EMSA

European Maritime Safety Agency

Annual Report 2008

EUROPEAN MARITIME SAFETY AGENCY

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EMSA

Annual Report 2008

EUROPEAN MARITIME SAFETY AGENCY

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Foreword

Brian Wadsworth
Chairman of the Administrative Board

FOREWORD

BRIAN WADSWORTH

CHAIRMAN OF THE ADMINISTRATIVE BOARD, 2003 – 2008

I write this Foreword looking back on six stimulating and rewarding years as Chairman of the Administrative Board of EMSA.

As EMSA has developed and grown, so has the range of tasks and responsibilities assigned to it. It is no exaggeration to say that each year that has passed has brought its own clutch of new challenges. 2008 was certainly no exception.

There are many aspects to the Agency's work. All are important contributors to safer shipping and cleaner seas. But there is one area that seems especially topical for this Foreword. It is commonly observed that we live in an information age. EMSA has been working to make that concept a reality in the maritime sphere.

The fruits of this work are now appearing. The collective efforts of the Commission and Member States to combat pollution from shipping rely increasingly upon EMSA's CleanSeaNet service, which provides comprehensive surveillance of coastal and offshore waters throughout Europe, by means of satellite imaging. In my final year as Chairman I was delighted to congratulate Member States which are already taking full advantage of this service to detect and deal with illegal discharges from ocean-going vessels.

CleanSeaNet is complemented by the SafeSeaNet project, which is creating a Europe-wide information system for vessel traffic and cargo monitoring. These combined systems will progressively enhance our collective capability to detect, respond to and learn lessons from marine accidents. While this project was still in development, EMSA's responsibilities were extended once more to provide the European data centre for LRIT

'We live in an information age. EMSA has been working to make that concept a reality in the maritime sphere.'

(Long Range Information and Tracking). The European centre will be the largest single component of a global system developed under the auspices of the IMO (International Maritime Organization) to enhance maritime security.

While it is true that EMSA's budget and staffing has expanded as these and other new responsibilities have been added to the list, it is also fair to say that expectations have consistently outpaced – and greatly stretched – EMSA's resources. Many would have been daunted by such an ambitious and innovative agenda. Words like 'ambition' and 'innovation' are, as we know, closely coupled to risk.

But our Executive Director Willem de Ruiter and his staff, many of whom are on detachment from Member States, have risen magnificently to the challenges placed in front of them. While it is not strictly a matter for the 2008 Annual Report, I think it nonetheless appropriate to report that the European LRIT data centre is now operational at EMSA's new headquarters building in Lisbon. That alone is a major achievement, delivered to a compressed timetable.

During 2008 the Administrative Board received a formal evaluation report on the effectiveness of the Agency during its first five years of existence. Commissioned from independent consultants and drawing upon wide consultation with stakeholders, this report confirmed that the Agency has convincingly passed the test of added value, providing services to citizens throughout the European Union which are effective, efficient and beneficial. It is with great pleasure that I acknowledge and thank our able and hard-working Vice Chairman Francis Vallat, who chaired a working group of the Board to oversee and steer this important task and who has provided invaluable support and counsel to us over the years.

The achievements of 2008 and earlier years are the product of many diligent hands. Space does not permit me to thank everyone involved individually, but EMSA is very much a shared endeavour, reflecting and advancing the European agenda and serving its institutions and stakeholders. Everyone who has contributed deserves our thanks, including our colleagues from the Commission, the Member State representatives on the Board, the industry experts who have guided our discussions and of course, once again, the committed and enthusiastic team within the Agency, led by Willem de Ruiter.

It has been a pleasure and a privilege to assist with EMSA's development since our very first meeting in Brussels six years ago. Having completed my second and final term of office in January 2009, I have now handed over to my successor as Chairman of the Administrative Board, Jørgen Hammer Hansen from Denmark. The new Vice Chairman is Serghios Serghiou of Cyprus. I wish them well and I am confident that EMSA will surmount still greater challenges in the years ahead, with the support of the European Commission and Parliament, Member States and the wider European and international maritime communities. Bon voyage à tous!

Brian Wadsworth
Chairman of the Administrative Board

Introduction

Willem de Ruiter
Executive Director

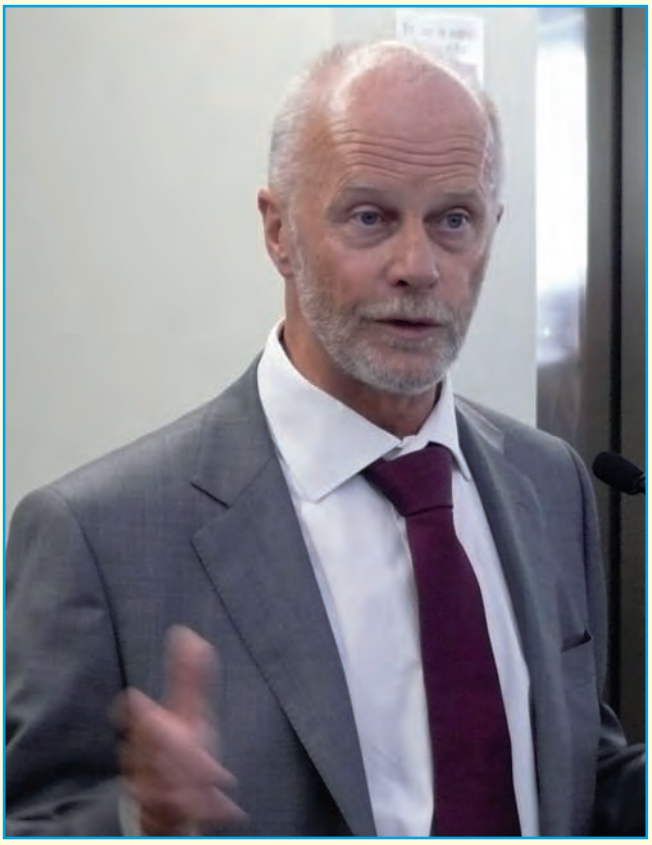


Photo: Willem de Ruiter

Photo: Jørgen Hammer Hansen, new Chairman of the Administrative Board

INTRODUCTION

WILLEM DE RUITER

EXECUTIVE DIRECTOR

I am very happy to introduce the annual report for 2008, a year in which EMSA saw a lot of progress in the tasks that had been in preparation, and a year in which a number of important milestones were reached.

First of all, I would like to thank our Chairman and Vice-Chairman, Brian Wadsworth and Francis Vallat whose terms came to a close at the end of 2008. Both have been at the helm of EMSA since their election in 2004. Through their complimentary attributes, pragmatic approach and diplomacy, they have been instrumental in shaping the Agency of today.

On his part, Brian has ensured the continued growth of EMSA, by overcoming occasional hesitations from some quarters through his skills of persuasion and compromise to achieve consensus, leading to results that far outstrip the initial ambitions that were held for EMSA. This was confirmed through the efforts of Francis, who on his part was at the forefront of the evaluation of the Agency, which took an objective look at how EMSA was performing its duties and carrying out the tasks entrusted to it.

The election of the new Chairman and Vice-chairman of the Board, Jørgen Hammer Hansen and Serghios Serghiou, announces the next phase of the Agency. They have to not only perform as well as their predecessors,

'Our work is starting to bear fruit and is increasingly forming the basis for action by the Commission and the Member States'

but also ensure the continuation of the tasks of the Agency, especially at this critical time when many of our systems will come into their operational stages.

Part of the administrative tasks of EMSA in 2008 concerned the follow-up of the evaluation recommendations which included the improvement of our reporting systems, the development of a long term view of our work programme through the drafting of a five year strategy as well as ensuring that the outcomes of EMSA's actions are highlighted to demonstrate the added-value of the Agency. These elements are taken into account in this year's annual report, and will be a permanent feature in forthcoming editions.

Examples of practical outcomes of the EMSA activities such as inspections and studies carried out last year – but also operational activities such as oil pollution response - are numerous, and our work is starting to bear fruit and is increasingly forming the basis for action by the Commission and the Member States. These are described in the pages that follow.

Meeting our priority objective of dealing with maritime surveillance came closer to the end phase of development for a number of key activities such as the EU LRIT Data Centre and the AIS-based European traffic monitoring system, SafeSeaNet, which combined with the existing satellite imaging system, CleanSeaNet, began to be used by the Member States. Real added value was demonstrated when different tools were used together during a number of incidents such as the Ice Prince, English Channel, Fedra, Gibraltar and the New Flame, Gibraltar.

As a final word, I would like to thank the European Parliament, the European Commission and our Board for the continued efforts and support in entrusting the Agency with growing responsibilities, responsibilities that I hope have not led to any disappointments.

To the EMSA staff, well done for your hard work, and as ever, more is expected!

Willem de Ruiter
Executive Director

Section 1

Management report

Chapter 1

The European Maritime Safety Agency

1.1. INTRODUCTION

The annual report for 2008 builds on work carried out to measure the added benefits that EMSA brings to the EU in terms of Maritime Safety and the prevention of pollution at sea. The information is structured according to the improved 2007 reporting format and relates directly to the objectives and staff estimations of the 2008 Work Programme. This approach takes into account the recommendations of the Administrative Board following the evaluation of EMSA in accordance with Article 22 of Regulation 1406/2002.

The broad range of activities undertaken by the Agency in the fields of safety, security and prevention of pollution and response to pollution by ships can be subdivided into three categories, each covered by a separate chapter of the annual report:

- Visits and inspections to monitor the implementation of EU legislation on request of the European Commission (chapter 2);
- Providing Member States and the European Commission with technical and scientific assistance and facilitating technical cooperation between Member States' maritime authorities and the European Commission in specific fields (chapter 3);
- Pollution preparedness, response and detection (chapter 4).

Cross-cutting operational activities related to the collection, combination and dissemination of data on ships, vessel traffic and marine pollution in European waters are highlighted in Chapter 1.

Administrative issues are covered in chapters 1 and 5.

1.2 EMSA – MISSION, ORIGIN AND TASKS

The impetus for setting up a European Maritime Safety Agency (EMSA), as a regulatory agency, originated in the late 1990s, along with a number of other major European level maritime safety initiatives. The process leading up to EMSA began at the end of a decade that had seen six major oil pollution accidents and the second of two major ferry accidents in EU waters, culminating in the Erika disaster in 1999.

As a result of these and other accidents and incidents, hundreds of citizens had been injured or killed, thousands of tonnes of oil had been spilled in EU waters, either accidentally or deliberately, and a significant number of seafarers had been killed or injured. Consequently, EU decision makers decided that it was time to set in place a body of legislation and support which could substantially improve the situation. Within this package, EMSA was created to be a major source of support to the Commission and the Member States.

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 as well as prevention and response of pollution by ships within the Community.

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 Community 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 provides additional operational means to assist Member States and the Commission upon request to address marine pollution by ships within the Community.

* Mission statement and objectives established by the founding Regulation 1406/2002/EC

The objectives, as mentioned before, are addressed through a matrix of mainly preventative, but also reactive, tasks in a number of key areas. Firstly, EMSA has been tasked with assisting the Commission in monitoring the implementation of EU legislation relating inter alia to ship construction and planned maintenance, ship inspection and the reception of ship waste in EU ports, certification of marine equipment, ship security and training of seafarers in non-EU countries.

Secondly, the Agency – in close cooperation with Member States' and Commission experts – sets up EU level support capabilities. Significant examples are the SafeSeaNet system, which will ensure effective tracking of vessels and their cargoes, the EU accident database, which will contain comprehensive records of marine casualties and incidents occurring in EU waters and the EU LRIT Data Centre, for long range identification and tracking of ships. An important element in this part of the programme is the provision of training and assistance to new and incoming Member States or candidate and potential candidates in aligning to, transposing and implementing EU legislation.

In addition, an oil pollution preparedness and response capability was created, including a small fleet of contracted pollution response vessels and a European satellite oil spill monitoring service – CleanSeaNet, both with the aim of contributing to an effective system for protecting EU coasts and waters from pollution by ships.

Finally, EMSA 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 co-operation between, the Member States and disseminates best practice. As a body of the European Union, the Agency sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the Commission.

NEW BOARD CHAIRMAN ELECTED AT FIRST MEETING IN EMSA'S PERMANENT HQ

Photo: Mr. Jørgen Hammer Hansen, new Chairman (left), Mr. Willem de Ruiter, Executive Director and Mr. Serghios Serghiou, new Vice-Chairman.

On 20/21st November, the EMSA Administrative Board, thanks to the Portuguese Board Member and the Port Authority of Lisbon, met for the first time at the Agency's new permanent headquarters in the centre of Lisbon. The occasion also marked the election of the new Chairman and Vice-Chairman of the Board. Mr Jørgen Hammer Hansen is the former Director General of the Danish Maritime Authority and Mr Serghiou is Director of the Cypriot Department of Merchant Shipping.

1.3 ADMINISTRATIVE BOARD - GENERAL INFORMATION

EMSA's Administrative Board met three times in 2008. The Administrative Board and the Executive Director thanked Mr Brian Wadsworth and Mr Francis Vallat for six years of successful leadership of the Administrative Board. The Administrative Board elected Mr Jørgen Hammer Hansen as Chairman and Mr. Serghios Serghiou as Deputy-Chairman.

1.3.1. THE FIVE-YEAR EVALUATION OF EMSA'S REGULATION AND ACTIVITIES

In accordance with Article 22 of Regulation 1406/2002/EC establishing a European Maritime Safety Agency, the Administrative Board shall 'within five years from the date of the Agency having taken up its responsibilities, (...) commission an independent external evaluation on the implementation of this Regulation.'

It was decided that a working group would be set up to carry out this task at the November 2006 meeting of the Administrative Board. It was chaired by Mr Francis Vallat, France, and was made up of representatives from Finland; Germany; Greece; The Netherlands; the Commission and the United Kingdom (for the final report and recommendations). The coordination was entrusted to EMSA.

The evaluation assessed the impact of the EMSA founding Regulation, the Agency and its working practices. The results are contained in the final report.

The Administrative Board discussed and adopted a set of recommendations descending from the evaluation of the Agency at its 21st meeting on 12th June 2008. These recommendations, as foreseen by Regulation 1406/2002/EC, have been circulated by the Commission to the European Parliament and the Council, and made public [1].

The overall outcome was positive and demonstrated that the Agency has added value to the sector in general and in particular to its main stakeholders, the Member States and the Commission. This evaluation reflected the efforts of the Executive Director and his staff but it also showed the level of commitment of the EMSA Administrative Board.

The implementation of the recommendations will be followed up at future meetings of the Administrative Board.

1.3.2. SUMMARY OF BOARD DECISIONS

EMSA Board decisions in 2008 are summarised as follows:

20th Administrative Board meeting, 6th March 2008 held in Athens, Greece

The Administrative Board:

- Adopted the Preliminary Work Programme 2009;
- Adopted the Preliminary Draft Budget and Establishment Plan for 2009;
- Approved – subject to the formal adoption by the Budgetary Authority of the proposal for an amending budget 2008 for EMSA – an amendment to EMSA 2008 Budget and Establishment Plan, to ensure financial and human resources for the LRIT task;
- Appointed Sir Robert Coleman (Industry) as Chairman, Mr.Christos Economou (COM), Mr Frans Van Rompuy (BE) and Mr Agisilaos Anastasakos (GR) as members of the Sub-Committee on financial/budgetary issues;
- Took note of the report on the setting up of the Maritime Support Services and agreed to move to "Phase Two" of the project by the end of 2008;
- Took note of the outcome of the external evaluation of the Agency, according to Article 22 of Regulation 1406/2002/EC and discussed the findings of the final report;
- Took note of the preliminary Financial Statement for 2007;
- Took note of the Annual Report for 2007 on School Arrangements in Lisbon and amended the decision of 14 June 2005, adopting a Social Measure 'Multilingual tuition for children of EMSA Staff in Lisbon';
- Took note of the information on the establishment of STCW Information System and on the strikes of MCA in the United Kingdom.

[1]) http://www.emsa.europa.eu/end179d003d002.html

The Administrative Board on the terrace of EMSA's conference centre at the brand new headquarters in Lisbon's city centre.

21st Administrative Board meeting, 12th June 2008 held in Lisbon, Portugal

The Administrative Board:

- Adopted a set of recommendations descending from the evaluation of the Agency according to Article 22 of Regulation 1406/2002/EC;
- Adopted the EMSA 2007 Annual Report;
- Approved the Multi Annual Staff Policy Plan for the period 2009-2011;
- Took note of the information provided by the Commission on the revision of the EMSA Founding Regulation;
- Took note of the information provided by the Executive Director on the revised EMSA organisation chart, in force from 1st June 2008;
- Took note of the update presented by EMSA on the LRIT Implementation Plan;
- Took note of the information provided by the Commission about the protected Internet application dedicated to the STCW Inspection Reports;
- Took note of information on access for EMSA to the AIS information within the Baltic Region (HELCOM);
- Took note of the update on the EMSA move to the final headquarters.

22nd Administrative Board meeting, 20-21 November 2008 held in Lisbon, Portugal

The Administrative Board:

- Adopted the Work Programme 2009 and Budget/Establishment Plan 2009;
- Adopted the EMSA Financial Statement for 2007;
- Elected Mr Jørgen Hammer Hansen, Director General of the Danish Maritime Authority as the new Chairman and Mr Serghios S. Serghiou, Director of the Department of Merchant Shipping was elected Vice-Chairman;
- Took note of the information on improvement of EMSA's effectiveness;
- Took note of the information on STCW Database and acknowledged the new approach for the project in two phases;
- Took note of the update on the tenders for oil recovery vessels in 2008 and stand-by oil recovery vessels network;
- Took note of the information provided on 2008 budget transfers;
- Took note of the information provided on the implementation of the recommendations adopted during last meeting by the Administrative Board following the

ANTONIO TAJANI VICE-PRESIDENT OF THE EUROPEAN COMMISSION VISITS EMSA

Photo: Mr. Antonio Tajani (right), Vice-President of the European Commission responsible for transport policy and EMSA Executive Director Willem de Ruiter.

Antonio Tajani, Vice-President of the European Commission responsible for transport policy, visited EMSA on 29 September 2008. The Executive Director of EMSA, in welcoming the Vice-President, outlined the tasks performed by the Agency. The network of stand-by oil recovery vessels and CleanSeaNet to detect illegal discharges were presented to the Vice-President as concrete examples of the services developed by the Agency for the European Commission and the Member States.

The Executive Director described briefly the challenges that the Agency is facing, in particular in the field of traffic monitoring and for the development of the EU LRIT Data Centre. The visit was a first opportunity to exchange views on the present and the future of the Agency. The Vice-President recalled that maritime safety represents a priority of the Commission and of his specific mandate, and thanked EMSA very warmly for the contribution in building up the European project, focussing on activities with added value for the European citizens. He said that the role of the Agency should be strengthened in the future, and recalled the possible contribution of projects such as SafeSeaNet to the development of the Motorways of the Sea.

external evaluation according to Article 22 of Regulation 1406/2002/EC;

- Took note of the presentation of the Mediterranean Sea Monitoring System;
- Took note of the information concerning the Maritime Support Services;
- Took note of the update provided regarding the setting up of the EU LRIT Data Centre;
- Took note of the report on the first 18 months of the CleanSeaNet service;
- Took note of the information on the implementation of the Protocol and the positive outcome of the discussion with the Portuguese Government on car registration;
- Took note of the information concerning the establishment of the MAR-ICE Network for chemical marine pollution emergencies.

The Administrative Board adopted on 18th December 2008 by written procedure the new EMSA Financial Regulation.

1.4 PRIORITIES FOR 2008

The Agency had two main priorities for 2008:

- Working on setting-up a European Long Range Identification and Tracking of Ships (LRIT) Data Centre;
- Improving, providing and combining maritime data on ships, vessel traffic and marine pollution.

It was also in 2008 that a number of key activities were expected to move from their development phase into their initial operating phase. The concerned activities that became fully operational in the course of 2008 or shortly after are:

- CleanSeaNet (initial start up in April 2007)
- SafeSeaNet (target year 2008)
- Oil pollution response stand-by oil recovery vessels (tendering process to be concluded 2007-2008)
- Port State Control (New Information System - THETIS)
- EU LRIT Data Centre (to be operational as of June 2009)

1.5 HORIZONTAL SERVICES

Priority area 1: Working on setting-up a European Long Range Identification and Tracking of Ships (LRIT) Data Centre

The objective of the LRIT system is to bring about a global system for the identification and tracking of ships. EMSA has been tasked (following Council Resolution 1-2 October 2007 on the establishment of the EU LRIT DC) with setting-up the EU LRIT Data Centre. Organising an LRIT Data Centre at EU level creates economies of scale compared to each Member State creating such a system at a national level.

The Agency was required to design the overall architecture of the LRIT information components; set-up the LRIT European Data Centre, including the establishment of its technical, administrative and financial structure; and manage the satellite service and satellite application providers.

In 2008, an Implementation Plan was developed to identify the steps needed to carry out these tasks. All development of the LRIT project was done in cooperation with Member States and the Commission through the consultation of the EU LRIT Expert Group, which met four times during the year.

Subsequently, the overall architecture of the EU LRIT Data Centre was designed and technical specifications were developed for outsourcing the three main components of the system: Application Service Providers (ASP), Data Centre (DC), and Invoicing and Billing (I&B). In addition, technical specifications were also produced for the outsourcing of the development of an EU LRIT Ship Database (EU LRIT Ship DB) necessary to support the functioning of the EU LRIT Data Centre. This database will include lists of ships which are subject to LRIT requirements from all participating States in the Data Centre.

Contracts for all these components (ASP, DC, I&B & the EU LRIT Ship DB) were signed with service providers in 2008 and the system will be operational in 2009.

Priority area 2: Improving, providing and combining maritime data on ships, vessel traffic and marine pollution

Following the re-organisation of the Agency, a section was formed to disseminate information on ships and their operations to the agency as a whole and to appropriate partners.

The tasks of the sector in 2008 included: offering a horizontal agency-wide service for data processing, the analysis of data and the production of statistical information; managing the procurement and provision of appropriate sources of commercial data on ships; preparing for the hosting of the management unit of the Equasis database; providing any requested assistance on maritime information and statistics internally within the agency and to the outside world; and undertaking relevant studies.

The horizontal actions in support of the wider Agency included the establishment of an agency-wide statistics helpdesk; a study on data quality that specifically focussed on comparing the degree of homogeneity between different commercial and non commercial sources for the key elements of ship characteristics; assistance with the development of statistical content for EMSA brochures and publications; and further development and promotion of the MARINFO database enabling agency staff to access commercial data regarding movements and vessel characteristics.

The specific actions in support of individual teams included data analysis for the Port State Control, Accident Investigation, Classification Societies, SafeSeaNet and Environment teams. This assists them with their task of monitoring the Member States' implementation of Maritime Safety legislation when preparing visits by helping to target areas that needed more attention; in support of their replies to the Commission and in the production of relevant agency publications.

It therefore contributed to the effectiveness of the agency's work, monitoring the Member States' implementation of maritime safety legislation. It additionally provided information for the agency's publications and provided agency wide access to relevant commercial data sets it had procured. MARINFO database was continuously enriched by maritime information provided by specialised private companies.

This unique quality dataset served to produce objective, reliable and relevant safety information on ships and their operations.

1.6 EMSA'S GROWTH IN 2008

Recruitment remained a key activity in 2008 (Figure 1), with an establishment plan totalling 181 statutory positions, including 16 additional posts added for LRIT through an Amending Budget, compared to 153 in the previous year. This represented an increase of 28 posts compared to 2007. In addition, the relatively high turnover of staff in 2008 also generated additional recruitment work. 19 staff members left the agency in 2008; the reasons for this were either personal or, in the majority of cases, attractive opportunities offered elsewhere.

Recruitment at EMSA is undertaken fully in line with the applicable legal and regulatory framework (EU Staff Regulations) and the EU best working practices. In addition to aiming at selecting the best candidates, EMSA pays special attention to gender and geographical balance (Figures 2 and 3).

The auxiliary category of staff was phased out, and additional contract agents were successfully recruited.

The number of different nationalities of staff working at EMSA decreased slightly, and the actual nationalities represented did change, due to departures being replaced by new arrivals from different EU Member States. To date, 22 nationalities are represented at EMSA. In 2008, there were no staff members from Austria, Cyprus, Iceland, Latvia, Luxembourg, Norway and Slovenia.

Figure 1. EMSA staff evolution 2003-2008.

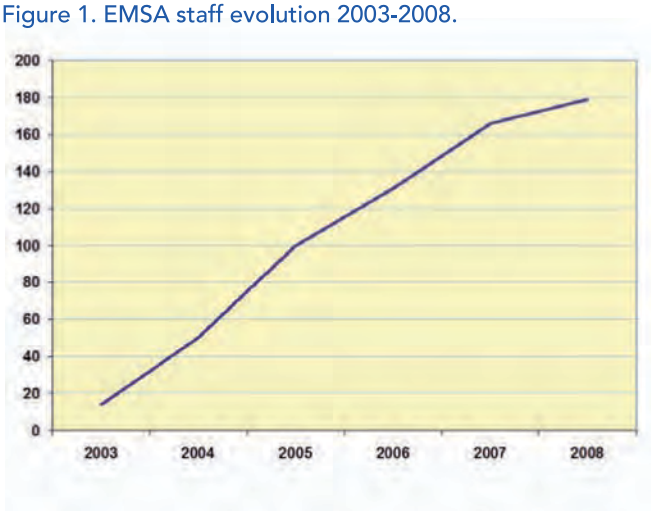


Figure 2. EMSA's gender balance 2005-2008 (%).

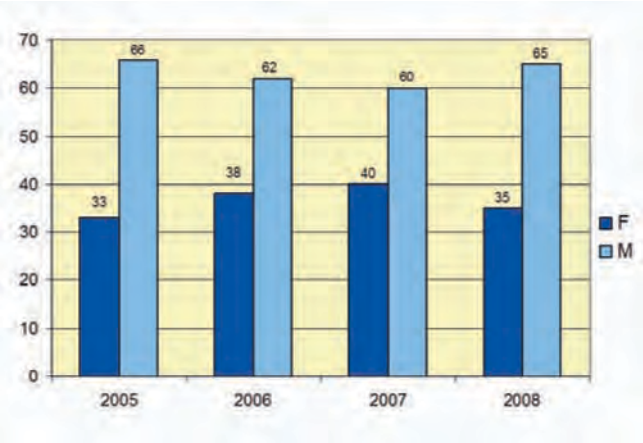
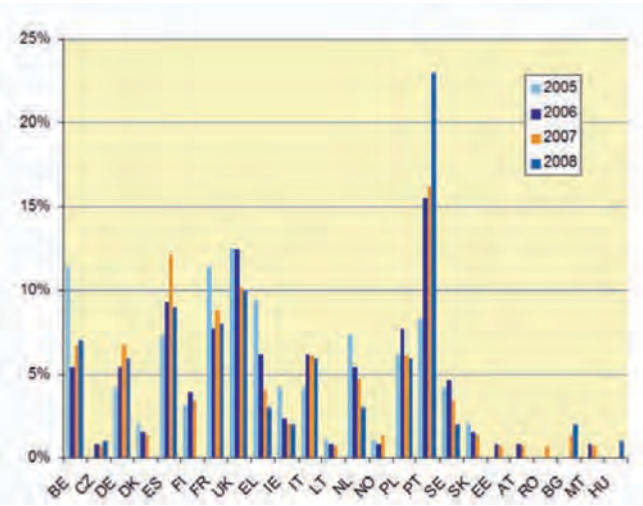


Figure 3. EMSA staff by nationality 2005-2008.



Chapter 2

Visits and inspections to monitor the implementation of EU legislation

2.1. INTRODUCTION

In its ongoing inspection work in support of the Commission, EMSA continued to provide consistent and comparable technical reports following inspections of the implementation of different pieces of EU maritime legislation. The subjects of the inspections are the EU Member States; maritime training systems in third countries and organisations that are recognised to carry out survey and certification duties on behalf of EU Member States when acting as Flag States.

The findings of the visits and inspections have led to EMSA assisting the Commission at international meetings at technical level and providing input for the revision of new legislation, including assisting at expert meetings in Council and the European Parliament. Another part of the follow-up process has included meetings with relevant parties that were inspected by EMSA, to present generic findings and to discuss ways to enhance the implementation of a particular piece of legislation.

The technical contributions of EMSA to the legislative process continue to be recognised as useful by the Commission, Member States and co-legislators.

2.2 CLASSIFICATION SOCIETIES

In order to ensure that the organisations (Recognised Organisations or ROs) acting on behalf of the EU Member States and issuing statutory certificates for ships on their behalf continue to fulfil the criteria for recognition, the Commission has requested EMSA to monitor these organisations.

2.2.1 INSPECTION OF CLASSIFICATION SOCIETIES OR RECOGNISED ORGANISATIONS ON THE BASIS OF COUNCIL DIRECTIVE 94/57/EC

The task of monitoring these Recognised Organisations continued during 2008. A total of 18 inspection visits were carried out to 8 of the 13 ROs. Inspections were carried out in Head Offices and in regional, field and site offices. In line with the reporting procedures introduced in 2006, the inspection reports were sent to the inspected RO, the Commission and the Member State that initially recognised the organisation.

New building activities continued to be the focus for 2008, together with ships-in–service activities, in particular to identify generic findings common to several ROs. Follow-up on findings of previous inspection visits was included where applicable.

In 2008, four visits to ships were undertaken, whereby EMSA and the relevant RO inspected a vessel following its detention for class-related deficiencies by Port State Control. An annual workshop was held with Member States in October 2008 to present the cases under this "visits to ships" project in the preceding year, following the previous workshop in 2007. A report was subsequently sent to the Commission, including the results of the visits and the follow-up of these cases and other cases reported by Port State Control to EMSA but where EMSA did not attend on board. The project proved to be a useful tool for assessing the performance of ROs and visits to ships will therefore continue.

EMSA prepared consolidated lists of findings on almost all the ROs which spanned the inspection findings of previous years. These lists were submitted as input to the Commission's assessments of these ROs.

In follow-up of previous inspections by EMSA and subsequently the Commission's assessment of the Hellenic Register of Shipping (HRS), and at the Commission's request, EMSA carried out an urgent re-inspection of HRS.

These additional tasks, mainly carried out in the latter part of 2008, affected the inspection visits programme, postponing some inspections to 2009 and deferring reports from inspections in the second half of the year.

Technical support was given to the Commission during various meetings where ROs were on the agenda:

- COSS, where a draft Commission opinion on performance criteria for recognised organisations received a favourable opinion. The draft decision includes as its core element a scheme for the quantitative measurement of RO performance prepared by EMSA for the Commission. In the preparation of this scheme, EMSA

EMSA GOES TO BREST

Photo: National Ministers and European Commissioners at the EU stand.

From 11-17th July, EMSA and European Commission representatives were at Brest 2008 to present EU work related to maritime safety. The event took place in a region which has been heavily hit by oil pollution over the past ten years. Brest 2008 is a major European maritime festival dedicated to tall ships and traditional sailing, and on this occasion, it attracted around 2,000 vessels from all over Europe, as well as hosting hundreds of thousands of visitors. On 12th July, 27 Ministers and Secretaries of State with responsibility for European Affairs visited the European Commission stand, along with EU Commissioners Joe Borg (DG Mare) and Margot Wallström (DG Communication). They were in Brest for an informal meeting, with one of the main discussion points being the strong public demand for safer and cleaner seas.

and the Commission held several working meetings with the recognised organisations and experts from the Member States. The scheme will undergo a trial period of three years;

- meetings with ROs, including follow-up meetings;
- relevant IMO meetings.

As a result of inspections, EMSA has identified a number of horizontal findings about the RO's interpretation of SOLAS. The technical input provided by EMSA, particularly in the fields of tank testing standards and single-hull to double-hull tanker conversions resulted in successful submissions by the Community at the IMO. Another positive outcome was the agreement within IMO that the conversion of tankers from single to double hull should be regarded as a 'major conversion' under SOLAS and thus subject to higher standards, contrary to the previous interpretations of the ROs.

2.2.2 VISITS TO MEMBER STATES REGARDING THE MONITORING OF ROS

The proposed workshop on monitoring by Member States of the work performed by ROs on their behalf, and therefore EMSA visits to Member States, was postponed so that it could take into account the new Regulation and Directive agreed by the European Parliament and Council at the end of 2008.

2.3 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

In order to ensure that both third countries and the Member States comply with the requirements of the STCW Convention, the Commission has requested EMSA to inspect maritime education, training and certification systems in these countries to collect information regarding the implementation of this Convention. This information is used by the Commission to assess compliance with the requirements of this Convention.

2.3.1 INSPECTION OF MARITIME EDUCATION, TRAINING AND CERTIFICATION SYSTEMS IN THIRD COUNTRIES

EU flagged vessels continue to rely on seafarers from third countries. EMSA has therefore been entrusted by the Commission with the task of inspecting the maritime education, training and certification systems (METS) of non-EU countries.

In this field, the inspections are carried out in third countries following a notification to the Commission by Member States of their intention to recognise the respective certificates of competency, or as part of the regular re-assessment of compliance of these countries that is conducted by the Commission.

In 2008, three inspection visits to third countries were completed, to Bangladesh, Singapore and Malaysia. Two others had to be cancelled: one was postponed to 2009 at request of the country and the second was refused by the national authorities.

As proposed in the Work Programme 2008, Phase 1 of the development of the STCW Information System, which is a database storing information related to descriptive information gathered during the inspections regarding maritime education and training institutions and maritime administrations , was agreed following a correspondence exercise with the Member States and a workshop. The aim of establishing this database is to provide reliable information on training systems as well as relevant trends and statistics, which will be a useful tool for the Commission and Member States. The use of non-controversial and non-confidential data was approved by the Board meeting that took place in November.

2.3.2 VISITS TO MONITOR THE IMPLEMENTATION OF DIRECTIVE 2001/25/EC

At the request of the Commission, EMSA extended its inspection task to Member States. Five such inspections were completed in 2008. These were: Greece; the Netherlands; Poland; Portugal and Sweden. Taking into account the visits carried out in 2006 and 2007, the total number of EU Member States inspected by the end of 2008 was eleven.

The findings of the EMSA inspections provided valuable input to the Commission for the control of application of the requirements of this Directive. This activity will eventually bring about fundamental changes in the countries concerned and align their systems fully with the requirements of the STCW Convention.

As a result of EMSA's inspections a number of fundamental changes have been introduced in the countries inspected. At least one EU Member State has introduced major changes to the structure of its maritime administration to implement the requirements relating to certification and education, some of the non-EU countries have already made changes to their legislation, procedures and course programmes and implemented quality standards systems, and others have purchased new training equipment needed to fully implement the requirements of the STCW Convention.

2.4 MONITORING THE IMPLEMENTATION OF THE PSC DIRECTIVE IN MEMBER STATES

The instrument of port state control has become one of the most effective tools to verify whether ships comply with safety regulations, worldwide. Port State Control inspections should be carried out in a harmonised way to ensure equivalent safety standards and to avoid variations

Maritime training centre in Lisbon

in expectations and treatment of seafarers and ship owners. At the request of the Commission, EMSA checks the consistency of PSC regimes in the EU Member States by inspecting their administrations and their ports when implementing PSC rules.

2008 marked the completion of the first full cycle of visits to monitor the functioning of the Port State Control (PSC) regime following the inspections of Romania and Bulgaria. The visits were organised with the aim of verifying the level of compliance, the quality and the effectiveness of the Member States' PSC systems. In addition to these visits, the Commission requested that EMSA monitor follow-up actions related to instances of non-compliance recorded during the first cycle for France, Poland and Spain.

Every inspection visit was preceded by a desk evaluation of data related to the State's PSC activity. The visits were performed by a team of three to four assessors who carried out work in the PSC authority's head office and visited local district offices to witness "live" inspections of ships. The individual reports of these visits and follow-up visits were sent to the Commission and copied to the Member State in question.

Despite the fact that PSC is well established in Europe, there have been differences in implementation noted from one country to the next, albeit small ones. EMSA's continuous monitoring activity has led to improvements in Member State's compliance with their PSC obligations, which, complemented with the Agency's other PSC activities, is resulting in a more consistent PSC regime in Europe.

2.5 MARITIME SECURITY

In the field of maritime security, EMSA has been given the task of assisting the Commission in the monitoring of the application of Regulation (EC) No.725/2004, but restricted to the inspection of ships, related companies and Recognised Security Organisations (RSOs).

Inspections of Member States' implementation of the Regulation, which applies the International Ship and Port Facility Security Code (ISPS) in the EU Member States, continued during 2008 with EMSA providing technical assistance to the Commission for 35 individual inspections – a similar number to 2007 but significantly higher than the 18 envisaged in the Work Programme 2008.

The inspections in 2008 focussed primarily on ships, and Member States' responsibilities as a flag State as well as their exercise of security controls as a port State in respect of foreign flagged ships. EMSA also participated in two shipping company inspections. For the first time, EMSA provided assistance to the EFTA Surveillance Authority for two maritime security inspections.

Comprehensive reports on the findings of the inspections were submitted to the Commission and the EFTA Surveillance Authority, to assist their preparation of the report to be sent to the inspected Member State.

One outcome of this was the organisation of a coordination meeting between EMSA and the Commission security teams, which discussed a range of issues with a view to improving the effectiveness of Commission maritime security inspections, including the methodology for conducting the inspections.

A second outcome was the Commission's Maritime Security Inspectors Day where some of the generic non-conformities identified during inspections and related best practices were presented and discussed with the Member States and EMSA.

Finally, EMSA participated in meetings of the MARSEC Committee and the Stakeholders Advisory Group on Maritime Security (SAGMaS), chaired by the Commission and where issues relating to maritime security at both EU and international level (IMO meetings) were discussed.

2.6 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

The additional inspection tasks for EMSA performed under the "visits to Member States policy" in order to assist the Commission in its assessment and verification of the implementation of EU maritime legislation concerned the Directives on port reception facilities and on vessel traffic monitoring and information systems, as described in the Work Programme 2008. The aim is to assess and improve the level of maritime safety and the prevention of pollution by ships in the Community at Member State level.

EMSA staff play an active role in monitoring ships.

2.6.1 PORT RECEPTION FACILITIES

This inspection task continued in 2008. The visits to Member States concerned checking the availability of reception facilities for ships' waste, as covered by Directive 2000/59/EC on port reception facilities, and continued to focus on the national implementation of the Directive by the responsible authorities and the operational procedures applied by the ports and marinas.

The cost recovery and fee systems applied by the ports were also studied, as well as the national system of penalties for non-compliance. Detailed reports were submitted to the Commission based on the findings from each visit.

Seven inspection visits were carried out in 2008 and eight inspection reports were sent to the Commission for follow-up over the same period. The inspection cycle is expected to be completed in 2010.

It has been noted that through EMSA's visits to Member States in respect of port reception facilities awareness has been raised of the legislation and the reasons for it and in particular have resulted in noticeable improvements in the national systems of enforcement. Furthermore, the experience gained by EMSA inspectors following the study and the knowledge and experiences gained from inspected Member States has been shared with others thus enabling them to save time and effort when a complicated issue is raised.

2.6.2 VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEMS

A desk analysis regarding Directive 2002/59/EC on vessel traffic monitoring was carried out and a methodology was developed in preparation for the planned monitoring visits to Member States, following a request from the Commission.

Although these visits were expected to start in 2008, the first visit was scheduled for March 2009 to ensure sufficient preparation and notification to the Member State concerned.

Table 1. Summary of inspections carried out in 2008.

	Inspections carried out in 2008
Classification Societies	18
and related visits to ships	4
Training of Seafarers (STCW)	8
Maritime Security - Assistance to Commission and EFTA Surveillance Authority inspections	37
Port State Control	5
Port Reception Facilities	7

Chapter 3

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

3.1. INTRODUCTION

As stated in EMSA's 2004 work programme: 'To ensure a proper, harmonised and effective implementation of this vast package of (EU) legislation, an ongoing process of dialogue and cooperation is necessary between all the parties concerned. In summary, one could say that the main task of EMSA is to organise and structure this dialogue between experts of 27 European States and the European Commission.'

Through their work, EMSA experts have been actively involved in achieving the goals set out above. It would be fair to say that EMSA has played the roles of adviser, facilitator, and integrator for the Commission and the EU Member States, Iceland and Norway. On maritime issues such as the preparation of EU and IMO legislation, EMSA provides a forum for discussion for national experts; for the implementation of maritime legislation, EMSA plays the role of facilitator, by providing training and disseminating best practice; and, for the development and operation of large-scale information systems such as vessel traffic monitoring and satellite surveillance, EMSA is the integrator, by designing and managing applications, and working closely with the Member States, EMSA can then provide them with services that help improve maritime safety.

The benefits of having a specialised EU Agency to carry out these tasks are manifest: ensuring a coherent and neutral approach, and enabling coordinated EU-level systems to be set up which avoid duplication at national level. This cuts costs, saves time and produces a common approach by the EU Member States, Iceland and Norway.

3.2. PORT STATE CONTROL

3.2.1 SUPPORT TO THE COMMISSION IN THE IMPLEMENTATION OF PORT STATE CONTROL REGIME IN EUROPE

Participation in the Paris MoU and other PSC fora

The Paris MoU on Port State Control is a well established and well functioning structure set up by coastal States to ensure that ships apply international safety rules correctly through inspections in ports. The Agency has an ongoing task to provide technical assistance to the Commission in the context of the Paris MoU through participation in working groups that refine inspection methods and criteria with the aim of bringing continual improvements to the system. EMSA also supports the Commission during the relevant meetings of the IMO and the ILO (International Labour Organisation) when PSC related matters are discussed.

Monitoring implementation – learning from the ship's databases

In accordance with Directive 95/21/EC, EMSA continued to publish a list of vessels to which a refusal of access order to EU ports has been issued, this is also known as the 'list of banned ships'. The list is kept permanently updated following reports of the Member States. The related annual report 2008 was submitted to COM. It contains an analysis of the number and type of refusals imposed during the preceding years. The conclusions of the reports were considered in the proposals leading to the recast Directive on PSC.

Furthermore, a desk study was carried out to determine the proper use of the RoPax database and compliance with the relevant provisions in the Directive. Results will be fed back to the end-user in 2009. The conclusions of this exercise may lead to changes in what type of information is entered into the database in order to generate a clearer picture of the potential risks and threats associated with these vessels.

3.2.2 TRAINING AND SERVICES FOR MEMBER STATES

Co-operation with Member States and the Paris MoU to develop and implement a harmonized training scheme for the training and qualification for Port State Control Officers as well as tools to help them carry out their job was ongoing in 2008. This included training for new PSC Officers (PSCOs); the delivery of the distance learning program (DLP) and the update of Rulecheck.

In agreement with the Paris MoU, and due to the high number of PSCOs who had not yet been authorised or had less than 3 years of experience, two new entrant seminars and two refresher courses were organised. 184 PSCOs attended the four seminars delivered by the

FIRST PSC SEMINAR HELD IN LISBON

Photo: Port State Control Officers from 17 Paris MoU Member States attend EMSA seminar in Lisbon.
The second New Entrant Seminar to be organised by EMSA and the Paris Memorandum of Understanding (Paris MoU) secretariat was held from 14-18th April in Lisbon. This was the first such seminar that EMSA has organised "in-house." The main objective was to improve and harmonise the level of professional competency of Paris MoU Port State Control Officers (PSCOs). During the 5-day course, 49 participants from 17 Paris MoU Member States studied and discussed in-depth scenarios relating to PSC procedures. The seminars are part of a new regime developed for the Paris MoU, which includes distant learning modules and aims to provide both initial training for new PSCOs and refresher courses for those with experience. Four seminars are planned in 2008 and five more are already planned for 2009.

Agency in cooperation with the Paris MoU. It is hoped that all EU PSCOs will have been trained in this way within five years, thus ensuring a common approach to PSC inspections in all EU ports.

In 2008, the second phase of the Distance Learning Programme on Paris MoU procedures was completed by the contractor working for the Paris MoU Secretariat. EMSA contributed both to the development and the financing of the project, bearing 50% of the project cost. The third phase (DLP3) kicked off in January 2008 whilst DLP 2 was delivered to Paris MoU Member States in December 2008. Throughout the project, emphasis was placed on ensuring that the modules would cater for both new and established PSCOs, as defined in the PSC training regime adopted by the Paris MoU. Finally, the IT architecture for the deployment of the modules on EMSA's servers was fully defined.

The last area of development of tools to assist PSCOs concerned the delivery of the second version of RuleCheck (V2.0) to all Paris MoU Members in December 2008. This marked the completion of the first update of the database with data from the ILO & IMO Conventions as well as the Paris MoU documents for the period up to July 2008.

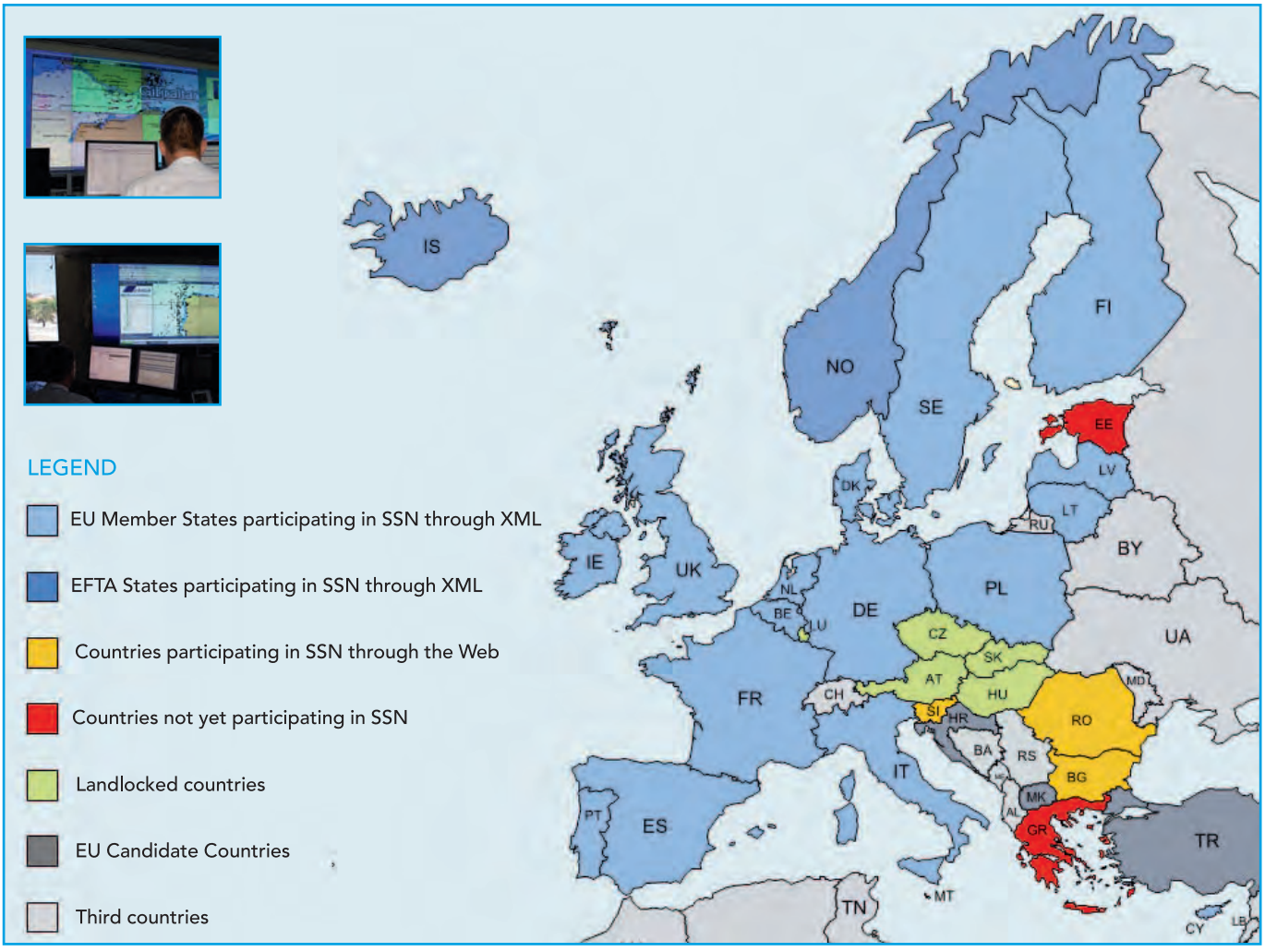
The organisation of beginners' and refresher seminars for PSC officers, the development of the DLP and the dissemination of Rulecheck have widely been recognised by the EU Member States, the Commission and the Paris MOU as instrumental in extending sound PSC practice in Europe. In the case of Rulecheck, the IMO, other MoUs on Port State Control, non-EU countries and classification societies have expressed an interest in acquiring this tool for their use.

3.2.3 DEVELOPMENT OF THE NEW INFORMATION SYSTEM FOR PSC (THETIS)

Specifications for the new information system for PSC (THETIS) were completed in consultation with the future users. THETIS is designed to interact with SafeSeaNet (SSN), as well as with other external systems such as the databases of the ROs. Such interaction will enable Member States and the ROs to fully comply with the relevant Directives, which was only possible when the final text of the recast Directive on PSC was agreed.

Meanwhile, the development of THETIS and continuous interaction with both the PSC community and other maritime groups regarding the new inspection regime were vital phases in the process of ensuring a smooth introduction of the said regime and the functioning of THETIS as its platform.

FIGURE 4. MEMBER STATES PARTICIPATING IN SAFESEANET BY DECEMBER 2008.



3.3. EU VESSEL TRAFFIC MONITORING

Setting up the EU vessel traffic monitoring system, called SafeSeaNet (SSN), in order to provide timely information on a ship and its cargo in case of an incident as well as give prior information to a port on the arrival of ships continues to be a substantial task for EMSA as the deadline for its operation in 2009 approaches.

In 2008 EMSA therefore reinforced the support provided to the last Member State having to connect to the system (increased technical support, visits, and training in Member State) for any of the four initial types of notifications (port HAZMAT, ship and alert notifications) and started to systematically follow-up the quality of the information provided by those connected. All Member States, Norway and Iceland were connected by the end of 2008 except Greece and Estonia.

Global quarterly reports were sent on the actual situation to the maritime administration directors of the Member States and monthly reports to the SSN group members on Data quality in the SafeSeaNet system. The SafeSeaNet system was improved to introduce some enhanced features and an entirely new alert distribution system that allows incident reports to be forwarded along the planned route of the vessel.

EMSA also began developing the SafeSeaNet Tracking Information Relay and Exchange System (STIRES) which aims to transform SafeSeaNet into a real-time vessel tracking system. Once development is completed in 2009 it will offer the possibility of a semiautomatic combination of vessel traffic information with satellite imagery for pollution identification with the AIS (Automatic Identification System) positions in the traffic image.

In parallel, EMSA supported the integration of the AIS information at regional level and in particular the completion of the Mediterranean Regional AIS server allowing for a common picture of traffic from the Bosporus to the Canary Islands.

Work started to include a new Port message incorporating the information required by the recast of the Port State Control Directive.

On the whole, very good progress was made in 2008 with SSN and STIRES. The realisation of the project is practically on target and the whole system covering the entire coastline of the EU is expected to be operational by mid-2009. The efforts of the Member States cannot be underestimated, with the investments made in establishing their shore-based infrastructure and jointly developing and testing the system in place with EMSA.

3.3.1 MARITIME SUPPORT SERVICES (MSS)

In 2008, the Agency set-up a helpdesk for Member States, called the Maritime Support Services (MSS), which will support SafeSeaNet, the EU LRIT Data Centre and other maritime applications. The MSS will ensure a 24/7 monitoring of the system performances of the various applications.

During 2008, MSS operational procedures for SSN monitoring and helpdesk were developed and the MSS worked during normal working hours (phase 1) for monitoring SSN performance and Data Quality. They provided day-to-day helpdesk services to users in Member States and monitored the system performance and data quality

The service was also fully prepared to step into the 2nd (7/7) and 3rd (24/7) phases in 2009, by preparing the necessary tools, facilities, training and Standard Operational Procedures for shift work outside normal working hours. The preparatory work in 2008 and the daily exchanges concerning data quality issues and shipping queries between the Member State operators and the EMSA operators have proven the need for and the value of this service sooner than expected.

3.4. ACCIDENT INVESTIGATION

In order to learn lessons from past accidents, and to help shape future maritime related legislation, EMSA has a number of tasks to assist the Commission and Member States in applying the relevant laws by collecting information and presenting best practice.

EMSA continued to host and support the technical forum for Member States for discussing elements of accident investigation practice. Apart from the common methodology and the European Accident Investigation (AI) database, various other issues, such as sharing of news from the Member State investigation bodies,

cooperation arrangements, AI training activities, Voyage Data Recorder (VDR) use, trend and risk identification analysis, report analysis and European accident statistics were discussed.

Content proposals for a common methodology and implementing guidelines were developed by EMSA with the national AI authorities and will be followed-up in the new context after the adoption of the Directive.

In fulfilment of its objective to develop a common approach for qualifications and training activities, EMSA commissioned a study on a potential training package for European marine accident investigation, taking into account the present and future European Union legislation. In parallel, EMSA has availed itself of in-house AI experience to produce an interactive/desktop style introductory training course for inexperienced Member State safety investigators. In the light of the limited alternative training available to Member States at present, the training developed by EMSA will add significant value through its availability while the study will contribute to a holistic training framework for Member State casualty investigators.

In 2008, EMSA continued to provide technical assistance and training to Member States on the use and analysis of VDR data for accident investigation.

3.5. TECHNICAL ASSISTANCE - TRAINING AND COOPERATION

In 2008 EMSA continued to provide technical assistance through training and cooperation. Beneficiary countries not only included all EU/EEA Member States but also candidate and potential candidate countries. The total number of trained officials has reached 370. In 2008 EMSA paid particular attention to promoting an exchange of best practices among EU Member States and to enhancing the cooperation between the current Member States and those applying for membership. The regional distribution of participants reflected, as before, the size of the coastline and fleet of each beneficiary country. The specific areas covered by EMSA training sessions in 2008 included: marine equipment; EU maritime legislation; ISM; ISPS; places of refuge; seafarers' education and training; and port State control.

TABLE 2. TECHNICAL ASSISTANCE EVENTS IN 2008.

11 events provided for Member States within the EMSA technical assistance framework	1 workshop (Consultative Network on Technical Assistance); 9 training actions (ISPS Auditor trainings (2), training on ME alert system, trainings on human element in maritime safety (2), trainings for newcomers to the maritime administrations (3), training on environmental issues); 1 expert visit (tutoring project on PSC for Malta).
9 events organised for candidate and potential candidate countries within the EMSA technical assistance framework	7 training actions (ISPS Auditor training, trainings on role and responsibility of maritime administrations (2), training on human element in maritime safety, seafarers' education and training, training on directive 2000/59/EC, training on directive 2002/59/EC); 1 experts visit (training on CleanSeaNet for Croatia); 1 other event (info-day in Albania).
Specific technical assistance to the European Commission	Continuous monitoring of SAFEMED I activities with regular contact with REMPEC; Contributing to the drafting of the terms of reference for the SAFEMED II project.

3.6. MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

3.6.1 MARINE EQUIPMENT

During 2008 EMSA started a system for continuous monitoring of 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 the first quarter 2009, work carried out in 2008 to update MED Annex A resulted in adoption of the 5th amendment to the Annex.

The system of annual updates of the Directive's annexes, which is underpinned by EMSA's continuous monitoring of marine equipment testing standards, has immediately demonstrated its benefits to those who rely on timely references to the relevant standards, namely the EU Member States and the equipment manufacturers. This also has ensured that obsolete standards are not being used incorrectly for equipment certification thus ensuring the highest possible safety levels of equipment being placed on the EU market which in turn better protects seafarers from accidents due to equipment failure.

EMSA was active in the regulatory cooperation between the EU and US authorities for MRA+ on Marine Equipment. At the Commission's request, EMSA studied the equivalence between US and European standards and proposed a list of items suitable to be included in an

extension of the MRA+ to the Commission. During the negotiation process with the USA, EMSA assisted the Commission particularly in the assessment of the technical proposals made by the US Coast Guard. It is expected that the final agreement will add 12 new pieces of equipment to the MRA+. In parallel, the alert system for safety issues concerning the marine equipment in the MRA+ developed by EMSA went live. Meanwhile, EMSA has continued managing the MARED database of approved equipment, which contained 28,000 entries by the end of 2008.

In September 2008, EMSA was asked to provide technical assistance in the preparation of the impact assessment for the amendment of the Marine Equipment Directive (MED). A questionnaire was sent to the EU Member States and following the formal stakeholder consultation, work began on a technical report for the update of the Directive. This work will continue during 2009.

3.6.2 SHIP SAFETY STANDARDS

The Agency has continued to monitor developments in IMO in the field of ship safety standards, marine equipment and bulk carriers and other issues, which can have an impact on EU legislation. EMSA produced technical evaluations of IMO submissions, provided technical assistance in the preparation of submissions to IMO, and participated in IMO fora on behalf of the Commission.

Issues addressed within this context included ship recycling, the definition of bulk carrier, coatings, LRIT, accident investigation, emissions, liability and compensation, OPRC-HNS, passenger ship stability, goal based standards and IACS unified interpretations and the relevance of the Maritime Labour Convention. The Agency contributed actively on issues concerning ro-ro passenger ship stability, passenger ships in domestic services and the International Safety Management (ISM) code.

During 2008, EMSA completed the technical work necessary for the update of certain articles and Annex I of Directive 98/18 on safety rules and standards for

Photo: Control of air emissions from ships remains high on the environmental agenda in Europe.

passenger ships, reflecting the changes at IMO level. This resulted in a draft Commission decision which received the favourable opinion of the COSS.

Following various concerns expressed both within COSS 9 in December 2007, and in MSC 84 in May 2008, about the possibility that following the new SOLAS 2009 Damage Stability Rules the level of safety may need to be raised in ro-ro vessels, EMSA supported the Commission initiatives which led to the withdrawal of a proposed amendment of Directive 2003/25/EC that was meant to reflect SOLAS 2009; the Stockholm Agreement regime has thus remained applicable at European level, over and above SOLAS 2009. EMSA has also contracted a study on the matter and started participating in the related Correspondence Group set-up by the SLF Sub-Committee, to which MSC 84 assigned this matter as a working item.

3.7. PREVENTION OF POLLUTION BY SHIPS

3.7.1 PORT RECEPTION FACILITIES

EMSA prepared a document on "the identification of ships producing reduced quantities of ship-generated waste as provided by Article 8.2.c of Directive 2000/59/EC. This document was sent to the Commission for further consideration in relation to a possible 'green ship criteria' for a reduced waste fee.

EMSA participated in the work of the IMO Correspondence Group on 'Tackling the Inadequacy of Port Reception Facilities'. Furthermore it followed closely the IMO Correspondence Group on the 'Review of MARPOL Annex V' and concluded an overview report to the Commission of the revision of Annex V to MARPOL 73/78.

3.7.2 ANTI FOULING SYSTEMS

EMSA led an expert correspondence group on the implementation of Regulation (EC) 782/2003 on the prohibition of organotin compounds on ships, which was established as an outcome of an Expert Working Group meeting on this topic. This group, which worked closely with the Paris MOU on port State control, provided additional guidance for the implementation of the EC Regulation and the related IMO Convention on anti-fouling systems, both entering into force in 2008.

The Paris MoU Preliminary Guidelines for Port State Control Officers on Control of Anti Fouling Systems (AFS) on Ships, presented in PSC Committee Instruction 41/2008/08, are the result of the group's work.

3.7.3 AIR EMISSIONS

The tasks on air pollution from ships in 2008 were largely driven by the international agenda and by the finalisation of the MARPOL Annex VI. EMSA assisted the Commission to prepare relevant meetings. In this context, EMSA conducted a study on possible modifications on existing engines to reduce NOx emissions. The study gave an overview of possible technological options for different categories of ships and was presented at IMO through an EC submission at MEPC 57.

An internal expert group was established to provide the Commission and Member States with the best possible technical advice and opinions on matters such as the Energy Efficiency Design Index for new ships or the Energy Efficiency Operational Index for existing ships.

Based on the interim results of a study on sulphur content in marine fuels delivered in Europe commissioned in 2007, EMSA reported the first findings on this subject the Commission.

EMSA explored the feasibility of establishing a European bunker fuel testing system to supplement national capacities and found that such a scheme could enhance the implementation and enforcement of the newly adopted MARPOL Annex VI requirements.

3.7.4 SHIP RECYCLING

EMSA's main tasks in the field of ship dismantling are related to the on-going negotiations on a new IMO Convention. EMSA provided technical assistance to the Commission in a series of IMO meetings, working groups, inter-sessional meetings and correspondence groups and in the Commission's inter-service group on ship recycling. A study on certification of ship recycling facilities was finalised in December 2008.

3.7.5 BALLAST WATER MANAGEMENT

Invasive alien species represent a significant threat to biodiversity. This issue is being addressed by the IMO Convention on the Management of Ships' Ballast Water and Sediments (2004) and in 2008 EMSA participated actively in the IMO meetings where the matter was discussed.

The implementation of this Convention by the European Union needed further exploration in 2008, focusing on the coherence of implementation in the seas around Europe. After writing a briefing paper on this issue for the Commission, EMSA organised a workshop on the implementation of the Ballast Water Management Convention in November 2008.

Photo: Beautiful, but invasive. A predator of pelagic fish eggs and plankton, the warty comb jelly or sea walnut (Mnemiopsis leidyi) is a North American jellyfish that has caused considerable damage in the Black, North and Baltic Seas: a reminder of the need for good ballast water management.

EMSA has also been monitoring and contributing to the ballast water work of the four regional sea organisations, notably HELCOM, OSPAR Commission, REMPEC/Barcelona Convention and the Black Sea Commission. The Agency attended the initial set up meeting of the Globallast Regional Task Force for the Mediterranean Sea organised by the Globallast Partnerships, REMPEC and the Barcelona Convention.

3.8. LIABILITY AND COMPENSATION

In 2008 EMSA continued to assist the Commission, in following up the two initiatives of the "third maritime safety package" in relation to liability and compensation: a regulation on compensation for injuries sustained by passengers carried by sea and on the proposal for a Directive on civil liability.

EMSA also continued to provide, where requested, technical assistance to the Commission and represent or assist it in relation to the proceedings of the IMO (International Maritime Organisation) Legal Committee and the International Oil Pollution Compensation Funds (IOPC Fund) in particular in relation to the Protocol to the HNS Convention (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea 1996). In 2008 a text of the Protocol was agreed in the forum of the IOPC Fund with a view to adoption at a future diplomatic conference.

Chapter 4

Pollution preparedness, response and detection

4.1 INTRODUCTION – EMSA'S RESPONSE ROLE, A COORDINATED APPROACH

In accordance with the EMSA Regulation as amended, following requests from a Member State or the Commission, the Agency can provide operational spill response assistance for oil pollution accidents through:

- At-sea oil recovery services mobilising the network of EMSA contracted pollution response vessels,
- Satellite imagery using the CleanSeaNet service and
- Pollution response expertise provided by Agency staff.

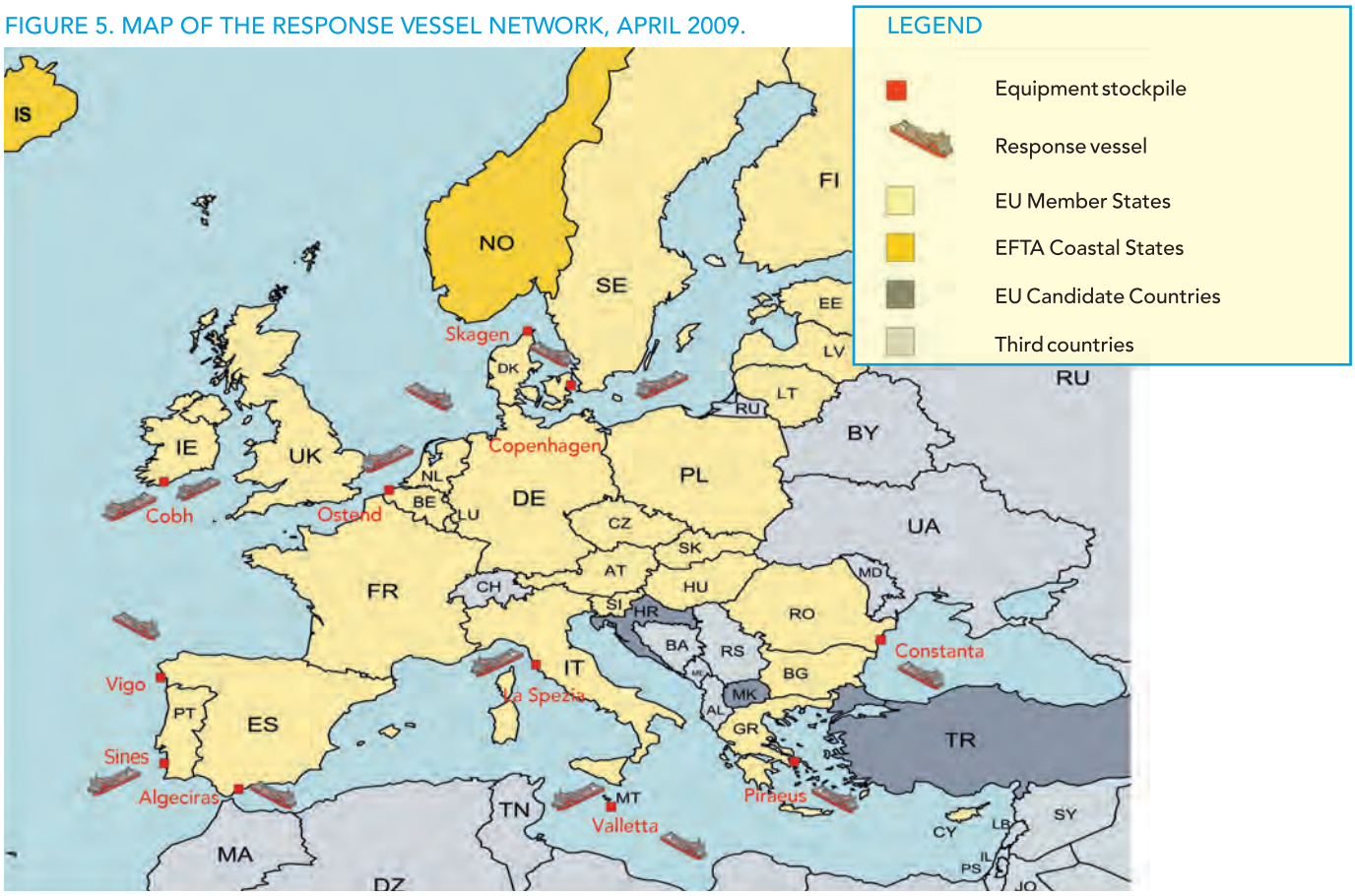
EMSA's contracted oil recovery vessels are 'pre-fitted' and certified for oil recovery operations. Following a spill, and the associated request for assistance from an affected Member State, the vessel ceases its normal commercial activities and is transformed rapidly into a fully operational spill response vessel. Assistance can be requested through the Monitoring and Information Centre (MIC) of the Commission or, when using only CleanSeaNet to cover smaller accidents, directly from EMSA. Additionally and through prior agreement, in the event of a major spill in European waters and/or adjacent high seas, EMSA is normally appointed Project Manager under the International Charter for Space and Major Disasters, and is thus responsible for co-ordinating emergency delivery of satellite images to affected coastal states. In such cases the Charter is usually activated by the MIC. This co-operation ensures rapid delivery of satellite images and CleanSeaNet can also supplement coverage with additional images. With the exception of staff missions, costs for these emergency activities are covered by existing running contracts. Incidents where EMSA provided significant assistance are described briefly in the 'Incident Reports' on the next few pages.

4.2 STAND-BY OIL RECOVERY VESSEL NETWORK

4.2.1 COMPLETION OF NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

As in previous years, the procurement process to reinforce and/or replace capacity in the oil recovery vessel service network continued in 2008. Two procurement procedures were launched. As a result, additional response capacity has been established in the Black Sea and North Sea.

FIGURE 5. MAP OF THE RESPONSE VESSEL NETWORK, APRIL 2009.



The Black Sea A three year contract has been established for the offshore supply vessel GSP Orion based out of Constanta, Romania with a recovered oil capacity of 1,334 m^3. This vessel services the Constanta oilfield area approximately 30–50 nautical miles offshore and is expected to enter into operational service in 2009.

The North Sea A 3 year contract has been awarded for an arrangement including two vessels (hopper dredgers trading sand along the Belgian and Dutch coastlines). The Interballast III (storage capacity 1,886 m^3) and DC Vlaanderen 3000 (storage capacity 2,744 m^3) are expected to enter into operational service in 2009.

4.2.2 RENEWAL/REPLACEMENT OF THE ARRANGEMENTS CONTRACTED IN 2005

The expiry in 2008 of EMSA's first contracts for stand-by oil recovery services called for a review of arrangements covering three areas: the Baltic Sea, the Atlantic/Western approaches to the Channel, and the Mediterranean. Therefore in 2008 the Agency carried out an evaluation of each contractor's performance, resulting in the renewal of two out of the three existing arrangements and a successful procurement procedure to replace the remaining arrangement.

The Baltic Sea A three year contract was established in 2005 for a pool of five tankers to provide at-sea oil recovery services. Each vessel was adapted to allow rapid installation of oil pollution response equipment from either of two stockpiles: Porvoo, Finland and Copenhagen, Denmark. In this way a maximum of two vessels could be operated simultaneously. The evaluation showed that performance could be improved by making use of two dedicated vessels operating in a well defined area. Mobilisation time could thus be better guaranteed. In addition, onboard storage capacity for recovered oil was increased in the renewed contract from 1,800 m^3 to 8,974 m^3.

The Mediterranean Sea The contract established in 2005 for the vessel Mistra Bay (capacity 1,805 m3) was renewed for a further three years until the end of 2011. Other contracts are in place for this regional sea basin for vessels operating out of Malta, Spain, Italy and Greece providing more than 17,000 m^3 additional recovered oil storage capacity.

INCIDENT REPORT: ICE PRINCE, THE CHANNEL, JANUARY 2008

Photo: The Ice Prince sinking in the English channel, January 2008.

The Greek registered freighter Ice Prince (6467 GT, built 1990, IMO 8502054, Greek flagged and managed, Panamanian owned) sunk in rough weather conditions on 15th January 2008 in a traffic separation area within the international shipping lanes of the Channel. With the ship carrying 5,258 tonnes of timber and over 400 tonnes of fuel oil in her bunkers, the accident resulted in the loss of more than 2000 tonnes of its cargo and the spillage of an unknown amount of oil. The UK Maritime and Coastguard Agency (MCA) requested EMSA's assistance to monitor oils slicks originating from the wreck. From 15th January 2008 until the end of February, 13 satellite scenes covering the area were delivered via CleanSeaNet.

The Atlantic Coast The contract with a cable laying vessel with 4,000 m^3 recovered oil storage capacity stationed in Brest, France, expired at the end of 2008. Taking into account the resources already under contract to EMSA along the Atlantic coast, a procurement procedure was launched in mid 2008 in principle to replace the previous arrangement.

A new contract was awarded for the vessel Ria de Vigo, operating out of Vigo, Spain. The vessel, with an onboard storage capacity of 1,522 m^3, provides fishing monitoring

INCIDENT REPORT: NEW FLAME, GIBRALTAR, AUGUST 2007-AUGUST 2008

Photos: Spillage from bulk carrier New Flame.

On 12th August 2007, the bulk carrier New Flame (26,824 GT, built 1994 IMO 9077393, Panamanian flagged and owned, Greek managed) collided with the tanker Torm Gertrud near Gibraltar. The New Flame grounded with her bow partially submerged at a position 0.5 miles South of Europa Point. At the timeof collision, the New Flame was carrying some 700 tons of IFO 380 in her bunkers.

Since the vessel sunk in Gibraltar territorial waters, salvage operations were conducted by Gibraltar. However, the threat of pollution concerned the Spanish coastline. Spanish authorities (SASEMAR) therefore decided to secure additional response capacity on site and in August 2007 requested EMSA, via the MIC, to provide operational spill response assistance, specifically at-sea oil recovery vessels and satellite imagery.

The EMSA contracted vessel Mistra Bay was mobilised for at-sea oil recovery whilst the CleanSeaNet Service provided satellite images of the incident area. Eleven satellite scenes were acquired, processed and delivered to SASEMAR, along with two CleanSeaNet Briefing Documents of the area affected by the accident.

The Mistra Bay was instructed to remain in Algeciras Bay to monitor the area using its on-board slick detection system. Delays in salvage operations due to weather conditions and continuing concerns regarding any potential pollution led the Spanish authorities to renew the original Incident Response Contract (IRC) for a period of 10 months.

The Mistra Bay remained in readiness for pollution response, occasionally reacting to potential slicks, until the IRC was formally terminated in July 2008 and the Mistra Bay returned to her base port in Malta.

On 12th August 2008, the Agency received a request from MCA to intensify satellite surveillance of the New Flame area during dismantlement operations. 8 scenes were acquired over the area.

services on a commercial basis to the regional government of Galicia and will enter into its operational phase in 2009 after a period of pre-fitting works to adapt it for oil recovery operations. The contract marks an important milestone for the development of the network, following three previous procurement procedures for the Galician coastline which were unsuccessful. In combination with the other three contracted vessels, this brings the total recovered oil storage capacity for EMSA contracted vessels along the Atlantic to more than 12,500 m^3.

4.2.3 COMPLETION OF PREPARATORY PHASE FOR VESSELS CONTRACTED IN 2007

In parallel to the activities above, three companies contracted in 2007 successfully completed the preparatory phase of their contracts with EMSA in 2008. Accordingly six vessels were modified, equipped and their crews trained for their pollution response task.

The network now provides at-sea oil recovery services from vessels based in all European regional seas, noting that the vessels are, regardless of their normal area of operation, available for all Member States to use. The distribution of vessels and stockpiles around Europe are displayed in the map below and technical and operational specifications of all the contracted services are available on EMSA's website www.emsa.europa.eu

4.2.4 MAINTAINING THE SERVICE: DRILLS AND EXERCISES

In order to maintain the appropriate level of service during the Stand-by Period of the contracts, the companies and vessels in question carry out drills which take place on a quarterly basis. In 2008, a total of 22 drills were undertaken by vessels under contract to the Agency, with each drill allowing EMSA staff to verify that the capability of the vessel, its specialised equipment and crew are at an appropriate level.

4.2.5 PARTICIPATION OF EMSA CONTRACTED OIL RECOVERY VESSELS IN REGIONAL AND/OR NATIONAL AT-SEA RESPONSE EXERCISES

EMSA contracted vessels also participated in a range of notification, desktop and at-sea operational exercises in 2008. International exercises in particular greatly assist the integration of the Agency's resources into Member States' response mechanisms, improving coordination and cooperation of EMSA's contracted vessels among

INCIDENT REPORT: FEDRA, GIBRALTAR, OCTOBER 2008

Photo: Tanker Fedra against Europa Point cliff in Gibraltar

The bulk carrier Fedra (IMO No. 8208713, 54695 DTW, Liberia, built 1984) grounded in heavy weather on the evening of 10th October 2008 near Europa Point, Gibraltar. The vessel was in ballast and carrying approximately 300 tons of IFO 380 and 60 tons of MDO in her bunker tanks. Evacuation and rescue of the crew was completed on the morning of 11th October by Gibraltar shore resources. As a result of the grounding, the ship broke into three parts and about 150 tons of IFO 380 were spilled from her bunker tanks.

On the day of the incident, EMSA received a request for assistance, via the MIC, from the Spanish authorities (SASEMAR). EMSA contractor Mureloil S.A. was informed and the Bahia Tres was mobilised and specialised oil pollution response equipment was installed in a timely and efficient manner. The vessel was fully equipped and ready to sail on the following day. In order to facilitate the operation of the Bahia Tres and to support the Spanish Authorities, an EMSA liaison officer was also deployed to Algeciras.

From 12th to 15th October, the Bahia Tres was on site engaged in oil recovery operations. At all times, the vessel was actively detecting oil using its onboard oil slick detection system, and recovering heavy viscous oil and oil emulsions using the specialised oil pollution response equipment. The total quantity of oil recovered by the Bahia Tres was approximately 50 m3. From 16th to 24th October, the vessel was on stand-by monitoring for any further slicks suitable for recovery prior to demobilisation. In parallel, EMSA monitored the accident area with six satellite scenes. CleanSeaNet Briefing documents assessing the area affected were delivered to SASEMAR and to the MIC.

WORLD HYDROGRAPHIC DAY

Photo: (from left) Engineer General Bessero, Head of the French Navy Hydrographic Services; Willem de Ruiter, EMSA Executive Director; Vice-Admiral Alexandros Maratos, President of the International Hydrographic Organisation and; Admiral Augusto de Brito, Head of the Portuguese Hydrographic Institute.

On 24th June, EMSA was the host to heads and members of European hydrographic offices, who met at the Agency's headquarters in Lisbon for World Hydrographic Day. One of the principal topics presented was the part played by EMSA in the creation of a 'European network for maritime surveillance'. Within this intiative, EMSA will obtain hydrographic data in order to optimise the information made available when tracking ships and their cargoes in and around EU waters using the SafeSeaNet ship monitoring system. This data will be supplied either directly, or indirectly, by a number of hydrographic offices. The discussions also addressed more general hydrographic interests.

themselves and with Member State response units. EMSA participated in a number of international exercises in 2008, as summarised in Table 3 (below).

4.2.6 IMPROVEMENTS TO THE NETWORK SERVICE

EMSA has used the experience gained during the first two years of running the stand-by oil spill response vessel service to explore ways of achieving higher levels of performance in oil recovery capacity and cost efficiency. Two specific improvement actions were undertaken in 2008: firstly improving the technical oil recovery capacity of the contracted vessels through a series of technical modifications and secondly addressing an important issue in the at-sea oil recovery response chain, namely the provision of contingency lightering services.

4.3 CLEANSEANET: EU SATELLITE OIL SPILL MONITORING SERVICE AND ILLEGAL DISCHARGE DETECTION

4.3.1 CLEANSEANET MONITORING OF SEAS AND DETECTION OF ILLEGAL DISCHARGES

The CleanSeaNet service entered into operation in April 2007. It strengthens Member States response to illegal discharges and supports response operations to accidental spills by providing oil spill alerts and clean sea reports less than 30 minutes after satellite overpass. CleanSeaNet is based on the analysis of Synthetic Aperture Radar (SAR) images acquired by ENVISAT and RADARSAT satellites.

TABLE 3. INTERNATIONAL OIL SPILL RESPONSE EXERCISES DURING 2008.

Exercise / Location	Month	Participating Countries	No. of Participating Vessels	EMSA Vessel and Contractor
Mediterraneo 2008, Spain	June	France, Italy and Spain	13	*Santa Maria*, Falzon Service Station
Polmar Manche 2008	June	France	5	*Ile de Bréhat*, Louis Dreyfus Armat
Balex Delta 2008, Russia	August	Denmark, Estonia, Finland, Lithuania, Poland, Russia Sweden	14	*Otilia*, Lamor
Darque 2008, Portugal	September	Portugal	6	*Galp Marine*, Lamor
Malta 2008, Malta	October	Malta	10	*Mistra Bay*, Tankship Management, *Santa Maria*, Falzon Service Station *Aktea OSRV*, Environmental Protect Engineering
Austral 2008, Portugal	November	Portugal	4	*Galp Marine*, Lamor
CCA 08	September	European Commission	Major 'table-top' exercise	

Photo: The Malta exercise which took place in October 2008.

CLEANSEANET HELPS IN THE BLACK SEA

Photo: ENVISAT image of Black Sea oil spill.

On 3rd November, as part of its planned monitoring, the CleanSeaNet service notified the Romanian maritime authorities of the existence of a potential 20 km spill off the coast. In reaction to the alert, the authorities carried out the necessary checks, confirmed the oil slick and identified the polluting vessel (the Turkish flagged general cargo ship Guzide-S), which was berthed at the Danube port of Galati at the time. The harbour master subsequently imposed a fine for accidental pollution.

In 2008, 2603 satellite images were ordered to fulfil 4603 allocation requests from the 24 coastal states that are users of CleanSeaNet. This represents an increase of 46% (base for comparison: April 2008 to December 2008) in the number of images requested by the Member States and illustrates CleanSeaNet operational growth in 2008.

3296 possible oil spills were reported to the Member States. 27% of the spills checked on site were confirmed as being mineral oil. More and more Member States use CleanSeaNet detections to trigger Port State Control inspections when vessel traffic monitoring systems, AIS information, and soon LRIT information allow the clear identification of the source. A number of polluters have been fined on the basis of evidence collected during such inspections.

In 2008 CleanSeaNet supported three Co-ordinated Extended Pollution Control Operations (CEPCO) organised by Member States and/or Regional Agreements in seas surrounding Europe: one SUPERCEPCO operation in the North Sea in April 2008 and 2 CEPCO operations in the Baltic Sea in June and September 2008.

Furthermore, CleanSeaNet provided satellite support to 3 incidents that caused or threatened to cause marine pollution:

- Ice Prince, English Channel, January 2008
- Fedra, Gibraltar, October 2008
- New Flame, Gibraltar, wreck dismantlement monitoring in August 2008

These support operations are described in boxes earlier in this chapter.

4.3.2 ASSISTANCE IN SETTING-UP A RESPONSE CHAIN TARGETING ILLEGAL DISCHARGES

The Republic of Croatia officially became the 24th CleanSeaNet user in May 2008. The Croatian Maritime administration had requested technical assistance for the integration of CleanSeaNet in their national marine pollution response chain.

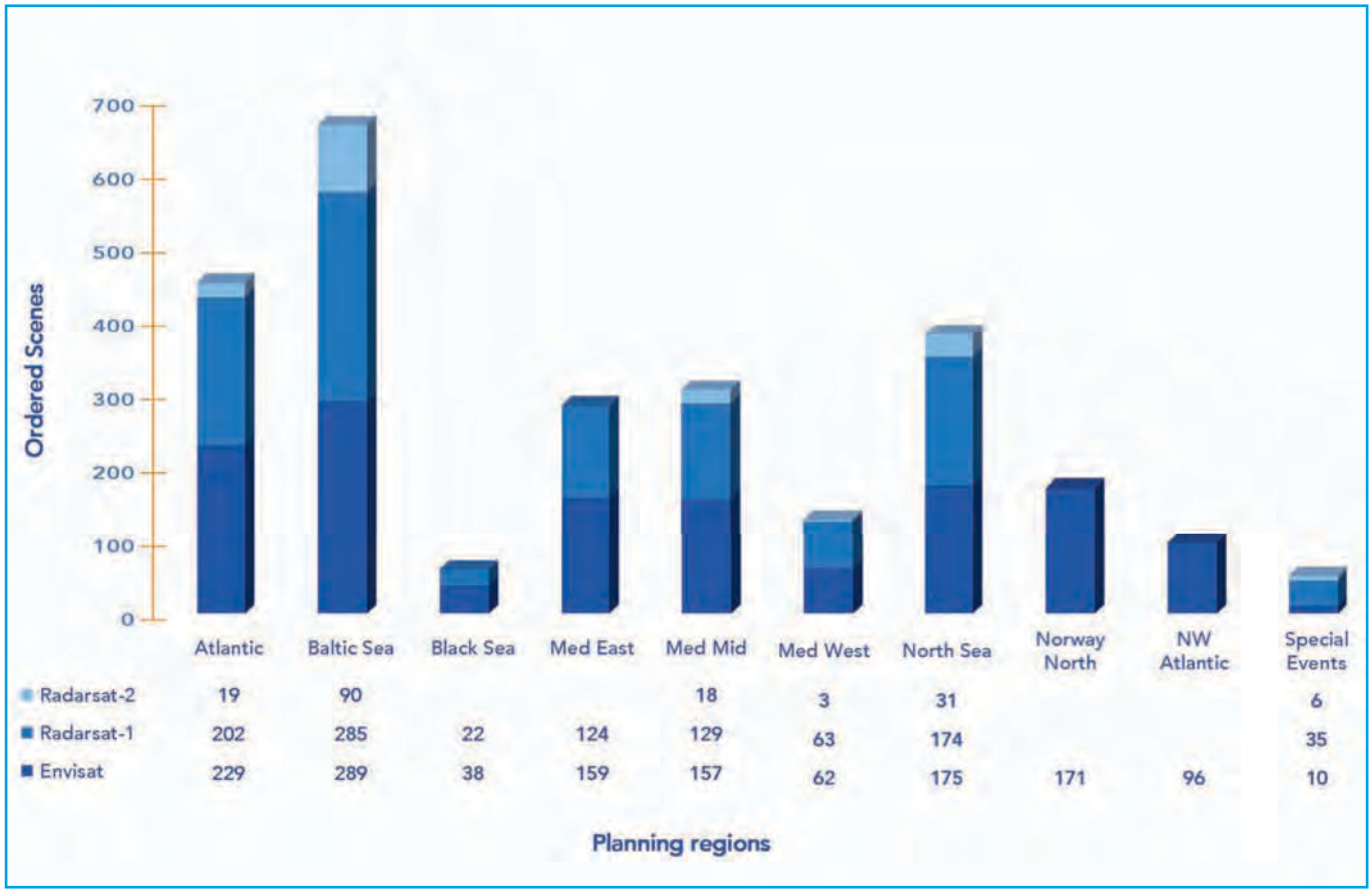
Therefore, two events – the CleanSeaNet Info Day and a Basic Training Seminar – were held in Zagreb on 8 and 9 September under the framework of the project 'Participation of Croatia and Turkey in EMSA work in 2008'. All aspects of combating illegal discharges, from satellite detection to the legal aspects of the prosecution of polluters, were addressed during these two events.

4.3.3 ENHANCEMENT OF CLEANSEANET WITH TRAFFIC INFORMATION, MODELS AND OCEANOGRAPHIC INFORMATION

Direct connection to AIS regional servers' data streams was developed in the framework of the ESA GSE (GMES service element) project MARCOAST and made available in CleanSeaNet as of November 2008 for all areas.

As a result, AIS information covering all European waters in range of AIS coastal stations was available in

TABLE 4.ORDERING OF CLEANSEANET IMAGES DURING 2008.



CleanSeaNet for the duration of MARCOAST thus allowing identification of polluters by the Member States and boosting follow up actions such as Port State Control inspections at the next port of call.

Contracts for the development of STIRES (SafeSeaNet Information, Relay and Exchange System) were awarded in 2008. They include a data exchange interface between CleanSeaNet and STIRES. CleanSeaNet direct access to AIS information via STIRES is expected to be available at EMSA in the autumn of 2009.

EMSA's approach for the implementation of oil spill modelling capability within CleanSeaNet is to link the service to local or regional models operated by third parties. Two pilot projects, one with the Cyprus Oceanography Centre, University of Cyprus, the other one with the Swedish Meteorological and Hydrological Institute (SMHI), were initiated in 2008 to investigate potential data exchange interfaces and formats.

4.3.4 TRAINING ON CLEANSEANET PROVIDED TO EU MEMBER STATES

Based on training requirements of the Member States, EMSA defined a modular training plan in 2008 which allows the CleanSeaNet users to select the modules that suit their needs. Consequently, training was provided by the Agency as follows:

- Two sessions of the 'Introduction to CleanSeaNet for Duty Officers' course were provided at EMSA in September 2008 to 33 participants from 24 Member States.
- A workshop 'Image Analysis for Improved Spill Detection' which focussed on the sharing of regional and marine information for the Mediterranean and Black Sea waters was organised in December 2008.

4.4 INCIDENT RESPONSE SUPPORT FOR MARINE POLLUTION BY HAZARDOUS AND NOXIOUS SUBSTANCES (HNS)

4.4.1 ESTABLISHMENT AND MAINTENANCE OF A NETWORK OF SPECIALISED CHEMICAL EXPERTS (MAR-ICE NETWORK)

As identified in the June 2007 HNS Action Plan and the 2008 Work Programme, the Agency was tasked to establish and maintain a network of chemical experts to support EU Member States in responding to marine pollution emergencies involving chemicals.

To establish this network, the best approach was agreed to be a trilateral Memorandum of Understanding between the European Chemical Industry Council (CEFIC), the Centre de Documentation de Recherche et d'expérimentation sur les pollutions accidentelles des Eaux (Cedre) and EMSA, which was signed on 17 October 2008. The MAR-ICE Network (Marine-Intervention in Chemical Emergencies Network) provides new support to Member States: the service is available for all EU Member States and coastal EFTA States to obtain remote product-specific information during HNS marine pollution incidents. This service is unique as it is the first time that such cooperation of expertise from industry, a scientific research institute and an EU body exists to provide the most up to date and scientifically sound information for chemical incidents and their potential effects on public health and the marine environment for rescue services at EU-level.

4.4.2 INVENTORY OF EU MEMBER STATES POLICIES AND OPERATIONAL RESPONSE CAPACITIES FOR HNS MARINE POLLUTION

In 2008 a new inventory of European capacities for responding to pollution incidents involving hazardous and noxious substances (HNS) was compiled in close co-operation with Member States and EFTA Contracting Parties (Iceland and Norway). Given that there is a wide variation in how well individual countries are prepared to deal with marine HNS incidents, this inventory intends to provide a description of the status of national preparedness and response capabilities and details the competent authorities, policies, preparatory arrangements and government owned or contracted resources available in each country. Preparing such an inventory helps to identify Member States' needs in this field and to define EMSA's activities, through gaining a comprehensive overview of the HNS situation within the EU.

MAR-ICE AGREEMENT SIGNED

Photo: Joachim Krüger (left), Pierre Maille and Willem de Ruiter sign the MAR-ICE agreement.

On 17 October, Willem de Ruiter, EMSA Executive Director, Joachim Krüger, Executive Director of the Energy, HSE and Logistics Programme of the European Chemical Industry Council (Cefic) and Pierre Maille, Chairman of the Board of the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre) signed an agreement establishing the MAR-ICE (Marine Intervention in Chemical Transport Emergencies) network.

4.4.3 CONTRIBUTION TO THE IMO OPRC-HNS TECHNICAL GROUP

Recognising the importance of the OPRC 1990 Convention and its HNS Protocol, EMSA endeavours to support the work of the associated Technical Group (OPRC-HNS TG), which is the main technical IMO forum on marine pollution preparedness and response. In addition to participating, as part of the Commission delegation, in the 2008 OPRC/HNS Technical Group meeting, the Agency contributed within IMO to the development of model training courses for HNS responders. In co-operation with the IMO, EMSA hosted the pilot version of a new IMO Introductory HNS Model Course for First Responders in February 2008, which was attended by coastal EU and EFTA Member States.

4.5 CO-OPERATION, CO-ORDINATION AND INFORMATION

4.5.1 CO-ORDINATING ACTIVITIES WITH REGIONAL AGREEMENTS

As part of its ongoing co-operation with the Regional Agreements (Bonn Agreement, HELCOM, REMPEC, Black Sea Commission and Lisbon Agreement), EMSA participated in various meetings of the Regional Agreements, also providing technical support to the Commission as part of the Community delegation at relevant meetings. The Agency also holds Inter-Secretariat meetings with the Chairs of the technical working groups and the Secretariats of the Regional Agreements in order to discuss issues of common interest within the field of marine pollution preparedness and response, to avoid duplication of effort and to build closer working relationships with these organisations. The location of Inter-Secretariat meetings rotates between EMSA's premises in Lisbon and the headquarters of the different Regional Agreement Secretariats. The 2008 meeting was hosted by the HELCOM Secretariat in Helsinki.

4.5.2 ACTIVITIES OF THE CONSULTATIVE TECHNICAL GROUP FOR MARINE POLLUTION PREPAREDNESS AND RESPONSE (CTG MPPR)

Another cornerstone of EMSA's co-operation and co-ordination activities is the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) which was established in 2007 following the expiry of the Community Framework for co-operation in the field of accidental or deliberate marine pollution (Decision (EC) N° 2850/2000). The CTG is composed of pollution response experts from Member States, Candidate Countries (Turkey and Croatia), EFTA Contracting Parties (Iceland and Norway), the Regional Agreements and the Commission.

At its third meeting in September 2008, the status of priority actions agreed for 2008 was provided, with a view towards finalising the Rolling Work Programme for 2009/2010.

The priority actions were:

- Reporting on Major Pollution Incidents in Europe – Common Methodology
- EMPOLLEX Marine Pollution Exchange of Experts Programme (please see further details below).
- Inventory of Pollution Response Training Centres (please see further details below).

A status summary of these actions is provided below.

4.5.3 REPORTING ON MAJOR POLLUTION INCIDENTS

Several Member States had expressed interest in the CTG undertaking activities in 2008 in the field of "lessons learned" – evaluating the response to pollution incidents from the technical, legal and financial points of view. EMSA drew up an experimental model for a common methodology for analysing lessons learned which could be used across the CTG (including Regional Agreements) and for different types of incidents. This common assessment framework for a more informed analysis will lead to comparable lessons learned and help to identify trends in accidents, response capability and levels of preparedness, thus helping to shape future CTG activities.

4.5.4 EMPOLLEX: MARINE POLLUTION EXCHANGE OF EXPERTS PROGRAMME

In 2008 EMSA launched its Marine Pollution Exchange of Experts Programme (EMPOLLEX), which is broadly similar to the previous EUMAREX exchange of experts programme co-ordinated by the Commission. EMSA's exchange programme allows national experts from participating States to travel to "Host Centres of Expertise" in other countries to gain professional experience in the field of pollution preparedness and response at sea.

Preparations were made in 2008 for the first EMPOLLEX exchanges to take place in early 2009, where experts would learn about other countries' aerial surveillance techniques, equipment and/or evidence collection procedures.

4.5.5 INVENTORIES

The Agency worked on a number of inventories during 2008.

Inventory of EU Member States Oil Pollution Response Capacity Beginning in 2004, the Agency has compiled an Inventory of EU Member States Oil Pollution Response Capacity, which is updated on an approximate two-yearly cycle.

Inventory of Pollution Response Training Centres Training in the marine pollution preparedness and response field has been identified as an important topic since the start-up of the CTG. EMSA has compiled an inventory of European centres offering oil and HNS pollution preparedness and response training. An initial draft of the inventory was prepared in 2008, which is subject to further verification by Member States and updating before publication in 2009.

Inventory of EU Member states policies and operational response capacities for HNS marine pollution This is discussed under section 4.4 above.

4.5.6 ACTIVITIES IN THE FIELD OF OIL SPILL DISPERSANT USE

As detailed in the EMSA Action Plan for Oil Pollution Preparedness and Response, EMSA is to address the issue of usage of oil spill dispersants and its implications. The primary goal of any oil pollution response action at sea is to minimise the socio-economic and environmental impacts by removing spilled oil from the water surface as quickly as possible. Oil spill dispersants work by transferring oil from the sea surface into the water column as very small droplets, where there is a significant dilution effect and the rates of natural dispersion and biodegradation are enhanced.

EMSA's activities in the field of oil spill dispersant use are centred on supporting Member States with information and tools to make science-based decisions as appropriate in the respective country or region. Many Member States have expressed a wish for standardisation and harmonisation of dispersant testing and approval methods, which was the subject of the 2nd EMSA workshop on Dispersants held in May 2008. The agreed way forward to achieve a more harmonised approach for dispersant testing and approval procedures was to set up a Technical Correspondence Group (TCG) co-ordinated by EMSA.

Chapter 5

The Agency's administrative systems

5.1 MANAGEMENT TEAM

The Executive Director and the Heads of Unit meet on a regular basis to monitor progress of the ongoing projects and to discuss any outstanding issue of an administrative or technical nature that is of interest to the entire Agency. The Executive Director is supported by his Policy Adviser and Assistant.

The topics for discussions typically include:

- monitoring the follow up of the work programme;
- setting priorities for EMSA activities;
- planning and monitoring of projects and budget allocations;
- human resources;
- preparation of the WP; preparation of the AR etc
- preparation and coordination of visits from the COA and IAS;
- discussing infrastructure issues,
- preparing the EMSA Administrative Board;
- preparing the coordination meetings with the Commission;
- responding to external enquiries;
- announcing information of a horizontal nature that concern all staff;

In 2008, the particular focus for the management team concerned the update of EMSA regulations and implementing rules, the move to the final headquarters building, changes to the EMSA financial systems resulting from the conclusion of the EMSA evaluation and the reorganisation of EMSA.

The steps taken on the first three issues are described in greater detail below. On the last point, the reorganisation of EMSA, the following should be mentioned.

When the decision to structure EMSA into three departments was taken in June 2008, the Agency numbered roughly 165 staff and was expected to grow to 200 by the end of the year. At the time, the Agency had eight units, three administrative and five technical/operational units. When the LRIT and other tasks were formally confirmed and the associated budget and posts were approved, a new format was required. It made sense for EMSA to be managed according to its activity clusters; therefore an organisational structure with three functional groupings and the addition of a management layer, a Head of Department who would ensure coordination and governance, was selected. The organisation charts at the end of this chapter illustrate the restructuring of the Agency.

5.2 HUMAN RESOURCES

5.2.1 TRAINING OF EMSA STAFF

In 2008 EMSA significantly increased both the range and number of training courses provided to its staff. The Service Level Agreement signed with the Commission was increasingly used for training related to administrative matters, e.g. in finance or procurement matters or regarding personal and professional development. This agreement gives EMSA staff access to all trainings available in the Commission catalogue.

TABLE 5. TRAINING OFFERED BY EMSA DURING 2008.

Number of courses offered	Number of participants	Number of training days
44	324	106

In addition, EMSA signed a Service Level Agreement with the European Administrative School in 2008. This enables EMSA management to participate in different training courses (e.g. 'Succeed as a new Head of Unit').

In addition, training actions aimed at better integrating newcomers have been initiated (e.g. EU decision making, project management, welcome session every 1st and 16th of the month, and internal trainings).

TABLE 6. LANGUAGE CLASSES AT EMSA DURING 2008.

Language	EMSA staff
Portuguese	54 (+21 Spouses and partners)
English	40
French	24
German	11

EMSA has continued its efforts to encourage staff members to learn other EU languages (e.g. French and German) and to improve their level of English, which is the main working language of the Agency. Portuguese

courses for EMSA staff and their partners continued to be delivered in order to help them fully integrate in Portugal.

The Agency also encourages its staff to follow training for professional development at their request and on their own initiative by giving them financial support and special leave days.

5.2.2 TRAINEESHIP SCHEME

In line with the objectives of the work programme 2008, a traineeship scheme was implemented this year. Five years after its start, the Agency was ready to offer work experience to young graduates.

Rules for the EMSA traineeship scheme were adopted at the end of 2007 and the first trainee programme was successfully introduced in 2008. Three trainees allocated to different sectors started in October 2008. The experience has been very positive and EMSA intends to organise two annual trainees' sessions, for a maximum duration of five months each. At the end of 2008, a new call was launched in preparation for the next trainees' session.

5.2.3 ICT SYSTEM FOR HR MANAGEMENT

A working group composed of two representatives from HR and three from IT was set up with the mandate to find a suitable IT system to manage HR processes and data. The group explored different options and recommended a system initially developed by another European Agency (EASA) for the same purpose. It was decided to launch a negotiated procedure to conclude a service contract in order to adapt and install the system at EMSA.

5.2.4 IMPLEMENTING RULES

EMSA continued its work in order to complete the set of implementing rules giving effect to the Staff Regulations. After careful analysis and following several meetings with the Administrative Services of the Commission and other Agencies, a third package was prepared and the adoption of these rules under article 110 of the Staff Regulations started in 2008. Article 110 of the Staff Regulations states that '…Agencies shall adopt the appropriate implementing rules for giving effect to these Staff Regulations, after consultation of the relevant Staff Committee and in agreement with the Commission'.

FRENCH PRIME MINISTER VISITS EMSA

Photo: French Prime Minister, François Fillon.

On 22 February, French Prime Minister, François Fillon, visited EMSA together with Valérie Pécresse, Minister for Education and Research, Dominique Bussereau, Secretary of State for Transport and Xavier de la Gorce, General Secretary for the Sea. In welcoming the visitors, EMSA Executive Director, Willem de Ruiter, recalled the role played by France in establishing the Agency in the aftermath of the Erika disaster. He outlined the tasks performed by EMSA, in particular the role of CleanSeaNet and the EMSA network of oil recovery vessels along the EU coastline in fighting pollution. For his part, Mr Fillon said that maritime safety, together with maritime surveillance and the motorways of the sea, will be priorities within the programme of the future French Presidency of the European Union. He also highlighted the need to improve fishing vessel safety, and to find an answer to the increasing number of accidents and pollution episodes caused by containers lost at sea. He thanked EMSA for its contribution to maritime safety and pollution prevention and response to date, and expressed his desire that it should continue to do so in the future.

This package contains important rules which will modify certain working practises in EMSA and will align them more to those of other Agencies, such as recruitment of temporary agents, recruitment of middle managers, temporary occupation of management posts, etc. Some of the rules are taken by analogy to the Commission ones whilst others require technical modifications discussed within a coordination working group composed of representatives from the Commission and other EU Agencies.

The Staff Committee was consulted in December and the package was then sent to the Commission for agreement, to prepare for adoption by the Administrative Board in 2009.

TABLE 7. IMPLEMENTING RULES IN THE THIRD PACKAGE.

	Subject covered by the Implementing rule	Staff Regulations and CEOS reference
1	Driver	art. 56 and art.3 of Annex VI
2	Reimbursement of medical expenses	Art. 72 (1)
3	Early retirement of officials and temporary agents without reduction of pension rights	Art. 9 of Annex VIII SR and Art. 39 CEOS
4	Job sharing	Art. 55b of SR
5	Middle management staff	Art. 2, 4, 5, 7, 29 and 44 SR
6	Temporary occupation of management posts	Art 7(2) of SR and 10 of CEOS
7	Psychological and sexual harassment	Art. 1d, 12 and 12a of SR and Art 11 of CEOS
8	Appraisal of the Director	Art. 43 of SR
9	Certification	Art. 45a of SR
10	Temporary Agents	Art 2 (a) and (b) and 12 (5) of CEOS

5.3 LEGAL AND FINANCIAL AFFAIRS

The Execution of the budget is managed by the Agency on the basis of its Financial Regulation and related provisions. The European Court of Auditors verifies the compliance of the Agency annually which serves as a basis for the annual discharge by the European Parliament.

The Legal and Financial Affairs unit carries out the mandatory ex-ante verification of all budgetary and legal commitments and payments. It further monitors and reports on budget execution and coordinates the preparation of the budget proposals of the Agency. The unit provides assistance and advice in legal and finance issues.

In 2008 an additional focus was the creation of handbooks, guidelines and templates to further increase productivity and reliability in finance and procurement management. The EMSA Finance Manual and the EMSA Procurement Manual were finalised in 2008 and are since updated regularly.

In autumn 2008 the new Financial Regulation and related Implementing Rules were prepared for adoption by the Administrative Board.

In addition to the normal training activities of the Agency in the framework of its staff policy the Legal and Financial Affairs unit provides in-house training for staff on finance management and procurement. All newly appointed Authorising Officers by delegation receive initial training.

In 2008 a Legal and Financial Affairs helpdesk was introduced in the framework of which over 800 requests were handled.

5.4 INFORMATION AND COMMUNICATION TECHNOLOGY, FACILITY AND LOGISTICS

5.4.1 IT STRATEGY

A major step forwards in 2008 was achieved with the creation and provision of an ICT Architecture and Strategy for EMSA as long term IT plan.
As EMSA expands, the need for a structured and business-aligned IT strategy has become mandatory and the major IT processes need to be standardized.

The IT strategy identified a set of recommendations and accompanying actions to support further expansion and development of the Agency:

- High priority action – Improve IT governance;
- Medium priority action – Improve the central IT department;
- Long-term action – Enterprise architecture and IT portfolio management in order to prepare EMSA for its growing portfolio of active applications in the maritime domain.

5.4.2 MARITIME APPLICATIONS

Maritime applications are extremely important to support the daily work of the Operational Units. Providing ICT technical expertise in the design and implementation of new projects and making sure that existing applications run smoothly were therefore major objectives. In this context ICT was involved in numerous projects during 2008 (see Table 8).

TABLE 8. SUMMARY OF ICT SUPPORT ON STRATEGIC PROJECTS DURING 2008.

	Preparation of call for tenders	Evaluation of bids	Preparation of Cost-Benefit analysis	IT solution outline	Requirements specifications	Validation of the project technical documentation	Infrastructure definition and design	Validation of the technical deliveries	Ongoing maintenance and operation
THETIS **The Hybrid Targeting and Inspection System (B.2)**	x	x			x	x			
STCW-IS **Standards For Training, Certification and Watch keeping Information System (B.1)**	x	x	x	x	x				
LRIT B&I **LRIT Billing & Invoicing (C.3)**	x	x				x			
LRIT DC **LRIT Data Centre (C.3)**	x	x				x			
LRIT Ship Database (C.3)	x	x				x	x	x	x
EMS **Equipment Maintenance System for Oil Pollution Response (C.1)**					x				
DLP3 **Distant Learning Package 3 (B.2)**						x	x		
CleanSeaNet (C.3)									x
RuleCheck (B.2)									x
RoRo Ferries Surveys (B.2)									x
MARINFO DB **Maritime Information database (B.3)**		x			x	x	x	x	x
EMCIP **European Marine Casualty Information Platform (B.2)**			x						
STIRES **SafeSeaNet Tracking Information Relay and Exchange System (C.2)**	x	x				x	x		

Photo: Well-functioning ICT systems are an essential part of the Agency's day-to-day operations.

5.4.3 HOSTING THE MARITIME APPLICATIONS IN THE NEW OFFICES

Once the decision was taken to host all EMSA Maritime Applications in-house a state-of-the-art ICT hosting facility had to be designed, in accordance with the hosting requirements and fully aligned with the long-term EMSA ICT Strategy:

- Fault-tolerant with no single points of failure;
- Reliable, scalable and agile;
- Able to host both EMSA Maritime Applications and internal EMSA ICT services;
- Future-safe to leverage advances in virtualisation, business continuity and cloud computing;
- Easy to operate and maintain;
- Fast to design, procure, build and commission.

The result was a highly virtualized and modular data centre architecture. The procurement phase was greatly shortened by use of standard DIGIT Framework Contracts thus enabling the 'research, design, procure' phases to be completed in six months by the end of 2008 – in time for the hosting of SSN/STIRES and LRIT Ship Database and LRIT Billing and Invoicing.

In addition, the highly virtualised data centre architecture allows for the tendering in 2009 of an off-site, cost-effective Business Continuity Facility (BCF). The BCF is intended to house non-critical EMSA test and pre-production environments. The process should allow EMSA to be up-and-running in a few hours after a major incident or outage at the EMSA premises.

5.4.4 ELECTRONIC DOCUMENT MANAGEMENT SYSTEMS

As EMSA expands and develops, the number of electronic documents generated by its operational units increases. The data contained in these documents represents the Agency's 'core information', which must be easily available to those who need it. To improve the

effectiveness and efficiency of this service, EMSA launched a call for tender in 2007 with the goal of contracting services for the implementation of an electronic document management solution. The service, once implemented, will be the first stage of a long term strategy on document and content management within the Agency.

The EDMS project for an EMSA Document Management System started during 2008 by focusing on the needs of Unit B.1 with respect to their inspection reports.

Phase I was completed during 2008 and Phase II started in the last quarter of 2008. Phase I focused on analyzing the Agency's filing and document structure and EDMS objectives. A prototype system has been evaluated by members of the EMSA EDMS project team.

5.4.5 PREPARATION OF THE MOVE TO THE EMSA FINAL HEADQUARTERS BUILDING

EMSA's new building had to be prepared ahead of the move to the final premises.

The main activities were:

- Completion of works in the data centre;
- Completion of works in the cafeteria;
- Installation of additional floor boxes for meeting rooms and printers;
- Changes to office partitions to accommodate EMSA open plan areas and secretariats;
- Installation of associated ICT connectivity and security equipment;
- Fitting out of roof for associated data centre equipment (AC, satellite dish);
- Installation of telecommunications equipment (internet and voice connectivity, sTesta connectivity, broadband lan links between Expo and RdN buildings);
- Installation of telecommunications equipment (internet and voice connectivity including phones and fax machine) in the Conference Centre;
- Additional fibre-optic connectivity within building for data communications and monitoring systems.

In addition, there were legal agreements to be concluded:

- Lease Agreement with APL;
- Service Level Agreement with EMCDDA for Conference Centre and Palacete building.

To simplify operations and for reasons related to the hosting of EMSA Maritime Applications, the move to the new HQ was expected to happen over Christmas 2008. However, there was no guarantee that the RdN Data Centre would be completed, fitted out and fully equipped and tested in time. Therefore the two EMSA buildings (RdN and Expo) were connected by broadband lan-links to enable the RdN building's infrastructure to be connected to the Expo Data Centre. This would have allowed the move of staff to RdN without moving the data centre from Expo – a necessary flexibility and contingency given so many dependencies on external contractors.

However, the flexibility was not required as the Lease Agreement with APL was not signed in 2008. Despite this, the work in 2008 to prepare RdN and its Data Centre did not gone to waste as it allowed EMSA to be in a position to move to the final HQ building within one month of signing the Lease Agreement.

5.5 INFORMATION, COMMUNICATION AND PROTOCOL

Much of the Information and Communication cell's work is taken up by day-to-day activities to inform the outside world and stakeholders of EMSA's activities and services. The following projects are some of the highlights in 2008.

In support of EMSA's maritime activities, an extranet developed by the communications department, that allows the sharing of EMSA project contents and documents with authorised external partners (> 550 users), became fully operational in 2008. The website is a key repository of information on EMSA for the outside world, while EMSAnet, the Agency's intranet, saw considerable progress during 2008. Throughout 2008, the Agency continued to provide daily reports on accidents in EU waters (or with EU interest) and maritime news to the Commission and internal staff. A number of annual

publications were produced, such as the Work Programme 2008, Annual Report 2007, inventories (biennial), and technical leaflets.

Three new yearly activity reports were also launched in 2008:

- CleanSeaNet Report;
- 2007 Report on multi-annual funding for the Agency's pollution preparedness and response activities;
- Maritime Accident Review 2007.

These brochures will be published every year. EMSA sent 11 monthly external newsletters to a growing number of recipients (organisations and individuals). The first ever EMSA corporate video was produced in 2008 and delivered in early 2009, together with the creation of a video on SafeSeaNet. The events section of the communication department continued to prepare meeting rooms, materials and reimbursements for the various participants of workshops, seminars and other meetings organised by EMSA. In 2008 EMSA organised:

- 3 Administrative Board meetings
- 33 Workshops/other events
- 24 training sessions at which 431 national experts were trained

Some of the highlights in 2008 included the World Hydrographic Day, which was celebrated on 24 June at EMSA with members of the International Hydrographic Organisation. The Agency attended the maritime festival in Brest (France) in August and prepared this event in close cooperation with the Commission. The Agency also participated in the welcome of sailing yacht Traité de Rome calling in Lisbon.

Numerous presentations for visitors were organised throughout the year: foreign ministers, third country high level civil officers, cadets, press, etc. Press conferences and press releases were developed as requested by new projects and operational activities.

5.6 BUDGET MONITORING AND EXECUTION

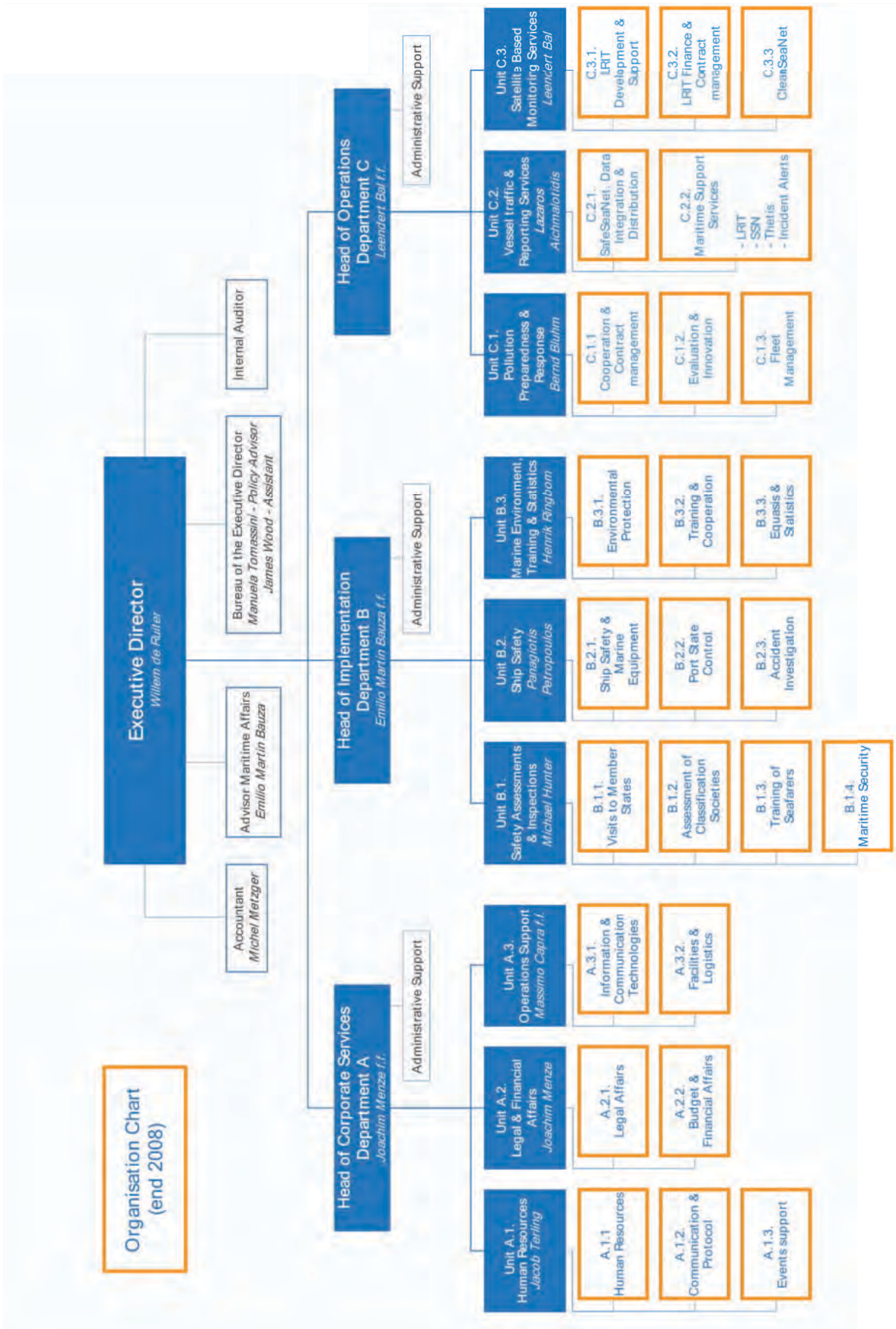
Since the beginning of 2008, the Agency has been deploying an activity based costing system consisting of a list of 40 "posting criteria" to be associated to all financial operations (commitments and payments) for use in financial planning – the so-called 'activity based management' and reporting. The 2008 Work Programme used the activity codes determined in the previous year to estimate the resources needed for any particular activity.

The posting criteria are directly linked to the operational activities, which has provided a more accurate reconciliation between the execution of the 2008 budget and the different activities of the work programme.

Despite this, a number of technical limitations were noted within the accounting systems used by EMSA. As a result of this, the Agency requested to become the pilot agency for a full management accounting system based on the SAP Controlling module which is the central element of the Commission's ABAC system.

This request was approved by the Commission during the last quarter 2008, and EMSA has been actively preparing the ground for deploying this more sophisticated version of the accounting software which integrates activity based costing within the accounting system. This will start running from early 2009.

5.7 ORGANISATION CHARTS


Organisation Chart (end 2008)
Executive Director
Willem de Ruiter
Accountant
Michel Metzger
Advisor Maritime Affairs
Emilio Martin Bauza
Bureau of the Executive Director
Manuela Tomassini - Policy Advisor
James Wood - Assistant
Internal Auditor
Head of Corporate Services Department A
Joachim Menze f.f.
Administrative Support
Unit A.1. Human Resources
Jacob Terling
A.1.1 Human Resources
A.1.2. Communication & Protocol
A.1.3. Events support
Unit A.2. Legal & Financial Affairs
Joachim Menze
A.2.1. Legal Affairs
A.2.2. Budget & Financial Affairs
Unit A.3. Operations Support
Massimo Capra f.f.
A.3.1. Information & Communication Technologies
A.3.2. Facilities & Logistics
Head of Implementation Department B
Emilio Martin Bauza f.f.
Administrative Support
Unit B.1. Safety Assessments & Inspections
Michael Hunter
B.1.1. Visits to Member States
B.1.2. Assessment of Classification Societies
B.1.3. Training of Seafarers
B.1.4. Maritime Security
Unit B.2. Ship Safety
Panagiotis Petropoulos
B.2.1. Ship Safety & Marine Equipment
B.2.2. Port State Control
B.2.3. Accident Investigation
Unit B.3. Marine Environment, Training & Statistics
Henrik Ringbom
B.3.1. Environmental Protection
B.3.2. Training & Cooperation
B.3.3. Equasis & Statistics
Head of Operations Department C
Leendert Bal f.f.
Administrative Support
Unit C.1. Pollution Preparedness & Response
Bernd Bluhm
C.1.1 Cooperation & Contract management
C.1.2. Evaluation & Innovation
C.1.3. Fleet Management
Unit C.2. Vessel traffic & Reporting Services
Lazaros Aichmalotidis
C.2.1. SafeSeaNet, Data Integration & Distribution
C.2.2. Maritime Support Services
- LRIT
- SSN
- Thetis
- Incident Alerts
Unit C.3. Satellite Based Monitoring Services
Leendert Bal
C.3.1. LRIT Development & Support
C.3.2. LRIT Finance & Contract management
C.3.3 CleanSeaNet

Section 2

Activity report

European Maritime Safety Agency

Annual Report 2008

ACTIVITY REPORT

This section is intended to provide an overview of the activities that have been carried out pursuant to the 2008 Work Programme. This is the follow-up from the 2007 Annual Report and 2008 Work Programme where the EMSA operational activities and the stated objectives are described, as well as the deliverables and outcomes of those actions. It also serves as a summary reference guide for the reader. The entries:

- identify the stated objectives and the tasks that were carried out in response.
- include the number of staff involved, compared to the staff allocated in the 2008 Work Programme.

In this section no reference is made to the financial resources involved, since the elements of Activity Based Budgeting in Work Programme 2008 referred to payment appropriations and the EU LRIT Data Centre was not included. The 2008 budget execution is provided in Annex1.

1. PRIORITY

Link to work programme	Number of staff estimated WP08	Number of staff
EU LRIT Data Centre	Internal task force	10 AD 6 AST 1 END
Objectives		
• To assist the Commission in the setting-up of an EU LRIT Data Centre (to bring about a global system for the identification and tracking of ships) in cooperation with Member States. • To set up an EU LRIT Data Centre to be operational in 2009		
Output		
• LRIT Implementation Plan • Technical Specifications • Evaluation Committee Reports for the four tenders: ASP, DC, Invoicing and Billing and Ship Database • Contracts and Project Management Plans for the four tenders above • Conditions of Use to use the EU LRIT Data Centre • Monthly Progress Reports • EU LRIT Expert Group meeting reports		
Outcomes		
The following tenders were launched to set-up the EU LRIT Data Centre: • Delivery of ASP / CSP Services for the EU LRIT Data Centre • Operation of the EU LRIT Data Centre • Invoicing and Billing (I&B) system for the EU LRIT Data Centre • Development of the EU LRIT Ship Database.		

2. VISITS AND INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EU LEGISLATION CLASSIFICATION SOCIETIES

Link to work programme	Number of staff estimated WP08	Number of staff
2.2/2.2.1/2.2.2	9 AD 2 AST 2 END	7 AD 1 AST 2 END
Objectives		
• On behalf of the Commission, the Agency will carry out 16-18 inspections to offices of Recognised Organisations and sites where they are active. When requested by the Commission, the Agency will carry out initial inspections of any new request for EU recognition of Classification Societies. • A workshop will be organised with Member States regarding the monitoring by Member States of the work performed on behalf of them by Recognised Organisations, followed by a number of visits (possibly 6-8).		
Output		
• 11 inspection reports • Reassessments of the Hellenic Register of Shipping • One report of a 'visits to ships' visit • Four visits to ships in 2008 • Annual report on the 'visits to ships' project		
Outcomes		
• Based on the reports submitted by the Agency, the Commission should be able to make the relevant assessment and as a result take policy decisions and/or request corrective measures of Recognised Organisations or Member States controlling them, in order to improve the overall quality of the certification work undertaken by them. • As a result of EMSA's input from inspections of HRS, the Commission presented their assessment to COSS in 2009 including details of improvement and re-inspection measures and associated timetable.		

2. VISITS AND INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EU LEGISLATION (CONTINUED)

SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

Link to work programme	Number of staff estimated WP08	Number of staff
2.3/2.3.1/2.3.2	7 AD 1 AST 1 END 1 CA	6 AD 2 AST 2 END 1 CA
Objectives		
• 5 visits to third countries • 5 visits to EU Member States • Developing and testing the STCW Information System		
Output		
• 3 reports of inspection visits to Member States • 3 reports of inspection visits to third countries		
Outcomes		
• Based on the reports of inspection missions submitted to the Commission and the assistance provided to the Commission during expert meetings and during the review of the STCW Convention, the Commission should be able to take policy decisions and/or request corrective measures of third countries or Member States, in order to improve the correctness of the certification and overall quality of seafarers in line with respectively the STCW Convention or Directive 2008/106/EC.		

MONITORING THE IMPLEMENTATION OF THE PSC DIRECTIVE IN MEMBER STATES

Link to work programme	Number of staff estimated WP08	Number of staff
2.4	2 AD 1 AST 2 END	1 AD 2 END 1 CA
Objectives		
• Visits to Romania and Bulgaria • Reporting the outcome of all visits to the Commission • Upon request of the Commission, due to special circumstances, a visit to a Member State may be organised on an ad hoc basis		
Output		
• 3 reports of revisits • 2 Reports of the visits to Member States		
Outcomes		
• Provide information to the Commission on the improvement of implementation of the PSC Directive and on the implementation of the Passenger Ro-Ro Directive in and by Member States, enabling the Commission to monitor the implementation and to provide follow-up actions where required in order to improve the application of the Port State Control provision and rules related to Passenger Ro-Ro ships in the European Union, enhancing maritime safety.		

MARITIME SECURITY

Link to work programme	Number of staff estimated WP08	Number of staff
2.5	4 AD 1 AST	3 AD 1 AST
Objectives		
• 16-18 visits to EU Member States		
Output		
• 35 inspection reports sent to the Commission • 2 inspection reports submitted to the EFTA Surveillance Authority		
Outcomes		
• The Agency assisted the Commission and the EFTA Surveillance Authority with detailed findings from their inspection reports and proposals for follow-up that enabled them to fulfil their tasks within the scope of Regulation 725/2004/EC.		

MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

Link to work programme	Number of staff estimated WP08	Number of staff
2.6	3 AD	3 AD 1 AST
Objectives		
• 7 visits to EU Member States in the field of Port Reception Facilities • Desk analysis and visits to EU Member States regarding Directive 2002/59/EC on Vessel Traffic Monitoring upon request of the Commission • Desk analysis on the implementation of Directive 2005/33/EC on the use and availability of low sulphur marine fuel		
Output		
• 8 reports of PRF inspection visits		
Outcomes		
This inspection round is in mid-evaluation.		

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

PORT STATE CONTROL

Link to work programme	Number of staff estimated WP08	Number of staff
3.1	7 AD 2 END 2 AST 1 CA	6 AD 1 END 1 AST

Objectives

- Development of the new database 'New Information System' (NIS)'
- Development of harmonized training tools for Port State Control Officers
- Providing training sessions: New Entrants Seminars and Refresher Seminars
- Project management for the development and delivery of the Distance Learning Project
- Completion, distribution and product focal point of 'Rulecheck'
- Keeping official list of banned vessels up-to-date
- Providing statistics upon request
- Participation in certain meetings of the Paris MoU on behalf of the Commission

Output

- The first five DLP modules - Hull and Construction, Safety Equipment, Engine Room, Cargoes, Marpol Annex II
- The second five DLP modules - Fire Protection and Fire Fighting, Radio and Communications, Security and Civil Liabilities, Marpol Annex I, Marpol Annex III
- A list of vessels to which a refusal of access order has been issued
- The annual report 2008 of refusals imposed during the preceding years
- Update of Rulecheck

Outcomes

- The Agency is contributing to setting-up the new Port State Control system in line with the proposed recast Directive, introducing a new approach to Port State Control based upon a new information system.
- The Agency is working towards harmonising Port State Controls in and by Member States, by developing and organising common training and common PSC tools. This will contribute to a more harmonized level of PSC in the European Union, establishing a more unified level of maritime safety.
- The annual report 2008 contains an analysis of the number and type of refusals imposed during the preceding years. Trends and trading patterns are described and the observations are communicated to the Commission to assist further decision making. The conclusions of the reports have been considered in the proposals leading to the recast Directive on PSC.

EU VESSEL TRAFFIC MONITORING

Link to work programme	Number of staff estimated WP08	Number of staff
3.2	9 AD 3 AST 2 END	7 AD 5 AST 2 END

Objectives

EMSA will have supported all Member States in their efforts to reach the operational phase of SSN: connecting their national information systems to SSN and actively exchanging information on vessel traffic movements through the system. The support will consist of:

- Maintenance, hosting of the core of the system to support the exchange of an increased number of messages
- Technical assistance and helpdesk
- Check of the completeness and reliability of data
- Training upon request
- Regular meetings with experts from Member States

Output

- Global quarterly reports were sent on the actual situation to the maritime administration directors of the Member States and monthly reports to the SSN group members
- Monthly Reporting on Data quality in the SafeSeaNet system
- More robust system with improved management console and web interface (v.1.9.0.5)

Outcomes

- SafeSeaNet fully operational providing information on the address for vessel cargo, vessel position and vessel routing upon request. This information system assists search and rescue bodies find information on the cargo (hazardous goods), facilitates port logistics and provides overall information on vessel traffic to public authorities.
- All but two EU coastal states connected and operating SSN.

3. PROVIDING MEMBER STATES AND THE COMMISSION WITH TECHNICAL AND SCIENTIFIC ASSISTANCE, FACILITATING TECHNICAL COOPERATION BETWEEN MEMBER STATES' MARITIME AUTHORITIES AND THE COMMISSION (CONTINUED)

ACCIDENT INVESTIGATION

Link to work programme	Number of staff estimated WP08	Number of staff
3.3	3 AD 1 AST 2 END	2 AD 1 END 1 Intern
Objectives		
• Putting into operation the accident investigation database (EMCIP) • Consulting Member States' experts within the framework of the Consultative Technical Group • Supporting Member States with processing VDR information • Development of common methodology and guidelines for investigation • Develop training activities		
Output		
• Promotion and provision of 5 training sessions to the EMCIP users (4 in house and 1 in Finland), 3 days each. Attendance: 50 people from 18 Member States, NO and IS • Kick-off meeting for the feasibility assessment of the creation of an automatic reporting facility that allows the transference of EMCIP data to GISIS (MCID). • Submission of the CTG CMAI Working Group on Methodology to the main CTG • Meeting report on the CTG meeting 2008, including draft methodology text. A report on the guidelines was initiated but has been suspended in anticipation of further clarification on the status of the guidelines • 3 MAIB quarterly feedback reports related to the VDR support contract as required		
Outcomes		
• Activities are aimed at further developing the accident investigation capabilities of Member States and the ability to collect and compare investigation data at EU level.		

TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)

Link to work programme	Number of staff estimated WP08	Number of staff
3.4	2 AD 1 AST	1 AD 1 END 1 AST
Objectives		
• 12 training workshops • Training/Technical assistance for Turkish and Croatian officials related to EU-legislation and EMSA activities • Support the Commission in implementing the SAFEMED Project		
Output		
• 1 workshop (Consultative Network on Technical Assistance) • 9 training actions on the following topics: ISPS Auditor (2), ME alert system, human element in maritime safety (2), training for newcomers to the maritime administrations (3), environmental issues • 1 experts visit (Tutoring project on PSC for Malta) The technical assistance provided to candidate and potential candidate countries under the PHARE and CARDS projects in 2008 consisted of: • 7 training actions on the following topics: ISPS Auditor, role and responsibility of maritime administrations (2), human element in maritime safety, seafarers' education and training, Directive 2000/59/EC, Directive 2002/59/EC • 1 experts visit (Training on CleanSeaNet for Croatia) • 1 other event (Info-day in Albania) The number of events organised for candidate and potential candidate countries from the EMSA technical assistance framework was 9. Specific technical assistance to the Commission included: • Continuous monitoring of SAFEMED I activities with daily contact with REMPEC • Drafting of the terms of reference for the SAFEMED II project		
Outcomes		
• To promote best practice between EU Member States and increase knowledge and awareness of solutions found, benefiting maritime safety and pollution response. • To support the process of approximation to EU maritime safety acquis for candidate and neighbouring countries.		

MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Link to work programme	Number of staff estimated WP08	Number of staff
3.5	5 AD	5 AD

Objectives

- Finalising the impact study and providing technical information for the amendment of the Marine Equipment Directive
- Producing the first technical study for the 5th update of the Marine Equipment Directive
- Upgrade of the MARED database

Output

- 4 reports on MED Annex A draft versions
- MRA+ Annex II final version for 1st Amendment, July 2008
- Various reports generated in respect of MED Article 7 - Standardization issues (14 cases), MED Article 9 - Notified Bodies (12 cases) and MED Article 13 - Safeguard Clause (7 cases)
- EMSA working paper identifying improvements in the ISM Code
- As per article 10-3 of Reg. 336/2006/EC formulation of a common format for Member State reports on the implementation of the ISM Code
- EC submission to IMO/MSC 84 sub-committee regarding the SOLAS 2009 Stability Rules
- Updating of Directive 98/18/EC on safety rules and standards for passenger ships

Outcomes

- Enhancement of draft update to the MED during consultation process
- Response to requests for advice concerning the implementation of MED
- MSC decision to take the EU submission on SOLAS 2009 Stability Rules as a work item on the agenda of SLF 51
- Directive 98/18/EC final draft adopted and sent to COM in September 2008

PREVENTION OF POLLUTION BY SHIPS

Link to work programme	Number of staff estimated WP08	Number of staff
3.6.1/3.6.2/3.6.4/3.6.5	6 AD 1 AST	5 AD 2 CA

Objectives

1. Port reception facilities
   - Drafting an interim report on the implementation of the Directive for Port Reception Facilities based on the inspection visits outcome
   - Assisting the Commission with the impact assessment for amending the PRF Directive
2. Anti Fouling systems
   - Providing an inventory of the Member States' application of Regulation 782/2003/EC
   - Providing technical assistance to Member States for the enforcement of the Regulation (Port state control / sampling)
3. Air emissions
   - Providing technical assistance to the Commission in the field of air emissions, in the context of the MARPOL Annex VI revision and in the field of Green House Gases and on the implementation of Directive 2005/33/EC by Member States
4. Ship recycling
   - Assisting the Commission in defining an EU wide strategy for ship dismantling
   - Assisting the Commission with negotiations at IMO on a future Convention on Ship Recycling
   - Assisting in developing a scheme for the certification of ship recycling facilities
5. Ballast water
   - Monitoring developments at international and sub regional levels
   - Identifying possible actions to accelerate and to contribute to implementation of the International Convention

Output

PRF:
- Interim report on eight inspection visits
- Overview report of the revision of Annex V to MARPOL 73/78

AFS:
- EMSA correspondence group's report

Air emissions:
- Information note on SOx abatement technologies
- Report on Sulphur content in ship's fuel : preliminary results
- Outcome of the screening of the national reports established by Member States pursuant to Directive 2005/33/EC on sulphur content
- A technical report on the use of satellite and remote sensing in the monitoring of air emissions from ships has been finalised
- CO2 emissions from ships / information regarding ships visiting Community ports

Ship recycling:
- Study on certification of ship recycling facilities

Ballast water:
- Control and Management of Ship's Ballast Water and Sediments; Background Paper on the Control and Management of Ship's Ballast Water and Sediments
- The outcome of the first EMSA Workshop on Ballast Water Management in November 2008
- The relationship between the EU Biocides Directive and the IMO's Ballast Water Management Convention

Outcomes

Contributions are made to better tackle the problem of ship-sourced pollution by providing information on the implementation of EU legislation at national level and technical advice concerning possible improvements. The Agency assists the Commission in its work with the International Maritime Organisation on these issues.

AFS:
- Adoption of the Guidelines for Survey and Certification of Anti-fouling Systems on Ships

Air emissions:
- Pilot project with France began
- The Commission contracted the JRC / ISPRA to develop / test further the options identified in the EMSA report

Ship recycling:
- A list of over 40 ways in which EMSA and the Commission can 'add value' to the processes already being employed by the EU Member States to develop regional strategies and ratify the Convention was developed

3. PROVIDING MEMBER STATES AND THE COMMISSION WITH TECHNICAL AND SCIENTIFIC ASSISTANCE, FACILITATING TECHNICAL COOPERATION BETWEEN MEMBER STATES' MARITIME AUTHORITIES AND THE COMMISSION (CONTINUED)

LIABILITY AND COMPENSATION

Link to work programme	Number of staff estimated WP08	Number of staff
3.7	1 AD	1 AD
Objectives		
• Support to the Commission in preparing for and at discussions at IMO regarding liability and compensation issues • Support Member States upon request with the ratification and implementation of international conventions in this field		
Output		
• Monitoring the work of the IMO legal committee and IOPC Fund on behalf of the Commission		
Outcomes		
• The Agency contributes to a better regulatory system regarding liability and compensation in the maritime environment.		

4. POLLUTION PREPAREDNESS, RESPONSE AND DETECTION

STAND-BY OIL RECOVERY VESSEL NETWORK

Link to work programme	Number of staff estimated WP08	Number of staff
4.2	8 AD 4 AST 2 END	7 AD 2 AST 1 END 1 CA
Objectives		
• Renewing or replacing the stand-by oil recovery contracts of 2005 for at least an additional period of 3 years • Organising the participation of EMSA contracted oil recovery vessels in regional and/or national at-sea response exercises where possible • Monitoring the maintenance and training of equipment and crew of the contracted vessels • Organising a tender for a stand-by oil recovery arrangement for the Black Sea area		
Output		
• Action Plan updated • 22 drills and regular internal notification (alert) exercises • Renewal and completion of existing arrangements • 2 incidents were dealt with in 2008 requiring the deployment of EMSA pollution response vessels and images from CleanSeaNet		
Outcomes		
The system of stand-by oil recovery vessels and its proper functioning is aimed to offer top-up oil pollution response capabilities to EU Member States to better protect the coasts of EU Member States, as defined by the EMSA Founding Regulation as amended and the Action Plan for Pollution Preparedness and Response. • 3 new contracts for operational arrangements signed • Completion of Network of Stand-by Oil Spill Response Vessels		

CLEANSEANET: EU SATELLITE OIL SPILL MONITORING SERVICE AND ILLEGAL DISCHARGES

Link to work programme	Number of staff estimated WP08	Number of staff
4.3	7 AD 3 AST 2 END	6 AD
Objectives		
• Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges • Provide assistance to EU Member States in case of accidental spills • Provide assistance upon request to EU Member States in setting-up a response chain targeting illegal discharges • Enhance the CleanSeaNet service with vessel traffic information, models and oceanographic information • Provide training to EU Member States on CleanSeaNet • Develop with the Commission accompanying measures in line with Directive 2005/35/EC article 10		
Output		
• 2603 satellite images ordered and 2335 delivered • 3296 possible oil slicks reported to the Member States • Training sessions and workshops (Croatia, Mediterranean and Black Sea, CSN duty officers)		
Outcomes		
The Agency is providing technical support to Member States in the field of tracing and tracking illegal discharges and polluters by its CleanSeaNet service. This service provides a sustainable and extensive basis on which Member States can extend their activities targeting illegal discharges in European waters. • 3 major maritime incidents requiring images from CleanSeaNet		

INCIDENT RESPONSE SUPPORT FOR MARINE POLLUTION BY HAZARDOUS AND NOXIOUS SUBSTANCES (HNS)

Link to work programme	Number of staff estimated WP08	Number of staff
4.4	3 AD	3 AD
Objectives		
• Establish and maintain a network of specialised chemical experts • Develop operational manuals and information support systems • Feasibility study on 'safe platform' definition		
Output		
• Inventory of EU Member States Policies and Operational Response Capacities for HNS Marine Pollution, published June 2008.		
Outcomes		
• The Agency aims to disclose as much relevant information as possible regarding chemicals and its treatment in the environment in order to assist Member States dealing with spills involving hazardous and noxious substances.		

CO-OPERATION, CO-ORDINATION AND INFORMATION

Link to work programme	Number of staff estimated WP08	Number of staff
4.5	5 AD 1 AST	3 AD 1 AST
Objectives		
• Support of exercises of Regional Agreements where possible • Coordinating activities with Regional Agreements • Developing a rolling programme with Member States' experts in the context of the CTG MPPR stimulating preparedness activities • Setting-up of a pollution response expert exchange programme • Developing and updating information, inventories and decision making support tools		
Output		
• EMSA launched its Marine Pollution Exchange of Experts Programme (EMPOLLEX) • Inventory of EU Member States Oil Pollution Response Capacity • Inventory of Pollution Response Training Centres • Set up a Technical Correspondence Group (TCG) on dispersant testing and approval procedures		
Outcomes		
• Activities of the Agency in this field help to improve capabilities of Member States to respond to pollution incidents and to disseminate best practices and information between Member States and their Regional Agreements.		

5. HORIZONTAL EXPENDITURES

MANAGEMENT, HUMAN RESOURCES, ICT

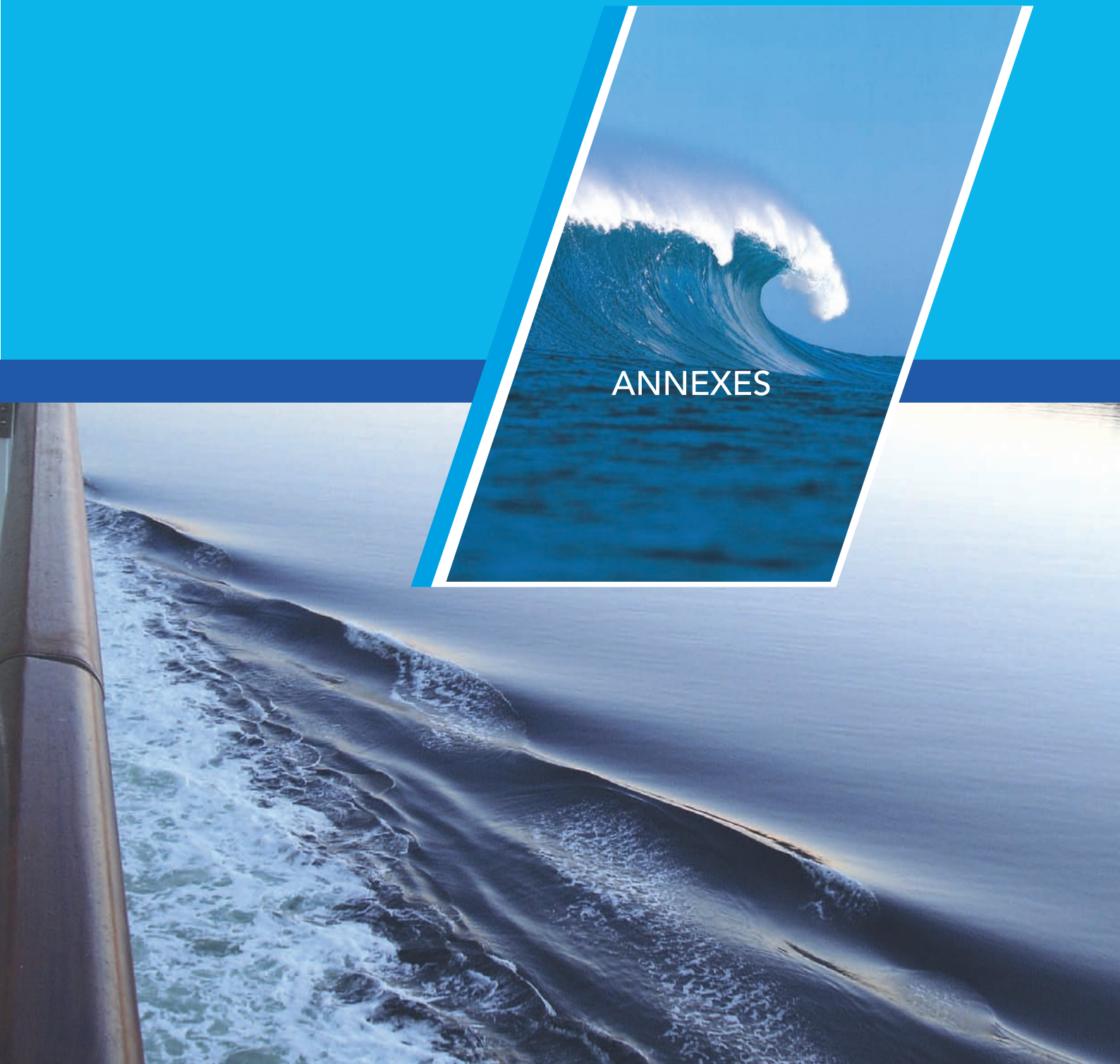
Link to work programme	Number of staff estimated WP08	Number of staff
Chapter 5	23 AD 35 AST 8 CA	18 AD 29 AST 10 CA
Objectives		
• Management of staff policies in line with EU Staff Regulations and their implementing rules • Recruitment management (execution of the establishment plan, turnover) • Administration and management of the payroll • Management of staff careers, career development and training • Administration of staff compensation and benefits entitlements • Provision of advice to EMSA management on staff policies • Introduction of electronic tools to manage staff career and entitlements • Manage EMSA events • Financial verification of commitment and payments files • Organising and executing budget transfers • Providing budget execution reports • Advising on and verifying contracts and procurement procedures • Providing legal advice to the Executive Director, the Departments and the Units • Providing support to maritime applications • Providing support to staff on ICT • Managing facilities and support services of the Agency		

INFORMATION, COMMUNICATION AND PROTOCOL

Link to work programme	Number of staff estimated WP08	Number of staff
5.5	3 AD 2 AST 1 CA	3 AD 3 AST 2 CA
Objectives		
• Preparing regular publications • Completing series of issue leaflets • Completing EMSA information tools, including its website • Presenting EMSA at exhibitions and conferences, when requested		
Output		
• Inventories (biennial) • Technical leaflets • Newsletter (11 editions) • CleanSeaNet Report • 2007 Report on multi-annual funding for the Agency's pollution preparedness and response activities • Maritime Accident Review 2007 • EMSA corporate video • Video on SafeSeaNet		
Outcomes		
• Communications activities provide the public and interested parties with objective, reliable and easily understandable information with regard to the Agency's work.		

Financial Annexes

Implementation of the budget for financial year 2008
Economic outturn account
Balance sheet



European Maritime Safety Agency

Annual Report 2008

FINANCIAL ANNEXES

The tables in Annex 1, 2 and 3 below summarise data provided by the Agency in its annual financial statement.

ANNEX 1
IMPLEMENTATION OF THE BUDGET FOR FINANCIAL YEAR 2008

REVENUE			EXPENDITURE (1,000 EUR)								
Origin of Revenue	Revenue entered in the final budget for the financial year	Revenue Received	Allocation of Expenditure	Final budget appropriations for the financial year					Appropriations carried over from the previous Financial Year		
				entered	committed	paid	carried over	cancelled	entered	paid	cancelled
Community Subsidies	50,228	38,327	Title I Staff (NDA)	16,004	14,047	13,540	507	1,957	194	111	83
			Title II Administration (NDA)	4,972	4,731	1,932	2,799	240	1,267	1,172	95
Other income		11	Title III Operating Activities (DA)								
			- CA	29,227	27,688	0	68	1,471	141	141	0
			- PA	29,252	0	21,741	68	7,443	141	141	0
Total	50,228	38,338	Total CA	50,203	46,466	0	3,374	3,669	1,744	1,566	178
			Total PA	50,228	0	37,213	3,374	9,641			

Notes

NDA: non-differentiated appropriations (commitment appropriations equal payment appropriations).

DA: differentiated appropriations (commitment and payment appropriations may differ).

CA: commitment appropriations in a system of differentiated appropriations.

PA: payment appropriations in a system of differentiated appropriations.

Carried over appropriations for the financial year linked to Title III are exclusively for re-used income (EUR 6.500,00) and earmarked revenues/PHARE (EUR 61.380,58)

Revenue collected and payments are estimated on a cash basis.

ANNEX 2
ECONOMIC OUTTURN ACCOUNT

In 1,000 EUR	2008	2007
OPERATING REVENUE		
Community subsidies	38,473	33,801
Other subsidies	22	1,111
Total (a)	**38,495**	**34,912**
OPERATING EXPENDITURE		
Staff expenditure	12,335	10,791
Fixed asset related expenditure	496	356
Other administrative expenditure	5,092	3,252
Operational expenditure	17,741	14,842
Total (b)	**35,665**	**29,242**
SURPLUS /(DEFICIT) FROM OPERATING ACTIVITIES (c = a-b)	**2,830**	**5,670**
Financial operations revenue (e)	0	0
Financial operations expenditure (f)	0	0
SURPLUS /(DEFICIT) FROM NON-OPERATING ACTIVITIES (g = e-f)		
ECONOMIC RESULT FOR THE YEAR (h = c+g)	**2,830**	**5,670**

These accounts are drawn up on an accrual basis.

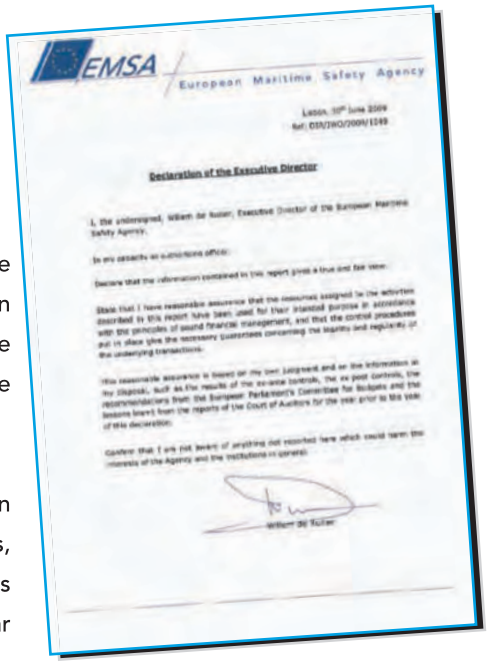
ANNEX 3
BALANCE SHEET

In 1,000 EUR	2008	2007
NON-CURRENT ASSETS		
Intangible fixed assets	332	257
Tangible fixed assets	808	555
CURRENT ASSETS		
Short-term pre-financing	14,009	10,003
Short-term receivables	336	254
Cash and cash equivalents	3,611	15,166
TOTAL ASSETS	**19,094**	**26,234**
CURRENT LIABILITIES		
Provisions for risks and charges	16	35
Accounts payable	5,550	15,502
TOTAL LIABILITIES	**5,566**	**15,537**
NET ASSETS		
Accumulated surplus/deficit	10,698	5,028
Economic result for the year	2,830	5,669
TOTAL NET ASSETS	**13,528**	**10,698**
TOTAL LIABILITIES AND NET ASSETS	**19,094**	**26,234**

These accounts are drawn up on an accrual basis.

DECLARATION OF THE EXECUTIVE DIRECTOR

I, the undersigned, Willem de Ruiter, Executive Director of the European Maritime Safety Agency,


EMSA
European Maritime Safety Agency

Declaration of the Executive Director

In my capacity as authorising officer,

Declare that the information contained in this report gives a true and fair view.

State that I have reasonable assurance that the resources assigned to the activities described in this report have been used for their intended purpose in accordance with the principles of sound financial management, and that the control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions.

This reasonable assurance is based on my own judgment and on the information at my disposal, such as the results of the ex-ante controls, the ex-post controls, the recommendations from the European Parliament's Committee for Budgets and the lessons learnt from the reports of the Court of Auditors for the year prior to the year of this declaration.

Confirm that I am not aware of anything not reported here which could harm the interests of the Agency and the institutions in general.

Willem de Ruiter

About EMSA

The European Maritime Safety Agency is one of the European Union's decentralised agencies.

Based in Lisbon, the Agency provides technical assistance and support to the European Commission and Member States in the development and implementation of EU legislation on maritime safety, pollution by ships and maritime security. It has also been given operational tasks in the field of oil pollution response, vessel monitoring and in the long-range identification and tracking of vessels.

EMSA's Annual Reports

The Agency publishes each year a report of its activities for the previous year, including a summary of operations, financial annexes, plus a section detailing how activities have reflected the Work Programme for the year under review. The content of the Annual Report is approved each year by EMSA's Administrative Board. Annual reports are available for every year since the Agency was set up in 2003.

EUROPEAN MARITIME SAFETY AGENCY