assistance will also be provided for the enforcement of Directive 2009/13/EC on the Maritime Labour Convention (Flag State and Port State aspects).

The Equasis annual report offers a picture of the world's merchant fleet and is available online free of charge.

3.6 EQUASIS, STATISTICS AND MARITIME INFORMATION

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

EMSA is a signatory of the EQUASIS Memorandum of Understanding on behalf of the Commission. In June 2008, the Equasis Supervisory Committee mandated EMSA to take responsibility for the hosting of the Management Unit of Equasis. This task started in 2009 and will continue in 2014. The process for the publication of annual statistics on the world's fleet is now more efficient, but the improvement of the content and layout is ongoing and will continue in 2014, in order to provide clearer, accurate and more relevant data for users. In this respect the ongoing negotiations for those MoUs that are not yet providing data will be continued. Furthermore, in 2014 a formal procedure for the accreditation of companies wishing to become data providers will be introduced. The internal MARINFO information system contains data collected from commercial providers on ships' characteristics, accidents, movements, demolitions, new buildings, ownership, etc. In 2014, following the implementation in 2012 of a new framework of data services from external providers, the Agency will continue to produce analyses based on recently acquired sets of parameters (such as engine data for calculation of ships' emissions, oil cargo movement information, or details of oil and gas platforms). The Agency hopes that by producing regular statistics, ad hoc analyses and studies on specific topics it can continue working towards better integration, analysis and dissemination of relevant externally acquired maritime data, together with other data sources belonging to the Member States and available in-house, such as the SafeSeaNet Data warehouse[6], that will be ready in 2014 and should enhance statistics on maritime vessel traffic in the EU based on reporting information from the Member States.

[6] In accordance with the SafeSeaNet Interface and Functionalities Control Document (IFCD), the Agency is obliged to archive data (offline) for a period of five years. The SafeSeaNet Data warehouse is the tool to meet this requirement. The Data Warehouse can also be used to generate statistics based on SafeSeaNet data.

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

3.7 PREVENTION OF POLLUTION BY SHIPS

3.7.1 PORT RECEPTION FACILITIES

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

- In particular, the work in 2014 will focus on: Assisting the Commission in matters related to the ongoing review of the Directive;

- Assisting the Commission and Member States in matters related to, and impacting upon, the implementation of the Directive, including international developments such as relevant amendments to the MARPOL Convention;

- Preparing the implementation of the waste notification message in SafeSeaNet[7] (section 4.3) and, subject to a request from the Commission, considering a broader information and monitoring system pertaining to article 12 of Directive 2000/59/EC.

Sustained efforts towards effective emission control and energy efficiency.

3.7.2 AIR EMISSIONS

Addressing the emission of greenhouse gases (CO_2) from ships is a key topic currently considered both in the EU and internationally. EMSA will continue to support the Member States and the Commission in this area. The Agency will provide technical assistance to the Commission in reviewing and assessing various models of voluntary and mandatory technical, operational and market-based measures available to meet the envisaged reduction targets in the future, depending on the regulatory choices made at IMO and as far as applicable at EU level. This will include contributions to the ongoing discussion on the proposed Regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (MRV). Furthermore, EMSA will continue to support the Commission in relation to work in IMO to extend the Energy Efficiency Design Index (EEDI) to other ship types over the coming years and with analysing the implementation and enforcement of the first phase of the EEDI and Ship Energy Efficiency Management Plan (SEEMP) regulatory framework, which entered into force in January 2013.[8]

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

[8] Ancillary task, performed since 2012.

The Agency will continue to assist the Commission in the implementation of Directive 2012/33/EU amending Directive 1999/32/EC as regards the sulphur content of marine fuels. The amended Directive provides the possibility for the Commission to adopt implementing acts relating to several issues relevant to fuel sampling (such as the frequency of sampling; sampling methods; the definition of a representative sample of the fuel being tested; and the information to be included in a ship's log book and bunker delivery notes), analysis strategies, monitoring of emissions and Member States reporting obligations.

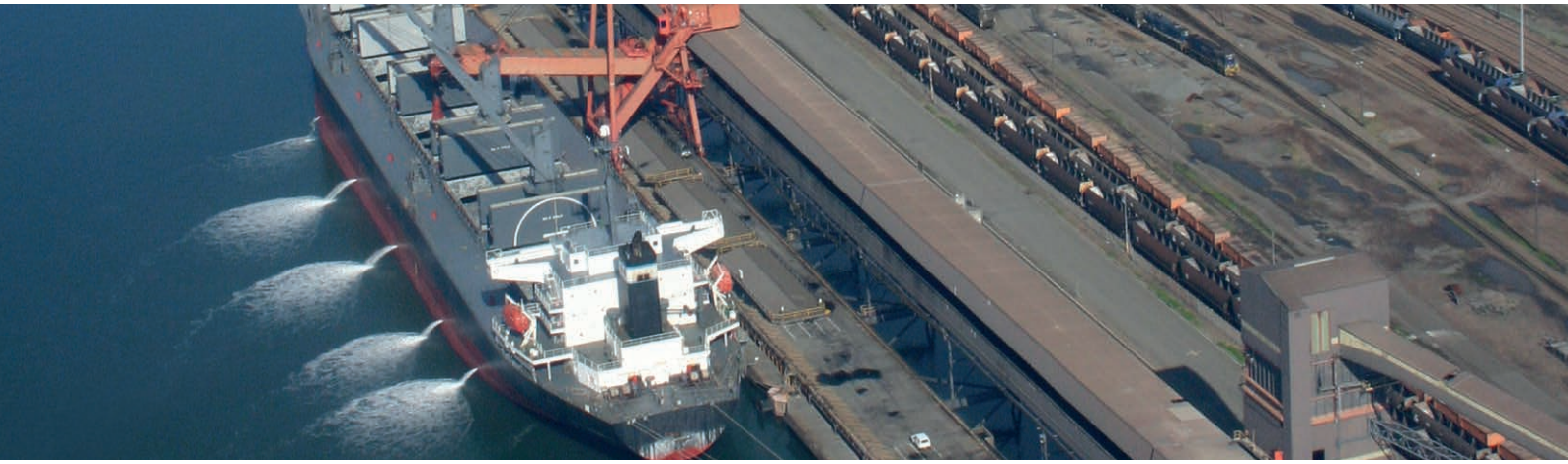
EMSA will provide technical expertise on these matters through a number of actions agreed with the Commission, including the development of guidance manuals in support of studies launched by the Commission. EMSA will also assist the Commission and Member States with the development of the guidelines on the form and content of Member States' reports and continue to support the Commission in the analysis of the Member States' yearly reports and in the preparation of the Commission's report required by Article 7(1) of Directive 1999/32/EC. In addition, EMSA will examine Member States' inspection and enforcement measures, including penalties, foreseen for breaches of the requirements stipulated in the revised Directive.

EMSA is also assisting the Commission with the implementation of the "Sustainable Waterborne Toolbox" initiative, which aims to help the sector improve its environmental performance, while simultaneously maintaining its competitive position. EMSA has been asked to assist with a number of tasks, including acting as the secretariat of the Expert Groups for LNG, the Expert Group on scrubbing technology and providing technical expertise in the discussions on the use of alternative emission abatement technologies and alternative fuels. In addition EMSA will contribute to the Technical Specifications of the tender for a study on the completion of an EU framework for LNG-fuelled ships and its relevant fuel provision infrastructure. Finally EMSA will support the Commission in the further implementation of the toolbox or potential introduction of EU-wide standards or guidelines for LNG bunkering, as required.

3.7.3 SHIP RECYCLING

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

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



3.7.4 BALLAST WATER

EMSA will continue to work on the action programme developed in conjunction with the request from the Commission and the Member States in order to assist and prepare Member States for the ratification, entry into force and enforcement of the 2004 IMO Convention for Control and Management of Ships' Ballast Water and Sediments, expected to enter into force in the near future.

3.7.5 OTHER ENVIRONMENTAL ISSUES

A significant number of environmental issues affect shipping but fall outside the scope of the EU maritime transport regulatory developments. Examples include the impact of Black Carbon emissions in the Arctic, the control and management of biofouling to minimise the transfer of invasive aquatic species and the overall implementation of the Marine Strategy Framework Directive. The Agency will follow these developments at international and EU levels and liaise as necessary with Commission services, but will only undertake specific actions at the request of the Commission where there is a clear connection to maritime transport and depending on available funds and human resources.

3.8 LIABILITY AND COMPENSATION

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

Increasing technical assistance and other support will be provided to the Commission and the Member States in the implementation of Directive 2009/20/EC on the insurance of shipowners for maritime claims, in particular through the Port State Control mechanism, also bearing in mind Directive 2002/59/EC as amended establishing a vessel traffic monitoring and

information system, which obliges EU countries to set up places of refuge to accommodate ships in distress. The Agency will also assist with monitoring the implementation of the requirements of Regulation (EC) No 392/2009 ('Athens Regulation') on the liability of carriers of passengers by sea in the event of accident, particularly in view of the coming into force of the Athens Convention in April 2014 – to which both the Member States and the EU are parties.

3.9 TRAINING AND COOPERATION

3.9.1 ASSISTANCE TO EMSA MEMBER STATES AND IPA COUNTRIES

Training activities are organised by EMSA for Member States on a regular basis. Priorities regarding the Agency's training activities take into account national requests as well as the recommendations expressed by the established consultative bodies, notably the EMSA Consultative Network for Technical Assistance and cooperation (CNTA), active since 2006 and with representatives from the maritime administrations of the 28 EU and two EFTA/EEA Member States, and the Permanent Cooperation Framework established under Directive 2009/18/EC. Training sessions and exchanges of best practice will cover as usual all fields of EMSA's mandate: port state control, ship security, traffic monitoring, port reception facilities, marine equipment, pollution response, implementation of EU law, etc.

The training workshops envisaged to be organised by EMSA include:

- Training seminars on port State Control procedures for Paris MoU members;
- Dedicated training for current and future use of the THETIS system;
- Core Skills for Accident Investigator courses;
- Different training courses for accident investigators such as "Voyage Data recorder and electronic evidence".

Up to 14 training workshops will be organised in the areas mentioned above, focusing on the existing EU maritime legislation. The portfolio of training material is continuously improved and revised in order to be rapidly available to different beneficiaries.

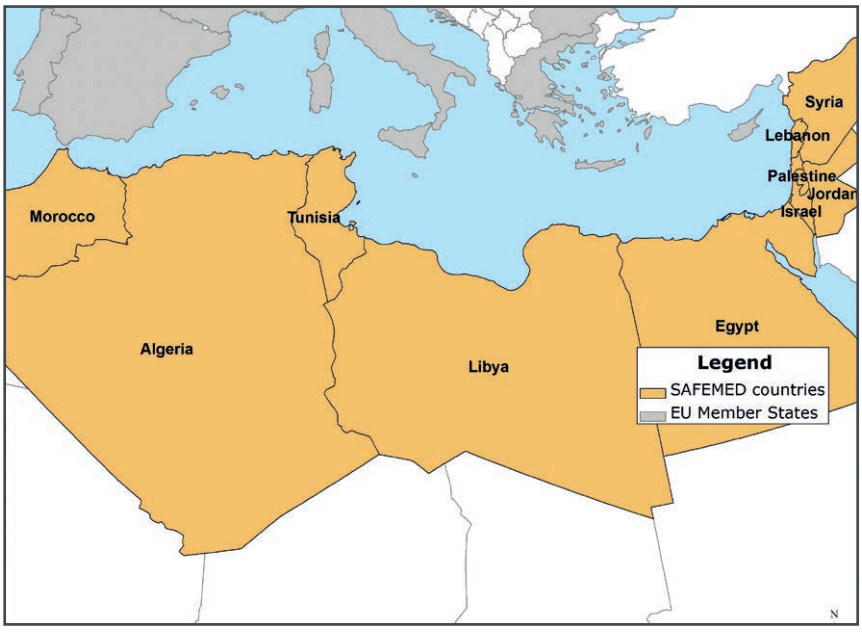
The Agency will continue to be involved in ad hoc EU funded projects for acceding, candidate and potential candidate countries (IPA) focussing on technical assistance for the approximation of their maritime legislation to that in force in the EU. Actions include ad hoc trainings, information days in participating countries, exchange of expertise and other technical assistance activities.

3.9.2 ASSISTANCE TO EUROPEAN NEIGHBOURHOOD POLICY PARTNER COUNTRIES AND TO COUNTRIES TAKING PART IN THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL: TRAINING ON EU MARITIME LEGISLATION

As stated in the preceding section, EMSA provides training on EU maritime legislation to the EU Member States. Participating EFTA/EEA Member States (Norway and Iceland) have also benefited from these services. In addition, candidate and potential candidate countries[9] could be provided with similar assistance under certain conditions.

The amendment to the Agency's Founding Regulation has widened this area of activity. Upon the request of the Commission, and subject to the availability of relevant funds, the Agency may be tasked to provide relevant training also to all European Neighbourhood Policy (ENP)[10] countries and countries taking part in the Paris MoU on Port State Control.[11]

In line with this new amendment[12] , the Commission entrusted the management of the SAFEMED III project to EMSA in 2013. The project contributes to the establishment of an overall well-functioning transport system in the Mediterranean, and guarantees the continuation of the regional



cooperation on maritime safety established under the previous EuroMed Transport SAFEMED I and II projects, with a greater emphasis on country specific needs. The project aims to: achieve an improved level of quality of maritime administrations; reduce marine pollution caused by ships; ensure provision of more complete information regarding vessel movements and increase sharing of data between countries; reduce the level of human error as a contributing factor in maritime accidents; contribute to more secure port facilities and vessels. Additionally, the project will also look at ways (mainly through pilot projects) to associate ENP countries with the use of EMSA's maritime services such as CleanSeaNet and the Network of Stand-by Oil Spill Response Vessels. EMSA will continue to support the Commission with an advisory role in the TRACECA II project for the Black Sea. In parallel, the Agency will further explore with the Commission other possibilities to assist ENP countries in the Black Sea region.[13]

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

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

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

[12] Article 2.5 of Regulation (EC) No 1406/2002 states that: "The Agency may, upon the request of the Commission, provide technical assistance, including the organisation of relevant training activities, as regards relevant legal acts of the Union, to States applying for accession to the Union, and, where applicable, to European Neighbourhood partner countries and to countries taking part in the Paris Memorandum of Understanding on Port State Control.

The Agency may also provide assistance in case of pollution caused by ships as well as marine pollution caused by oil and gas installations affecting those third countries sharing a regional sea basin with the Union, in line with the EU Civil Protection Mechanism established by Council Decision 2007/779/EC, Euratom, and in analogy with the conditions applicable to Member States as referred to in paragraph (3) (c) of this Article. These tasks shall be coordinated with the existing regional cooperation arrangements related to marine pollution."

[13] This activity could result in an additional project-financed Contract Agent should EMSA be entrusted with the management of the relevant project.

European Maritime Safety Agency

Work Programme 2014

Chapter 4

Vessel Traffic and Maritime Monitoring Services

INTRODUCTION

Streamlining and accelerating the exchange of information between maritime authorities on vessel movements, on maritime pollution from ships as well as from oil and gas installations, and on the condition of ships that call in European ports is a key element to ensure a high level of safety and environmental protection. The information systems developed and operated by EMSA, and the services they provide, contribute to this goal by performing reliably and delivering high quality data on a 24-hour basis to end-users. In 2014, EMSA will be particularly concerned with supporting users to ensure they make best use of the services available, and that they harness the full potential of maritime data both to increase their overview of activities in the maritime domain and to simplify their daily tasks.

The role of the Agency in supporting users has been extended by the revision to the Founding Regulation, which has given the Agency new core tasks and subsequently new user communities and associated authorities. Underpinning the activities of the Agency is, as always, a fundamental concern for improving maritime safety (1). For a number of years, EMSA has been supporting EU and Member State institutional bodies by providing access to (permitted) maritime data, and avoiding duplication of systems, in cases where this can help advance cooperation and exchange of information with third parties in the EU with a view to contributing to the overall efficiency of traffic and transport monitoring in the maritime domain. This includes surveillance for combatting piracy and intentional unlawful acts (2) and activities in this area became a core task. The role of the Agency in supporting the maritime internal market (3) will continue. EMSA has always supported cooperation between the Member States and third countries (4), and with the entry into force of the revised Founding Regulation, EMSA's mandate in this area has been strengthened. Finally, considerable work will take place 'behind the scenes' to ensure that the existing systems run as efficiently as ever (5), and that users are given full support at every stage of the process when using EMSA services.

4.1 SUPPORTING MARITIME SAFETY

Maritime safety is the core business of EMSA, and remains, as ever, the key driver for developments to the operational services. In the section below, more detailed information can be found on some of the concrete activities which are expected to take place over the coming year which have a direct impact on maritime safety: the revision of Directive 2002/59/EC, improvements to SafeSeaNet and the Long Range Identification and Tracking (LRIT) systems, the entry into full service of the Integrated Maritime Data Environment (IMDatE), developments related to the Port State Control system THETIS, and the impact of decisions in international forums. It should be noted that the EMSA operated systems are increasingly evolving in such a way that information can be combined and integrated. Although the summary below indicates some of the specific changes in individual activity areas, it is only when the services are considered together that the role they have in supporting users to improve safety in European waters and for European vessels around the world becomes clear.

The ongoing dialogue with the maritime authorities in Member States and with the Commission will be maintained to support further operational use of the information in the systems and a more proactive and customized distribution of operational data. EMSA will promote the sharing of best practices for the exchange of information between Member States using the various systems, especially where the response to an accident or incident involves several EU Member States.

4.1.1 REVISION OF DIRECTIVE 2002/59/EC ESTABLISHING A COMMUNITY VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEM

Directive 2002/59/EC, as amended, established 'a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships.'[14] Consequently, EMSA has developed and maintains the central SafeSeaNet system, the European platform for maritime data exchange, linking together maritime authorities from across Europe (see section below).

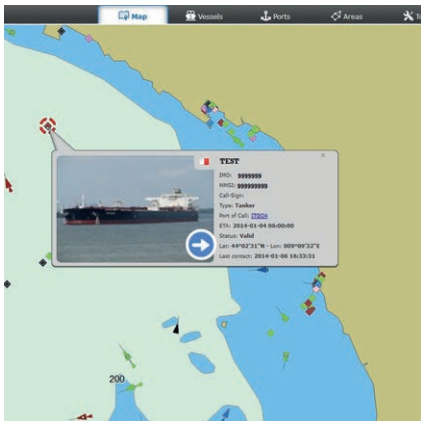
However, the situation in European waters has evolved considerably over the past decade. Changes range from increased vessel traffic density and altered cargo patterns at sea, to more effective national and European capabilities for vessel tracking through the development of dedicated systems and procedures. Further changes are to be expected in coming years, as offshore oil platforms open, trade routes shift, and monitoring capabilities are extended through emerging technologies such as satellite Automatic Identification System (SAT-AIS). These developments, together with pilot projects with various interested parties (cross-national and cross-sectorial) and technological developments, provide the input for a revised Directive 2002/59/EC. The amended Directive will provide the framework for quality services to improve safety, and to support implementation of related legislation and policies for Union maritime monitoring in European waters and beyond. The potential threats in European waters have been changing, but so have the possibilities available to address them.

In 2013, an extensive impact assessment support study was undertaken evaluating impact and cost/benefit of different options for a revised Directive. Building on the results of the information gathered during visits to Member States, the Horizontal Analysis as well as on the analysis of historical information exchanged in the SafeSeaNet system, during 2014 EMSA will provide technical and operational support to the Commission throughout the legislative process of revising the Directive. In addition, electronic cargo (eManifest) requirements should be taken into account when revising Directive 2002/59/EC and during the further implementation of Directive 2010/65/EU. Consultation between EMSA and the Member States at technical level will also contribute to the process.

[14] Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system, as amended by Directives 2009/17/EC and 2011/15/EU.

4.1.2 SAFESEANET

SafeSeaNet is essentially a network of national systems in Member States linked through the central SafeSeaNet system, hosted in EMSA, which acts as a central nodal point. Most Member States transmit information via regional servers. About five million position reports and 10,000 notifications (information about ship calls, dangerous goods on board, and incidents) are exchanged daily through the SafeSeaNet system, linking the EU coastal States, Iceland and Norway. Landlocked EU States also have web access to the system as data requesters. In 2013, the SafeSeaNet Graphic User Interface was refurbished; improving the textual and graphic interfaces remains a continuous activity.



The new SafeSeaNet user interface has received positive feedback for its improved performance and user friendliness.

With ongoing technological developments and the implementation of the national single window and possibly the eManifest, the role of the SafeSeaNet system has been brought to a new level. While maritime vessel monitoring for safety purposes was the starting point, concrete steps are taken for an interconnected system of national authorities that will work in a harmonized manner to facilitate not only safety but also maritime transport and traffic; the system is moving towards the next generation Union maritime information and exchange system.

EMSA will continue to support the Commission in the High Level Steering Group. There will be considerable activity in 2014 regarding the capabilities of the SafeSeaNet system and further improvements in the quality of the service to meet changing operational needs of Member States. These will include:

a. Improved Incident Reporting

A solution that enables the distribution and updating of Incident Reports in SafeSeaNet via XML was implemented in the central SafeSeaNet system, and this functionality was used by some Member States on a voluntary basis during 2013. It is likely that others will also use this solution, continuing on a voluntary basis, in 2014.

The Incident Report guidelines will be updated in 2014 to reflect any new developments and Member State feedback.

b. Review of current reporting in SafeSeaNet from Mandatory Reporting System (MRS)

Mandatory Ship Reporting Systems (MRS) are established by governments, with the endorsement of the IMO, in areas of particular environmental or navigational concern. Vessels transiting through the area send MRS messages to nearby coastal stations. According to Directive 2002/59/EC as amended, the information received by coastal stations participating in a MRS should be exchanged through SafeSeaNet. During 2013, as agreed by the High Level Steering Group, EMSA set up a working group to propose improvements to MRS reporting through SafeSeaNet. These improvements will be developed and tested in 2014.

The SafeSeaNet working group will also draft the MRS guidelines aimed at clarifying MRS reporting through SafeSeaNet and the benefits for users, and respecting fully the relevant IMO resolutions.

c. Other activities

Considerable activity is expected in relation to developments and implementation in the context of the Reporting Formalities Directive 2010/65/EU in particular as regards the electronic cargo (eManifest) requirements. This is discussed in more detail in Section 4.2. Supporting the internal market and the efficiency of maritime traffic and transport.

4.1.3 LONG RANGE IDENTIFICATION AND TRACKING (LRIT)

EMSA will continue operating and monitoring the European Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC) which allows EU countries to comply with their flag state reporting obligations at International Maritime Organization (IMO) level. More than 800,000 position reports are currently exchanged in the EU LRIT CDC per month, between Member States, EFTA/EEA countries and Overseas Territories. Around 8,500 ships are registered within the EU LRIT CDC.

The Agency will continue to operate the permanent LRIT International Data Exchange (LRIT IDE). The International Data Exchange is a message handling service that facilitates the exchange of LRIT information between all Data Centres worldwide. Over 150,000 position reports per month are exchanged between the existing 64 LRIT Data Centres (serving 112 Contracting Governments) through the International Data Exchange. In its capacity as the hosting entity of the LRIT IDE, the Agency participates in the LRIT Operational Governance Body set up by the IMO.

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

During 2014, the focus will continue to be on improving a coordinated maintenance of all components of the EU LRIT CDC, including the provision of associated satellite communication services provided by the contracted Application Service Provider.

Necessary arrangements will also be made for the annual audit of the EU LRIT CDC and LRIT IDE performed by IMSO. This is a time consuming exercise with lots of communications and investigations from both the auditor and auditee.

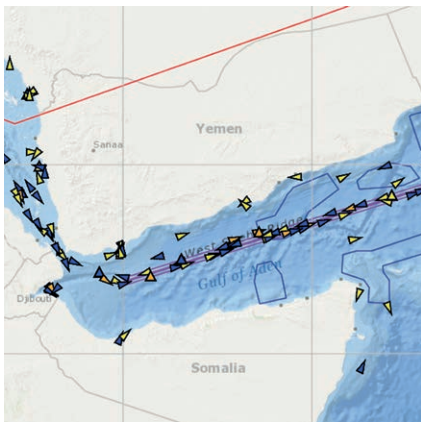
By end of 2013, the invoicing and billing system will be integrated into the EU LRIT CDC making it easier to manage the system without further dependence on an external contractor. In 2014, EMSA will continue to invoice the Participating States of the EU LRIT CDC and other Data Centres, and will also verify invoices received from other Data Centres in order to be able to make the associated payments.

4.1.4 THE INTEGRATED MARITIME DATA ENVIRONMENT (IMDATE)

The Integrated Maritime Data Environment (IMDatE) can combine and process data from maritime applications operated by EMSA and other external sources to provide more comprehensive and configurable services to users, as well as supporting the relay of data between the applications themselves as required by various EU regulations (Council LRIT Resolutions, Directive 2002/59/EC as amended). Following approval of IMDatE project by the SafeSeaNet High Level Steering Group in 2012, the development of IMDatE was finalised in 2013, and during the year a number of projects were undertaken on a voluntary basis with interested Member States to test the capabilities of the system, assess the needs and requirements of users in likely use scenarios, and resolve any remaining technical issues.

The SafeSeaNet High Level Steering Group was regularly updated on progress made throughout the period of development of the IMDatE. This will continue as IMDatE offers operational services and effectively provides services to a number of other functions already.

In 2014, EMSA will capitalise on the experiences gained in 2013; IMDatE will reach maturity as a fully functioning flexible environment offering user-driven sustainable services on a longer-term basis to Member States. The new functionalities provided by IMDatE target users and functions who would benefit from being able to obtain an overall picture of maritime activity in their area of interest, combining information which would otherwise only be available through a range of different individual applications. This integrated data can be delivered via a user-friendly web interface or distributed automatically to authorised external systems according to individual user access rights. IMDatE is an added value project taking into account developments in information and communication technologies to extend and update the Union maritime information and exchange system with enhanced services. The integrated traffic picture can be used as a maritime picture layer supporting many different users exercising maritime related functions.



IMDatE offers a tailored maritime picture to the EU Naval Force to help reinforce their anti-piracy operations.

The purchase and processing of optical satellite images will continue in 2014 as a feature of CleanSeaNet, mainly for emergency use, but also an available source of information for integrated services which may require this type of data. The Agency will explore the possibility of adding additional satellite sensors to the CleanSeaNet service, which would then be able to work with a wider range of satellites. For more details, please see Chapter 5.2.

4.1.5 DEVELOPMENTS RELATED TO THETIS

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

The THETIS system supports the new Port State Control inspection regime for the EU and Paris MoU region, and at the same time provides the information system in support of the ro-ro ferry Directive 99/35/EC. Interfaces with the

information systems of the EU Recognised Organisations ensure that these can comply with certain obligations laid down in Regulation (EC) No 391/2009.

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

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

Enhancements in line with user requirements, the Directive and Paris MoU amendments will be planned and implemented. In 2013 the extension needed in support of the enforcement of the 2006 Maritime Labour Convention became operational. Based on the experience gained with the enforcement of the Convention itself and the feedback of users, the initial extension will be fine-tuned and upgraded further. Noting that the PSC Directive has been amended and requires EU measures in the area of Labour conditions, relevant changes will also be incorporated in THETIS. A module was also made available in 2013 in support of Directive 2009/20/EC on Insurance of shipowners for maritime claims and Regulation (EC) No 392/2009 on Liability of carriers of passengers in case of accidents at sea. This module will also be revised and upgraded following feedback from users.

4.1.6 SATELLITE AIS

The detection of AIS by satellite (SAT-AIS) is a valuable source of maritime information, bringing new perspectives to many entities engaged in the maritime domain, particularly to those that have an interest in monitoring maritime traffic, in conducting and providing maritime surveillance, safety and security services, border and fisheries control, environmental protection, and search and rescue. The monitoring of ships that are out of range of shore-based AIS stations can be beneficial in many ways, particularly in regions that are deemed to be sensitive areas for navigation or that have high priority in terms of environmental protection.

The provision of SAT-AIS is widely seen as a way of bridging the gaps in current maritime information provision, both by extending the reach of AIS, and by optimising other maritime information sources, for example by correlating

Satellite AIS offers new perspectives for maritime monitoring.

and/or fusing SAT-AIS data with terrestrial AIS and LRIT data. The potential of SAT-AIS has been recognised by the main international fora involved, the International Telecommunication Union (ITU) and the International Maritime Organization (IMO). Both these organisations emphasize the key role that SAT-AIS will play in supporting maritime safety, particularly through its potential to improve Search and Rescue (SAR) capabilities. They refer to 'Satellite monitoring of AIS' and 'Application of Specific Messages over AIS' as potential systems and technologies that might have a role in the review and modernization of the Global Maritime Distress and Safety System (GMDSS).

To meet the particular demands of stakeholders from the European Member States and European institutions, EMSA and the European Space Agency (ESA) have been collaborating to assess how best to ensure in future a European space-based AIS capability with global coverage through a European-based SAT-AIS initiative. The joint ESA-EMSA SAT-AIS programme contributes significantly to the operational use of satellite AIS data by governmental users of the European Union. The successful cooperation between the two Agencies on this initiative will continue in 2014. The Agency appreciates the efforts of ESA in supporting the development of SAT-AIS services, via EMSA, to EU Member States.

A limited amount of satellite AIS data is being purchased by EMSA in order to support pilot projects and services in need of such information. Through this procurement and by means of its SAT-AIS data processing service, EMSA is, for example, providing SAT-AIS data to EUNAVFOR and Frontex. This will continue in 2014 if requested and financially supported by the users (see section 4.2).

In 2014, cooperation will also continue with other Member States that have or that will be developing national SAT-AIS missions or programmes with the aim of creating an EU network of national SAT-AIS providers. EMSA has established a Collaborative Satellite-AIS Forum for the benefit Member States that either have a SAT-AIS national programme or are in the process of establishing one. Members can discuss issues of common interest and identify areas for cooperation. The forum currently comprises Denmark, Germany, and Norway, and Poland has expressed interest in joining. Through the use of national SAT-AIS programmes, EMSA aims to link national SAT-AIS mission/programmes with end users through EMSA's SAT-AIS data processing capability, providing SAT-AIS data services to Member States and institutional users free of charge.

4.1.7 RESPONDING TO DEVELOPMENTS IN INTERNATIONAL FORA IN RELATION TO ENAVIGATION AND SAR

During 2014, EMSA will also potentially be adapting the existing systems and supporting users to ensure that use is in line with developments in international fora.

Accidents and incidents are frequently caused by navigational problems. The IMO is developing a strategic vision for e-navigation, defined as 'the harmonized collection, integration, exchange, presentation and analysis of marine information

on board and ashore by electronic means to enhance berth-to-berth navigation and related services for safety and security at sea and protection of the marine environment'[15]. The concept is being developed by the Sub-Committee on Safety of Navigation (NAV), in cooperation with the Sub-Committees on Radiocommunications, Search and Rescue (COMSAR) and Standards of Training and Watchkeeping (STW). If this development advances, the possible role of LRIT in the eNavigation concept, not only for search and rescue but also for a broader range of maritime traffic purposes, may be defined more clearly. The IMO is also considering how SAT-AIS data might be incorporated in the eNavigation concept, especially in the context of SAR Communications.

4.2 MEASURES AGAINST PIRACY AND INTENTIONAL UNLAWFUL ACTS

The principal maritime applications and services that are provided to Member States' maritime safety and environment administrations also provide added value to actors in other maritime sectors such as fisheries, customs, law enforcement, border control and defence. A decision of the SafeSeaNet High Level Steering Group in 2010 allowed pilot access to SafeSeaNet for other than traditional maritime safety and environment purposes and to test cooperation and exchange of information with other functions in the maritime domain, as the developments and possibilities with the system grows. This is also linked to the planned revision or amendment of the VTMIS Directive and to the further development of SafeSeaNet as a platform which could be of benefit to other users and functions.

In 2013 the revision to the Founding Regulation mandated EMSA to facilitate cooperation between the Member States and the Commission by providing relevant data to 'facilitate measures against threats of piracy and of intentional unlawful acts'.[16]

The service provided to EUNAVFOR is based on a Technical Cooperation Agreement between EUNAVFOR and EMSA. The service integrates and fuses vessel traffic and satellite information with a range of information available from EUNAVFOR (vessel-related and risk information, details of piracy activity, vessel contact particulars, etc.) to produce an enhanced overview of maritime activity in a defined area of interest. This information is provided to EUNAVFOR through a dedicated user interface. In 2014, the service will continue to support EU anti-piracy efforts and adjustment or changes will be performed in accordance with end-user needs.

[15] Maritime Safety Committee (MSC) 85/26/Add.1 annex 20, December 2008, available online: http://www.imo.org/MediaCentre/NewsMagazine/Documents/IMO-News-02-12-WEB_2.pdf

[16] Regulation (EC) No 1406/2002 of the European Parliament and of the Council, as amended, Article 2(4)(b).

Facilitating the establishment of a European maritime transport space without barriers.

Using EMSA's integrated maritime data capabilities, the European Fisheries Control Agency (EFCA) and EMSA have been collaborating to develop a maritime monitoring service for monitoring fishing vessels, combining AIS information and vessel monitoring system (VMS) information. This cooperation will continue in 2014. EMSA provides the main operational ICT platform and relevant maritime vessel position data, while EFCA provides fishing vessel position data and campaign specific information (e.g. fishing areas, details of inspections) during operations. The data is combined and displayed in a user-friendly way on a nautical chart, available via a restricted web interface designed for EFCA's monitoring purposes. In addition, the service is also available to those national Fishery Monitoring Centres (FMC) which would benefit from an integrated maritime picture over their area of interest.

In order to avoid developing duplicate systems, FRONTEX makes use of the capabilities established by other EU agencies and has therefore approached EMSA to provide support to the border control data exchange network, EUROSUR, and to the maritime border control operations managed by FRONTEX. Support will be subject to existing access rights and procedures.

During 2014 there will be further discussions on user requirements in order to define and develop the services required. The required staff and resources will be financed by FRONTEX. The Agency will only provide the required services on the condition that additional financial means are received, in line with the "budget neutral" approach outlined since 2012.

Cooperation, similar to the support given to EFCA and Frontex, may be developed with other law enforcement agencies such as EUROPOL and Maritime Analysis and Operation Centre – Narcotics (MAOC-N). MAOC-N's activities are focused on the monitoring of vessels suspected of narcotics trafficking in the Atlantic. Some ad hoc discussions and testing of operational data has taken place: MAOC-N was granted access to SafeSeaNet at the end of 2012, and during 2013 options for cooperation with EMSA were discussed.

Additional costs, if any, as part of longer-term cooperation for "other purposes" will have to be borne by the requesting organisations or covered by additional resources, in order to ensure a "budget neutral" impact on the Agency.

EMSA provides support in responding to rising levels of piracy and armed robbery.

4.3 SUPPORTING THE INTERNAL MARKET AND THE EFFICIENCY OF MARITIME TRAFFIC AND TRANSPORT

Over recent years, there has been a growth in the demand for efficient processes to facilitate maritime transport logistics in Europe and to support the internal market. Under the revised Founding Regulation, EMSA is mandated to 'contribute to the overall efficiency of maritime traffic and maritime transport… so as to facilitate the establishment of a European maritime transport space without barriers.'[17] EMSA, through the Agency's existing maritime information systems, and through development of dedicated services to the relevant communities, can play a role in supporting developments in this area.

One of the biggest challenges since 2012 has been to support the Commission and Member States, directly and via technical projects [18], to implement in an harmonised and coordinated manner the Reporting Formalities Directive (Directive 2010/65/EU). In 2014 the new version of SafeSeaNet, encompassing such requirements and linked to the national systems of the Member States (National Single Windows), will be developed and tested. Other activities in the area of maritime transport and the internal market which will be ongoing during the year include the new Blue Belt framework, the eManifest tool, and mobile solutions.

4.3.1 REPORTING FORMALITIES DIRECTIVE 2010/65/EU

In line with the revision of the Founding Regulation, EMSA is undertaking additional tasks in relation to the implementation of the Reporting Formalities Directive 2010/65/EU.[19] The Directive aims at the simplification and harmonisation of the reporting formalities for ships by making the electronic transmission of information standard.

EMSA's involvement to date, and continued involvement in 2014, relates to:

a. Adapting the SafeSeaNet interface functionalities and business rules

The work carried out in 2013 concluded that two of the messages reported to the national single window of the Member States (waste and security notifications) need to be exchanged through the central SafeSeaNet system. This will require updating of the technical documentation related to the operation of SafeSeaNet. Moreover, further work may be required in 2014 if it is agreed that SafeSeaNet is to be used for the exchange of the eManifest (electronic cargo information) between Member States. The technical development and implementation of the upgraded SafeSeaNet will take place during 2014.

[17] Communication and action plan of 21 January 2009 with a view to establishing a European maritime transport space without barriers (COM(2009)10 final). Regulation (EC) No 1406/2002 of the European Parliament and of the Council, as amended, Article 1.3.

[18] E.g. The IMP Project 'Evolution of SafeSeaNet' (see further below)

[19] Directive 2010/65/EU [20 October 2010] of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States.

b. Supporting Member States in the development of national single windows

The purpose of a national single window is to provide a single interface at national level for mandatory reporting by ships arriving in European ports, to reduce duplication, and to overcome inefficiencies in mandatory reporting. In cooperation with the Commission and Member States, and based on functional and technical specifications agreed in 2013, EMSA will continue in 2014 to work, where possible, in liaison with the AnNA TEN-T project to finalise the guidelines for the interface between the shipping industry and the national single window, including mandatory and optional functionalities and a messaging reference guide. It should be noted that the information reported to the national single window is much broader in scope than the information interfaced with the central SafeSeaNet application and achieving a harmonised solution is a complex task.

c. Supporting the Commission during the meetings of the "Expert Group on Maritime Administrative Simplification and Electronic Information Services" (Ems Group).

The Ems Group has been set up in order to develop specifications and services for electronic data exchange and single windows for the EU Maritime transport, and to liaise with national stakeholders. The group coordinates the implementation of Reporting Formalities Directive as specified under Article 3 of the Directive. EMSA prepares most of the documentation presented during the meetings.

EMSA provides the Secretariat and has assisted the Commission by leading the sub-groups which have been established by the Ems Group to draft the national single window business rules related to the transmission, handling and distribution of the notifications identified in the Annex of Directive 2010/65/EU. EMSA also drafted the harmonisation of these business rules. This process included coordination with non-maritime authorities such as border control, customs and health. Open issues remain in relation to the definition of customs business rules and the transmission of the eManifest.

d. The project regarding the future evolution of SafeSeaNet

Following the involvement of the Agencies, including EMSA, in the context of the Common Information Sharing Environment (CISE) Technical Advisory Group (TAG) and in the context of the Integrated Maritime Policy (IMP) work programme, funds were allocated to the Agency for assessing available options for the future evolution of SafeSeaNet[20]. Work was launched in 2013 and will be finalised in 2014. The objectives of the project are to evaluate, in line with policy commitments (e.g. the Commission Communication on Maritime Transport until 2018 and the 2009 Communication 'Towards integration of maritime surveillance'), the further development of SafeSeaNet (including IMDatE) as a platform which could be of benefit to other users/functions and associated authorities (e.g. customs, border control, fisheries). The project will also assess how to extend the use of SafeSeaNet, supporting cross-sectoral data exchange in the context of a Common Information Sharing Environment concept.

[20] Commission Implementing Decision of 12.3.2012 concerning the adoption of the Integrated Maritime Policy work programme for 2011 and 2012 — C(2012) 1447 final.

The technical demonstration included in the project foresees the simulation of a single window for reporting formalities and the exchange of the relevant information using SafeSeaNet, based on Directive 2010/65/EU. Five Member States (Romania, Bulgaria, Greece, Italy and Malta) have agreed to host a prototype, while Norway will participate through development of a parallel and aligned national single window based on their existing platform. The other Member States may participate by testing a common prototype hosted by EMSA. In 2014, the prototype may be improved, based on the results of the operational tests and of the technical analysis carried out during 2013, to develop additional functionalities.

e. Exploring synergies with other EU funded projects

EMSA has also carried out a number of meetings with consortia who are benefitting from EU funding in respect of projects related to the establishment of single windows in the Member States. These meetings allowed EMSA to get acquainted with the various initiatives being carried out, and be in a better position to assist the Commission and the Member States. Subject to the resources available, the Agency may continue such involvement during 2014.

4.3.2 BLUE BELT

The objective of Blue Belt is to create a genuine internal market for maritime transport. The Blue Belt pilot project, managed by EMSA between 2010-2012, provided customs authorities with vessel notification reports (containing information on current and previous voyages, expected or actual arrival and departure times, previous and next port of call, and other pertinent voyage information). The value of this project was recognised by the Commission as highlighted in its recent Communication Blue Belt, a Single Transport Area for Shipping (COM(2013)510 final).This communication emphasises that it is important to make use of existing IT systems, and that these should be interoperable to allow the most efficient use of information.

Blue Belt is mentioned in the Single Market Act II as a contributing factor to the action on establishing 'a true Single Market for maritime transport by no longer subjecting EU goods transported between EU seaports to administrative and customs formalities that apply to goods arriving from overseas ports.'[21] EMSA is participating in the discussions related to the establishment of the package of legislative and non-legislative measures that are required for the implementation of the Blue Belt environment.[22]

[21] Communication COM(2012) 573, Single Market Act II: Together for new growth (October 2012)

[22] Ancillary task, performed since 2011 as a pilot project.

One of the measures being considered is the harmonised electronic cargo manifest (eManifest). SafeSeaNet is seen as an efficient system for monitoring ships calling in European Union ports and as one of the options for the exchange of the eManifest between Member States. Based on the final decision of the Commission and the Member States, the Agency, subject to the provision of resources, will work on assessing what is required for setting-up and running a permanent Blue Belt service. It is envisaged that the implementation of the Blue Belt environment will coincide with the implementation of Directive 2010/65/EU on 1 June 2015.

4.3.3 eMARITIME INITIATIVE

The Commission has announced a broader concept to make the communication between maritime transport actors more efficient by making optimal use of electronic tools in a common harmonised framework, the so called eMaritime initiative. It is envisaged by the Commission that EMSA should be engaged in the process of developing the concept. This involvement is seen as a next step in order to use the specific expertise acquired in the context of SafeSeaNet, Reporting Formalities Directive, and the Blue Belt pilot project.

4.3.4 MOBILE DEVICES

During 2013, EMSA undertook an initial evaluation of the benefits of making the Agency's systems more user-friendly by providing information in a way which is accessible through different interfaces. The Agency identified various options for making maritime data from the in-house systems, and related information, available in a format which is easy to access from mobile devices (tablets, smartphones, etc.).

This type of access will be especially valuable to those maritime authorities for whom mobility and multi-locational working is a fundamental aspect of their daily functions. Current users of the SafeSeaNet User Web Interface who would benefit from increased mobility include port users, such as maritime police and customs inspectors, and coastguards when out on patrol. In 2014, concrete actions will be taken to implement some of the solutions agreed through exploratory pilot projects with users on a voluntary basis. Particular attention will be given to issues of data security and access.

4.4 COOPERATION WITH THIRD COUNTRIES

Given that responsibilities in the area of maritime safety and pollution prevention are shared between littoral states bordering the same seas, measures for attaining European objectives in this area are more likely to be successful if effective cooperation with other countries can be established. Over a number of years EMSA has, at the request of the Commission, been developing project-based bi-lateral cooperation with interested third countries, as well as engaging in activities with European Neighbourhood Policy (ENP) countries around the Black Sea and the Mediterranean[23]. These activities contribute also to the sea basin strategies adopted by the Commission.

[23] For example, the SAFEMED I and SAFEMED II projects, the 'Environmental Monitoring of the Black Sea Basin: Monitoring and Information Systems for Reducing Oil Pollution: MONINFO' programme. See relevant EMSA Annual Reports for more details.

Making maritime data mobile.

The role of the Agency in this area was extended, and the Founding Regulation specifies that the Agency may, upon the request of the Commission:

'…provide technical assistance, including the organisation of relevant training activities (…) to European Neighbourhood partner countries and to countries taking part in the Paris Memorandum of Understanding on Port State Control.

The Agency may also provide operational assistance in case of pollution caused by ships as well as marine pollution caused by oil and gas installations affecting those third countries sharing a regional sea basin with the Union (…)'[24]

Regional use of vessel traffic monitoring systems is being explored with neighbouring countries. Involvement in the EU-Russian dialogue framework, the cooperation with Morocco, and the SAFEMED project for the Mediterranean, will continue to shape EMSA's collaboration with neighbouring countries in 2014, in close cooperation with the Commission. A dedicated pilot project between Morocco, Italy, Spain, the UK, Portugal and France, is expected to be launched in 2014. The scope is to exchange AIS, pre-arrival, and Hazmat information between the participating countries, for the sea area of mutual interest, using SafeSeaNet.

Cooperation with European Neighbourhood Policy countries will depend upon the resources made available to the Agency under dedicated EU programmes: for example, the SAFEMED Projects, focussing on maritime safety and security in the Mediterranean, and the European Neighbourhood and Partnership Instrument (ENPI) Programmes for the Prevention Preparedness and Response to Natural and Man-Made Disasters.

4.5 ENSURING PERFORMANCE

Ensuring a high level of availability and performance of the existing maritime information systems (Central SafeSeaNet, LRIT Cooperative Data Centre, LRIT International Data Exchange, THETIS, and CleanSeaNet), including quality of data, is a priority for EMSA. As in previous years, the SafeSeaNet system will serve over 2,000 data providers and requesters across the EU. The EU LRIT CDC and CleanSeaNet provide a service to over 600 users each. The LRIT IDE provides services to more than 60 LRIT Data Centres worldwide. Of the 1,600 EU and Paris MoU authorised THETIS users, 600 are expected to use the service regularly for their core business. The general public will have access to an on-line facility providing a selection of real-time information from THETIS. The daily operation and monitoring of each system, implementation of improvements, and provision of user support is done mainly through the first-line helpdesk, the Maritime Support Services.

4.5.1 MARITIME SUPPORT SERVICES (MSS)

An operational and technical helpdesk is available at EMSA to serve the Commission and Member State users for all the operational services.

[24] Regulation (EC) No 1406/2002 of the European Parliament and of the Council, as amended, Article 2.5

The Maritime Support Services (MSS) helpdesk offers continuous (24/7) technical support in order to:

- oversee the availability and performance of the EMSA operational maritime systems in accordance with the very strict performance standards agreed with the users or set out by the system (i.e. LRIT). Activities include incident and problem management, user access assistance, emergency calls, technical support for testing and certifying security of connections between systems hosted in EMSA, in Member States or in contractor's premises;

- ensure continuity of dataflow by data providers, contact them if this is interrupted, and verify and report on the quality of the data in the systems.

The MSS is also in charge of daily maintenance of ship watch reference lists (banned ships, single hull tankers, location codes, reference ship identifiers, contacts or responsible authorities for each system in Member States, etc.).

Finally, the MSS acts as a single point of contact in EMSA:

- in case of maritime emergencies, such as pollution emergencies (or during exercises) for mobilisation of EMSA operational services (vessels, CleanSeaNet monitoring, experts), and for alerting Member States authorities of potential oil spills;

- for responding to urgent requests for information by the European Commission or the vessel traffic monitoring (VTMIS) community in Member States about ongoing accidents or incidents at sea.

A helpdesk is available to assist Member State users with any problems or questions linked to THETIS and the inspection regime. In 2014, EMSA will continue to monitor the implementation of the inspection system through THETIS and the quality of the service provided to Member States.

4.5.2 SUPPORTING ACTIVITIES

EMSA undertakes a range of activities to ensure that services are delivered as expected and fully utilised. This includes agreed upgrades to the systems themselves, technical assistance to Member States and the Commission, training and exercises, production of documents, and organisation of regular user feedback forums, amongst other activities.

Learning the ropes - regular training offered to potential users of SafeSeaNet, LRIT and CleanSeaNet.

Specific and regular training and exercises in the use of SafeSeaNet, LRIT and CleanSeaNet for duty officers and experts from the participating States will be provided. These trainings and exercises, including training at Member States premises, will aim at improving the knowledge and understanding of the systems, and will highlight the combined operational support these tools can provide in emergency situations. Training may be offered to all the potential users in Member States (vessel traffic services, maritime rescue coordination centres, maritime administrations, pollution response, etc.). Training will also

continue to be offered to representatives of all Member States of the Paris Memorandum of Understanding to ensure proper implementation of the new port State control regime and proper functioning of THETIS at all levels (local, national, European, and Paris MoU).

With regard to SafeSeaNet, and under the guidance of the High Level Steering Group, a number of specific system developments are also foreseen for 2014:

a. Ship database

In 2014, the developments for the exchange of reference data for vessel identification between the SafeSeaNet central application and the Member States should be implemented and tested as agreed by the Vessel Database working group in early 2013. EMSA will endeavour to improve the quality of the SafeSeaNet vessel reference data (based on data from commercial ship databases as well as in-house data, e.g., the LRIT ship database) for which identification information – the name, IMO number, call sign, and MMSI number – has been confirmed as consistent and correct.

b. Hazmat database

EMSA with the support of the SafeSeaNet group (including representatives of industry) will provide assistance to Member State national authorities in 2014 by developing and maintaining a hazardous materials (Hazmat) reference database at central level. This will contain information on product types for which notifications are required under Directive 2002/59/EC. Moreover, EMSA, in cooperation with the SafeSeaNet group will draft the Hazmat guidelines in 2014 (covering what, when, how and to whom to report in SafeSeaNet).

c. Shore-based Traffic Monitoring and Information Database (STMID)

Member States should communicate the contacts of the authorities to which the notifications required by Directive 2002/59/EC must be made, as well as information about national shore-based stations. They should also publish the names and contact addresses of the authorities appointed for receiving and handling alerts regarding ships in need of assistance or accommodation in a place of refuge. Based on the approval of the SafeSeaNet High Level Steering Group 9 (Brussels 19 June 2013), in 2014 EMSA will re-activate the Shore-based Traffic Monitoring and Information Database (STMID), initially developed in 2006; the information mentioned above can then be gathered in the database, and displayed through the central SafeSeaNet web interface.

European Maritime Safety Agency

Work Programme 2014

Chapter 5

Pollution preparedness, detection and response

INTRODUCTION

The Agency has been tasked to provide additional support to "top-up" the capacities of Member States to respond to marine pollution, and specifically pollution by mineral oil and hazardous and noxious substances (HNS). Activities are implemented through three themes: 1) Operational support, 2) Cooperation and Coordination, and 3) Information. These were initially identified in the Agency's Action Plans for Oil[25]and HNS[26] Marine Pollution Preparedness and Response. These Plans are updated and integrated within the annual work programmes.

The 2013 revision of the Agency's Founding Regulation broadened the pollution response tasks to provide additional means to respond not only to pollution originating from ships, but also that caused by offshore oil and gas installations, without prejudice to the responsibilities of coastal States and possible cooperation between Member States. For setting-up the framework to implement this task, a separate (third) Action Plan has been drafted for the consideration of the Administrative Board. For the work to be carried out by the Agency in 2014, both this Work Programme and the Action Plan are relevant. After 2014, any update of the Action Plan for response to marine pollution from oil and gas installations will be integrated in the Annual Work Programme.

Under the theme of Operational Support the Agency offers three main services, available upon request, to coastal States – including EU Member States, coastal EFTA/EEA Contracting Parties, coastal EU Candidate/Acceding Countries, and third countries sharing a regional sea basin with the Union – and the Commission, namely:

- With respect to accidental oil spills, the Agency has established an oil spill response capacity around Europe, consisting mainly of Stand-by Oil Spill Response Vessels, to support the pollution response mechanisms of affected coastal States. Further details are provided in Section 5.1.

- For detecting illegal oil discharges, identification of polluters, and monitoring of accidental spills, the Agency provides a European oil spill monitoring and vessel detection service (CleanSeaNet) based on the analysis of satellite radar images. Competent authorities in coastal States receive near real time alerts on potential oil spills detected in their area of interest. Further details are provided in Section 5.2.

[25] EMSA's Action Plan for Oil Pollution Preparedness and Response as adopted by the Agency's Administrative Board in October 2004. It can be downloaded from the EMSA website: www.emsa.europa.eu

[26] EMSA's Action Plan for HNS Pollution Preparedness and Response as adopted by the Agency's Administrative Board in June 2007. It can be downloaded from the EMSA website: www.emsa.europa.eu

▶ Pollution response expertise and support tools to provide operational and technical assistance for oil and HNS incidents. This includes access to the Marine Intervention in Chemical Emergencies Network (MAR-ICE Network) which is part of the Agency's activities to address "chemical spills", i.e. releases of HNS into the marine environment. MAR-ICE is complemented by the EMSA software tool MAR-CIS (MARine Chemical Information Sheets), which can be used as a first source of information following an incident, or the threat thereof. Furthermore, DUET, EMSA's oil spill dispersant use software tool is also available to facilitate contingency planning. Further details are provided in Section 5.3 and 5.4.

To obtain emergency support from EMSA in the field of the abovementioned services, the Maritime Support Services (MSS) 24-hour Helpdesk can be contacted. A case for emergency support would be a substantial oil spill for which the Stand-by Oil Spill Response Vessels contracted by EMSA, pollution response expertise, and/or additional satellite images could be requested. Emergency requests should be channelled through the Emergency Response Coordination Centre (ERCC) of the European Commission.[27]

Under the themes of Cooperation and Coordination, and Information (Section 5.3 and 5.4), the main activities of the Agency can be identified as:

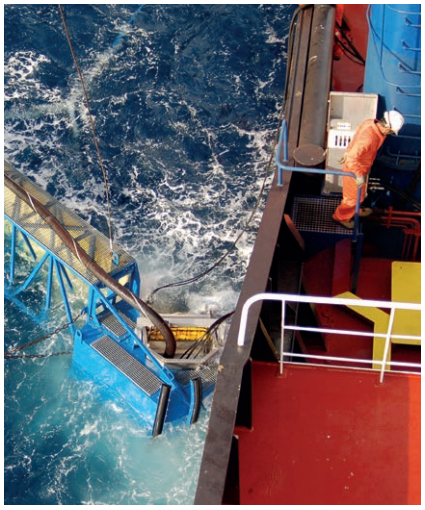
▶ Supporting the Commission/European Union's participation in the relevant mechanisms for cooperation with the Regional Agreements[28] and other relevant international fora.

▶ Providing an EU forum to address preparedness for and response to accidental and deliberate pollution from ships through the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). It is composed of pollution response experts from all coastal States, the main European Regional Agreements and the Commission. Within the associated Rolling Work Programme, priority actions are identified and specific projects implemented addressing marine pollution preparedness and response issues;

▶ Following the extension of EMSA's mandate in the field of pollution preparedness and response to pollution from offshore installations, an amendment to the current CTG MPPR Rules of Procedure will be considered in order to align the CTG MPPR's scope of work to the Agency's mandate.

[27] The Emergency Response Coordination Centre (ERCC) is the operational centre for the EU Civil Protection Mechanism, to be activated during major disasters. The ERCC is accessible 24 hours a day and is managed and operated by DG Humanitarian Aid & Civil Protection (DG ECHO) of the European Commission.

[28] 'Regional Agreements' refer to the agreements signed by countries around a particular sea area to, among other activities, plan for pollution preparedness and coordinate responses in case of a large-scale marine pollution incident.



EMSA can top up Member State capabilities in the event of an oil spill at sea.

5.1 EMSA OIL SPILL RESPONSE CAPABILITIES

In order to respond efficiently to the broadened pollution response task, the Agency has reviewed and modified its strategy to take into account the Action Plan for marine pollution from oil and gas installations.

In terms of response vessels and equipment, in 2014 the Agency will provide the following resources and services:

- Network of Stand-by Oil Spill Response Vessels, including utilisation of existing equipment;
- Limited dispersant capability.

The existing contracts for stand-by oil spill recovery services were initially designed to ensure the availability and adequacy of additional capacities to respond to oil pollution caused by ships. Following the extension of the Agency's mandate to respond to oil pollution from oil and gas installations, the contractual arrangements for Stand-by Oil Spill Response Vessels need to be adapted. More specifically, the maximum duration of the oil recovery services has to be extended and the certification of the contracted vessels and/or their equipment for the recovery of products with a flashpoint below 60°C shall be considered.

5.1.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

A key task for the Agency is to make available additional at-sea oil recovery resources to assist coastal States in responding to large scale incidents such as the Ekofisk B Platform (1977, North Sea), Erika (1999, France), and Prestige (2002, Spain). The Network of Stand-by Oil Spill Response Vessels has been gradually built up and maintained since 2005 through annual procurement procedures and the ongoing management of the associated contracts.

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

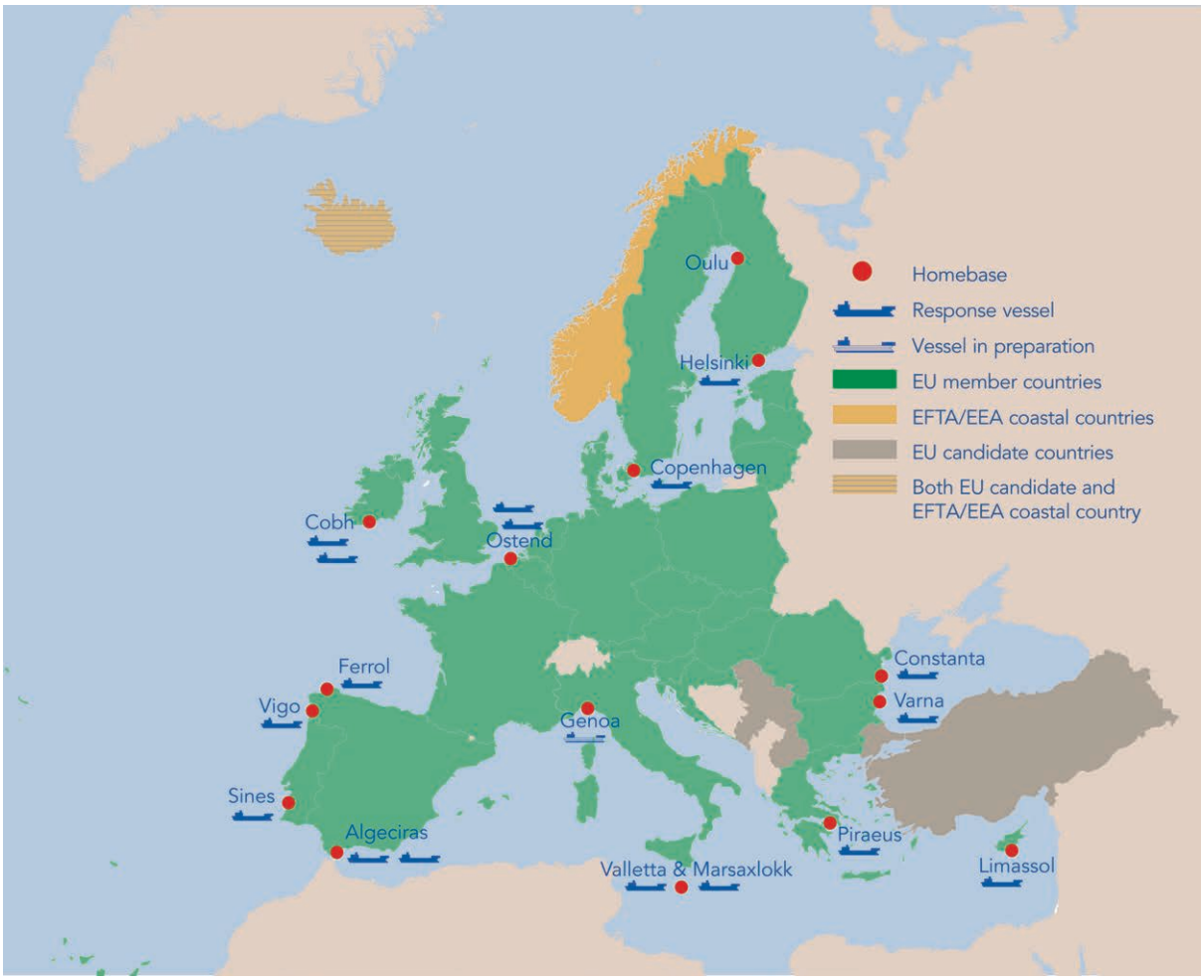
Prior to the 2013 revision of EMSA's Founding Regulation, the Agency provided "top-up" services based on careful analysis of the transport and cargo flow (as described in the MAF Mid-term Report[29]), and on the availability of coastal States' resources to deal with major oil spills (response vessels with over 1000 m^3 recovery capacity[30]), in order to avoid unjustified overlapping of response resources.

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

[30] EMSA Inventory of EU Member States Oil Pollution Response Vessels, available on EMSA's website: www.emsa.europa.eu

Following the revision of the Founding Regulation to include response to marine pollution caused by oil and gas installations and to support third countries sharing a regional sea basin with the Union, the Agency has considered these additional risks from 2013 onward.

The map below shows the projected geographical distribution of the EMSA Stand-by Oil Spill Response Vessels mid 2014.



Expected distribution of EMSA and Member States' Oil Spill Response Vessels mid 2014

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

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

By the end of 2014, and subject to the successful implementation of contracts awarded in 2013, 18 fully equipped vessels will be under contract with the Agency. The Network allows for the simultaneous mobilisation of all contracted vessels. The average storage capacity of the individual vessels is expected to be in the region of 3,500 m^3. In line with the Agency's objective of providing a "reserve for disasters", the vessels are significantly larger than those typically operated by Member States.

The *Brezzamare* operates in the Western Mediterranean Sea and has a storage capacity of 3,348 m^3.

The expected renewal in 2013 of the vessel contract in the Channel did not occur. A procurement procedure was therefore launched in 2013 to replace response capacity in the area, but was not successful. A new vessel tender will be launched again in 2014, and if successful a contract should be signed before the end of the year.

In December 2014, the contracts in the Atlantic Coast with the vessel *Ria de Vigo* and in the Northern Black Sea with the vessel *GSP Orion* will expire and cannot be renewed. In order to keep the existing response capacity, it is planned to launch a procurement procedure to cover these two areas. It is expected that new contracts for these areas will be signed in 2014, replacing the expired contracts.

In mid-2015, the contract for the southern North Sea will expire. To avoid service discontinuity, and to have efficiency gains, it is planned to include this area in the same procurement procedure as the Atlantic Coast and Northern Black Sea.

In terms of contract renewals, the contract for the East Mediterranean Sea with the vessel *Alexandria* will expire in March 2015, with the possibility to be extended for four additional years. Preparatory work to assess the possibility of renewal will be done towards the end of 2014.

The following table summarises the vessels procurement procedure planned for 2014:

Geographical Area	Budgetary Year for Commitment	Justification
Northern Black Sea	2014	Contract expiration in December 2014 (*GSP Orion*)
Atlantic Coast	2014	Contract expiration in December 2014 (*Ria de Vigo*)
Channel and North Sea	2015	Procurement to be launched in 2014. Contract expired April 2013 for the Channel. Contract expiration mid-2015 for the North Sea

On the basis of successful procurement procedures concluded at the end of 2013, the expiry dates of the vessel contracts from 2014 onwards are shown in the table overleaf.

As and when contracts expire in future years, the contractual arrangements for Stand-by Oil Spill Response Vessels, including distribution and coverage, will be reviewed and if necessary adapted to take into account the Agency's mandate to respond to oil pollution from oil and gas installations.

Geographical Area	Vessel	Contractor	Contract signature	Contract renewal	Expiry date
Aegean Sea	*Aktea OSRV Aegis I (back-up)*	Environmental Protection Engineering	2007	2011	Feb -14
Atlantic Coast	*Mersey Fisher, Galway Fisher, Forth Fisher*	James Fisher Everard	2007	2011	Apr -14
Bay of Biscay	*Ria de Vigo*	Remolcadores Nosa Terra	2008	2011	Dec -14
Black Sea	*GSP Orion*	Group Servicii Petroliere	2008	2011	Dec -14
Eastern Mediterranean	*Alexandria*	Petronav	2010	Possible renewal for additional 4-year period	May -15
North Sea	*Interballast 3, DC Vlaanderen 3000*	DC Industrial	2008	2012	Jun -15
Western Mediterranean Sea	*Monte Anaga*	Naviera Altube	2011	Possible renewal for additional 4-year period	Mar -16
Northern Baltic Sea	*Kontio*	Arctia Icebreaking	2009	2013	Apr -16
Southern Baltic Sea	*OW Copenhagen*	OW Tankers	2011	Possible renewal for additional 4-year period	Apr -16
Central Mediterranean Sea	*Balluta Bay*	Tankship Management	2011	Possible renewal for additional 4-year period	May -16
Black Sea	*Enterprise*	Bon Marine International	2011	Possible renewal for additional 4-year period	Sep -16
Bay of Biscay	*Monte Arucas*	Compania de Remolcadores Ibaizabal	2012	Possible renewal for additional 4-year period	Apr -17
Central Mediterranean Sea	*Santa Maria*	SL Ship Management	2012	Possible renewal for additional 4-year period	Jun -17
Southern Atlantic Coast	*Bahia Tres*	Mureloil	2012	Possible renewal for additional 4-year period	Jul -17
Western Mediterranean Sea	*Brezzamare*	Ciane (lead) & Ottavio Novella	2013	Possible renewal for additional 4-year period	Apr -16
Northern North Sea	*Mersey Fisher Thames Fisher*	James Fisher Everard	2013	Possible renewal for additional 4-year period	Expected: 2018
Atlantic North	*Forth Fisher Galway Fisher*	James Fisher Everard	2013	Possible renewal for additional 4-year period	Expected: 2018
Aegean Sea (Eastern Mediterranean Sea)	*Aktea OSRV Aegis (back-up)*	Environmental Protection Engineering	2013	Possible renewal for additional 4-year period	Expected: 2018
Adriatic Sea	*Marisa N*	RTI Castalia Giuliana Bunkeraggi	2013	Possible renewal for additional 4-year period	Expected: 2018

There are more than 1,000 offshore installations in Europe, most of which are concentrated in the North Sea.

5.1.2 ADDITIONAL OIL SPILL RESPONSE CAPABILITIES

From 2014, the extension of the pollution response activities to cover oil and gas installations will be phased-in in accordance with the next Multi-Annual Funding envelope and the Action Plan for response to marine pollution from oil and gas installations as approved by the Administrative Board.

In addition to the pollution response techniques employed by the Agency to date, the use of modern oil dispersants will be offered as a response option to coastal States in case of well blow-outs or other accidents originating from oil and gas installations. Before the *Deepwater Horizon* incident in 2010, the primary purpose of dispersant applications was to remove the oil and disperse it into the water column to reduce shoreline impacts and also mitigate the impact on seabirds, marine mammals and turtles. During the prolonged well blowout of the *Deepwater Horizon* incident, the levels of Volatile Organic Compounds (VOC) in the atmosphere exceeded health and safety limits for response personnel onboard of the response vessels at the site of the incident. Dispersants were applied in order to reduce the VOC levels and thereby ensure the safe continuation of surface operations, which might otherwise have had to be stopped. An integrated spill response approach taking into account all relevant environmental and health and safety considerations and adapted to the particularities of offshore spills, using a variety of techniques, will better address the need to respond to such incidents.

In 2013, EMSA reviewed national and regional policies regarding dispersant use, dispersant stockpiles and the availability of dispersant applications systems (spraying systems on aircraft and vessels). In summary, one country (UK) considers dispersants as the primary response option, their use is prohibited in two countries (Bulgaria and Romania), and all other EU Member States allow dispersants as a second or last response option. Accordingly, EMSA is planning to add a limited amount of dispersants to its portfolio of antipollution tools taking into account regional and national policies and as a complementary part of national contingency plans, thus ensuring proper coordination and training on integrated response methods. Unless requested otherwise, this extension will not take place in the Black Sea and Baltic Sea. For the Black Sea the national policies of Bulgaria and Romania do not allow for the usage of dispersants. For the Baltic Sea there is no direct need, as there are no substantial offshore exploration activities ongoing and the Helcom approach is not in favour of dispersants usage in the waters of the Baltic Sea. In any case, the actual use of dispersants can only take place at the explicit request of the affected coastal State and like all response capabilities the application of dispersant usage will take place under the command and control of the affected State as part of the coordinated response operations.

It is intended that dispersants and/or spraying systems will be placed at a few selected depots already associated with the Network of Response Vessels. The Agency will explore opportunities to procure aerial arrangements.

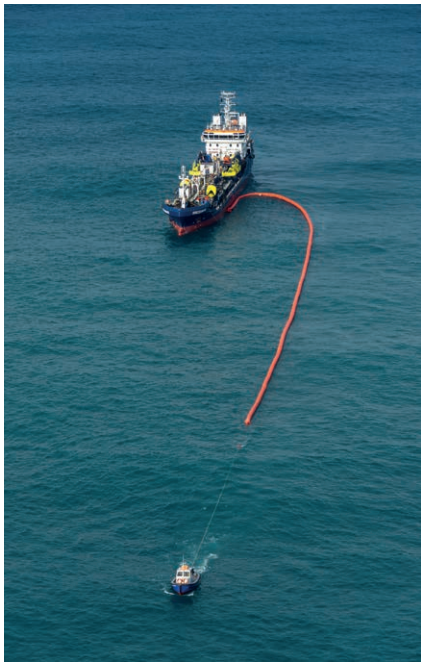
5.1.3 RECOVERY OF COSTS FROM THE USE OF THE EMSA NETWORK

In 2013, the Administrative Board considered the guidelines for the mobilisation of EMSA response vessels and equipment to a responsible party. The guidelines, which were provisionally adopted for application to incidents within EU waters, outlined the conditions under which the EMSA Network of Stand-by Oil Spill Response Vessels and associated specialised equipment items could be made available to a responsible party (e.g. company) for a ship or an oil and gas installation polluting or threatening to pollute. These included the financial conditions and particularly the methodology for calculating daily rates for covering the full costs financed from the Agency's budget for establishing and maintaining the Network.

The document will be finetuned in early 2014. If approved by the Administrative Board, EMSA will develop a 'daily rates' list for each EMSA contracted vessel and specialised equipment item.

5.1.4 DRILLS AND EXERCISES

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



Regular drills and exercises ensure EMSA's contracted vessels can be rapidly deployed for effective oil pollution response.

The number of drills and exercises, along with the evolution of the Network, has been continually increasing between 2006 and 2013. In 2014 it is expected that 68 drills will be conducted by EMSA contracted vessels. These will include regular training drills as well as acceptance drills for new vessels and improvement projects.

At-sea operational exercises in particular greatly assist the integration of EMSA's resources within the response mechanisms of Member States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units. In 2014, it is projected that EMSA Stand-by Oil Spill Response Vessels will participate in ten operational at-sea exercises, subject to budget availability, covering all the sea areas of the European Union. Some of these exercises, in addition to addressing ship-sourced pollution, will be designed to improve cooperation with stakeholders involved in operating oil and gas installations.

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

Monte Anaga oil tanker gets upgrade with new high capacity skimmer.

5.1.5 REPLACEMENT OF AGING EQUIPMENT

The equipment purchased in the early phase of the EMSA vessel contracts (2005-2006) is aging and showing signs of deterioration. In order to maintain the response capability of the network, replacement of equipment needs to be considered. It is equally important to strive for continuous innovation and improvement of the performance of the Network of Stand-by Oil Spill Response Vessels.

Based on a technical and financial feasibility review and taking into account technical developments and innovations, a procurement process will be launched in 2014 to replace outdated equipment. This is necessary in order to maintain the response capacity of the Network.

5.1.6 VESSEL USER GROUP

Another activity for 2014 will be the continuation of the work of the Vessel User Group, established in 2011 and composed of technical representatives of EU Member States, coastal EFTA/EEA Contracting Parties, coastal EU Candidate/Acceding Countries, and the European Commission. The aim of this User Group is to serve as a platform to strengthen the existing communication among the end users of the Stand-by Oil Spill Response Vessel Network and to facilitate the exchange of best practices.

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

EMSA has been tasked[31] to 'work with the Member States in developing technical solutions and providing technical assistance in actions such as tracing discharges by satellite monitoring and surveillance.' This is done through the CleanSeaNet service, an oil spill monitoring and vessel detection service available to EU Member States, candidate countries and EFTA/EEA States (hereafter referred to as coastal States). The CleanSeaNet service, which serves approximately 400 users within 100 different organisations and administrations of the coastal States, provides a variety of products, ranging from analysed satellite radar imagery to vessel detection, dedicated oil spill alerts (via email and phone) and optional spill modelling.

The operational assistance provided by EMSA is twofold:

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

[31] Directive 2005/35/EC, as amended by Directive 2009/123/EC, 'on ship-source pollution and on the introduction of penalties including criminal penalties for pollution offences'

The near real time[32] delivery of images to users remains an essential characteristic of the service appreciated by the Member States. The next steps scheduled for 2014 are:

- The renewal of service contracts;
- Concluding contracts for using other satellite sensors (radar and optical) to complement the existing network of satellites in case of new opportunities and within the limit of the allocated budget for this task.

The CleanSeaNet service uses images delivered by polar orbiting SAR satellites: the Canadian Space Agency's RADARSAT-2, and, since 2012, the Italian Space Agency's COSMO-SkyMed constellation. The purchase and processing of optical satellite images was started as a CleanSeaNet service during 2013 and will continue in 2014, both as a feature of the regular CleanSeaNet service, as well as an available source of information for integrated services which may require this type of data. Cooperation with the European Space Agency (ESA) will continue during 2014 to define CleanSeaNet requirements for the Sentinel-1 mission and to integrate its services as soon as Sentinel-1 becomes operational.

The Copernicus programme, formerly known as Global Monitoring for Environment and Security (GMES), has established a pre-operational ocean monitoring and forecasting service through the MyOcean project. MyOcean describes the state of the oceans and may supply some oceanographic information for CleanSeaNet and EMSA's maritime services. The CleanSeaNet services were contracted in 2010 for a maximum of four years. In 2014 it will be necessary to set up the next generation of service contracts. This will provide a good opportunity to further improve and simplify the services provided under these contracts, based on the experience gained under the existing framework. It will also allow operational use of the newly integrated satellites in the processing chains of the contracted service providers.

Ways of enhancing the efficiency of the law enforcement chain in addressing illegal pollution will be further explored during 2014, such as channelling relevant information – with CleanSeaNet as a possible first element of the chain – on suspected polluters to responsible authorities in the next port of call. Following the online publication of the document *Addressing illegal discharges in the marine environment*, issued in 2013, the Agency will continue to organise meetings with relevant enforcement authorities of the Member States to promote and discuss a common approach when dealing with enforcement and implementation of Directive 2005/35/EC, as amended.

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

With respect to international for a, e.g. the IMO's OPRC-HNS Technical Group, support may be provided to the Commission as appropriate.

The Agency will continue to maintain the regular update of the inventory of marine pollution at-sea response policies and resources available at Member State level in Europe. This update will be performed via the Common Emergency Communication and Information System (CECIS) managed by the European Commission.

5.3.4. MAR-ICE NETWORK AND MARINE CHEMICAL INFORMATION SHEETS

The MAR-ICE Network (Marine Intervention in Chemical Emergencies) was established by EMSA in collaboration with the *European Chemical Industry Council* (CEFIC), and the *Centre de Documentation de Recherche et d'expérimentation sur les pollutions accidentelles des Eaux* (Cedre) in 2008 and will continue to be available in 2014. MAR-ICE is an information service, based on a network of chemical experts, for intervention in marine chemical emergencies. It provides remote information and advice about the characteristics and intrinsic properties of chemical substances involved in maritime incidents to EU Member States, coastal EFTA/EEA Contracting Parties, coastal EU Candidate/Acceding Countries and EMSA. To date, the service has been used on a number of occasions by coastal States during HNS spills and pollution response drills.

Based on the positive evaluation of the MAR-ICE service in 2013, in 2014 EMSA will prepare the necessary steps to continue the service beyond 2014. This could include the provision of more detailed incident related information in case of serious accidents as well as training sessions on the activation procedure of the service.

In 2013 EMSA explored the possibilities of extending the service and establishing an expert group to provide technical advice at the site of the incident as well as incorporating other relevant organisations in the Network. This was not supported by the majority of the organisations and will therefore not be set up in 2014.

Complementing MAR-ICE, the development of the MAR-CIS software tool (MARine Chemical Information Sheets) will continue in 2014. MAR-CIS is EMSA's computer based tool containing detailed datasheets, focussing on substances frequently transported by ships in European waters. The datasheets provide concise information relevant to chemical spill response at sea. MAR-CIS is to be used as a first source of information following the initial release of a chemical, or the threat thereof. At the end of 2013, datasheets for 140 substances had been completed and entered into the MAR-CIS database. These will be made available to requesters through the MAR-ICE Network from 2014.

A CD ROM with the DUET software was distributed to Member States in December 2013.

5.4 DISPERSANT USE EVALUATION TOOL

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

Following the signature of Framework Contract in late 2012, EMSA will upgrade its Dispersant Use Evaluation Tool (DUET). DUET contains a 3-dimensional software model that can simulate oil spills and the use of dispersants. It can be used to compare the fate and trajectories of oil spills with and without the use of dispersants. Furthermore DUET contains EMSA's Manual on the Applicability of Oil Spill Dispersants and other informative documents on oil spill dispersants.

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

Following the revision of the Founding Regulation, the pollution response services managed by the Agency (CleanSeaNet, the Network of Stand-by Oil Spill Response Vessels and new response means such as dispersants and equipment set) can be made available to top-up the response capacity of non-EU countries, under conditions that are analogous to those applied to Member States, and taking into account any regional, sub-regional or bilateral arrangements. Large spills in the waters of neighbouring countries around the Baltic, Black and Mediterranean Seas could easily impact the coastlines and/or water quality of EU Member States which share the same sea area.

A first priority will be to raise awareness, with the support of the SAFEMED III programme, of these services, in the respective countries and to provide appropriate training to officials of the relevant non-EU States in their use. This would include, for example, training in the use of the CleanSeaNet service and support to establish similar mobilisation procedures for vessels to those that are in place for EU Member States.

An extension of the CleanSeaNet service and the oil recovery vessel services to neighbouring countries sharing sea basins with EU Member States will require several steps. Certain aspects, such as liability implications and contractual arrangements, will be implemented in 2014.

However, as stated in Chapter 1, the Agency will have no funds for these operational trainings and assistance in 2014. Therefore alternative funding needs to be identified. This might include funding from relevant European initiatives, such as the SAFEMED III Project, the Union Civil Protection Mechanism and the Commission's European Neighbourhood and Partnership Instrument (ENPI) Programmes for the Prevention Preparedness and Response (PPRD) to Natural and Man-Made Disasters.