

European Maritime Safety Agency

Work Programme 2012



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FOREWORD

FRANS VAN ROMPUY, CHAIRMAN OF THE
ADMINISTRATIVE BOARD

An exemplary European Agency at the service of EU efforts to develop sustainable maritime mobility

EMSA has reached a major first milestone on its journey towards becoming an exemplary European Agency at the service of EU efforts to develop sustainable maritime mobility. This Work Programme 2012 marks this achievement.

That first mile covered the setting up, from scratch, of the Agency that is now highly reputed on the worldwide maritime transport scene. EMSA has evolved since its establishment in 2003 into a very effective mature support entity for the benefit of the Commission and the Member States. This result was achieved through the hard work of very dedicated staff under the highly proficient leadership of Executive Director Willem de Ruiter, and with the genuine engagement of the Administrative Board.

In order to illustrate the high level of performance that EMSA is capable of today, two of the main 2011 achievements reported in the 2012 Work Programme deserve to be highlighted. IMO entrusted EMSA with the establishment and operation of the LRIT International Data Exchange (LRIT IDE). This system provides services to more than 60 LRIT Data Centres worldwide in support of maritime safety, security and marine environment protection. The Blue Belt pilot project has successfully demonstrated the high added value and potential efficiency gains for the EU transport logistics chain that can be generated through EMSA by providing information to other communities linked to shipping.

A new revised EMSA Founding Regulation together with the appointment of a new EMSA Executive Director can be looked upon as the starting point of the next mile, of a new era in the further evolution of EMSA. Work Programme 2012 also heralds this new impetus.

The EMSA Work Programme 2012 is very comprehensive, including an activity plan that provides clear objectives with performance indicators and information on the planned associated human and financial resource allocations. From the overview alone, the programme for 2012 is evidently challenging and diverse. It covers the 2012 assistance needs of both the Commission and the Member States, for the purpose of discharging their responsibilities with respect to maritime safety and security, as well as marine environment protection.

Looking ahead into the new era, there is still potential for developing the assistance EMSA provides to the Commission and Member States' Administrations for the execution of their competencies in waterborne transport matters, particularly in areas where synergies and efficiency gains really pay. Maritime transport, like all other economic activities worldwide, is suffering a period of austerity. However, with positive thinking, this imposed austerity can inspire an even more rigorous approach to seeking opportunities for more efficiency and indeed more effectiveness, as a general strategy to further develop sustainable maritime transport.



Frans Van Rompuy, Chairman of the EMSA Administrative Board, in front of the Agency's headquarters in Lisbon.

This potential is being recognised and will be given more room to develop within the legal framework of a new EMSA regulation, as is provisionally indicated in the Work Programme 2012 under possible new tasks, particularly those that may arise in related policy fields. The revised framework would broaden the scope of what EMSA can be asked to deliver to enhance assistance to the Commission and the Member States, in particular in terms of making optimum use of maritime transport as a major trump card for the EU economy.

More flexibility in the scope of tasks for EMSA goes hand in hand with increased responsibility of the Administrative Board, since it is the board that deliberates and approves the work programme of the Agency and the necessary resources for executing it. As a further step in the maturing of EMSA, Member States may take up the responsibility more proactively and come forward with proposals for overall EU efficiency gains through synergy of activities, the costs of which are currently being borne by the individual Member States. Such proposals need to be evaluated with a business case approach which also includes the efficiency and the effectiveness of the Agency - but that is the challenge for Work Programme 2013.

Finally, 2012 will also be my first year as Chairman of the Administrative Board of the European Maritime Safety Agency. It is a most motivating experience to be elected by the members of the board to take over this responsibility from Jørgen Hammer Hansen, who since 2009 together with Serghios Serghiou as Vice Chairman, most efficiently and with excellent leadership chaired the EMSA Administrative Board. Both have contributed significantly to the productive performance of the board, something that most certainly merits the great esteem of all its members.

I am determined to serve as *primus inter pares* with the support of Achim Wehrmann as Vice Chairman and together with all the board members with the ambition to contribute maximally to the full deployment of the EMSA partnership potential for assisting the Commission and the Member States.

Frans Van Rompuy
Chairman of the Administrative Board



EMSA's senior management in front of the Lisbon headquarters. From left: Manuela Tomassini (Head of Corporate Services), Leendert Bal (Head of Operations and Acting Executive Director) and Theresa Crossley (Head of Implementation).

ACKNOWLEDGEMENTS

Amidst the convergence of new developments in 2012 – a new Administrative Board, a new Executive Director and a new Regulation – the Agency continues to carry out its wide variety of tasks. Its performance over the years has brought EMSA to where it is today, and will ensure that it transitions smoothly and successfully into the future.

Thanks to the maturity of the organisation, to the experience and dedication of its staff and to the strong support of its stakeholders, built up over years of service to and cooperation with Member States and the Commission, the Agency is well prepared to embrace the challenges – and opportunities – of change, and to work ever more innovatively, efficiently and effectively towards the common, core goal: safer seas and cleaner oceans.

2012 is also the year of the Agency's 10th anniversary, and the achievements to date demonstrate a persistent commitment to the founding vision.

Leendert Bal
Acting Executive Director

ABOUT THIS WORK PROGRAMME

Structure and status of the Work Programme

This Work Programme 2012 is the outcome of a planning process that begins early in the previous year with an indicative Preliminary Work Programme, submitted for discussion and adoption by the EMSA Administrative Board in March 2011. The present document takes into account relevant developments during the course of the year, as projects advance and issues emerge, as well as the comments of the Board on the preliminary document.

The Management Plan presented in Section 1 is a full narrative account of the work planned for 2012.

Chapter 1 provides an overview of the Agency's mission, its main achievements in 2011 and the priorities and tasks for 2012. Chapters 2 to 5 focus in detail on the tasks of the Agency as outlined in the Founding Regulation: Visits and Inspections, carried out by the Agency on behalf of the Commission since its establishment (Chapter 2), Technical Assistance and support to the Commission and Member States, part of the core business of the Agency as from 2003 (Chapter 3), Operational Systems in the field of vessel and maritime traffic monitoring, originating from relevant EU legislation and international developments and assigned to the Agency in more recent years (Chapter 4), and Anti-Pollution Response Measures, executed by the Agency since 2005 following the Prestige accident (Chapter 5). Chapter 6 outlines the Agency's administrative structure and horizontal tasks. Finally, Chapter 7 presents an overview of the tasks that could be performed by the Agency subject to the adoption of the proposal COM (2010) 611 to amend Regulation 1406/2002.

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

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

In line with Agency practice, the information in this Activity Plan 2012 will be reproduced in the Activity section of the Annual Report 2012, alongside the actual input, output and performance results, to facilitate comparison between what was planned and what was achieved. It should be noted however that, for some of the outputs and indicators planned in this Work Programme, the Agency is not the only actor involved. The Commission often plays an essential role in the preparation or in the follow-up of these outputs, or both (for instance in the case of visits and inspections). As a consequence, there may be instances in which the planned target does not coincide with the final output, for reasons that are external to the Agency.

Monitoring the execution of the Work Programme

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

In 2012 the Administrative Board will focus on performance monitoring of the tasks carried out by the Agency in accordance with the EU legislation, the annual work programme and the 5 year strategy. The Administrative Board will also approve a series of key documents that serve to plan and report on the different maritime safety and pollution prevention, preparedness and response activities. In particular, the Administrative Board will:

- ▶ Adopt the Agency's Work Programme, budget and establishment plan, within its competence in the framework of the budgetary procedure;
- ▶ Adopt the Multi Annual Staff Policy Plan, covering a 3-year period, as requested by the Budgetary Authority;
- ▶ Adopt the Annual Report with details on achievement of objectives and performance output relating to the principles of cost-effectiveness, efficiency and sound financial management.

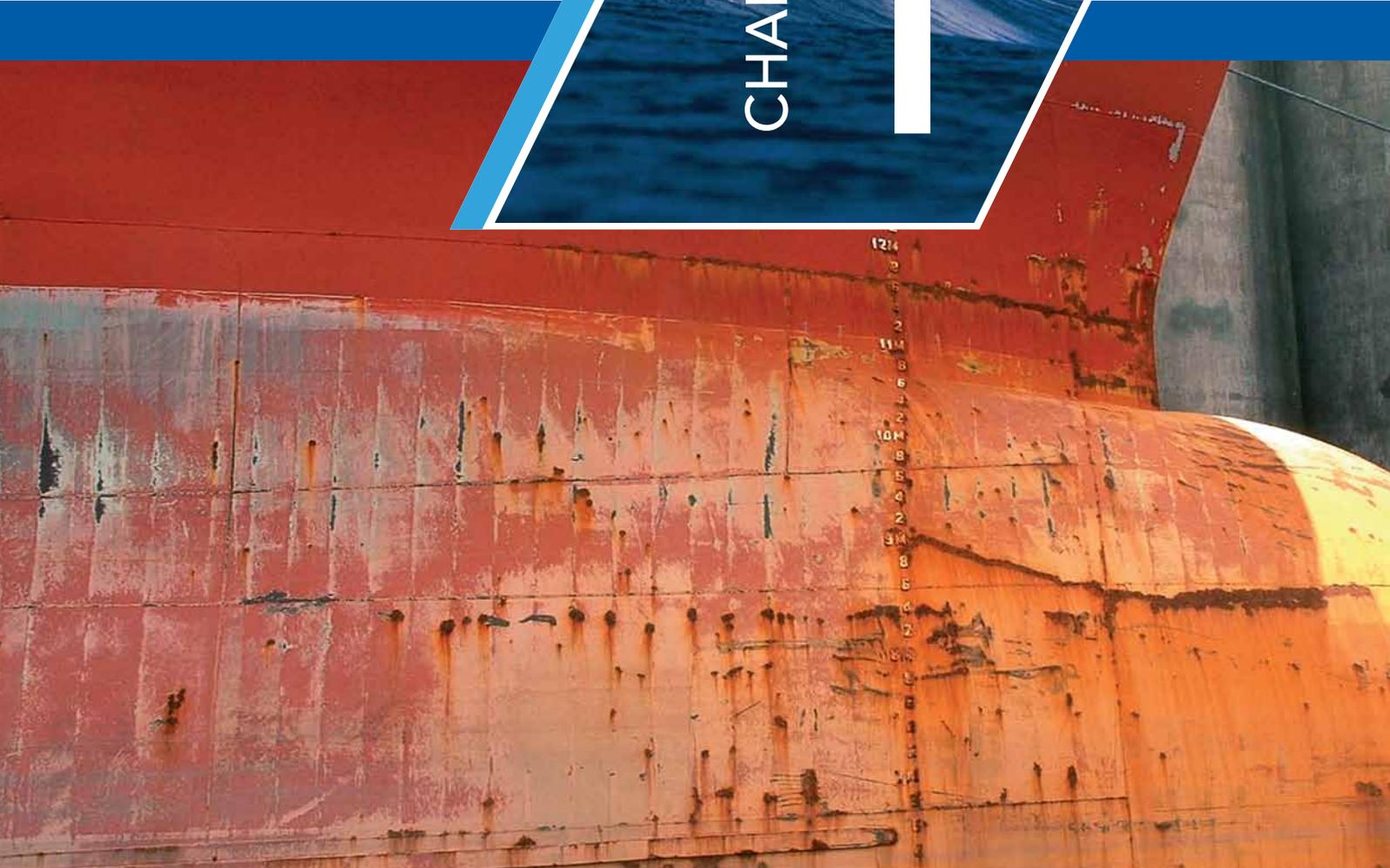
In 2012 the Administrative Board will also have to appoint a new Executive Director. Three Administrative Board meetings are planned for 2012 (March, June, November).

European Maritime Safety Agency Management Plan 2012



Chapter 1

The European Maritime Safety Agency





MISSION

The European Maritime Safety Agency was established for the purpose of ensuring a high, uniform and effective level of maritime safety and security, as well as prevention of and response to pollution by ships within the EU.

1.1 MISSION, ORIGIN AND TASKS OF THE AGENCY

The idea of a European Maritime Safety Agency (EMSA) originated in the late 1990s along with a number of other important European maritime safety initiatives. EMSA was set up as the regulatory agency that would provide a major source of support to the Commission and the Member States in the field of maritime safety and prevention of pollution from ships. The Agency was established by Regulation (EC) 1406/2002¹ and subsequent amendments have refined and enlarged its mandate.

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

Secondly, the Agency develops and operates maritime information capabilities at EU level. Significant examples

¹ Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 (OJ L 208, 5.8.2002, p.1), as amended by Regulation (EC) No 1644/2003 of the European Parliament and of the Council of 22 July 2003 (OJ L 245, 29.9.2003, p. 10), Regulation (EC) No 724/2004 of the European Parliament and of the Council of 31 March 2004 (OJ L 129, 29.4.2004, p. 1) and Regulation (EC) No 2038/2006 of the European Parliament and of the Council of 18 December 2006 (OJ L394, 31.12.2006, p.1).

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

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

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

OBJECTIVES

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

- **apply** EU legislation properly in the field of maritime safety, maritime security and prevention of pollution by ships;
- **monitor** its implementation;
- **evaluate** the effectiveness of the measures in place.

The Agency also provides operational means, upon request, as well as technical and scientific assistance, to help Member States and the Commission respond to marine pollution by ships within the EU.

Mission and objectives established by Regulation (EC) 1406/2002

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

1.2 MAIN ACHIEVEMENTS IN 2011 AND WORK IN PROGRESS

Visits and inspections

Visits and inspections were carried out as requested by the Commission to monitor the implementation of EU legislation in the fields of maritime safety, maritime security and the prevention of pollution by ships, and to improve the efficiency and effectiveness of the measures in place. Concerning maritime security, the Agency provided the Commission with technical assistance in the performance of Commission inspection tasks related to ships, ship related companies and Member State administrations.

In 2011, 90 visits² were carried out in different fields, as listed in the following table:

VISITS AND INSPECTIONS CARRIED OUT IN 2011

Classification Societies	16
Training of Seafarers (STCW)	14
Maritime Security	46
Port Reception Facilities	2
Vessel Traffic Monitoring and Information Systems	7
Monitoring of Member States' fulfilment of obligations in respect of Recognised Organisations	2
Marine Equipment	3

Following the adoption of the 5 year Strategy, the Agency also established a function to analyse and assess several series of EMSA inspection reports, to assist the Commission in its consideration of the effectiveness of EU maritime legislation. In 2011 preliminary findings on inspections related to the implementation of the Port Reception Facilities Directive, the Vessel Traffic Monitoring Directive and the STCW Directive were produced.

The Agency continued to provide assistance to Member States with regard to the implementation of the **third maritime safety package** through training and exchange of best practices. EMSA also assisted the Commission, as requested.

² Two visits to ships, associated with the inspection of classification societies, are not included in the total or in the EMSA Key Performance Indicators for 2011.

Technical and scientific assistance

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

Activities to strengthen [Port State Control](#) in co-operation with the Paris Memorandum of Understanding (MoU) remained a priority. In addition to taking on the role of database manager for the Paris MoU, from 1 January 2011 (see Operational Systems, below), EMSA completed the development of [Distance Learning Package 3](#). Launched on 31 May 2011, this adds another important tool to facilitate harmonisation of port State control standards.

Work in the field of [ship safety standards](#) continued to provide solid technical input to the EU position at IMO level, in particular with regard to the on-going debate on the damage stability of ro-ro passenger vessels.

The European Marine Casualty Information System (EMCIP) was well-established and being populated by some Member States on a voluntary basis, in good time for the coming into force of Directive 2009/18/EC on maritime accident investigation on 17 June 2011.

Supporting stakeholders and experts

A substantial number of [training](#) activities took place in 2011: within the framework of "EMSA technical assistance", there were 27 sessions and 713 people trained in total.

The Agency delivered 21 different training sessions covering a range of topics from maritime legislation for newcomers to accident investigation awareness. Amongst those, 15 were sessions for Member States and 6 were dedicated sessions for candidate and potential candidate countries. One session for EU neighbouring countries was held within the framework of the SAFEMED II project.³

The training programme for Port State Control Officers which started in 2006 further evolved and was followed in 2011 by 6 dedicated training seminars for a total of 246

participants. These training sessions are intended to be for all European and Paris MoU Port State Control Officers, but aimed at two different groups, with separate seminars for new entrants and experienced officers. The objective remains to enhance the harmonisation and effectiveness of PSC inspections throughout the region, in particular in the context of the new inspection regime (new PSC Directive). In addition, 2 dedicated training activities addressed the new Distance Learning Package and its supporting platform. The sessions involved 15 participants each and aimed at training national PSC training co-ordinators.⁴

MEETINGS ORGANISED BY EMSA IN 2011		
NO.	TYPE	PARTICIPANTS
27 <i>incl. 6 for PSC officers</i>	Training	713 <i>incl. 246 PSC officers</i>
48	Workshops, Working Groups and Hosting	1271
3	Administrative Board meetings	171

The Agency is recognised as a [European platform for exchange of knowledge and best practices](#) between maritime safety and pollution response experts from the Commission, EU Member States, EFTA states and candidate as well as potential candidate countries: 48 different workshops, working groups and hosted events were organised with over 1200 participants from all over Europe. These included several sessions for CleanSeaNet users, ongoing SafeSeaNet user workshops and THETIS User Group meetings, working groups comprising LRIT National Competent authorities, the annual meeting of the Consultative Technical Group for Marine Pollution Preparedness and Response and that of the Consultative Technical Group on Cooperation in Marine Accident Investigation.

Operational systems

The activities undertaken in the field of [maritime information systems](#) in 2011 provided a sound basis for further developments to be implemented during 2012. In-house hosting of state-of-the-art systems was ensured, together with the further development of the maritime information systems, like SafeSeaNet, LRIT, and CleanSeaNet. Existing vessel traffic and satellite monitoring systems were reinforced and improved on a continual basis, supplying quality services in a timely manner.

³ SAFEMED II sessions are not included in the total and are not counted in the EMSA Key Performance Indicators.

⁴ The 2 DLP sessions are not included in the total and are not counted in the EMSA Key Performance Indicators.



Administrative Board members hard at work on key documents including the work programme and budget for the following year and updates on a range of items, from efforts to further streamline the organisation of inspections to the outcome of tendering for pollution response vessels.

Another major development during the year was the establishment of an off-site [Business Continuity Facility \(BCF\)](#). Following in-house preparation and the subsequent transfer of equipment to the selected site in Porto, Portugal, compliance tests were undertaken with the relevant maritime applications and data is continuously synchronised. The BCF acts as a disaster recovery and back-up to EMSA's maritime applications. A production failover is ready to be activated in case of disaster in order to ensure the continued functioning and smooth operation of the systems.

The central [SafeSeaNet](#) service functioned well across the course of the year, and an increased quantity of information became available to Member States through the system. The implementation of SafeSeaNet version 2 also

allows information to be provided to the THETIS system. An advanced [CleanSeaNet](#) service (CleanSeaNet second generation), a near real time satellite-based oil spill and vessel detection service was deployed during 2011 to coastal States. The EU LRIT Cooperative Data Centre, previously hosted and operated by a contractor under EMSA supervision, was handed over to EMSA for full in-house operation and administration. At the end of 2011 the [LRIT International Data Exchange \(LRIT IDE\)](#) became operational at EMSA, providing services to more than 60 LRIT Data Centres all over the world.

The development of the [Integrated Maritime Data Environment \(IMDatE\)](#) progressed during 2011. This platform will enable better integration and linking of operational maritime data, in accordance with the needs of different user

communities. It will facilitate the delivery of integrated maritime information services to Member States and the Commission.

A first example of integrated information was the new service developed for EU NAVFOR: from May 2011 EMSA provided a “White Picture” to the European Naval Forces, integrating ship reporting information and anti-piracy information.

The [Blue Belt](#) pilot project, which aims to provide relevant voyage-related information for selected vessels to EU Customs authorities, was successfully launched.

Finally, [THETIS](#), the Information System supporting the New Inspection Regime, became fully operational on 1 January 2011, without any disruption to the quality and continuity of service provided to Paris MoU member states. THETIS provides a single window information system combining port call information from SafeSeaNet, inspection data from Port State Control and the ro-ro

ferry surveys and stores information from the Recognised Organisations at ship level. Each functionality is covered by relevant EU legislation.

Pollution preparedness and response

In 2011, the largest ever procurement procedure was undertaken in relation to the [Network of Stand-by Oil Spill Response Vessels](#), covering three contracts for new areas (Bay of Biscay, the Western Mediterranean Sea and the Black Sea) as well as the replacement of two arrangements due to expire without the possibility of further renewal (the Southern Baltic Sea and the Central Mediterranean Sea). By procuring the new and replacement vessels through a single tender procedure, composed of five different lots, the Agency was able to undertake the procurement in an efficient manner. The [implementation of the Hazardous and Noxious Substances \(HNS\) Action Plan](#) continued including maintaining and evaluating the MAR-ICE service and collecting data for the analysis of maritime HNS transport.

The [OW Copenhagen](#) was contracted in 2011 for the Southern Baltic Area. The main activity of the vessel, which will be available for 4 years, is bunkering off Copenhagen, outside the port where the oil response equipment will be stored.



Communication

The Agency continued to improve its public information tools. Dedicated leaflets were drafted to explain individual tasks of the Agency, as well as other media tools explaining its operational services.

MAIN COMMUNICATION TOOLS PRODUCED IN 2011
EMSA Work Programme 2012
EMSA Annual Report 2010
12 monthly newsletters
EU Maritime Accident Review 2011 – Report
“Blue Belt” brochure
“Technical assistance and training” brochure
New Agency website, intranet and extranet
Press releases as required
Reports, inventories and audio-visual material (mid-term report, dispersants in the EU, HNS, etc.) linked to EMSA’s pollution response activities
4 quarterly training and cooperation newsletters

Relevant information was also made available through the Agency’s website (www.emsa.europa.eu). The website benefited from a major re-launch during 2011, with a focus on enabling RSS newsfeeds of the latest content (e.g. news, tenders, career opportunities).

In the area of media relations, an initiative was begun to invite maritime journalists aboard EMSA’s oil spill response vessels during quarterly drills: this activity will be continued during 2012.

Further details concerning the above mentioned activities and other tasks carried out by the Agency in 2011 will be presented in more detail in the 2011 annual activity report.

1.3 GENERAL OVERVIEW OF PRIORITIES FOR 2012

Maritime safety and pollution response represent the core business of the Agency. In 2012, the Agency will continue to ensure the quality and continuity of its services for the Commission and Member States.

The Agency will thus contribute to realise the ambitions of the White paper on Transport, namely actions 4 (a mari-

time “Blue Belt” and market access to ports), 9 (a social agenda for maritime transport), 18 (safer shipping) and 24 to 26 (a European transport research and innovation policy).

All the information systems managed by the Agency will be hosted in-house: THETIS, SafeSeaNet, the CleanSeaNet Data Centre, the EU LRIT Cooperative Data Centre, and the LRIT International Data Exchange. This will allow for better control of the applications, including harmonised hosting and data security arrangements and a more horizontal approach to data integration.

The information made available by the various systems managed by the Agency will continue to be combined and integrated in 2012 (for example AIS and LRIT), subject to their governing service level protocols, in order to provide Member States and the Commission, as well as other EU bodies and agencies as appropriate, with maritime data services adapted to their specific needs.

A new operational platform, the Integrated Maritime Data Environment (IMDatE), developed for the purpose of data fusion and data dissemination towards extended User Communities, will be presented to Member States and the Commission.

At the same time, as in 2011, the Agency will continue to assist the Commission and the Member States in accordance with its Founding Regulation. The Agency will continue to work with the Commission and the Member States to maximise the added value to be gained from the programme of Visits and Inspections and will ensure that Technical Assistance is provided and Trainings, Workshops and meetings are held as required. In particular, further assistance will be provided in the implementation of the third maritime safety package (with focus on Directive 2009/18/EC on Accident Investigation, the new Port State Control regime (Directive 2009/16/EC)) and, if requested, the new Commission initiatives related to the social dimension of shipping.

In the field of pollution preparedness and response, the Agency will continue efforts to maintain an efficient, state-of-the-art Network of Stand-by Oil Spill Response Vessels to combat ship-sourced pollution in European waters, as well as provide an enhanced CleanSeaNet service.

In close cooperation with the European Space Agency (ESA) and the Commission, and depending on the outcome of ESA's Ministerial Conference in 2012, EMSA will continue to work jointly with ESA on the establishment of a European space-based AIS data service. EMSA will also process satellite AIS data from the Operational Demonstration Mission (ODEM) which ESA is planning to launch in 2013 as part of the EMSA-ESA SAT-AIS initiative. As of 2012 a limited amount of Satellite-AIS data will be purchased by EMSA in order to support projects for which it is needed. This will be a temporary solution until the joint EMSA-ESA initiative can provide sufficient Satellite-AIS data to fulfil the needs of end users in Member States.

In 2012 the results of the Blue Belt pilot project, which provides vessel related information to Customs Authorities in order to reduce administrative burdens and facilitate intra-EU trade, will be evaluated by the Commission in conjunction with the Member States, as well as relevant stakeholders. The evaluation will assess whether the vessel information provided has been useful, timely and relevant for customs authorities. EMSA will contribute to the evaluation.

Subject to the adoption of the revision of the EMSA Founding Regulation, as proposed by the Commission on 28 October 2010, the Agency may be attributed the following new tasks as from 2012:

- ▶ Extending pollution response capabilities to ensure that measures are in place to respond to marine oil pollution from offshore installations, taking into account specific risk factors and the possible need for long term intervention. Actions in this area could include extending the CleanSeaNet oil spill monitoring service and/or the Network of Oil Spill Response Vessels, to the extent possible within the current multi-annual financial framework for pollution response;
- ▶ Assistance to European Neighbourhood Countries, including access to Anti-Pollution Response Measures (the Network of Stand-by Oil Spill Response Vessels and CleanSeaNet). Such access would be subject to certain conditions (e.g. acceptance of the Incident Response Contract, or analogous conditions, by non-EU countries, liability insurance for the Agency covering possible non-payment by third countries), and would also imply provision of sup-

port from EMSA to ensure effective use of the services (e.g. training for new CleanSeaNet end-users);

- ▶ Establishment of a permanent Blue Belt service to provide information to customs authorities, which will contribute to reducing the administrative burden for intra-EU trade, thereby facilitating Short Sea Shipping in European waters;
- ▶ Assistance to the Commission for the implementation of the Port Reporting Formalities Directive and the development of the e-Maritime Concept.

The necessary resources to undertake the tasks outlined in this work programme, both in terms of staff and financial means, have been identified in the Draft Budget 2012 and in the 2012 Draft Establishment Plan. To properly perform the tasks assigned to it, the Agency will need in 2012 €54,813,050 in commitment appropriations and €57,182,159 in payment appropriations.

Although the Agency is committed to finding resources internally and to rationalising its work practices, it will nevertheless be necessary to provide for a limited increase in the number of staff, in order to cope successfully with the wide range of tasks and demands. For this reason, 5 additional statutory posts are foreseen in the Establishment Plan, giving a total of 213 statutory posts for 2012. These 5 posts are linked to tasks already covered by the present Founding Regulation.

1.4 OPERATIONAL TASKS OF EMSA IN 2012

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

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

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

Chapter 2

Visits and inspections to monitor the implementation of EU legislation



CHAPTER
2



INTRODUCTION

Verification of the implementation of relevant EU legislation has been a task of the Agency since its establishment in 2002.

There are several reasons for verifying how the legislation is implemented in practice, including: ensuring correct implementation of EU law, detecting gaps in the overall safety system; promoting, where appropriate, a harmonised approach across the European Union; and improving the efficiency and effectiveness of the measures in place.

The visits and inspections task of the Agency comprises three different elements, representing a consolidated field of activity:

- ▶ The Commission has been entrusted with an assessment task by EU legislation and has delegated the work of inspections and visits to the Agency: for example, the inspection of Classification Societies and the inspection of educational and training systems for seafarers in third countries (STCW).
- ▶ The Commission has requested the Agency to verify the effective implementation by Member States of EU maritime legislative acts. The Agency thus carries out visits to Member States in accordance with Article 3 of its Founding Regulation and with the visits policy that has been established by its Administrative Board.
- ▶ In the field of maritime security the Agency has been given the task of assisting the Commission with its inspection of Member States under Regulation 725/2004 on enhancing ship and port facility security. The Agency supports the Commission with the inspection of national administrations responsible for ship security, ships, shipping companies and Recognised Security Organisations.

Finally, the Agency undertakes horizontal analyses of inspection reports, with a view to identifying best practice and lessons to be learnt.



2.1 CLASSIFICATION SOCIETIES

Classification societies are organisations that establish and apply technical standards (rules) in relation to the design, construction and survey of ships. They supervise and certify that ships are built according to these standards and continue to comply with them throughout their operational lives. Classification societies also perform statutory surveys and certification tasks on behalf of the Flag States that have authorised them. They are therefore crucial for upholding safety standards in shipping. Regulation (EC) no. 391/2009¹ provides that only those organisations meeting certain criteria can be granted the recognition that allows them to carry out statutory tasks – as Recognised Organisations - on behalf of the EU Member States. In order to verify that they continue to meet the criteria laid down in the relevant EU legislation, the Commission periodically assesses all Recognised Organisations. Within this framework, the Agency has, since 2004, carried out inspections of Recognised Organisations on behalf of the Commission following a two-year rolling inspection cycle. In addition to visits to the various offices of the Recognised Organisations, visits to ships are also undertaken.

2.1.1 INSPECTION OF CLASSIFICATION SOCIETIES OR RECOGNISED ORGANISATIONS ON THE BASIS OF REGULATION NO. 391/2009 ON COMMON RULES AND STANDARDS FOR SHIP INSPECTION AND SURVEY ORGANISATIONS

The Agency will continue to carry out [inspections to monitor the activities of EU Recognised Organisations](#) and, when requested by the Commission, visit classification societies for which EU recognition has been requested by a Member State. For the Recognised Organisations the emphasis will be on visits to regional and branch offices, site offices at ship-yards and visits to ships. The focus will continue on shipbuilding markets and geographical areas where inspections have not been carried out recently. The total number of inspections of all types is expected to be around 20 to 22 in 2012, depending on the need to monitor follow-up and corrective actions.

Left: Post-inspection closing meeting with the Korean Register of Shipping, 2010.

¹ Regulation (EC) No. 391/2009 on common rules and standards for ship inspection and survey organisations, together with Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, constitute the recast of Directive 94/57/EC.



Inspections of classification societies for which EU recognition has been requested by a Member State are undertaken on request from the Commission, and involve visits to regional and branch offices as well as site-offices at shipyards. Above: China 2010.

Assistance will also be provided to the Commission in the preparation and follow-up of assessments.

The Agency will begin its inspections and related activities concerning the assessment of the Quality Assessment and Certification Entity, which the Recognised Organisations set up in 2011 in accordance with the Regulation.

2.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

A large number of non-EU seafarers (holding certificates issued outside the European Union) work on board EU flagged vessels. Their numbers are growing and they are also taking over an increasing number of senior officer

functions. For safety reasons it is important to know whether their qualifications meet the required standards, as laid down by the STCW Convention.

In the past, individual EU Member States and the Commission visited labour-supplying third countries to assess the maritime education and certification systems based upon international STCW standards. On the basis of Directive 2008/106/EC on the minimum level of training of seafarers this task has been assigned to the Commission assisted by the Agency. On the basis of the EU legislation, the same approach is followed as regards visits to the Member States. Hence the Agency conducts visits to collect information on the implementation of the relevant provisions.

In addition to the 27 Member States, there are currently around 50 countries to be covered under this regime and they have to be inspected over a five year rolling inspection cycle. Initially, inspections focussed on these third countries, with visits to EU Member States featuring from 2007. For 2012, the programme will continue to include visits to both third countries and Member States. Each inspection includes visits to different agencies of the Maritime Administration as well as Maritime Education and Training (MET) institutions (maritime universities, nautical schools and training centres). Such visits are therefore in-depth and thorough.

Assistance will also be provided to the Commission in the preparation of the assessments.

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

There will be around eight to ten [inspections of third countries](#) in 2012. The inspections will be planned in consultation with the Commission. However, it is envisaged that, as a priority, they will take place in countries for which Member States have notified the Commission that they intend to recognise the certificates of competency issued by those countries. In addition to the planned inspections, the Commission may request EMSA to conduct some revisits based on the outcome of its assessments.

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

[The implementation by Member States of Directive 2008/106/EC](#) on the minimum level of training for seafarers will continue to be monitored. Four visits are expected to be undertaken in 2012. This will complete the first round of inspections of EU and EFTA Member States.

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

Port State Control has become one of the most effective instruments to verify if ships comply with international safety, pollution prevention and manning regulations. Port State Control inspections need to be carried out in a harmonised way to ensure equivalent safety standards and to avoid distortion of competition. At the request of the Commission, the Agency visits Member States' administra-

tions and their ports to verify the implementation of PSC rules and procedures within the European Union.

For 2012 the Commission has requested the Agency to monitor the implementation of Directive 2009/16/EC on PSC by undertaking four to six visits to Member States. On the basis of a desk analysis, the Agency will assist the Commission in producing the report on the implementation of this Directive foreseen for June 2012.

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

2.4 MARITIME SECURITY

The international measures taken by the IMO to improve security standards in shipping (SOLAS chapter XI-2 and the ISPS Code) have been transposed into Union law under Regulation (EC) No. 725/2004 on enhancing ship and port facility security. At the same time, Regulation (EC) No. 1406/2002 was amended by Regulation (EC) No. 724/2004 to task the Agency to provide the Commission with [technical assistance in the performance of its inspections](#) under Regulation (EC) No. 725/2004. These inspections consist of verifying the implementation by Member States of the security requirements mandated by the Regulation, for which the Agency provides expertise in relation to ships, relevant companies and Recognised Security Organisations. The Agency's assistance to the Commission is provided through inspections: of national administrations responsible for ship security; on board ships in port; of Recognised Security Organisations; and shipping companies, to verify that the Member States have taken the measures necessary to ensure the correct implementation of the relevant security requirements. These inspections are carried out in tandem with Commission inspectors who also inspect the related port facility aspects. This working practice is currently under review, in dialogue with the Commission, in order to see whether the effectiveness of the inspection process can be further improved.

Member States have an obligation to monitor the Recognised Security Organisations they have authorised to carry out certain security-related tasks on their behalf under Regulation (EC) No.725/2004. This obligation is verified as part of the inspections of maritime administrations for which the Agency will continue to provide technical assistance to the Commission during 2012.



Compliance with international safety, pollution prevention and manning regulations must be verified. Furthermore, in order to ensure equivalent safety standards and avoid distortion of competition, Port State Control inspections must be conducted in a harmonised way.

An inspection programme for 2012 is expected to be adopted by the Commission towards the end of 2011. However, a new working arrangement between the Commission and EMSA has been agreed and will change the way in which the Agency is asked to assist the Commission in security matters. It is envisaged to shift the focus from predominantly ship inspections to a more comprehensive approach including inspection of RSOs, maritime administrations, statistics and vertical reviews of national security systems. The total effort in number of man-days should remain unchanged.

In addition, the Agency will continue to provide assistance to the EFTA Surveillance Authority when requested for carrying out maritime security inspections in Norway and Iceland based on a standard methodology prepared by the Agency. Around two to four inspections are anticipated.

2.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME TRANSPORT LEGISLATION

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

As concerns [Port Reception Facilities](#), no further visits to Member States are planned for 2012. However, following visits in 2010 to monitor the implementation of applicable legislation in Norway and Iceland, in 2012 EMSA will assist the EFTA Surveillance Authority in any follow-up requested.

Since 2009, the Agency has carried out monitoring visits to the Member States in relation to [Directive 2002/59/EC, as amended by Directive 2009/17/EC, on vessel traffic monitoring and information systems](#). The first full cycle of visits will be completed in 2012, with visits to two Member States plus visits to Iceland and Norway if requested by the EFTA Surveillance Authority. In order to provide the Commission with information on the level of implementation of this Directive by the Member States, the visits include interviews with the relevant competent authorities and inspections of selected coastal stations, vessel traffic services and other vessel traffic monitoring infrastructure of the Member State visited. Additional visits to the Member States that were visited before the 2009 amendments came into force could be undertaken as well as visits to review the implementation of the amendments to the Articles of the Directive that were specifically excluded from the current round of inspections. These visits could be combined and up to five could be conducted in 2012.

In addition to its inspection visits to classification societies and Recognised Organisations (see section 3.1), in 2012 the Agency will continue visits to Member States, in order to verify how they fulfil their obligations under the relevant EU legislative framework with reference to the Recognised Organisations they have authorised to carry out statutory tasks on their behalf ([Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations.](#)) Two such visits will be undertaken in 2012.

In 2010 the Agency started a programme of monitoring visits to Member States to assess the implementation of the Directive 96/98/EC on [Marine Equipment](#) by the national administrations. It is expected that three visits will be undertaken in 2012.

The Agency is planning to start visits to Member States to monitor the implementation of Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents ([Accident Investigation Directive](#)) in the maritime transport sector, with a particular focus on the new obligations for Member States. The Commission is required to carry out an evaluation of implementation by June 2016, possibly warranting a programme of visits by that date. On that basis, four visits are expected to take place in 2012.

The Agency will also carry out similar visits to Norway and Iceland should the EFTA Surveillance Authority so request.

In addition, the Commission may request the Agency to participate as an observer in the [Voluntary IMO Member State Audit Scheme](#) carried out by the International Maritime Organization when auditing EU Member States.

The Agency also anticipates carrying out a number of inspection visits to Member States in 2012, focussing on particular aspects of [Directives 2009/45/EC on safety rules and standards for passenger ships and 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services](#), in response to specific cases that have been referred to the Commission.

Finally, the Commission may request the Agency to visit Member States to verify the implementation of other EU

legislative acts in the field of maritime safety or ship-sourced pollution.

2.6 HORIZONTAL ANALYSIS OF INSPECTION REPORTS

Article 1 of the EMSA Founding Regulation contains an explicit reference to the role of the Agency in assisting the Commission and the Member States to “evaluate the effectiveness of the measures in place” within its fields of activities.

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

Therefore in 2012, following the interest shown by both the Commission and the Member States, the Agency will continue to provide analyses of sets of reports following inspections and visits monitoring the range of applicable legislation on EU maritime safety, in order to arrive at horizontal conclusions, to identify best practices, lessons to be learnt and improvements to the current legislation as appropriate.

In 2012, following the interim analysis undertaken in 2011, the work will continue on Directive 2008/106/EC on the minimum level of training for seafarers and on Directive 2002/59/EC, as amended, on vessel traffic monitoring and information systems, to provide a fuller picture of the level of implementation and effectiveness of these measures on the basis of the expected full visits cycle.

Other areas of the Agency’s activities will be considered for this type of analysis, when an appropriate stage has been reached in the various inspection cycles.

Chapter 3

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



CHAPTER

3

INTRODUCTION

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

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

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

3.1 PORT STATE CONTROL

3.1.1 PARIS MOU

In 2012 EMSA will continue to support the Commission in its participation in all the structures of the Paris Memorandum of Understanding on Port State Control. Subject to the current debate within the Paris MoU, regarding possible efficiency gains from a revised allocation of support functions, EMSA may be asked to take on some additional tasks in relation to the support of the Paris MoU. The first task transferred is the management of certain of the Distant Learning Packages developed by the Paris MoU Secretariat.

3.1.2 COMMON TRAINING

The development of [harmonized training tools for PSC officers](#), in cooperation with the Paris MoU, is another important task for the Agency, which is also referred to in the Directive 2009/16/EC on PSC. A harmonized training scheme is offered for the training and qualification of Port State Control Officers of all Member States participating in the Paris MoU, and in the light of the revised directive this task will be further developed. At the same time, a major additional Distance Learning Package has been launched and facilities for training will continue to be provided to a large number of officers. The [Distance Learning Packages](#) transferred from the Paris MoU Secretariat will be amalgamated with the EMSA project. Finally the Agency continues to maintain [RuleCheck](#), the database on maritime legislation that it has developed for PSCOs of the Paris MoU.

In particular, for 2012 it is envisaged to:

- ▶ Ensure dedicated training for current and future users of the system, including the obligations stemming from the recast Directive and from the introduction of THETIS;
- ▶ Deliver training seminars on Port State Control procedures;
- ▶ Ensure operation, as well as update and expansion, of the Distance Learning packages;
- ▶ Maintain and update RuleCheck.

3.1.3 IMPLEMENTATION ISSUES

The monitoring visits to Member States mentioned under section 2.3 offer the opportunity to get a clearer picture of the weaknesses and strong points of the various national PSC systems. The lessons learned will inter alia be used for the improvement of the training program and of the PSC system, where appropriate.

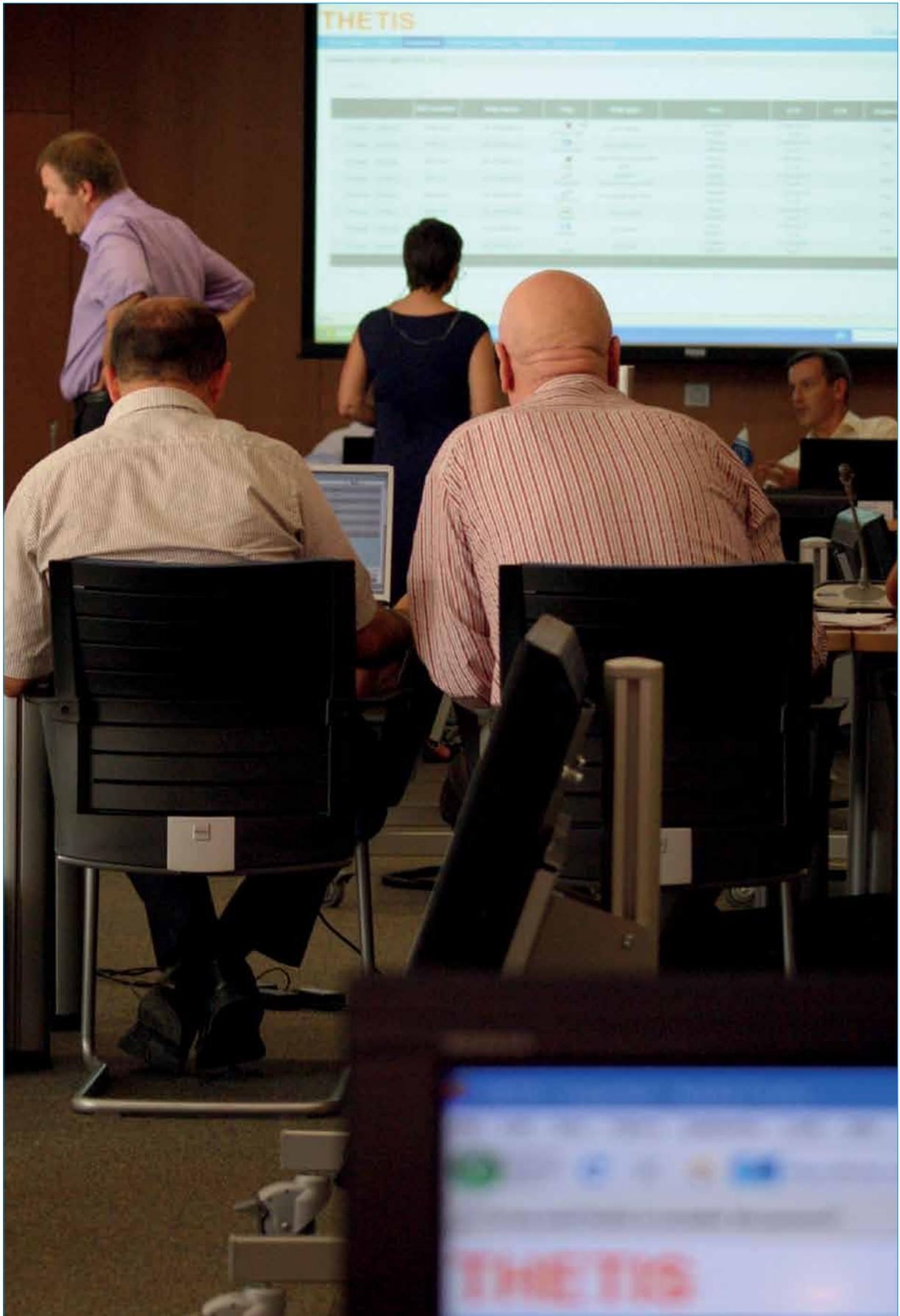
EMSA will assist the Commission in ensuring the [publication of information](#) as foreseen by the Directive (i.e. the list of companies with a low and a very low performance or information on detentions and refusal of access).

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

EMSA will contribute to the work done by the Commission to revise and update the Directive, including amending the database where necessary.

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

Right: THETIS is key for the correct implementation of the New Inspection Regime. Training disseminates both the obligations of the recast directive, as well as the method for meeting them.



3.2 ACCIDENT INVESTIGATION

The adoption of Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector implies new obligations for Member States, namely: to ensure proper safety-focused investigation systems, to investigate very serious marine casualties and decide on the investigation of others, as well as to send commonly structured investigation reports and to populate the "EMCIP" casualty information database.

Following the adoption of a common investigation methodology, the Agency may be requested to provide assistance in its implementation.

The Agency is actively working in cooperation with the Commission and the Member States on the further development of the European database to store casualty data and investigation reports of the Member States. This database is part of a tool called "[European Marine Casualty Information Platform \(EMCIP\)](#)", which includes a portal, an administration mechanism and geographic information support. Within the scope of Directive 2009/18/EC, from 17 June 2011, EMCIP notification by Member States of information on marine casualties and incidents and data resulting from safety investigations is mandatory. This will allow the Agency to assist the Commission and Member States with initial analysis of such data, the development of trend monitoring mechanisms, proposals for safety recommendations, the improvement of existing European legislation and promotion of new technical requirements. The development of a simplified data provision mechanism to IMO through EMCIP will facilitate the work of the Member States.

Learning lessons from the past depends on thorough investigation of the cause of accidents.



Accident investigation core skills training provided by EMSA.

Further enhancement of EMCIP is foreseen; projects involving exploitation of existing or new systems, such as the Electronic Chart Display and Information System (ECDIS), are expected to be developed in order to facilitate and improve investigations by the Member States.

Assistance will also be provided to the Commission and the Member States as concerns the Permanent Cooperation Framework, foreseen by Article 10 of the Directive. The cooperation framework will provide a mechanism for co-operative operational agreements and should both facilitate a general dialogue between experts from Member States and the Commission and identify areas of particular need for further support. The Agency has been requested to provide the Secretariat of the cooperation framework.

To facilitate further the implementation of the Directive, on-going assistance to investigative bodies is offered by developing and promulgating best practice, through the provision of different levels of accident investigation training in cooperation with Member States. Following a study commissioned by EMSA, the Agency will continue to facilitate a dialogue between Member States and the Commission, with the aim of achieving a more harmonised system of accident investigator training and qualification.

3.3 CLASSIFICATION SOCIETIES

The Agency will continue to provide [technical assistance](#) to the Commission in both the European and international context. Following the adoption of Directive 2009/15/EC and Regulation (EC) No. 391/2009 on EU recognised organisations, the Agency will continue to provide assistance and will also seek to further streamline, adjust and adapt the inspection task to improve its effectiveness. In particular attention will be paid to the implementation of the provisions related to the Quality Assessment and Cer-

tification Entity set up by the Recognised Organisations in 2011, which the Agency will start to inspect (see section 2.1), and to assist the Commission in the development of a system of fines and penalties.

In the international arena the Agency expects to assist the Commission and the Member States on some technical issues in the context of work in the International Maritime Organization (IMO), to further improve practices and thereby maritime safety, as a result of findings identified for most EU Recognised Organisations. These are expected to include the development of the RO Code, hydrostat-

ic tank testing and steering gear test procedures.

3.4 STCW AND THE SOCIAL DIMENSION

In 2012, the STCW Information System will be fully operational. The System includes descriptive information on maritime education and training systems in Member States and third countries inspected by the Agency. The System will also support the activities of the Agency's Safety Assessments and Inspections Unit and can help the Commission to prioritise STCW inspections. The System will aggregate information made available to the Agency on numbers and types of certificates of competency and

EMSA contributes to the development of testing procedures at international level through technical assistance to the Commission.



endorsements issued by EU Maritime Administrations, and on fraudulent certificates reported by EU Member States, providing in this way reliable statistical information on the availability of seafarers for the fleets flagged in the EU.

In the light of the outcome of the work of the Task Force on Maritime Employment and Competitiveness which was established by the Commission and reported in 2011, and following envisaged initiatives by the Commission in relation to the social aspects of shipping (a "social agenda for shipping"), the Agency in 2012 may be called upon to assist the Commission and the Member States in the implementation at EU level of the Maritime Labour Convention (in particular, for the Flag State and Port State aspects of Directive 2009/13/EC) and to set up an STCW - Standards of Training, Certification and Watchkeeping - observatory on training and qualification of seafarers, building on the STCW information system that is presently managed by the Agency.

3.5 SHIP SAFETY STANDARDS AND MARINE EQUIPMENT

The monitoring of the IMO's work in the field of [ship safety standards](#), including the reporting on developments in the relevant international legislation will be continued. This task entails technical evaluation of IMO submissions and technical assistance in the preparation of submissions to IMO as appropriate.

Contributions will also be provided to the follow-up of developments concerning the Directives defining safety standards for ship building and operation, notably those on: domestic passenger ship safety (Directive 2009/45/EC); safety of ro-ro passenger ferries and high speed passenger craft in regular service (Directive 99/35/EC); specific stability requirements for ro-ro passenger ships (Directive 2003/25/EC); safe loading and unloading of a bulk carrier (Directive 2001/96/EC); and a safety regime for fishing vessels (Directive 97/70/EC). Technical support will be offered where revision is needed to amend the EU legislation in the light of new international regulations. In addition technical support will be provided regarding technical regulations notified by Member States to the Commission in accordance with Directive 98/34/EC.

More specifically, EMSA will continue to provide support to the Commission for the on-going work on the revision of the domestic passenger ship safety Directive (2009/45/EC) initiated in 2010. In particular, EMSA experts will play

an active role in the meetings of the experts working group created through COSS (Committee on Safe Seas and Prevention of Pollution from Ships) to deal with the issues related to passenger ship legislation.

In 2012 activities will continue to focus on the damage stability of ro-ro passenger vessels, the majority of which fly EU Member State flags and sail in EU waters. Following a new study, the results of which are to be completed in 2011, technical solutions to improve the IMO damage stability rules (SOLAS 2009) could be proposed. At the request of the Commission, it is anticipated that support might be provided in researching the applicability of this regime to other ship types.

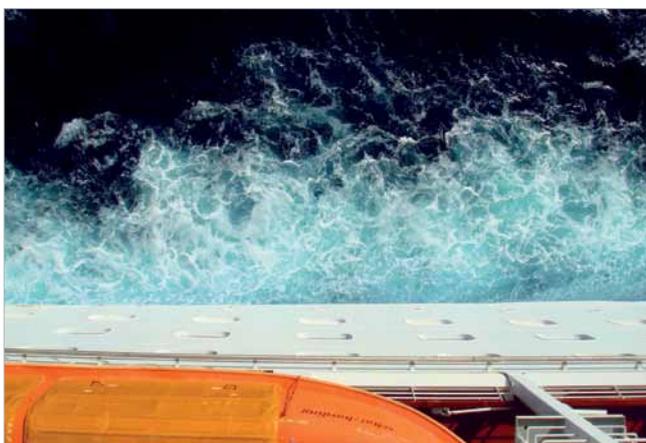
Meanwhile, as regards the "Human Element", technical assistance related to possible amendment of Regulation (EC) No.336/2006 on the International Safety Management Code (ISM) and its implementing rules and to possible proposals for amendment of the SOLAS convention in this respect, will continue to be provided.

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

EMSA will monitor essential requirements and testing standards for marine equipment in order to provide the Commission with the necessary information to update the Directive's technical annexes at least once a year.

Besides monitoring visits to Member States as illustrated in section 2.5 and following the development of a common auditing methodology on notified bodies for the EU Member States, the Agency may, upon request, participate as an observer in assessments carried out by the Member States with the aim of collecting experience on auditing and reporting procedures. This will also provide elements for the forthcoming application of the principles set by the new regulation on notified bodies (Regulation 765/2008).

In 2012 EMSA will also set up a new system to support the Commission in the updating process of the annex of the MRA (Mutual Recognition Agreement) signed between the EU and USA.



Even basic marine equipment has to meet international requirements and testing standards.

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

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

3.6 EQUASIS, STATISTICS AND MARITIME INFORMATION

The Equasis information service is an essential tool to help promote quality and safety in maritime transport. EMSA participates in the Equasis MoU on behalf of the Commission. The system presents safety and quality-related information on the world's merchant fleet with a particular focus on information on port State control inspections, class and P&I cover. The information is supplied by several port State control regions and various industry-based organizations. The data is accessible freely on the Internet.

In June 2008, the Equasis Supervisory Committee [mandated EMSA to take responsibility for the hosting of the](#)

[Management Unit of Equasis](#). This task will continue in 2012. Increased use of IT tools in the production process will seek to ensure that the publication of annual statistics on the world's merchant fleet becomes easier to make and more relevant for users. As to the other tasks relating to the management of Equasis, specific importance will be placed on the series of improvements proposed in the 5 year plan, approved by the Equasis Supervisory Committee in 2010.

The internal [MARINFO information system](#) contains data collected from commercial providers on ships' characteristics, accidents, movements, demolitions, new buildings, ownership etc. In 2012 EMSA will have in place a new framework of data services from external providers, allowing the Agency to make analyses based on new sets of parameters (such as engine data for calculation of ships' emissions, or oil cargo movement information). The Agency hopes, in this way, to continue working towards better [integration, analysis and dissemination](#) of relevant maritime data, together with other data sources available in-house. This will be achieved by producing regular statistics and analyses relating to maritime safety. The existing Maritime Information Helpdesk will continue to support the Agency's information needs. In 2012, a greater need for analyses in the field of environmental protection is foreseen; for example, for the follow-up and further development of the pilot project for the calculation of air emissions produced by ships, based on ship traffic (AIS) data. The Agency will continue its on-going work, internally and through cooperation with EU institutions and other interested parties, to obtain and produce the best possible information and statistics on maritime safety and related matters.

3.7 PREVENTION OF POLLUTION BY SHIPS

3.7.1 PORT RECEPTION FACILITIES

In the context of [Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues](#), EMSA is assisting the Commission in monitoring the implementation of the Directive in Member States.

The work in 2012 will concentrate on the following issues:

- ▶ Assisting the Commission in matters related to the review of the Directive;
- ▶ Assisting the Commission and Member States in mat-

ters related to the implementation of the Directive;

- ▶ Preparing the implementation of the waste notification in SafeSeaNet (section 4.1.1);
- ▶ Continuing to monitor and analyse the international developments aimed at clarifying the legal and technical issues relating to the delivery and reception of ships' wastes and cargo residues.

3.7.2 AIR EMISSIONS

The emission of **greenhouse gases (CO₂)** from ships is a major concern in the EU as well as internationally. Technical assistance to the Commission and the Member States will be provided on relevant issues, such as background information on quantities of CO₂ emissions from ships and on available technical and operational solutions to reduce greenhouse gases from shipping. The Agency will assist the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures available to meet the envisaged reduction targets in the future, depending on the regulatory choices made at international or EU-level. The technical work on assessing the impact and effects of the Energy Efficiency Design Index for ships will continue and intensify in view of the entry into force of the requirement in 2013.

The Agency will continue to assist the Commission in tasks related to the amendment of Directive 1999/32/EC, as amended by Directive 2005/33/EC, on the **sulphur content in marine fuels** in the light of the revised MARPOL Annex VI. Further actions are foreseen in order to assist the Commission in ensuring that ships and fuel providers comply with the requirements of the Directive. Particular attention will be devoted to the development of possible tools to assist Member States in their implementation of these requirements.

Further work will be carried out to explore and assess the opportunities and challenges provided by alternative ship fuels and technologies promoting energy efficient and 'greener' ships. A particular focus will be issues relating to rules and guidelines on bunkering and storage of liquefied natural gas (LNG) for ships, notably in the short sea shipping sector.

In addition, EMSA will explore mechanisms to estimate ships' air emissions on the basis of ship movement (AIS) data in order to support, inter alia, the air quality policy review currently conducted by the Commission.



Gadani ship breaking yard, Pakistan.

3.7.3 SHIP RECYCLING

The Agency will contribute to the work of the Commission for the **implementation of the EU strategy for ship dismantling**. In particular, EMSA will assist the Commission, as requested:

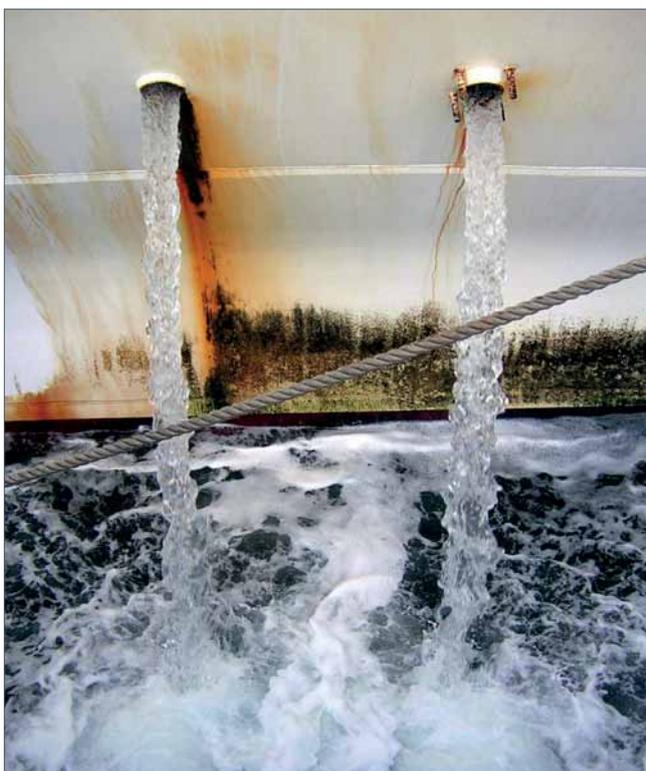
- ▶ In the early implementation of the Ship Recycling Convention at EU level and the development of specific EU legislation on ship recycling;
- ▶ By giving technical advice, including advice in relation to certification and audit schemes;
- ▶ In the activities of the IMO related to ship recycling;
- ▶ By following and analysing other related discussions at EU and international level.

3.7.4 BALLAST WATER

EMSA will continue to co-ordinate its action programme developed to assist and prepare Member States for the ratification, entry into force and enforcement of the 2004 IMO Convention on the Management of Ships' Ballast Water and Sediments, expected to enter into force in 2012 or 2013 and update it as necessary. This convention will help Member States to achieve good environmental status of their waters in 2020 according to the Marine Strategy Framework Directive.¹ The action programme has been developed in close cooperation with the Commission and Member States and includes items such as: ballast water risk assessment; data collection on invasive species in ports; the relationship between the IMO Convention and the EU regulatory regime for biocides; an EU-wide sampling strategy for compliance; information exchange and partnership with the regional seas bodies that are active

¹ Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive), OJ L 164, 25.6.2008, p. 19.

in this field. 2012 will be a crucial year in consolidating and implementing the benefits and efficiency of this action programme. On behalf of the Commission, EMSA will also continue to work within IMO on the development of new global guidance for Sampling for Enforcement.



Above: Sampling is an important tool for enforcement of rules on ballast water management.

Below: Ballast water treatment experts demonstrate strict harbour water sampling rules next to the EMSA headquarters.



3.7.5 ANTI-FOULING SYSTEMS

The IMO Convention prohibiting the use of paint with organotin or TBT components which are environmentally harmful (AFS Convention of 2001) has been transposed into Union legislation by Regulation (EC) 782/2003 on the prohibition of organotin compounds (TBT) on ships and the related Commission Regulation (EC) 536/2008.

The Agency will continue to assist the Commission and Member States as requested and to follow developments at international level.

3.7.6 OTHER ENVIRONMENTAL ISSUES

A significant number of environmental issues affect shipping but fall outside the scope of the EU maritime transport regulatory developments. Examples include the impact of Black Carbon emissions in the Arctic, the control and management of biofouling to minimise the transfer of invasive aquatic species and the overall implementation of the Marine Strategy Framework Directive. The Agency will follow these developments at international and EU levels, but will only undertake specific actions at the request of the Commission or Member States.

3.8 LIABILITY AND COMPENSATION

The Agency will continue to assist Member States with the ratification of international conventions and will follow relevant developments at international level. In 2012 the priority will be the amended International Convention on Liability and Compensation for Damage in Connection with Carriage of Hazardous and Noxious Substances by Sea, 1996 (the [HNS Convention](#)).

As an on-going activity, the Agency will also continue to assist or represent the Commission, when so requested, in relation to the sessions of the International Maritime Organization (IMO) Legal Committee and the International Oil Pollution Compensation Funds (IOPC Funds).

Assistance will be provided to the Commission and the Member States in the process of implementing Directive 2005/35/EC, as later amended by Directive 2009/123/EC, on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences in particular regarding follow-up measures to an EMSA study on the implementation of the Directive in practice, in terms of legal cases and other proceedings.

Assistance may also be provided in relation to liability and compensation measures in respect of places of refuge, following the adoption of Directive 2009/17/EC on vessel traffic monitoring.

Following the adoption of Directive 2009/20/EC on the insurance of shipowners for maritime claims and Regulation (EC) No. 392/2009 on the liability of carriers of passengers by sea in the event of accident, increasing technical assistance and other support will be provided to the Commission and the Member States in the implementation process.

3.9 TRAINING AND COOPERATION

Training activities are organised by EMSA for Member States on a regular basis. The EMSA [Consultative Network for Technical Assistance and cooperation \(CNTA\)](#), active since 2006, with representatives from the maritime administrations of the 27 EU and 2 EEA Member States, establishes priorities regarding the Agency's training activities. In 2012 training and exchanges of best practice will be organized on the basis of national requests and taking into account recommendations expressed by this network. Activities will cover all fields of EMSA's mandate: port state control, ship security, traffic monitoring, port reception facilities, marine equipment, pollution response, implementation of EU law, etc. Since the scope, mandate and audience differs from those mentioned in Directive 2009/16/EC on Port State Control, these sessions do not duplicate or replace the training mentioned in section 3.1.

Up to 10 training workshops will be organised in the areas mentioned above, focusing on existing EU maritime leg-

islation. The portfolio of training material is continuously improved and revised in order to be rapidly available to different beneficiaries.

The Agency is also involved in ad hoc EU funded projects for [EU neighbouring countries](#) focussing on technical assistance for the approximation of their maritime legislation to EU maritime legislation. Actions include ad hoc trainings, information days in participating countries, exchange of expertise and other technical assistance activities. Further ad hoc assistance is provided to the Commission in the implementation and monitoring of specific EU funded projects for neighbouring countries.

With regard to the implementation of the EU-China maritime transport agreement, EMSA will contribute to the envisaged training scheme for Chinese maritime safety officials, as appropriate.

3.10 RESEARCH

Currently, EMSA's role in research consists of assisting the Commission in the preparatory work for updating and developing Union legislation in relevant fields. The Founding Regulation² already foresees that this task "[...] shall include the analysis of research projects carried out in the field of maritime safety and maritime security, the prevention of pollution and response to pollution caused by ships".

It has been recognised both by the Commission and Member States that because of the Agency's specific technical expertise, it could be beneficial for the Agency to be more involved in maritime research activities to ensure a better link between research and policy preparation.

The revision of the EMSA Founding Regulation currently being debated by the co-legislators could upgrade the role of the Agency in the field of research to a task in its own right. The task would be to assist the Commission in the analysis of ongoing and completed research projects and the involvement would be limited to areas that are directly related to the Agency's objectives.

For the execution of the total cluster of activities related to technical assistance to the Commission and the Member States, 3 additional staff will be needed: 1 will work on tasks related to the social dimension of shipping, 1 on increased tasks in the field of accident investigation, and 1 on tasks related to research.

² Regulation 1406/2002, Article 2 (a).

Chapter 4

Vessel traffic and maritime monitoring systems

CHAPTER

4

START

STOP

CUT
IN

CUT
OUT

INTRODUCTION

Activities in 2012 will focus on consolidating the advances made during preceding years and refining services for the Commission and Member States. Three main objectives will guide activities over the coming year: 1) guaranteeing quality in terms of data processing and data content, 2) ensuring that data hosted by EMSA systems has the potential to be fused and integrated in different combinations, following established access rights, and 3) interacting with key maritime stakeholders in the EU to ensure that EMSA's systems can support operational activities for improving safety, security, and environmental objectives in the sea regions around Europe.

EMSA hosts five operational maritime applications in-house (SafeSeaNet, the EU LRIT Cooperative Data Centre, the LRIT International Data Exchange (IDE), the CleanSeaNet Data Centre,¹ and THETIS), and one new application will be nearing completion by the end of 2012 (the Integrated Maritime Data Environment, IMDatE). For each of these applications, with the exception of the LRIT IDE, EMSA also manages the data being entered in the systems. Most of EMSA's systems are sufficiently mature that attention can be transferred from start-up and development to ensuring that the **quality and consistency** of the systems are optimised, and that **operational users benefit** from the systems to the full extent possible. It is likely that there will be a number of updates and additional functions to implement in all the applications during the course of the year, as a result of experiences gained and evolving user requirements, but emphasis will be placed on streamlining and adding value to existing services. The LRIT IDE will continue to be administered according to the terms agreed with the IMO.

In 2012 the focus will be on the **integration of data** from the existing individual systems, as mentioned above, subject to the service level and access right protocols by which they are governed. The main platform for the integration of data is the IMDatE, a highly flexible business oriented information sharing platform, currently under development. Through IMDatE it will be possible to handle data from different sources, identify and correct data inconsistency issues, and possibly to create and distribute new sets of data or new services if such a need is identified following meetings with Member States and the Commission. In addition, the IMDatE will ensure rationalisation

¹ See Chapter 5 on pollution preparedness, detection and response.

of EMSA technical infrastructure and optimisation of ICT hardware and software resources.

The ultimate objective is to create an effective integrated maritime data environment by using information already available within the applications. This would enable authorised bodies to better monitor ships and cargoes moving along the European coasts and/or heading to EU ports or to sensitive sea areas. Quality and security of data and proper application of access rights will constitute a priority.

4.1 EU VESSEL TRAFFIC REPORTING AND SATELLITE MONITORING

4.1.1 SAFESEANET

SafeSeaNet was established as the European Union maritime information and exchange system for the "receipt, storage, retrieval and exchange of information for the purpose of maritime safety, port and maritime security, marine environment protection and the efficiency of maritime traffic and maritime transport".² The Agency supports the Commission and Member States by hosting and operating the central SafeSeaNet system, upgrading functionalities and providing a technical and operational helpdesk. As in previous years, the SafeSeaNet system will serve over 2,000 data providers and requesters across the EU. About 4 million position reports and 2,000 notifications will be exchanged through the system daily, linking the 22 EU coastal States, Iceland and Norway.

Although the SafeSeaNet service is now established and used on a regular basis by Member States, there will be considerable activity in 2012 to extend the capabilities of the system and improve the quality of data. Two technical projects launched in 2010 are expected to be completed in 2012. The first of these is the SafeSeaNet **Data Warehouse**. The Data Warehouse provides a SafeSeaNet environment for the purpose of storing historical data disaggregated according to defined categories. On this basis it should be possible to provide, for example, statistics on intra-EU maritime traffic with a greater accuracy than is currently possible. The second is a pilot project which has been established between EMSA and a limited number of Member States on a voluntary basis to see how synergies between AIS data monitored by SafeSeaNet and VMS³

² Annex III of Directive 2002/59/EC, as amended by Directive 2009/17/EC of 23 April 2009.

³ Vessel Monitoring System: Satellite monitoring system for EU fishing vessels, which provides reports on the location of a vessel at regular intervals. Fishing vessels exceeding 15 metres in length and operating outside the baselines of Member States are already equipped with VMS transmitters which enable vessels to be monitored by Fisheries Monitoring Centres of the Member States.



You're only as good as your information.

EMSA collects and disseminates data through five maritime applications: SafeSeaNet, CleanSeaNet, THETIS, the EU LRIT Cooperative Data Centre and the LRIT International Data Exchange (IDE). Optimising data quality and consistency ensures continued added value.

data monitored by Fisheries Monitoring Centres of the Member States can be generated. The project will be completed and evaluated in 2012. Depending on the outcome, the pilot may be extended during 2013 in advance of the deadline of 2014 for fishing vessels over 15 metres to be fitted with AIS transmitters in addition to VMS.⁴

SafeSeaNet will continue to provide data to THETIS. Efforts will remain focused on ensuring data quality, monitoring how the new service is being used, and applying upgrades (if necessary).

Regional use of vessel traffic monitoring systems will be explored with neighbouring countries. EMSA will maintain the cooperation established with the regional SafeSeaNet servers in the Mediterranean, and in the Baltic and North Sea, and will monitor the service provided. Involvement in the EU-Russian dialogue framework, the North Atlantic AIS server, the MONINFO project for the Black Sea, and the SafeMed project for the Mediterranean will shape active collaboration with neighbouring countries in 2012 in close

⁴ Article 6a of Directive 2002/59/EC as amended by Directive 2009/17/EC.

cooperation with the Commission.

Finally, EMSA will assist in the implementation of Directive 2010/65/EU on reporting formalities for ships (the FAL Directive). In 2012 EMSA will undertake work with the Port Reception Facilities and Maritime Security communities to agree upon the technical requirements for the inclusion of two new reports, the waste and security messages, the technical specification for which will be in preparation in 2013, for implementation and testing in 2014 and to be made available from 2015. In Chapter 7 the possible additional involvement of the Agency in relation to the reports other than waste and security, which are not related to EMSA's current core tasks, is outlined.

EMSA will continue to provide technical assistance to the Member States for questions related to the implementation of SafeSeaNet, and to the Commission on a range of different issues when requested, e.g. supporting the work of the SafeSeaNet High Level Steering Group and coordinating the drafting of the Interface and Functionalities Control Document.

4.1.2 EU LRIT COOPERATIVE DATA CENTRE AND THE LRIT INTERNATIONAL DATA EXCHANGE

EU LRIT Cooperative Data Centre

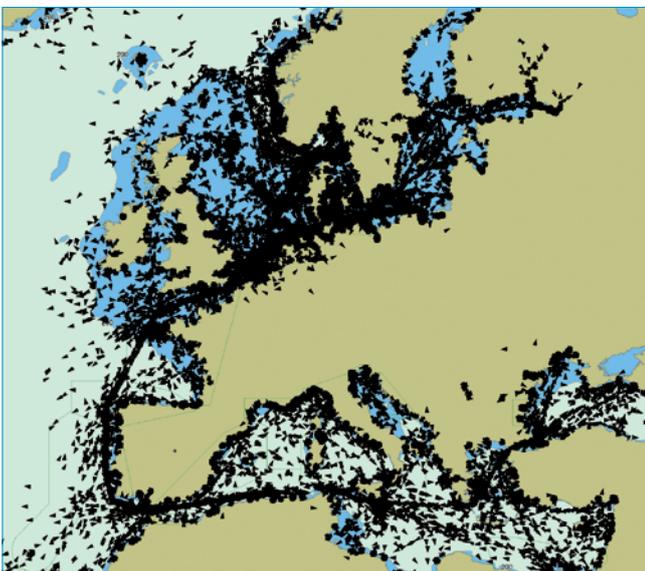
Following the transfer of the European Union Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC) from the contractor in Toulouse to EMSA in 2011, in 2012 the Agency will continue to ensure that the system is operated in accordance with the quality of service stipulated by the International Maritime Organization (IMO) performance standards for the LRIT system.

Over 3 million messages and 800,000 position reports are currently exchanged in the EU LRIT CDC per month, and it provides a service to 620 users in the 38 Participating countries of the Data Centre (27 Member States, 2 EFTA countries, 8 Overseas Territories and Croatia). Furthermore, around 30,000 position reports per month are sent to non-EU countries (other LRIT Data Centres) through the International Data Exchange. This level of use of the system is expected to increase.

Necessary arrangements will also be made to conduct the regular annual audit of the EU LRIT CDC performed by the LRIT Coordinator (the International Mobile Satellite Organization – IMSO).

Following the successful renewal in November 2011 of the Application Service Provider (ASP) contract, in 2012 the

SafeSeaNet: all vessel traffic in EU waters is tracked on the map-based interface. Each vessel icon (black triangle) is a link to multiple layers of individual vessel information, from expected arrival and departure time to hazardous cargo notifications.



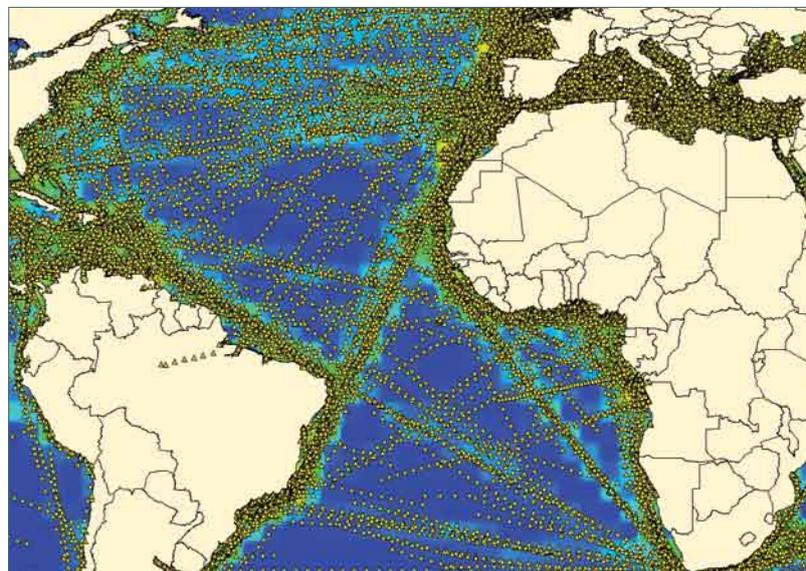
Agency will focus its efforts on the proper management and monitoring of the contractor's performance to ensure that performance levels of the EU LRIT CDC are maintained as required. In addition, the existing contract for maintenance of the EU LRIT CDC will expire in November 2012, and a new procurement process will be implemented to contract continued maintenance from that date.

With regard to the Invoice and Billing system, following contract renewal in November 2011 EMSA will be able to implement further enhancements to simplify the system and to provide additional features for improved financial services to users. EMSA will continue to invoice the Participating States of the EU LRIT CDC and other Data Centres, and will also verify invoices received from other Data Centres in order to be able to make the associated payments.

LRIT International Data Exchange

Following a bid of the European Union and a decision at IMO level, taken during the 87th session of the Maritime Safety Committee, and the transfer from the US Coast Guard to EMSA at the end of 2011, the Agency will host and operate the permanent LRIT IDE. The International Data Exchange is a message handling service that facilitates the exchange of LRIT information between all Data Centres worldwide. This is an important task for the Agency, including EMSA participation in the LRIT Operational Governance Body set-up by the IMO.

LRIT: over 3 million messages and 800,000 position reports are currently exchanged in the EU LRIT CDC per month, servicing 620 users in 38 Participating countries (27 Member States, 2 EFTA countries, 8 Overseas Territories and Croatia).



64 LRIT Data Centres are connected to and via the IDE. The Agency will ensure that requests from Data Centres are cross-checked with the IMO based Data Distribution Plan to verify whether requesting Contracting Governments are entitled to receive information. It will also verify that LRIT ship position reports are correctly collected from and distributed to the relevant LRIT Data Centres. All transactions in the LRIT system will be recorded and reported to the LRIT Coordinator, IMSO, which will audit the system on a regular basis.

It is possible that new functionalities and changes to the IDE system will be implemented during the year, and this will be done according to the requirements set by the IMO Maritime Safety Committee.

EMSA will also assist the Commission and Member States to prepare a possible offer for the operation and maintenance of the IDE system after 2013, which should be presented for IMO consideration at the 90th session of the Maritime Safety Committee in May 2012.

4.2 NEW INFORMATION SYSTEM (THETIS) FOR PORT STATE CONTROL

EMSA has been charged – within its tasks in the field of Port State Control, as described in section 2.3 and 3.1 - with the project management and financing of the information system (THETIS) foreseen in the PSC Directive

In addition, around 30,000 position reports per month are sent to non-EU countries (other LRIT Data Centres) through the International Data Exchange. This level of use of the system is expected to increase.

2009/16/EC in cooperation with the Paris MoU.

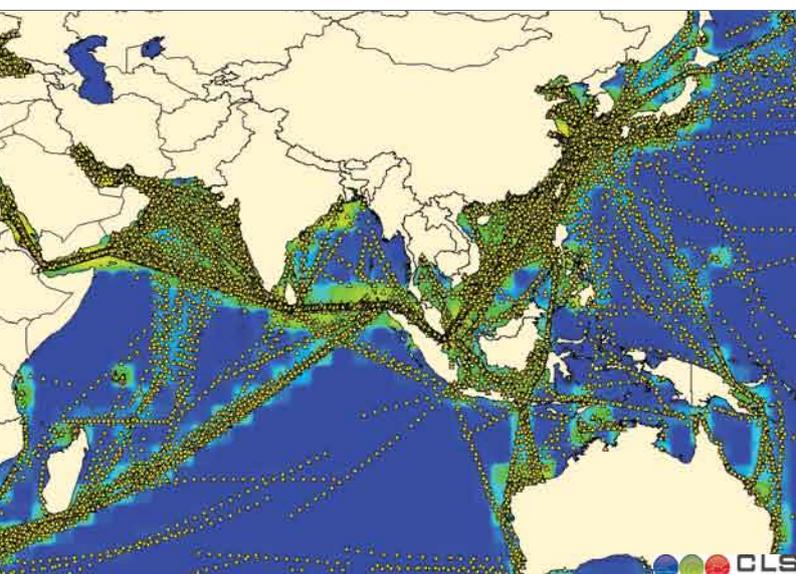
The system supports the new Port State Control inspection regime for the EU and Paris MoU region, and replaces the existing database supporting the ro-ro ferry Directive 99/35/EC. Interfaces will be available in order for EU Recognised Organisations to comply with the provisions laid down in Regulation 391/2009.

Among the 1600 EU and Paris MoU authorised THETIS users, 400 are expected to use the service regularly for their core business. The general public will have access to an on-line facility providing a selection of real-time information from THETIS.

One of the objectives of the new system is to provide an automatic record of ships' calls. This feature will help Member States target the right ships for inspections and meet their commitments under the Directive on Port State Control. In this respect, the role of SafeSeaNet for the proper functioning of the new inspection regime is crucial.

In 2012 EMSA will work closely with experts in the context of the Paris MoU to monitor the implementation of the new inspection system through THETIS and the quality of the service provided to Member States. A helpdesk is offered to assist Member State users with any problems or questions linked to THETIS and the new inspection regime.

THETIS: system to support the new PSC inspection regime for the EU and Paris MoU region. The automatic record of ships' calls is a key feature to help Member States target the right ships for inspections and meet their commitments under the PSC Directive.



Using SafeSeaNet, information on vessel movements - such as 72 and 24 hour pre-arrival notification and the exact time of arrival and departure of vessels entering and leaving EU ports - is made available to Port State Control inspectors via THETIS. THETIS will process and match this information with historical PSC records to provide guidance for selection and inspection of ships. Through information exchange between the systems, enhanced data will become available for further use around Europe.

THETIS will serve as an information source to facilitate the Port State Control inspection in the broadest sense. Information on ships in the system will be enriched with information from other sources such as the databases of the Recognised Organisations and the IMO GISIS database. Enhancements in line with user requirements, the Directive and Paris MoU amendments will be planned and implemented.

Training will continue to be offered to representatives of all Member States to ensure smooth implementation of the new PSC regime and proper functioning of THETIS at all levels (local, national, European, and Paris MoU).

4.3 TOWARDS AN INTEGRATED MARITIME DATA ENVIRONMENT

2012 will offer the opportunity to deliver more integrated maritime traffic and ship data services. The **Integrated Maritime Data Environment, IMDatE**, will be able to process and distribute data from all EMSA maritime applications and from external data sources in accordance with existing access rights, user profiles and service level protocols.

IMDatE does not replace any of EMSA's established applications, and specialist users will continue to rely on the original systems developed for them. This new functionality is targeted to users who would benefit from being able to obtain an overall picture of maritime activity in their area of interest, combining information which would otherwise only be available through a range of different individual applications. This integrated data will be delivered via a user-friendly web interface or distributed automatically to authorised external systems according to individual user access rights. By the end of 2012, there will be the option to visualise the data through the web interface in an innovative three dimensional display.

Future services which might interest users who want a more holistic overview of the maritime domain will be further discussed and developed with Member States and the Commission. Examples of possible services include:

Integrated Ship Profile

This service would provide a combined view of all information related to a ship or category of vessel based on information available in the different systems which are connected to the IMDatE.

Area Centric Profile

This service would provide a complete maritime and oceanographic picture of a selected area, built up from different layers of information, such as ship traffic data (full range of available ship position reports), satellite SAR picture of the defined area, optical image of the area, weather forecast associated to the area, oceanographic data (currents, waves, sea temperature, algae, ice information, etc.).

Maritime Surveillance and monitoring of the EU Maritime Space without barriers

This service would allow users to analyse all available ship traffic, details and behaviour information, including radar detected targets, in order to identify and highlight patterns of activity of interest, such as correlated and non-correlated targets. In particular, the service would monitor ships engaged in EU (coastal) trade and ships (ferries and coastal trading vessels) engaged in scheduled and/or regular services between EU ports. This capability will also be used for the Blue Belt project, if this task is confirmed (see Chapter 7).

The objective of Blue Belt is to facilitate Short Sea Shipping in the EU by providing customs authorities with vessel notification reports (containing information on current and previous voyages, expected or actual arrival and departure times, previous and next ports of call, and other pertinent voyage information). The final phase of the Blue Belt pilot project ended in late 2011, and in early 2012 an evaluation of the project results will be carried out by the Commission and Member States in conjunction with relevant stakeholders (e.g. port and customs authorities, shipping operators). Potential follow-up activities, such as possible continuation of the service on a permanent basis for all intra-EU trade and/or development of additional functionalities, will then be considered if such a need is identified.

IMDatE (Integrated Maritime Data Environment) will be able to process and distribute data from all EMSA maritime applications and from external data sources in accordance with existing access rights, user profiles and service level protocols.



EMSA maritime applications on screen in the Maritime Support Services control room, where availability and performance of each system is monitored 24/7.

Specialist users will continue to rely on the original systems developed for them. IMDatE targets users who would benefit from an overall picture of maritime activity in their area of interest, combining information from a range of different individual applications.



In 2012, as a module of IMDatE, a [Satellite AIS data processing capability will be established](#), to enable the distribution of available satellite AIS data, in combination with existing vessel traffic reporting data streams. There is potential added value in having a satellite AIS data stream for Member States, as confirmed by the User Benefit Analysis conducted in 2010 and presented in January 2011. In particular this will make it possible to monitor ship movements outside the coastal zone covered by terrestrial AIS ground stations. The only satellite AIS data source available free of charge to date is provided by the national

Norwegian satellite. In 2012 the Agency would like to have a limited possibility to obtain satellite AIS on a commercial basis in support of specific projects and/or to support Member States upon request for operational purposes. If the European Space Agency takes the decision to go forward with the Operational Demonstration Mission (ODEM) in 2013, such a provision would be helpful to bridge the gap until this new data source will become available. The IMDatE S-AIS capability is the EMSA contribution to the ESA-EMSA European SAT-AIS initiative.

4.4 MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) is operated on a continuous basis to oversee the availability and performance of the EMSA operational maritime systems. An operational and technical helpdesk is available to serve the Commission and Member State users. Since 2010 this has entailed monitoring and administration of SafeSeaNet, CleanSeaNet, EU LRIT CDC, and related data, including management of user rights and ship watch lists (banned ships, single hull tankers, etc.). MSS activities will be extended to cover the LRIT IDE application, which will constitute a major new task for 2012. Another important change is that first-level operational and technical helpdesk functions for the EU LRIT CDC, previously performed by an external contractor, will be taken on by the MSS.

The MSS helpdesk is also the single point of contact to obtain emergency support from EMSA. One case for emergency support would be a major oil spill, when EMSA's Stand-by Oil Spill Response Vessels may need to be activated, pollution response expertise consulted, and/or additional satellite images procured for the area affected. Emergency support is requested from EMSA through the Monitoring and Information Centre (MIC) of the European Commission. The MSS provides support both in the case of real emergencies and during periodic oil spill response exercises.

4.5 MARITIME SURVEILLANCE ACTIVITIES

The EU institutions have stated that duplication of systems and effort must be avoided in the maritime domain at EU level. Hence, the principal maritime applications and services that are provided to Member States' maritime safety and environment administrations could provide data to actors in other maritime sectors such as customs, law enforcement, border control and defence. A step in this direction has been taken through the decision of the High Level Steering Group of SafeSeaNet to allow access to SafeSeaNet for "other purposes" on a 1 year pilot project basis. In 2012, EMSA will continue to support such pilot projects, analyse the impacts, and provide findings to the High Level Steering Group of SafeSeaNet.

Following successful pilot projects in 2009 and 2010, the European Union Naval Force (EU NAVFOR) requested EMSA to develop a permanent integrated maritime data service to be used by EU NAVFOR in protecting the EU merchant fleet transiting off the Somalian coast in areas

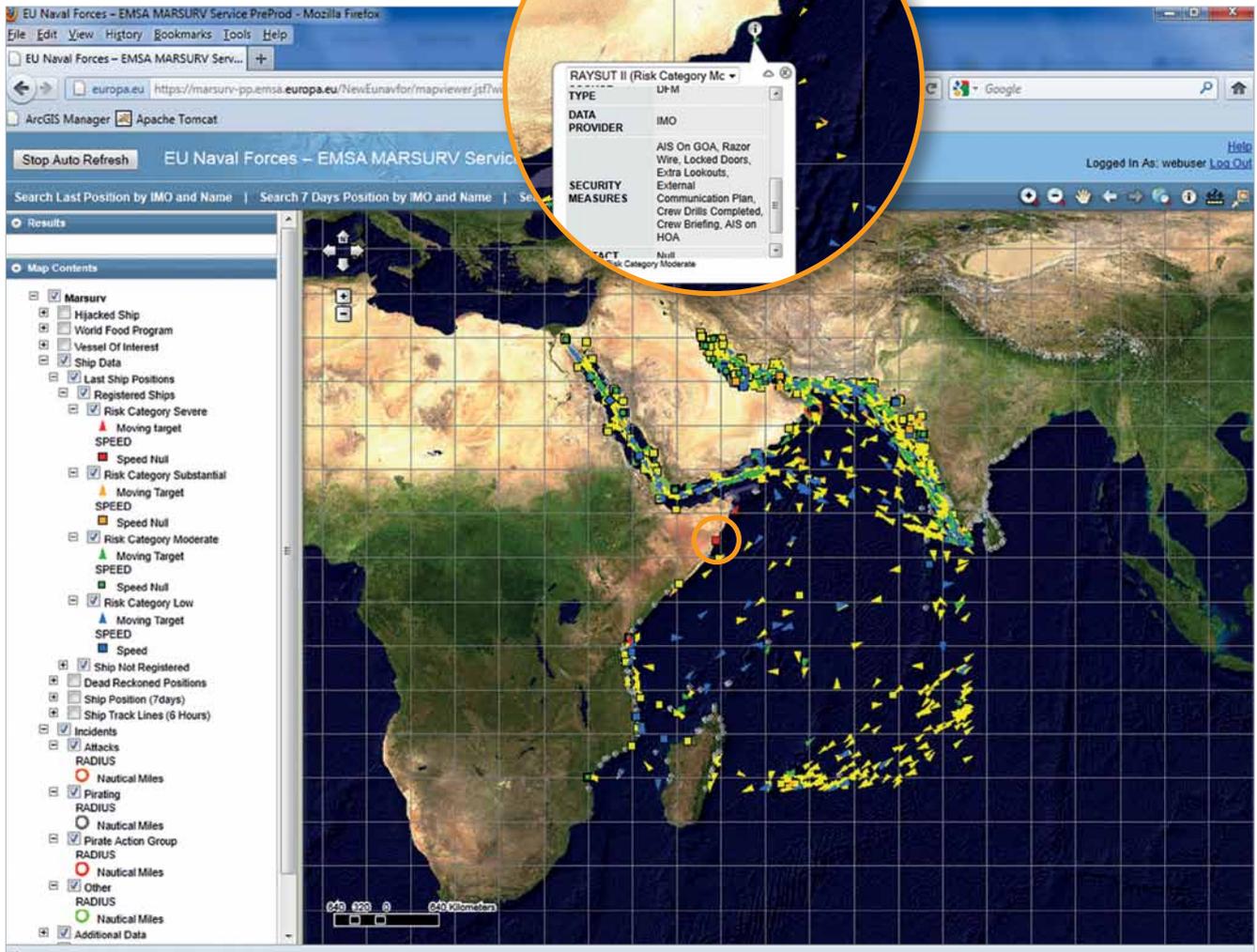
with a high risk of piracy. The resulting service, MarSurv, based upon a new Service Level Agreement between EU NAVFOR and EMSA, integrates and fuses relevant EMSA vessel traffic and satellite information with vessel-related and risk information available from EU NAVFOR to produce an enhanced maritime 'white picture'. This information is updated every 15 minutes and provided to EU NAVFOR through a dedicated user interface. In 2012, new data streams and piracy intelligence information will continue to be sourced and the data integration concept developed through these activities will be extended if appropriate. Once IMDatE is operational, this service will use this new IT platform.

In 2008, the Commission set up the GMES border surveillance working group, consisting of experts from the European Space Agency (ESA), the EU Satellite Centre (EUSC), the European Defence Agency (EDA), the EU border agency (FRONTEX) and various Commission services. EMSA was invited to join this working group in 2009. The aim of the group was to define ways to support the EUROSUR network using the participants' respective fields of expertise. To this end, a concept of operations for the common application of surveillance tools at EU-level was drafted (GMES CONOPS) which describes how satellite images, used in combination with other vessel detection systems, can be used for border control operations. Once validated, this concept should allow FRONTEX to provide national coordination centres (NCCs) with additional information about the Member States' external borders via the EUROSUR network. This service will be established gradually, starting with initial services in 2012 with a number of pilot projects, with the aim of providing a full service by 2015. This will depend on new EU legislation which is in preparation. In the meantime, in order to make efficiency gains by avoiding setting up duplicate systems, FRONTEX would like to make use of the systems and capabilities set up by other EU agencies and has therefore approached the EUSC and EMSA.

EMSA's role would be to provide support to FRONTEX for maritime surveillance using its systems in place, in accordance with the established rules for access rights and procedures. This type of support is largely similar to the type of support given to EU NAVFOR (maritime traffic picture). This support for 2012 will concentrate on some of the FRONTEX operations and the required staff and resources will be fully financed by FRONTEX, subject to the approval

Dedicated services: MarSurv combines relevant EMSA vessel traffic and satellite information with vessel-related piracy risk information from EUNAVFOR.

The result: a near-real-time, enhanced maritime “white picture” of the users’ area of interest.



of the FRONTEX budget as part of the European Union budgetary procedure. The Agency will only provide the required services under the condition of receiving additional financial means in order to ensure that there will be no impact on core tasks (budget neutral).

Requests for (ad-hoc) support have been received from EUROPOL and MAOC-N. It will be further explored to what extent maritime information of operational value can be provided to these organisations. Depending on use case scenarios, cooperation will be further clarified and tested. If a need for SafeSeaNet information is identified, these organisations will have to apply for the pilot project status under the established rules of the High Level Steering Group for SafeSeaNet. Additional costs, if any, as part of longer term cooperation will have to be borne

by these organisations or covered by other resources than the Agency’s subsidy from the EU budget. Possible other requests will be dealt with under the same conditions.

Depending on the architecture that will be prepared by the Commission and agreed with Member States for the Common Information Sharing Environment, this type of cooperation between user communities may in the medium future become an integral part of this new endeavour under the Integrated Maritime Policy.

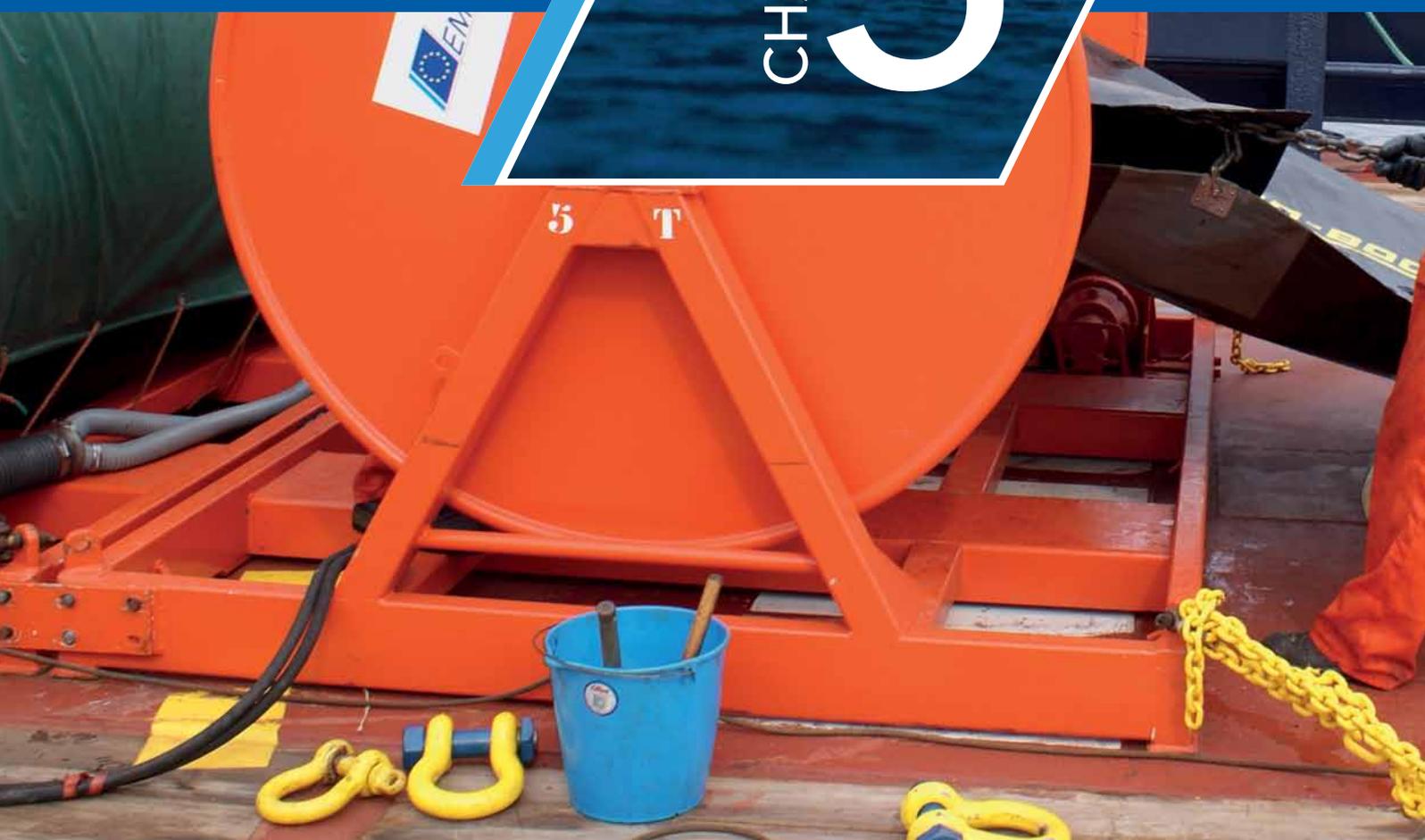
Under this cluster one additional staff will be needed, in order to cope with the implementation aspects of the Port Formalities Directive (“waste” and “security” messages) linked to the present mandate of the Agency.

Chapter 5

Pollution preparedness and response



CHAPTER
5



INTRODUCTION

The Agency has been tasked to provide additional support to “top-up” the capacities of Member States with regard to ship-sourced (Oil, and Hazardous and Noxious Substances (HNS)) marine pollution. Activities are implemented through three themes: 1) Operational support, 2) Cooperation and Coordination, and 3) Information. These were initially identified in the Agency’s Action Plans for Oil¹ and HNS² Marine Pollution Preparedness and Response. These Plans are updated and integrated within the annual Work Programmes.

Under the theme of **Operational Support** the Agency offers three main services, available upon request, to Member States, coastal European Free Trade Association (EFTA) Contracting Parties, EU Candidate Countries and the Commission, namely:

- ▶ With respect to accidental oil spills, the Agency has established a **Network of Stand-by Oil Spill Response Vessels around Europe** providing a European tier of operational resources to support the pollution response mechanisms of an affected coastal State. Further details are provided in Section 5.1.
- ▶ For locating illegal oil discharges, identification of polluters, and monitoring of accidental spills, the Agency provides a European wide oil spill monitoring and detection service (**CleanSeaNet**) based on the analysis of satellite images. Competent authorities in coastal States receive near real time alerts on oil spills detected in their area of interest. Further details are provided in Section 5.2.
- ▶ **Pollution response expertise** to provide operational and technical assistance, including access to the Marine Intervention in Chemical Emergencies Network (**MAR-ICE Network**). The remote assistance offered by the MAR-ICE Network is part of the Agency’s pollution preparedness and response activities to address **ship-sourced “chemical spills”** i.e. releases of Hazardous and Noxious Substances (HNS) into the marine environment. Further details are provided in Section 5.3.

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

- ▶ Supporting the Commission/European Union’s participation in the relevant mechanisms for cooperation with the Regional Agreements³ and the International Maritime Organization’s Oil Pollution Preparedness Response and Cooperation – Hazardous and Noxious Substances (OPRC-HNS) Technical Group.
- ▶ Providing an EU forum to address preparedness for and response to accidental and deliberate pollution from ships through the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). The CTG MPPR is composed of pollution response experts from all 27 Member States, coastal EFTA Contracting Parties (Iceland and Norway), coastal Candidate Countries (Turkey, Croatia, and Montenegro), the Regional Agreements and the Commission. Within the framework of the CTG Rolling Work Programme, priority actions are identified and specific projects implemented addressing marine pollution preparedness and response issues.

Continuing to develop and maintain inventories of marine pollution response resources available in Europe (as required by Regulation 2038/2006/EC). The information compiled in these inventories will also support the Common Emergency Communication and Information System (CECIS) managed by the Commission. In addition, a number of other technical projects will be undertaken in order to support the dissemination of good practice in the field of pollution preparedness and response guidance. Member States are the main audience for these products, but the general public may also access them through the EMSA website.

¹ EMSA’s Action Plan for Oil Pollution Preparedness and Response as adopted by the Agency’s Administrative Board in October 2004. It can be downloaded from the EMSA website: www.emsa.europa.eu

² EMSA’s Action Plan for HNS Pollution Preparedness and Response as adopted by the Agency’s Administrative Board in June 2007. It can be downloaded from the EMSA website: www.emsa.europa.eu

³ ‘Regional Agreements’ refer to the agreements signed by countries around a particular sea area to, amongst other activities, plan for pollution preparedness and coordinate responses in case of a large-scale marine pollution incident.



Salina Bay, EMSA pollution response vessel, on the site of the Costa Concordia grounding to assist with salvage operations. The Salina Bay (pictured above and below, to the right of the Costa Concordia) is equipped with several oil recovery systems, such as booms, skimmer, sweeping arms and a dedicated radar slick detection system.

5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

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

These pollution response vessels can be seen as a “European tier” to provide assistance to coastal states. Following a request for assistance from an affected State, via the EU Civil Protection Mechanism’s Monitoring and Information Centre (MIC), the Agency can provide at-sea oil recovery services through its Network of Stand-by Oil Spill Response Vessels and equipment stockpiles.

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



- ▶ Be put under the operational command of the affected Member State;
- ▶ Be provided in a cost efficient manner;
- ▶ Utilise “state of the art” at-sea oil recovery technology.

In order to provide a similar risk based level of at-sea oil recovery service to all coastal Member States, the Network of Stand-by Oil Spill Response Vessels has expanded over the last six years to broadly cover the whole of the EU coastline. The current Network at the disposal of Member States allows for the simultaneous mobilisation of up to sixteen fully equipped vessels equating to a combined recovery oil storage capacity of over 58,000 m³. The storage capacity of the individual vessels ranges from 1,334 to 7,458 m³, the average being 3,600 m³. In

line with the Agency's objective of providing a "reserve for disasters", the vessels are significantly larger than those typically operated by Member States. By the end of 2012 eighteen fully equipped ships will be under contract with the Agency.

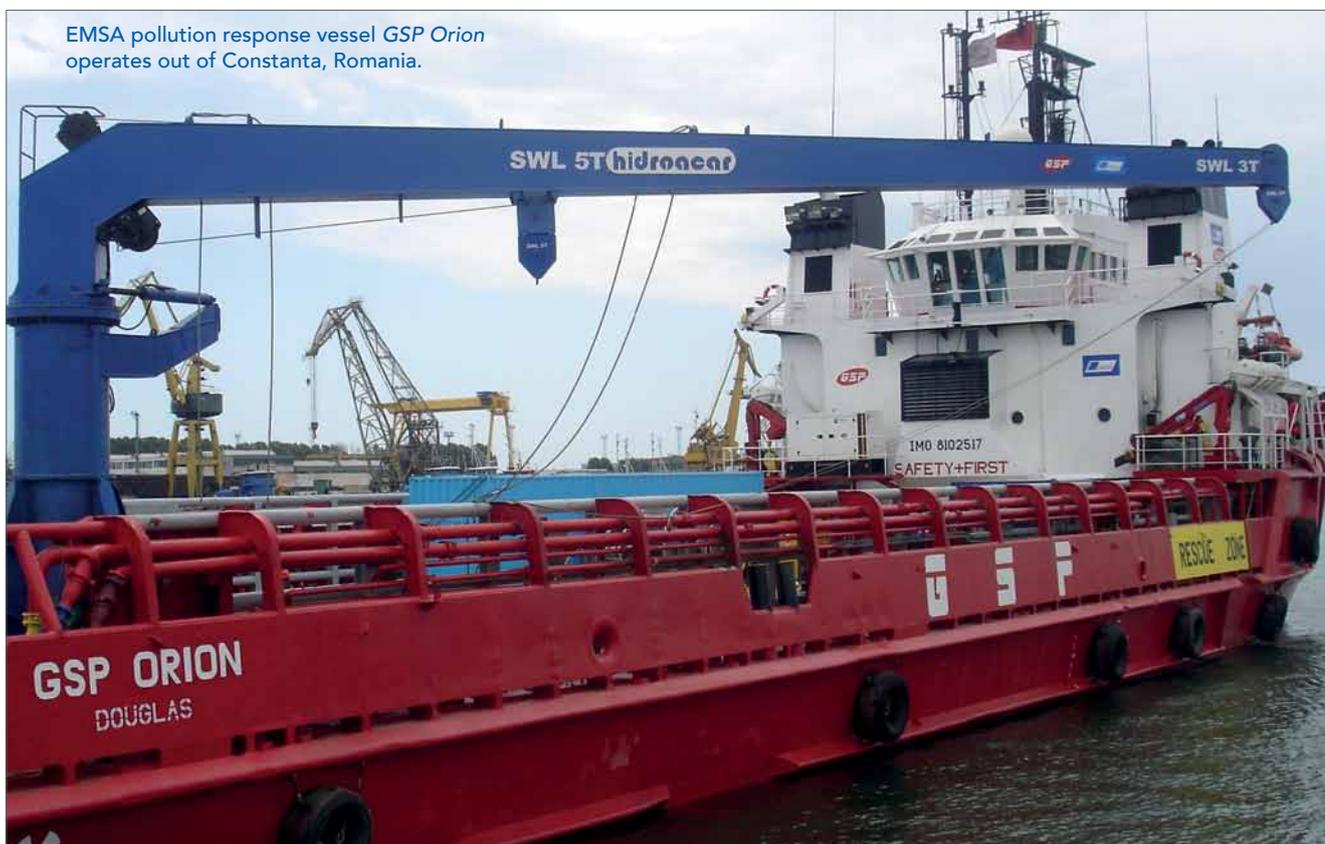
In the course of 2012, the vessels contracted in 2011 will be brought into operation. Two contracts provide coverage for new areas (Black Sea and the Western Mediterranean Sea) and two contracts will replace those due to expire without the possibility of further renewal (the Southern Baltic Sea and the Central Mediterranean Sea). The new and replacement vessels were procured through a single tender procedure, composed of five different lots.

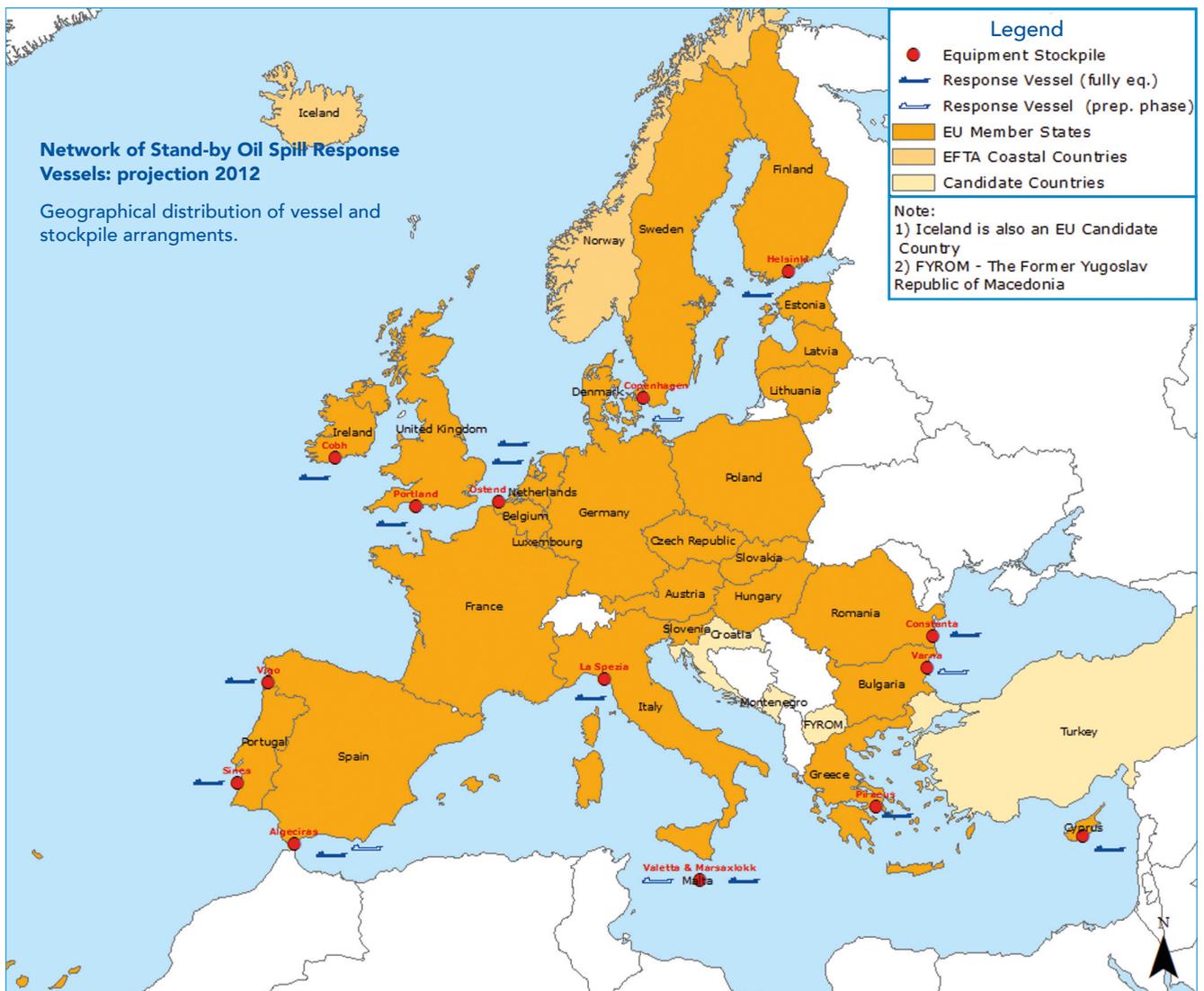
In parallel, a priority is to keep the Network up and running, and reinforce it as deemed appropriate in view of the evolving risk of oil transport at sea. An important activity for 2012 will be the review undertaken in relation to those contracts signed at the end of 2009 for the Channel/Atlantic and the Northern Baltic Sea, to provide oil spill recovery services for the period 2010-2012. An in-depth performance review will be carried out and a decision will be

taken either to renew the contracts for an additional three years, or to launch a new procurement process for establishing an equivalent service with an alternative provider. In this context due attention will be paid to technical innovation and research regarding oil response techniques.

Two previously renewed contracts, for the East Mediterranean and the Southern Atlantic coast, will expire in early 2013, having reached their maximum period of duration. It is therefore intended to establish replacement capacity for these areas. Accordingly, tendering for replacement capacity will be carried out in 2012 within the context of the operational coverage provided across the whole Network. The vessel tender launched to provide coverage in the Bay of Biscay area was unsuccessful in 2011, therefore the tender process should be repeated in 2012. Furthermore, consideration will also be given to providing additional coverage in another area which has been identified as requiring further strengthening: the West Mediterranean Sea. It is the intention to launch in 2012 a procurement procedure for both aforementioned areas. If successful, one contract would be awarded in 2012, and one in early 2013.

EMSA pollution response vessel *GSP Orion* operates out of Constanta, Romania.





5.1.1 GEOGRAPHICAL DISTRIBUTION OF THE NETWORK

The Baltic Sea

The ice-breaker Kontio has a recovered oil storage capacity of 2,033 m³. During the ice-breaking season, approximately 140 days a year, the vessel operates in the Gulf of Bothnia with the equipment stockpile based in the port of Oulu, Finland. For the remaining part of the year the equipment and vessel is located in Helsinki, Finland.

As indicated earlier, the Southern Baltic Area was re-tendered during 2011. The associated contract was concluded to make the vessel OW Copenhagen (4,450 m³) available for the next 4 years in this area. The main activity of the vessel is bunkering off Copenhagen, outside the port where the equipment will be stored.

The North Sea

The North Sea is covered by an arrangement of two hopper dredgers trading sand along the Belgian and Dutch coastlines. The Interballast III (storage capacity: 1,886 m³) and DC Vlaanderen 3000 (storage capacity: 2,773 m³) are stationed in Ostende, Belgium. The contract for this arrangement expires in mid-2012 with potential for renewal for an additional three years.

Atlantic Coast

The following vessel arrangements are in place along the Atlantic coast:

- ▶ The bunker tanker Sara (storage capacity: 6,658 m³), which, along with an equipment stockpile, is based in Portland, UK;
- ▶ The supply ship Ria de Vigo, which has an on board storage capacity 1,522 m³ and operates out of Vigo, Spain;

- ▶ The vessel Bahia Tres operating out of Sines, Portugal (storage capacity: 7,413 m³); and,
- ▶ The arrangement of three tanker vessels (Mersey Fisher, Galway Fisher and Forth Fisher) based out of Cobh, Ireland, each with a storage capacity of between 4,754 m³ and 5,028 m³.

Mediterranean Sea

One contract for Central Mediterranean expired at the end of 2011. As a result of the 2011 tender round, the vessel Balluta Bay (2,800 m³) was contracted in Malta with the equipment permanently onboard. In parallel, the response capacity in the Mediterranean Sea was reinforced with the conclusion of one additional new contract in Algeciras to make the bunker tanker Monte Anaga (4,000 m³) available for the next 4 years.

The contract for the vessel Santa Maria (Central Mediterranean), based in Malta, will expire in the beginning of 2013 without the possibility for a further extension. A new tender round will be conducted in 2012 to replace the vessel.

The whole Mediterranean Sea will also be served by four other vessels: the Alexandria based in Cyprus (storage capacity: 7,458 m³); the Bahia Uno, based in Algeciras, Spain (storage capacity: 3,800 m³); Salina Bay based in La Spezia, Italy (storage capacity: 2,800 m³); and Aktea OSRV based in Piraeus, Greece (storage capacity: 3,000 m³).

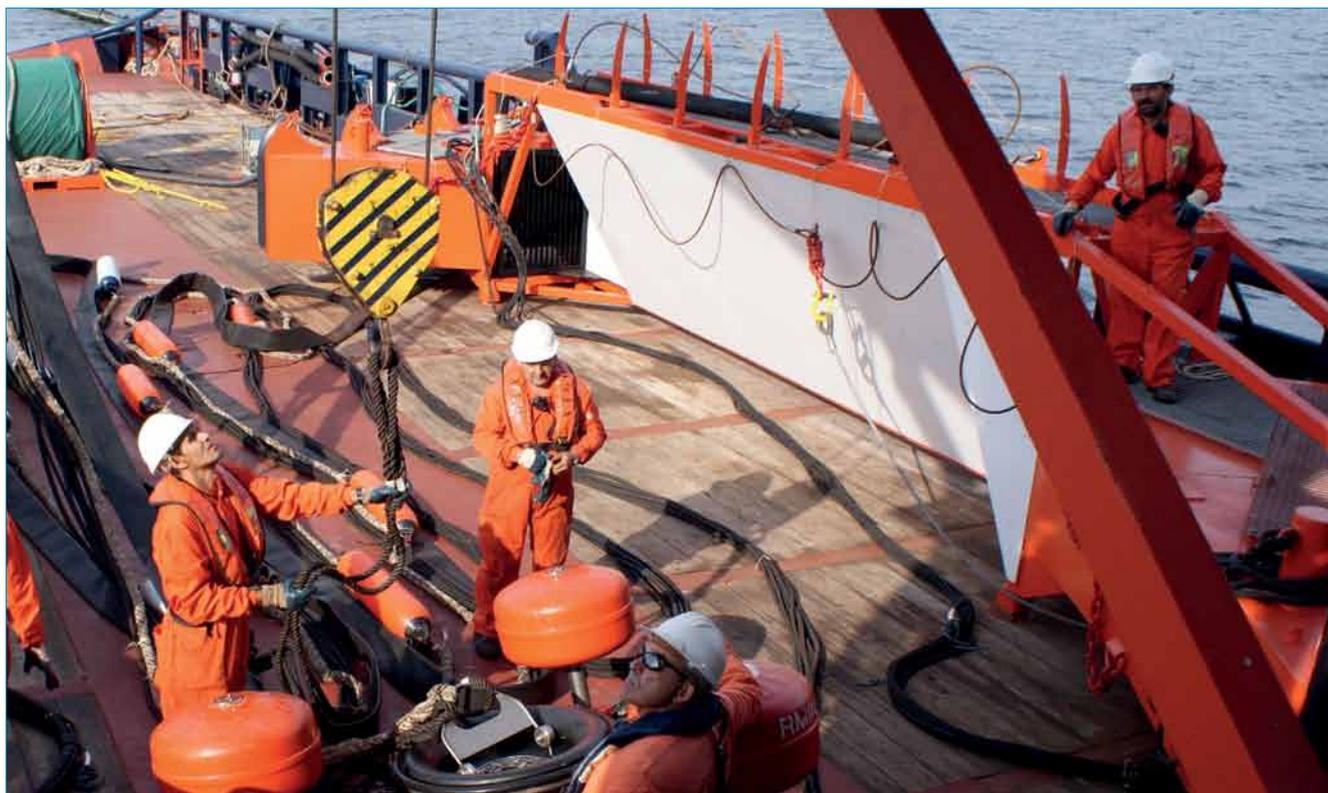
From 2012, the combined net storage capacity under contract for the Mediterranean Sea will reach 25,000 m³.

The Black Sea

In 2011, the three year contract for the vessel GSP Orion, operating out of Constanta, Romania (storage capacity: 1,334 m³) was renewed for an additional 3-year period.

A new contract with the supply vessel Enterprise (1,374 m³) was signed for the Black Sea in 2011 in order to reinforce this high risk area. Oil transportation through the Black Sea and the East Mediterranean, where important pipelines feed out of Russia and the Caspian area, poses a serious risk. The new vessel will be pre-fitted to enter into operational service by mid-2012. This will bring the net storage capacity for this region to 2,700 m³.

An extensive programme of drills and exercises ensures that vessels, equipment and teams are always in ship shape. A skimmer and sweeping arm (below) and a high capacity transrec skimmer (below right) during exercises on the Ria de Vigo, operating from Vigo, Spain.





5.1.2 MAINTAINING AND ENHANCING THE NETWORK

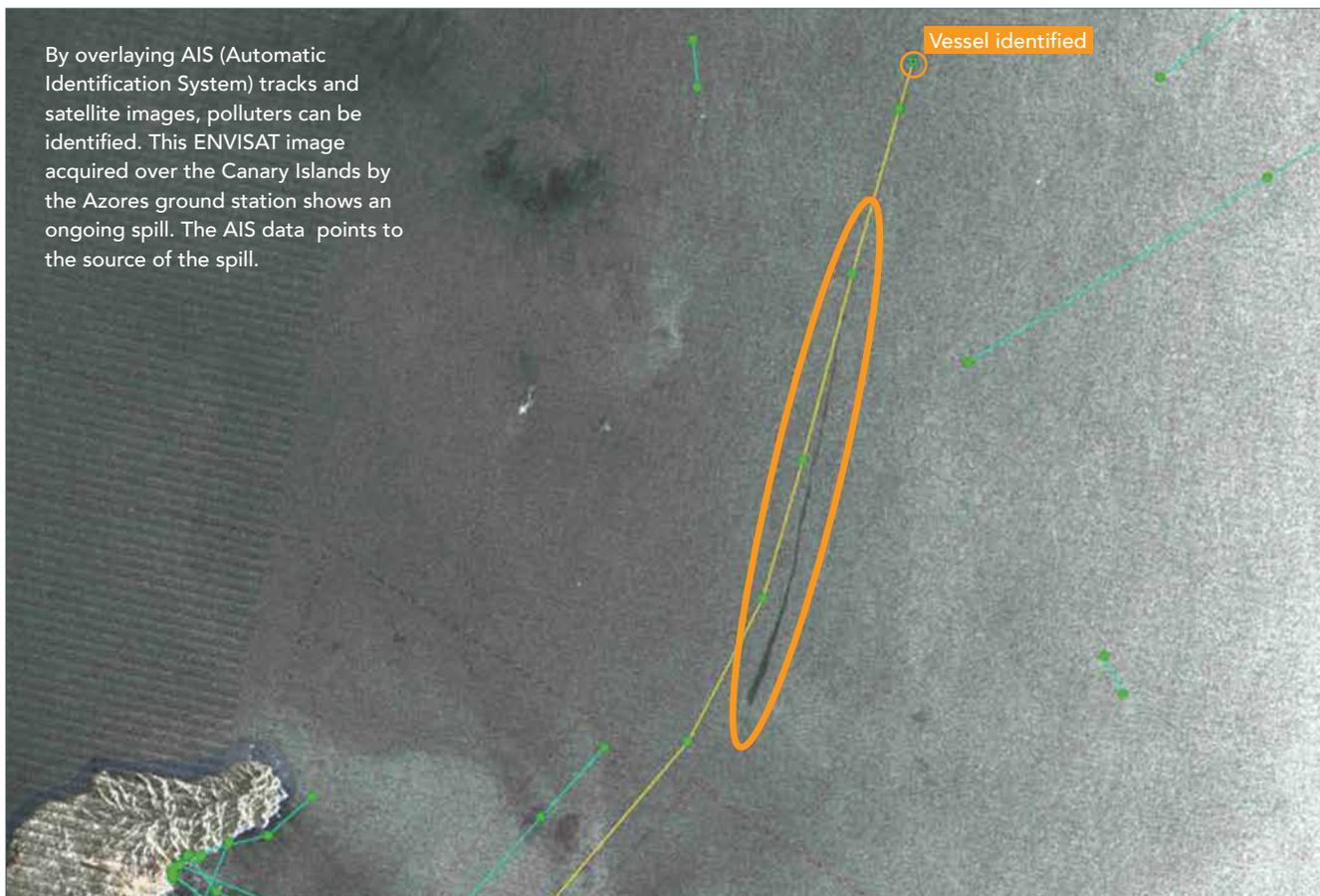
Ensuring continuous high quality of the contracted service remains an important parallel activity. The service level of the network will be maintained through an extensive programme of drills and exercises. In principle, each arrangement (vessel) undertakes up to four drills per year in conjunction with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



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

It is equally important to strive for continuous innovation and improvement of the performance of the oil pollution response network. The various elements of the system are therefore periodically reviewed, and upgrades undertaken when possible, in order to ensure that the Network is adapted in light of the most recent technical developments in the field. In 2011 an in-depth analysis of the technical capacities of the equipment available in the Network was carried out, identifying potential improvement projects to be implemented. In 2011 budgetary commitments were made for two of the improvement projects identified: a new high capacity skimmer to be installed on the vessel located in Piraeus (Aktea OSRV) and a new set of rigid sweeping arms to be added to the stockpile in Cobh, Ireland, allowing for a second fully equipped vessel (under contract with James Fisher Everard). These two projects will be finalised in 2012. A second round of improvements is expected to be carried out in 2012.

By overlaying AIS (Automatic Identification System) tracks and satellite images, polluters can be identified. This ENVISAT image acquired over the Canary Islands by the Azores ground station shows an ongoing spill. The AIS data points to the source of the spill.



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

Based on Directive 2005/35/EC, as amended by Directive 2009/123/EC, 'on ship-source pollution and on the introduction of penalties including criminal penalties for pollution offences', EMSA has been tasked to 'work with the Member States in developing technical solutions and providing technical assistance in actions such as tracing discharges by satellite monitoring and surveillance.' This is done primarily through the CleanSeaNet service, an oil spill monitoring and vessel detection service available to 26 EU Member States, candidate countries and EFTA States (hereafter referred to as coastal States). The CleanSeaNet service provides a variety of products, ranging from analysed satellite imagery to vessel detection, identification of possible polluters, and dedicated oil spill alerts (via email, phone and SMS).

The operational assistance provided by EMSA is threefold:

- ▶ Identifying and tracing discharges by satellite monitoring;

- ▶ Supporting the enhancement of the enforcement chain against illegal discharges;
- ▶ Monitoring accidental pollution in support of response activities.

In 2012, EMSA will build upon the recent experience gained with the [second generation of the CleanSeaNet service](#) to better fulfil the needs of the Member States in addressing ship source pollution. The second generation of CleanSeaNet has introduced a number of new features, such as permanent vessel detection, links with vessel tracking data, forecasting and backtracking models, optical images, and oceanography and meteorological information. The near real time⁴ delivery of images to users remains an essential characteristic of the service appreciated by the Member States. In addition to the regular alert system, and in order to maximise the likelihood of catching polluters in the act, authorities are now immediately alerted each time a possible ongoing discharge is detected in an acquired image.

⁴ Data which is received through satellite or electronic communication, and data for which initial processing is necessary, will always be subject to a small delay. Near Real Time implies that there is no significant delay. Analysed images and related information products from the CleanSeaNet services are available within 30 minutes of the satellite passing overhead.

Ways of [enhancing the efficiency of the enforcement chain](#), such as passing relevant information on suspected polluters to authorities responsible for inspection in the next port of call, will be further explored during 2012. Following a successful meeting on law enforcement practices in 2011, the Agency will continue to organise annual meetings with relevant enforcement authorities of the Member States to promote a harmonised approach when dealing with enforcement. The development of an EU Guidelines document for maritime pollution prosecution, planned for 2012, will be coordinated by EMSA.

The CleanSeaNet service uses images delivered by polar orbiting SAR satellites: the European Space Agency's ENVISAT, and the Canadian Space Agency's RADARSAT1 and RADARSAT2. In 2012 two other satellite networks, COSMO-SkyMed and TerraSAR-X, may be added to the CleanSeaNet service. In addition, the Agency will continue cooperation with ESA to define CleanSeaNet requirements for the Sentinel-1 mission, which is expected to be launched in 2013. EMSA plans to establish access to Sentinel-1 images as soon as the satellite becomes operational in order to reduce EMSA's dependence on ENVISAT, which has a limited remaining lifespan in orbit.

As some users have expressed a need for optical images to complement the SAR satellite images, in case of emergency or for monitoring pollution accidents, in 2012 the Agency will conclude a public procurement procedure for the purchase and processing of optical satellite images. This will be provided as an additional feature of the CleanSeaNet service, as well as an available source of information for integrated services which may require this type of data.

The [CleanSeaNet User Group](#), composed of user representatives from coastal States, will meet twice in 2012 to share operational experiences related to the service, to make recommendations for improvements and to identify best practices. The User Group can assist in evaluating the new services and providing active feedback. Feedback from the User Group ensures that the service continues to be aligned with the operational needs of coastal States. Specific training for duty officers and experts from coastal States will also be provided.

EMSA's participation in the EU funded project "Environmental Monitoring of the Black Sea basin: Monitor-

ing and Information Systems for Reducing Oil Pollution (MONINFO)" has been extended into 2012. Through the project, the Agency provides limited access to CleanSeaNet services to countries of the Black Sea region, thereby demonstrating the added value of satellite based oil spill monitoring systems.

CleanSeaNet is a recognised [Global Monitoring for Environment and Security \(GMES\)](#) service, and forms part of the GMES framework managed by the Commission. This enables EMSA to make use of available operational GMES data to complement the CleanSeaNet data sets provided to coastal States on a routine basis and on request. The GMES framework also provides the Agency with access to further radar and optical satellite imagery for covering emergency situations.

Taking into account the increased concerns at EU level regarding the safety of oil platforms, some preliminary discussions took place with the German Aerospace Centre (DLR) about monitoring oil platforms in the North Sea using the latest technological developments, in order to inform relevant authorities about potential spills. Within the context of existing budgets and contracts, the Agency would like to explore in cooperation with DLR to which extent CleanSeaNet can be used with minor adaptations for such an added value purpose. If feasible, a small pilot with limited scope could help to test and demonstrate this concept.

5.3 COOPERATION, COORDINATION AND INFORMATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Cooperation and Coordination

EMSA provides a platform for the exchange of information between Member State experts through convening the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). In 2012 the Agency will continue to support the work of the CTG MPPR across a range of technical and operational issues, as defined in the CTG MPPR Rolling Work Programme (e.g. workshops, reports, studies and training sessions) as well as the EMPOLLEX exchange programme for EU marine pollution experts.

At the regional level, the role of and contribution by the Regional Agreements and their associated fora in this field complements activities of the Agency in supporting Mem-

ber States. The Agency, as part of the European Union delegation, will continue to provide technical support to the Commission during relevant meetings (e.g. HELCOM Response, OTSOPA, etc.). Expected parallel actions include supporting and participating in any operational activities held under the umbrella of a Regional Agreement.

With respect to international fora, support will be provided to the Commission regarding the work of the IMO. This will include the participation in and active contribution to the IMO OPRC-HNS Technical Group as has been the approach to date.

Dissemination of information

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

The extensive use of oil spill dispersants during the response to the Deepwater Horizon incident in 2010 has triggered a worldwide discussion and review of the use of dispersants. In this context, work will continue in providing technical and scientific assistance to the Commission and Member States in the field of oil spill dispersant usage.

The Agency will continue to develop and update its inventory of marine pollution at-sea response policies and resources available in Europe, in line with the requirements of Regulation 2038/2006/EC.

The results of the study on the available discharge facilities in Europe for oil recovered at sea will be available in 2012. This addresses an important element of the response chain, which is essential for having efficient and continuous oil recovery operations at sea.

EMSA is a member of the [Interspill](#) Steering Committee. In this role EMSA will, along with the European oil spill industry trade associations, IPIECA and the Interspill supporters (Cedre, IMO, ITOPI, IOPC Funds), finalise the organisation of the 2012 Interspill Conference and Exhibition event in London (12-15 March 2012). The aim of the Interspill event is to promote the dissemination of information and best practice in the field of marine pollution preparedness and response.



Information about the characteristics and intrinsic properties of chemicals is crucial when addressing potential chemical pollution.

Supporting HNS marine pollution preparedness and response

The Action Plan for Hazardous and Noxious Substances (HNS) Pollution Preparedness and Response adopted by the Administrative Board in June 2007 provides the framework for the Agency's role and activities at the European level in the field of preparedness and response to HNS marine pollution.

The [MAR-ICE Network](#) (Marine Intervention in Chemical Emergencies) was established by EMSA in collaboration with the European Chemical Industry Council (CEFIC), and the Centre de Documentation de Recherche et d'expérimentation sur les pollutions accidentelles des Eaux (Cedre) in 2008. Following an evaluation in 2011, the service was renewed for an additional three year period. MAR-ICE is an information service for the intervention in marine chemical emergencies and will continue to be available for EU Member States, coastal EFTA States and EU candidate countries in 2012. It builds directly on the existing ICE network for road and rail transport. This emergency response service provides remote information and advice about the characteristics and intrinsic properties of a chemical substance involved in a marine incident to all EU Member States, coastal EFTA States and EU Candidate Countries. The MAR-ICE service has been used by Member States requesting information on chemical substances during HNS spills and pollution response drills. The development and publication of datasheets for marine chemical pollution response began in 2011 and will continue in 2012. These datasheets of substances frequently transported by ships will strengthen the MAR-ICE Network by providing concise information relevant to chemical spill response at sea.

Chapter 6

Administrative structure and horizontal tasks



CHAPTER
6

6.1 MANAGEMENT TEAM

The Agency is managed by its Executive Director. His duties and powers are defined in Article 15 of Regulation (EC) 1406/2002, which include:

- ▶ Preparation of the work programme, the detailed plan (Action Plan) for the Agency's pollution preparedness and response activities and related implementation;
- ▶ Preparation of the annual report;
- ▶ Deciding on the visits to Member States;
- ▶ Preparation of the budget requirements and accounts;
- ▶ Implementation the Agency's budget;
- ▶ Appointing authority for staff;
- ▶ Setting-up internal administrative instructions.

The Executive Director is also responsible for the implementation of the recommendations stemming from the 5-year evaluation, including the preparation of a strategy covering a 5-year period.

The Executive Director is directly supported by 3 Heads of Department, a policy advisor, a communications advisor, the accounting officer and an internal audit capability.

The Bureau of the Executive Director has a special responsibility in drafting and coordinating the documents and for internal and external communication.

Currently, the Agency has 9 units, under 3 departments:

- ▶ Department A: Corporate Services (Human Resources; Legal and Financial Affairs; IT and Operations Support)
- ▶ Department B: Implementation of the maritime safety and protection of marine environment acquis (Safety Assessments and Inspections; Ship Safety; Marine Environment, Training and Statistics)
- ▶ Department C: Operations (Pollution preparedness and response; Vessel traffic and reporting services; Satellite based monitoring services)

The Heads of Department support the Executive Director in managing and coordinating the day-to-day activities of their respective Departments, as well as in the management of the Agency as a whole.

The Agency's Internal Audit Capability will maintain its role of providing assurance and consulting services to help improve the operations of the Agency. He is further responsible for giving independent and objective opinions on the adequacy and reliability of internal control systems in place on the basis of minimum standards set out by the Administrative Board, and for making recommendations with the aim to improve the economy, efficiency and effectiveness of the Agency's activities.

The Executive Director, the Heads of Department and the Heads of Unit meet on a regular basis to monitor progress of the ongoing activities and projects through dedicated tools, and to discuss any outstanding issue of an administrative or technical nature.

In 2012 EMSA will continue to actively participate in the EU Agencies networks which meet regularly to discuss issues of common interest. Such networks include Heads of the EU Agencies, Heads of Administration as well as more specific networks in areas such as human resources, legal affairs, accounting, communication and ICT.

In 2012 the Agency will continue working on Key Performance Indicators and will concentrate efforts on the best possible use of existing resources and efficiency gains.

The Administrative Board, with representatives from all EU Member States, Iceland, Norway, Commission and Industry, plays a key role in planning and monitoring Agency activities, through the adoption of fundamental documents such as the multi-annual staff policy plan, the preliminary work programme, establishment plan and draft budget, the annual report, the final work programme and budget. In 2012 the Administrative Board will meet three times.



Member States have a key role to play in developing and guiding the content of EMSA's work. Administrative Board members bring the expertise and experience of their national maritime administrations to the table.



Heading into 2012 with 242 dedicated people. This figure includes everybody: temporary agents, officials, contract agents, seconded national experts and trainees.

6.2 HUMAN RESOURCES

Following the set-up of a central Human Resources database in 2009 and the implementation of two modules in 2010 (career development and leave management), the Human Resources sector will consolidate the implementation of additional modules planned for 2011, i.e. e-recruitment and mission management. In addition, the reporting of e-HR application and data for Protocol will be merged into the HR system.

Recruitment will be an ongoing activity for the Agency during 2012 to accommodate the growth in the Agency's activities.

The Agency will continue to offer traineeships to young university graduates, giving them the opportunity to become acquainted with the tasks of the Agency, as is the case in other EU bodies. The Staff Development Policy will be further implemented with a new focus on e-learning possibilities and enhanced use of in-house expertise for internal training purposes. In addition, following the adoption by the Administrative Board of new rules regarding Seconded National Experts, the 'National Experts in Professional Training' programme introduced in 2011 will be consolidated.

Continuous efforts will be made to complete the spectrum of implementing rules to the Staff regulation for officials and conditions of employment of other servants. Furthermore, the Agency intends to develop and implement a comprehensive internal mobility policy.

6.3 LEGAL AND FINANCIAL AFFAIRS, FACILITIES AND LOGISTICS

The Agency administers its budget under the provisions of its Financial Regulation which is based on a Framework Financial Regulation applicable to all EU Agencies. The principles and standards of public finance management are implemented by the Agency. It is annually audited by the European Court of Auditors.

The legal and financial affairs unit is continuously improving and updating its manuals, templates and checklists in order to improve efficiency and assist operational units. Measures to simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness will continue to be pursued.

Training for all financial actors will continue in order to ensure utmost quality in finance and contract management, as well as in the field of procurement.

In the field of Facilities and Logistics, in addition to the continuous maintenance of the office building and provision of internal services, measures to further increase the energy efficiency of the EMSA headquarters building will be pursued.

6.4 OPERATIONS SUPPORT (ICT)

With EMSA's Maritime Applications all hosted in house, the ICT focus has shifted from start-up and migration challenges to operational and security challenges and striving for continuous improvements in performance and quality. The overall task in 2012 will be to **ensure efficient, reliable, stable and secure operations with the smooth releases of application/infrastructure enhancements, new applications and pilots**, in line with EMSA's rapidly changing ICT landscape.

EMSA has become a major ICT hosting centre for European and global maritime applications. It runs production, pre-production, training and test environments for all of its major applications and operates, maintains and continually enhances a portfolio of data centres, maritime applications, maritime databases, the package of processes and systems to operate the 24/7 Maritime Support Services, and the associated hardware, backup, communications and security systems.

Specific focus areas will include further harmonisation and consolidation of ICT Operations and Security related processes. The goal is to develop one standard set of the most frequently used processes (e.g. 24/7 ICT monitoring, support, business continuity, application lifecycle and security management) for all Maritime Applications.

Depending on pilots taking place in 2011, the process harmonisation activities could result in 2012 in the adoption of the ISO Standards 20000 (IT Service Management) and 27000 (ICT & Information Security) and a project aiming at ISO rollout at EMSA with a view to certification against those standards in 2013.

EMSA also provides advanced ICT services to its staff. Following migration to Office 2010 during 2010 and migration to Windows 7 in 2011, many further improvements are possible including rollout of collaborative document authoring and editing, an enhanced Electronic Document Management System and better remote access to EMSA's ICT resources.

6.5 COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

In 2012, EMSA will continue its efforts to further advance **communication with external stakeholders**, and the website will consolidate its role as the core platform for access-

ing information about EMSA. More working documents will be accessible online, and more general information will be available for the wider public on the website. The focus for 2012 will be on updating information available on the Agency's web portal.

Participation in targeted maritime related public events and exhibitions, sometimes in cooperation with other EU bodies, will continue. For example, the Agency will continue to support the EU Maritime Day initiative and the Interspill Conference planned for March 2012.

In coordination with the Commission services, EMSA will regularly keep the public and media informed of the latest developments in operational services, as well as provide information on progress and findings related to maritime safety, based on the work of the Agency. In close coordination with the Commission's spokesperson's service, EMSA will provide up to date information to the Commissioner and to the relevant Directorates General on items that are of interest to the general public and industry. Meetings with the European maritime press corps may take place in order to present the work of the Agency and help raise awareness of EMSA's work. In this respect, during 2012, the Communication cell will continue to invite specialised journalists on board EMSA's oil spill response vessels while they are carrying out drills.

Ongoing core activities in the field of information and communication include the publication of annual/periodical documents such as the work programme, the annual report, the monthly newsletter and other reports.

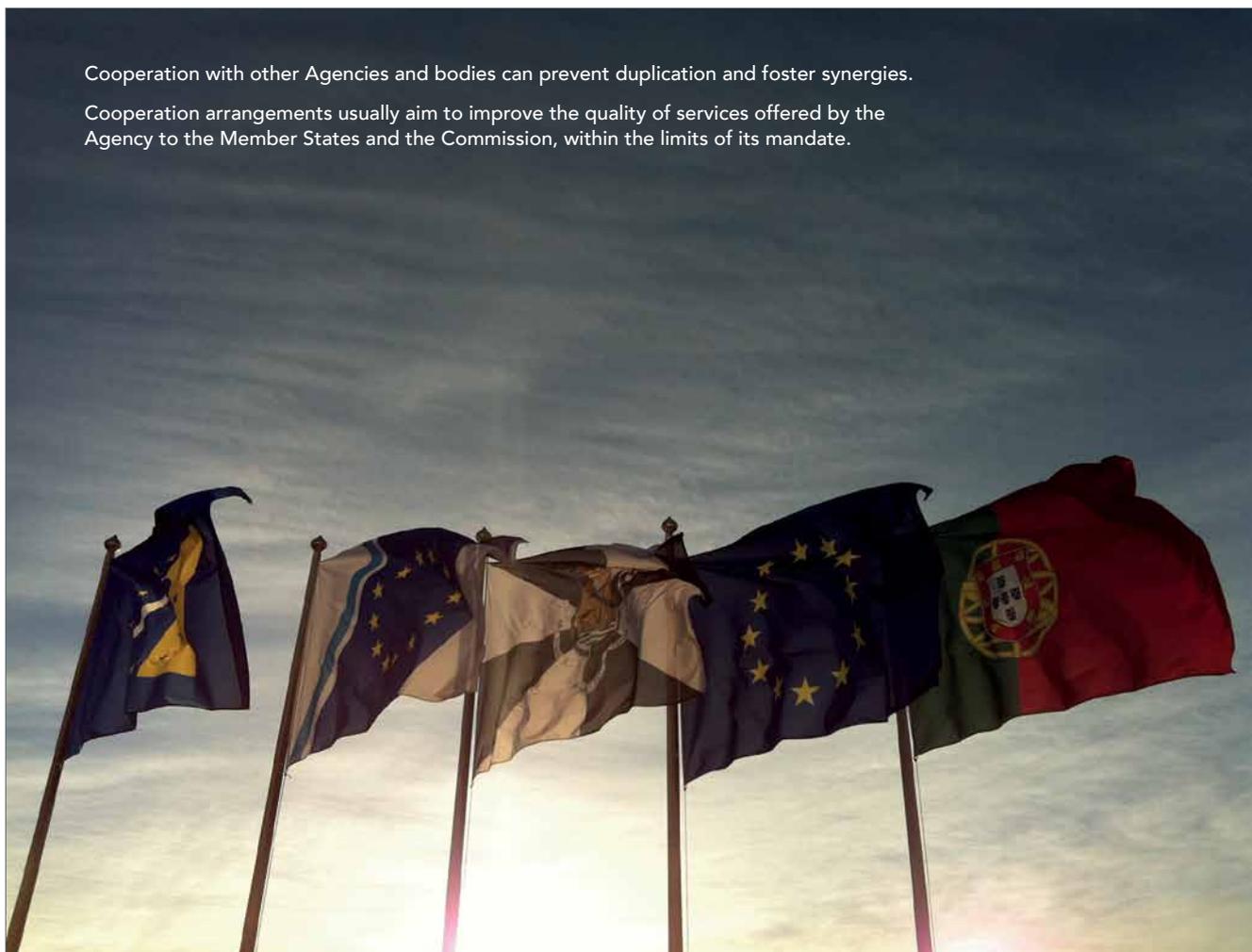
Responses to general and specific enquiries will continue to be ensured. Regular reports containing statistics and other data that have been collected by EMSA are also planned, and will be disseminated to give an overview of the state of play in terms of maritime safety in the European Union.

Besides the traditional printed material, the number of audio-visual presentations, available through the EMSA website, will be further developed in order to ensure consistent and up to date information concerning the Agency.

The Agency's intranet, which now gathers almost 240 potential users, will play a critical role for internal communication. Following the developments launched in 2011,

Cooperation with other Agencies and bodies can prevent duplication and foster synergies.

Cooperation arrangements usually aim to improve the quality of services offered by the Agency to the Member States and the Commission, within the limits of its mandate.



the extranet will be exploited further to become a key vector for all types of internal communication.

Maritime safety experts and other interested parties will continue to attend training sessions, workshops and other meetings at EMSA headquarters. It is expected that these activities will build on the contribution already made to maritime safety by exchanging best practices. The [events team](#) of the Agency will continue to ensure the smooth and efficient organisation of such meetings.

Support to the Agency and its staff in the field of privileges and immunities will continue on the basis of the Protocol between the Government of the Portuguese Republic and the European Maritime Safety Agency covering the relations between the Agency and Portugal (Seat Agreement), which lays down the rights, privileges and immunities of the Agency and its staff.

6.6 COOPERATION WITH OTHER AGENCIES AND BODIES

Cooperation with other Agencies and bodies is one of the tools used by the Agency to avoid duplication of work and foster synergies in its relevant fields of activity. The working relationships developed by the Agency with different bodies at technical level confirm that EMSA is considered a useful and reliable partner.

In most cases the final objective of these cooperation arrangements is to improve the quality of services offered by the Agency to the Member States and the Commission, within the limits of its mandate. Various arrangements established by the Agency relate also to exchange of information and data, relevant in the field of maritime safety, maritime surveillance, prevention of pollution from ships, and pollution preparedness, detection and response.

MAIN AGREEMENTS AND DECISIONS			
PARTIES INVOLVED	TYPE OF ARRANGEMENT	DATE	CONTENTS
EMSA – other LRIT Data Centres National Data Centres: Brazil, China, Panama, Russia, South Korea, Turkey, Ukraine, United States Regional Data Centres: Pacific Companies representing Data Centres: CLS, FULCRUM, Pole Star	Contract concerning the provision of and payment for LRIT information	Various dates according to participating third country	Sets out the financial obligations of the Parties resulting from the exchange of LRIT information between them.
EMSA – ESA (European Space Agency)	Agreement	2/7/2010	Agreement between EMSA and ESA to cooperate concerning the development and operational use of space-based systems, data and techniques in support of maritime activities, such as maritime safety, security, surveillance, and combating ship source pollution, and concerning the support to the implementation of European Union policies related to these fields.
EMSA – Danish Maritime Safety Administration	Service level Agreement	21/3/2011	Hosting, maintenance and operation of the HELCOM and the North Sea regional AIS Regional Servers and their connection with SafeSeaNet.
EMSA – Italian Coast Guard	Service level Agreement	21/3/2011	Hosting, maintenance and operation of the HELCOM and the Mediterranean Regional Server and its connection with SafeSeaNet.
EMSA – IMSO (International Satellite Organization)	Services Agreement	27/5/2009	Sets out the rights of IMSO to audit, review and ensure EMSA's observance of the obligations in relation to LRIT within the legal framework established by IMO.
EMSA – CEDRE (Centre de documentation, de recherche et d'expérimentations sur les pollutions accidentelles des eaux) – CEFIC (European Chemical Industry Council)	Memorandum of Understanding	17/10/2008	Establishment of EMSA "M-ICE service" for HNS marine pollution emergencies.
EMSA – Equasis Supervisory Committee	Decision	19/6/2008	As from 1 January 2009 EMSA manages the Equasis system.
EMSA – EFCA (European Fisheries Control Agency)	Service Level Agreement	17/6/2008	EMSA will provide services of the Internal Auditor to the EFCA. Per calendar year a total of +/-60 days of service is foreseen.
EMSA – IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities)	Decision by the IALA Council	1/6/2008 (effective on)	Associate Membership.
EMSA – Interspill (UK Spill, NOSCA, SYCOPOL, SRGH, IPIECA)	Agreement	16/11/2007 (signature of EMSA) 19/2/2008 (last signature)	Agreement between the European Oil Spill industry trade associations, IPIECA and EMSA to hold the Interspill series of Conferences and Exhibitions.
EMSA – JRC (Joint Research Centre) of the Commission	Memorandum of Understanding Followed by different Service Level Agreements (CleanSeaNet, EMCIP)	13/3/2007	Support to set up operational capabilities by means of systems, software, training and participation in projects; exchange of data.
EMSA – Paris MoU (Paris Memorandum of Understanding on Port State Control)	Agreement	30/1/2006 16/9/2010	Agreement on updating SafeSeaNet with Information on Banned Vessels / Agreement on EMSA as technical database manager for THETIS.
EMSA – EU NAVFOR	Technical Agreement	20/03/2011	MarSurv service.

Cooperation with other Agencies may also aim to rationalize the use of resources: this is the logic followed for instance for the Service Level Agreement between EMSA and the EFCA in Vigo, for which the Agency will continue to provide Internal Auditor services. Newly created Agencies (ACER, Financial Agencies) have also requested the support of the EMSA Accounting Officer and Internal Auditor to assist with the start-up phase.

EMSA joined IALA - the International Association of Marine Aids to Navigation and Lighthouse Authorities - as an associate member as from June 2008. In 2012 the Agency will continue to actively contribute to the on-going discussions on e-navigation and vessel traffic services in this international forum.

As agreed by the Equasis Supervisory Committee (see Section 3.7) on 19 June 2008, the Agency will continue to be in charge of managing the Equasis information service.

Since 2009, EMSA started attending the International Mobile Satellite Organization (IMSO) meetings as part of the Commission delegation to follow up developments of maritime satellite services provided by IMSO, as LRIT Coordinator. Following the signature of the Memorandum of Understanding between the Commission and IMSO in July 2010, EMSA will continue to participate as part of the Commission delegation.

In 2011 two Service Level Agreements were renewed (with the Italian Coast Guard and with the Danish Maritime Administration) for the hosting, maintenance and connection of the AIS regional servers and the SafeSeaNet system.

Building on cooperation initiated in 2008, the Agency continues to work with FRONTEX providing support for maritime surveillance, as described in Chapter 4.5. Subject to securing external financing and agreeing a Service Level Agreement, tailor-made support will be defined and further tested, contributing to EU border surveillance.

Under this cluster of activities, the recruitment of 1 additional staff is foreseen for the ICT team in order to meet the hosting requirements of maritime applications.

Chapter 7

Possible new tasks subject to the adoption of the proposal for amending Regulation 1406/2002

CHAPTER

7



This Chapter has been drafted without prejudice to the ongoing discussions on the revision of the EMSA Founding Regulation. It is included in this Work Programme in order to outline possible developments that could affect the Agency's work in 2012. The contents remain indicative notwithstanding the adoption of this Work Programme and will be aligned as appropriate to the outcome of the legislative procedure.

INTRODUCTION

On 28 October 2010 the Commission presented a proposal¹ to amend the Agency's Founding Regulation, in order to clarify existing tasks and extend the current mandate (which is: maritime safety and protection of marine environment against pollution originating from ships) to related areas where EMSA could add value.

The central idea is that it would be economically efficient to make broader use of the specific expertise that has been built up in EMSA, where such expertise can be applied to support other policy objectives in related fields such as Short Sea Shipping or combating oil pollution originating from offshore installations. Whilst preparatory pilot projects have been initiated in some cases (e.g. the Blue Belt pilot project to support Short Sea Shipping), the possible shift from an exploratory phase to the provision of a permanent service would require a broader definition of EMSA's legal mandate.

The revision is based on the Agency's external evaluation of March 2008 and related recommendations of the Administrative Board, and the EMSA 5-year strategy adopted by the Administrative Board in March 2010.

Discussions are ongoing at Council and European Parliament level. At the time of writing, the Council has issued a General Approach and the rapporteur of the European Parliament's Transport Committee has prepared a Draft Report. MEPs from the Transport Committee have also proposed amendments. Some of the possibilities emerging from this process are reflected in this chapter. Subject to the outcome of the legislative procedure, the Agency may be asked to perform some additional tasks, as presented in this chapter.

¹ COM (2010) 611 of 28 October 2010: Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

7.1 POSSIBLE NEW TASKS

7.1.1 ASSISTANCE TO STATES APPLYING FOR ACCESSION TO THE UNION, TO EUROPEAN NEIGHBOURHOOD PARTNER COUNTRIES AND TO COUNTRIES TAKING PART IN THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL

In accordance with its current mandate, EMSA provides training on EU maritime legislation and operational services to EU Member States, in particular in the fields of Port State Control, oil pollution response (EMSA operates 16 oil pollution response vessels and CleanSeaNet) and traffic monitoring (SafeSeaNet, LRIT).

Participating EFTA States (Norway and Iceland) also benefit from these services.

In addition, candidate and potential candidate countries² can be provided with similar assistance under certain conditions.³

In practice, under the current Founding Regulation, the Agency provides assistance to candidate and potential candidate countries in the form of training on the implementation of relevant EU legislation. Moreover, the Agency provides limited ad hoc assistance within the framework of the existing cooperation projects for European Neighbourhood partner countries⁴ in the form of technical assistance (information days, tutoring project on Port State Control, etc.).

The amendment to the Agency's Founding Regulation could formalize and widen this area of activity.

If this approach is chosen by the co-legislators, from 2012 the Agency's role may be increased in terms of technical assistance and development of operational projects, in order to promote adequate levels of maritime safety, maritime security and protection of the marine environment

² Candidate Countries: Croatia, Iceland (covered already as EFTA Country), the former Yugoslav Republic of Macedonia, Montenegro, Turkey; Potential Candidate Countries: Albania, Bosnia and Herzegovina, Kosovo under UN Security Council Resolution 1244, Serbia.

³ Article 2 (g) of Regulation 1406/2002 states that "In the course of negotiations with States applying for accession the Agency may provide technical assistance as regards the implementation of Community legislation in the field of maritime safety, maritime security and prevention of pollution by ships. The Agency may also provide assistance in case of accidental or deliberate maritime pollution in the field of civil protection established by Decision 2001.792.EC Euratom. These tasks shall be coordinated with the existing regional cooperation programs and shall include, where appropriate, the organisation of relevant training activities".

⁴ The following countries are covered by the European Neighbourhood Policy: Algeria, Israel, Occupied Palestinian Territory, Armenia, Jordan, Syria, Azerbaijan, Lebanon, Tunisia, Belarus, Libya, Ukraine, Egypt, Moldova, Georgia, Morocco.



ENVISAT image entitled "United Europe"

Non-EU countries border the semi-enclosed seas surrounding the EU.

Large spills in the waters of neighbouring countries around the Baltic, Black and Mediterranean Seas could easily impact the coastline of EU Member States surrounding the same sea area.

The geographical scope of the pollution response services could be extended accordingly.

in relevant sea basins, such as the Mediterranean and the Black Sea, and elsewhere.

More in particular the Agency may be tasked to provide relevant training also to all European Neighbourhood Policy (ENP) countries and countries taking part in the Paris Memorandum of Understanding of Port State Control.⁵

The two main EU funded projects in this area (SAFEMED for the Mediterranean and TRACECA for the Black Sea) could, in their next generation, offer the practical and financial framework to implement the proposed assistance to ENP countries. Direct management by the Agency of these projects, mainly focused on training, would be beneficial for the ENP countries and the EU budget.

The ENP's maritime administrations would benefit from the solid portfolio of training sessions that the Agency has developed based on international and EU maritime safety, security and pollution prevention legislation. Another important aspect of these projects would be to enhance

⁵ Non-EU Member States or non-EU Candidate Countries part of the Paris MoU are: Canada and the Russian Federation.

cooperation between these countries and EU Member States and learn from their experience.

Furthermore, the pollution response services managed by the Agency (CleanSeaNet and the network of standby oil spill response vessels) could be made available, upon request by the Commission, to top-up the response capacity of these non-EU countries, according to their preparedness, under conditions that are analogous to those applied to Member States, and taking into account any regional, sub-regional or bilateral arrangements. Given that non-EU countries border the same semi-enclosed seas surrounding the EU, it would make sense to extend the geographical scope of the pollution response services accordingly. Large spills in the waters of neighbouring countries around the Baltic, Black and Mediterranean Seas could easily impact the coastline of EU Member States surrounding the same sea area.

An extension of the CleanSeaNet service and the oil recovery vessel services to neighbouring countries sharing sea basins with EU Member States would require a number

of steps. Certain aspects, such as liability implications, contractual arrangements, conditions under which services could be provided to non-EU countries, will need to be further clarified.

Whatever the level, type and conditions of service agreed, officials of the relevant states would need additional training and support. This would include, for example, training in the use of the CleanSeaNet service and support to establish similar mobilisation procedures for vessels to those that are in place in EU Member States.

7.1.2 POLLUTION RESPONSE: EXTENSION TO MARINE OIL POLLUTION CAUSED BY OIL AND GAS INSTALLATIONS

For pollution response it has been proposed to broaden the pollution response task to include offshore installations. EMSA would be tasked to provide additional means to respond not only to pollution originating from ships, but also to marine oil pollution caused by oil and gas installations, without prejudice to the responsibilities of coastal States and possible cooperation between Member States.

As **offshore installations** are also operational in and around Europe, the Deepwater Horizon accident has raised concern over whether European State Administrations and industry are operating, maintaining, monitoring and

regulating these installations in such a way that the risk of incidents is minimised. European capability to respond to a major oil spill caused by an explosion, blow-out, well rupture or the sinking of an offshore installation was questioned. EMSA has been identified as an EU body which could provide, on request, substantial response assistance to the EU Member States in case of a substantial pollution incident.

In principle EMSA is able to provide such support with its current means. The Commission has made it clear that it will not propose to modify EMSA's current multi-annual financial framework for pollution response. However the location and design of the currently contracted vessels is a result of an evaluation of the oil trade patterns around Europe. The Agency did not take into consideration the locations and specific challenges that might arise from offshore installation spills. The following issues would need to be addressed:

- ▶ Offshore platforms often produce mixtures of oil and gas. The properties of these highly flammable or explosive mixtures need to be considered in the operation of offshore facilities. Some of the EMSA vessels would not be able to respond to recover fresh oil until the lighter fractions had evaporated and the flashpoint had dropped to < 60°C.



Sounding the alarm: Deepwater Horizon raised concerns over offshore-related risks and response capabilities in European waters.

► Platform spills, especially well blowouts, can differ substantially from ship sourced oil pollution. One of the most obvious reasons for this is the potentially much larger quantity of oil spilled and the potentially longer (continuous) release of oil, if the leakage is difficult to stop. In this light, contractual arrangements need to be reconsidered.

► The oil spill response techniques adopted in response to tanker and vessel spills as opposed to platform spills do not vary significantly. However some considerations must be made with regard to the viscosity and the thickness of the oil which has already spread. The oil may be entrained or emulsified more easily before reaching the surface thus increasing the volume of the oil pollution (oil plus emulsion) and potentially complicating the mechanical recovery due to an increase in the viscosity. The impact on the type of assistance the Agency can provide should be studied.

It may also be possible to extend elements of the CleanSeaNet service in order to monitor spills from offshore installations, at the request of affected Member States.

In 2012, should the above approach be endorsed by the co-legislators, the Agency will start working on the possible extension of the pollution response activities to also cover offshore installations.

7.2 POSSIBLE NEW TASKS IN RELATED POLICY FIELDS

The expertise and operational systems developed by the Agency through performing its core business in the field of maritime safety and pollution prevention and response may be useful for EU activities in other “policy related” fields at present under development.

In so far as the Agency has established and recognised expertise and tools that can add value, it could be called upon to assist the Commission and the Member States in fields not strictly limited to maritime safety and pollution response, but rather related to completion of the Internal Market for shipping, facilitation of logistics and alleviation of administrative procedures, and to relevant environmental and information sharing projects and policies linked to the maritime sector.

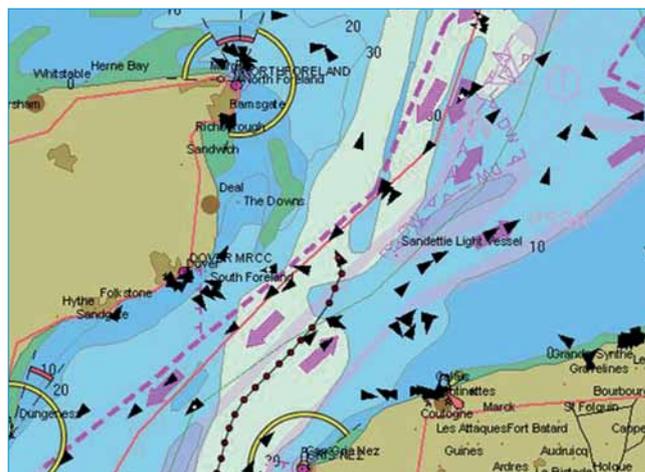
Subject to the revision of the Founding Regulation, and depending on developments within the respective policies and projects, work could be undertaken in 2012 in the following areas:

7.2.1 POLICIES AND PROJECTS RELATED TO COMPLETION OF THE INTERNAL MARKET FOR SHIPPING: PORT REPORTING FORMALITIES DIRECTIVE, BLUE BELT PILOT PROJECT AND THE e-MARITIME INITIATIVE

Port Reporting Formalities Directive: In 2010 the EU adopted Directive 2010/65/EU (repealing Directive 2002/6/EC) on reporting formalities for ships arriving in and/or departing from ports of the Member States (otherwise known as the **Port Reporting Formalities Directive**), aiming to “simplify and harmonise the administrative procedures applied to maritime transport by making the electronic transmission of information standard by rationalising reporting formalities.” The Directive lists fourteen reports, deriving from international and EU legislation, which have to be submitted by ships to national authorities in EU Member States. The deadline for the electronic data transmission for all reporting formalities through a single window is June 2015.

The implementation of this Directive has considerable implications for the activities of Member States. The level of EMSA’s involvement depends on the adoption of the Commission’s proposal regarding the Founding Regulation, since the scope of the Port Formalities Directive is largely outside the field of maritime safety and protection of the marine environment. In addition to the work described in Section 4.1.1 EMSA may undertake work with the SafeSeaNet community on possible other messages relevant for the maritime authorities dealing with safety, security and marine environment.

Avoiding duplication: SafeSeaNet will be the platform for two new reports (waste and security) under the Port Reporting Formalities Directive - and could, technically, be the platform for more.

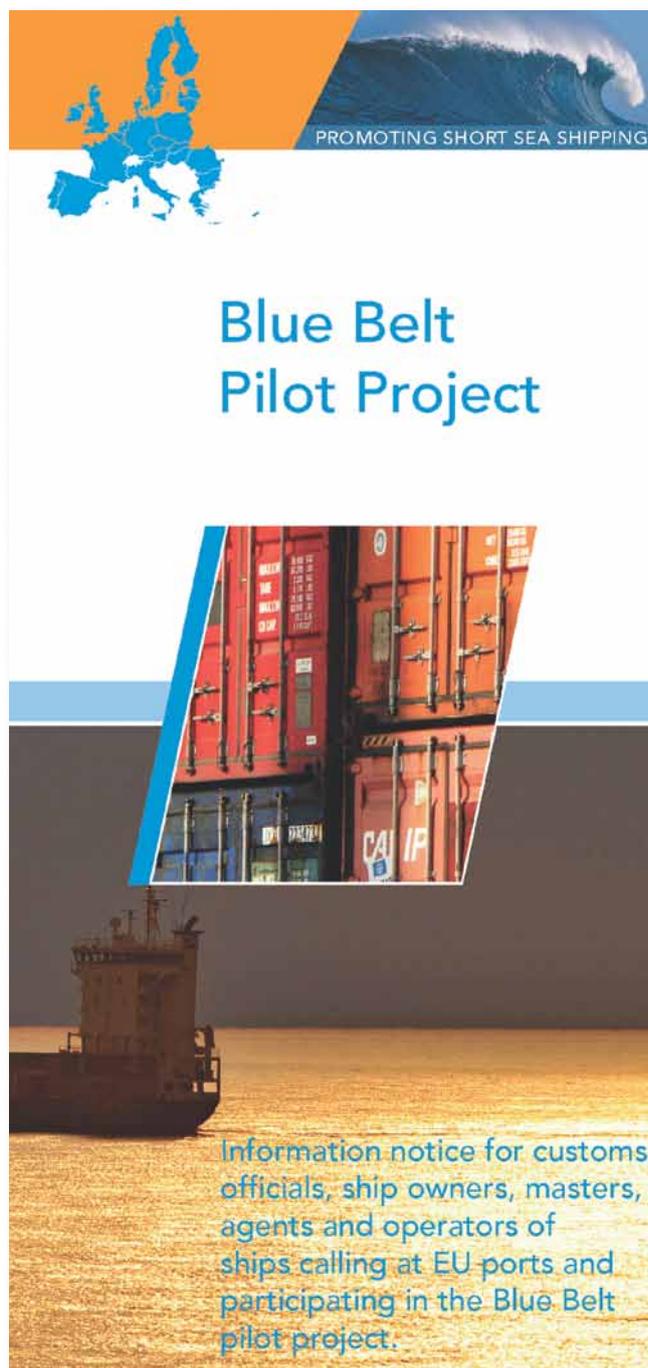


Blue Belt pilot project: To facilitate Short Sea Shipping in the European Union by reducing the administrative burden for vessels engaged in intra-EU trade, the Commission, on specific request of the Informal Council of Transport Ministers (16 September 2010), followed by formal Council Conclusions in December 2010, has endorsed the 'Blue Belt' concept aimed at supporting a European maritime transport space without barriers. In 2011 the Agency was asked to work on a pilot project involving the Customs Authorities, which aims at facilitating intra-EU shipping through simplification of administrative procedures.

It is expected that the final phase of the 'Blue Belt' pilot project will take place at the end of 2011, and will include a first analysis of the effectiveness of the information and monitoring tools developed, and solicit feedback from end-users (shipowners, customs) involved in the project and other stakeholders (e.g. ports) with an interest in the project outcome. If the project outcome is positive, and subject to the revision of the Founding Regulation, EMSA may undertake action in 2012 to set up a permanent service, in the form of an intra-EU ship voyage and cargo information system (based on SafeSeaNet) that will allow the competent authorities of Member States reduce checks for intra-EU shipping.

e-Maritime initiative: The Commission has announced a broader concept to make the communication between maritime transport actors more efficient by making optimal use of electronic tools in a common harmonised framework, the so called **e-Maritime initiative**. It is envisaged by the Commission that EMSA should be engaged in the process of developing the concept and operating relevant future systems. This involvement is seen as a next step in order to use the specific expertise acquired in the context of: SafeSeaNet → Blue Belt → Port Reporting Formalities Directive. At the operational and technical level, the Integrated Maritime Data Environment (IMDatE), which was designed to process and distribute data from all EMSA maritime applications and from external sources according to specific access rights and user profiles, could serve as a platform for future services developed under the initiative. The level of involvement of the Agency depends inter alia on the adoption of the revision of the Founding Regulation.

Above right: launch leaflet addressed to customs officers and ship's masters outlining the purpose of the Blue Belt pilot project.



7.2.2 MARINE STRATEGY FRAMEWORK DIRECTIVE

The Agency's systems, applications, expertise and data such as SafeSeaNet and CleanSeaNet are of relevance in the context of the development and implementation of the Marine Strategy Framework Directive. Areas for possible contribution by the Agency are pollution from hydrocarbons, ballast water, marine litter and underwater noise.



Without prejudice to the legislative procedure: the proposed revision of the Founding Regulation comes out of the Commission and into the legislative machinery of Council and Parliament. All three institutions were represented at the Maritime Conference held at EMSA in November 2011, entitled “Looking forward: the evolution of EMSA’s tasks.”

From left: Mr Matthias Ruete, Director General DG MOVE; Ms Anna Wypych-Namiołko, Undersecretary of State, Ministry of Infrastructure, Poland; and Mr Knut Fleckenstein, MEP.

7.2.3 COMMON INFORMATION SHARING ENVIRONMENT FOR THE EUROPEAN MARITIME DOMAIN

The Commission has started a process towards setting up a [Common Information Sharing Environment \(CISE\)](#) based on integrated maritime surveillance to “generate a situational awareness of activities at sea” .⁶ The concept is still under development. The possible contribution by EMSA to the CISE has been recognised and supported by the Administrative Board in its 5 year strategy for EMSA however a substantial contribution needs to be laid down in the tasks of the Agency.

7.2.4 PROMOTING THE USE OF GMES DATA AND SERVICES FOR MARITIME PURPOSES

Another important activity for 2012 could be support to the Commission in undertaking preparations for the effective governance of maritime projects initiated in the framework of the [Global Monitoring for Environment and Security \(GMES\) programme](#). From 2014 many of the GMES pre-operational services in the maritime sector will move from a research and development environment (FP7 programme) to implementation as full operational services. Prior to this, the Commission will need a clearer idea of the precise user requirements for such services. In

⁶ Draft Roadmap towards establishing the Common Information Sharing Environment for the surveillance of the EU maritime domain, Brussels, COM(2010) 584 final.

2012, based on the adoption of the proposal presented by the Commission, EMSA may be involved in undertaking a user analysis for maritime/marine users of GMES. This will involve desk-based research, meetings, interviews and the administration of questionnaires. EMSA would also be ready to support the European Commission in 2012 through assisting in the preliminary measures being undertaken to prepare for the later coordination of operational GMES services (e.g. procurement, service management, technical supervision, etc.). Although this task has been identified by the Administrative Board in its 5 year strategy for EMSA, there is currently no legal basis. Resources needed for these activities might be provided through the GMES budget.

7.2.5 TECHNICAL ASSISTANCE TO THE COMMISSION IN RELATED FIELDS

EMSA may also be called upon to provide technical assistance to support the Commission’s work on specific topics at EU and international level, notably providing relevant information on classification societies for inland waterway vessels and, concerning offshore gas and oil installations, gathering basic information on potential threats to maritime transport and the marine environment and examining IMO requirements. Such assistance would capitalize on existing expertise and processes.

7.3 FURTHER EXTENSION OF MANDATE AND TASKS PROPOSED BY THE TRANSPORT COMMITTEE RAPPORTEUR AND OTHER MEMBERS OF THE TRANSPORT COMMITTEE

With a view to ensuring that a revised founding regulation would remain relevant in the long term, and emphasizing the Agency's track record and future potential for achieving economies of scale and adding value at EU level, particularly in the application of existing expertise and operational systems to related fields, the rapporteur's Draft Report on the Commission proposal, as well as a number of the MEPs proposed amendments, tend to advocate a broader mandate for the Agency in relation to the possible new tasks already outlined above.

With respect to [offshore installations](#), the role envisaged for EMSA would go beyond pollution response and include activities related to safety ("analysis of the safety of offshore installations"), accident investigation ("In addition, the Agency shall be invited to accompany Member States when they investigate accidents affecting offshore installations") and prevention of pollution (see below).

The potential scope of the Agency's pollution prevention and response activities would be wider. [Pollution preven-](#)

[tion](#) would not be limited to pollution caused by ships, as is the case in the current regulation and would continue to be the case in the general approach to the revision, but would be applicable to "marine pollution" in general. Similarly, [pollution response](#), which is limited to pollution caused by ships in the present regulation and would be extended only to marine oil pollution caused by offshore installations in the general approach to the revision, would be applicable to "marine pollution" in general.

Greater prominence is given to supporting the development of a [European maritime space without barriers](#), in view of both internal market and environmental policy objectives, and in particular to the potential role of [SafeSeaNet](#) in this respect.

Finally, concerning existing tasks, the draft amendments provide for additional information and co-ordination work in relation to the [human element in safety of shipping](#) (collection and analysis of data on qualifications and employment of seafarers, establishment of a network of EU METs) and for some extension of the scope of [RO inspections](#) conducted by EMSA and of the technical assistance provided to the Commission concerning its [security inspections](#).



European Maritime Safety Agency Activity Plan 2012



2.1 EU VESSEL TRAFFIC MONITORING

Financial and Human Resources	Input
Commitment appropriations in EUR	5,173,596
Payment appropriations in EUR	5,367,683
Staff	13 AD, 3 AST, 2 SNE, 2 CA

* This section covers SafeSeaNet, Maritime Surveillance, Satellite AIS and IMDatE

Output*
<ul style="list-style-type: none"> - Assistance to the Commission for the monitoring of implementation of Directive 2009/17/EC amending Directive 2002/59/EC. - SafeSeaNet V.2 fully operational, including the Geographical Interface and interface with THETIS, and all Member States fulfilling reporting obligations of Directive 2009/17/EC amending Directive 2002/59/EC. - Development of the Integrated Maritime Data Environment, which includes i.a. integrated ship position information, a common interface and common user management, a satellite-AIS data processing centre and new value added services. - At least two workshops and two training initiatives for SafeSeaNet users. - Support to all Member States participating in SafeSeaNet: adapting their national information systems to the new SafeSeaNet V.2 and actively exchanging, through the system, information on vessel traffic movements, cargoes, and incidents. - Coordinate the drafting of the technical specifications for the Security and Waste messages in SafeSeaNet. - Development of requirements for a future upgrade of the application agreed with Member States and the Commission, in particular in relation to Incident Reports. - SafeSeaNet Data Warehouse operational. - Reception, storage and distribution of satellite AIS data. - Technical pilot projects in the fields of Customs support (Blue Belt) and maritime surveillance (e.g. MarSurv, EUROSUR). - Provide initial operations and image related data for the Agency's maritime surveillance activities.

Key Performance Indicators		Targets
SafeSeaNet (incl. the Graphical Interface) system operational	percentage per year availability of central SSN system	99
	hours maximum continuous downtime of central SSN system	12
	reports per year (AIS)	1000 million
	notifications per year (HAZMAT, Port, Port +, Incident reports, MRS)	2 million
SafeSeaNet system reporting performance	percentage of Member States' requests to SSN delivered on time according to SSN system requirements	99
SafeSeaNet client satisfaction	number of requests for information to SSN	3.5 million

Outcome

SafeSeaNet is fully operational, covering the whole EU coastline and providing information as defined in Directive 2002/59/EC as amended by Directive 2009/17/EC. The information in the system covers four key areas: 1) ship position (e.g. AIS, LRIT); 2) ship pre-arrival, arrival and departure information (e.g. estimated time of arrival); 3) cargo (including whether the vessel is carrying dangerous or polluting goods); and 4) any accident or incident posing a potential hazard to shipping, threat to maritime safety, the safety of individuals or the environment. The Agency should be ready to provide maritime traffic information to a variety of maritime surveillance applications and to other user communities in Member States and to EU bodies on a need-to-know and need-to-share basis.

This information system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo (dangerous or polluting goods), facilitates port logistics and provides overall information on vessel traffic to public authorities, representing a fundamental tool to assist tracking the position of ships as well as hazardous or polluting goods along EU coasts.

Progress on the Integrated Maritime Data Environment (IMDatE) will facilitate improved data integration (the exchange of data between information systems) and data fusion (combining data from different sources). Assistance to the Commission for the implementation of Directive 2009/17/EC.

2.2 EU LRIT COOPERATIVE DATA CENTRE AND LRIT INTERNATIONAL DATA EXCHANGE

Financial and Human Resources	Input
Commitment appropriations in EUR	5,376,368
Payment appropriations in EUR	6,548,727
Staff	13 AD, 12 AST

Output

- EU LRIT Cooperative Data Centre operational in-house, including an appropriate hosting environment.
- Upgrading of the ship database.
- Support to Member States.
- Quality of the service maintained.
- Preparation for integration of LRIT data with other data streams.
- LRIT IDE operational by the date set out at IMO level.

Key Performance Indicators			Targets
EU LRIT CDC	System operational	percentage per month availability	99
		hours maximum continuous downtime	12
	EU CDC reporting performance	percentage position reports delivered according to IMO requirement (periodic reports: 15 min; polls: 30 min)	99
	Invoice and billing system	percentage of invoices issued within one month of threshold	95
	Web user interface	percentage per year of availability to users	95
LRIT IDE	System operational	percentage per year availability of LRIT IDE	99
		hours maximum continuous downtime of LRIT IDE	12

Outcome

The Agency will deliver, as part of its operational service, LRIT information to EU Member States and requesting third parties in accordance with the amended SOLAS Convention, Chapter V. The system will allow the tracking of ships directed to EU ports, ships flying the EU flag as well as ships moving along EU coasts.

In addition, the Agency will operate the IDE providing data exchange between all LRIT DCs in accordance with IMO requirements.

2.3 THETIS

Financial and Human Resources	Input
Commitment appropriations in EUR	2,134,544
Payment appropriations in EUR	2,487,166
Staff	5 AD, 2 AST, 1 SNE

Output
<ul style="list-style-type: none"> - New database 'New Information System' (THETIS): operational. - Interface with SafeSeaNet: operational - Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the system. - Training to Member States of the Paris MoU.

Key Performance Indicators		Targets
System operational	percentage per year availability	94
	hours maximum continuous downtime	6
Helpdesk Service	average time in working hours for feedback on requests for user support	3
	average time in working hours for feedback on requests from the public and other unregistered users	4
Links with third party systems	percentage availability for data imports at the THETIS side	90

Outcome

The Agency operates the new Port State Control information system in line with Directive 2009/16/EC, 1999/35/EC and the Paris MoU text, introducing a new inspection regime supported by a new information system. Operations are supported technically and operationally by a helpdesk. Data import from external systems such as the databases of the Recognised Organisations is ensured.

2.4 MARITIME SUPPORT SERVICES

Financial and Human Resources	Input
Commitment appropriations in EUR	2,319,774
Payment appropriations in EUR	2,320,414
Staff	10 AD, 4 AST, 3 SNE

Output

- Availability of the Maritime Support Services 24/7 (helpdesk, monitoring and contact point in case of emergencies).
- Permanent data quality improvement and compliance with vessel reporting requirements in SafeSeaNet, LRIT and CleanSeaNet.
- Extending support to maritime surveillance pilot projects, and the LRIT IDE service to other Data Centres.

Key Performance Indicators

Targets

Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8

Outcome

Users of EMSA's vessel traffic monitoring and surveillance systems (SafeSeaNet, LRIT and CleanSeaNet) and pollution response capacities (stand-by oil spill response vessels, satellite images and expertise) benefit from timely and appropriate helpdesk and monitoring services.

3.1 CLASSIFICATION SOCIETIES

Financial and Human Resources	Input
Commitment appropriations in EUR	2,075,941
Payment appropriations in EUR	2,077,941
Staff	10 AD, 1 AST, 2 SNE

Output
<ul style="list-style-type: none"> - On behalf of the Commission, 20-22 inspections of Recognised Organisations, both offices and visits to ships. - Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition. - Start work in relation to the assessment of the Quality Assessment and Certification Entity being set up by the Recognised Organisations in accordance with Regulation (EC) No. 391/2009. - Support to the Commission in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC.

Key Performance Indicators		Targets
Inspections	number of all types of inspection per year *	20-22
	percentage of planned inspections completed	100
Reports	number of reports per year	20
Number of findings**	Number of findings per year	n/a

Outcome

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 those companies.

* Visits to ships are included in this figure for the first time. The total number of inspections is expected to remain the same as in 2011.

** This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.2 STCW

Financial and Human Resources	Input
Commitment appropriations in EUR	1,767,202
Payment appropriations in EUR	1,769,102
Staff	8 AD, 1 AST, 1 SNE, 1 CA

Output
<ul style="list-style-type: none"> - 8-10 inspections of third countries. - 4 visits to EU and EFTA Member States. - Maintain the STCW Information System.

Key Performance Indicators		Targets
Inspections	number of inspections per year	12-14
	percentage of planned inspections completed	100
Reports	number of reports per year	12-14
STCW Information System	percentage per year availability	95
Number of findings*	Number of findings per year	n/a

Outcome

Based on the reports submitted by the Agency, 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 overall quality of seafarers and the correctness of their certification in line with the STCW Convention or Directive 2008/106/EC respectively.

* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.3 IMPLEMENTATION OF PSC DIRECTIVES

Financial and Human Resources	Input
Commitment appropriations in EUR	338,618
Payment appropriations in EUR	338,618
Staff	2 AD

Output
<ul style="list-style-type: none"> - Upon request by the Commission, 4-6 visits to Member States. - Upon request of the EFTA Surveillance Authority, visits to Norway and Iceland. - Desktop analysis of implementation of Directive 2009/16/EC at the request of the Commission

Key Performance Indicators		Targets
Inspection visits	percentage of visits requested by Commission completed	100
Number of findings*	Number of findings per year	n/a

Outcome
<p>Provide information to the Commission on the implementation of the PSC Directive 2009/16/EC by Member States, enabling the Commission to assess Member States' compliance with the legislation and undertake actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Norway and Iceland. The desktop analysis will provide an early indication of the level of implementation among the Member States.</p>

* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.4 MARITIME SECURITY

Financial and Human Resources	Input
Commitment appropriations in EUR	640,490
Payment appropriations in EUR	640,490
Staff	3 AD, 1 AST

Output

- Upon request of the Commission, provide assistance, including, where appropriate, inspection of RSOs, maritime administrations, statistics and vertical reviews of national security systems.
- Upon request of the EFTA Surveillance Authority, provide assistance for 2-4 inspections of Norway and Iceland.

Key Performance Indicators		Targets
Inspections	number of inspections per year	to be agreed with the Commission
	percentage of planned inspections completed	100
Reports	number of reports per year	to be determined
Number of findings*	Number of findings per year	n/a

Outcome

Provide the Commission and the EFTA Surveillance Authority with objective, reliable and comparable information and data based on the outcome of the inspections, to enable them to evaluate the effectiveness of existing measures and to take appropriate action in relation to the Member States' implementation of the relevant maritime security legislation.

* This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.5 MONITORING IMPLEMENTATION OF EU MARITIME LEGISLATION

Financial and Human Resources	Input
Commitment appropriations in EUR	930,363
Payment appropriations in EUR	930,363
Staff	4 AD, 2 AST

Output
<ul style="list-style-type: none"> - 4 visits to EU Member States and EFTA States in respect of Directive 2002/59/EC, as amended by Directive 2009/17/EC, on Vessel Traffic Monitoring and Information Systems. - Possible additional VTMISS visits to EU Member States concerning issues not addressed in the visits already undertaken. - 2 visits to EU Member States to monitor how they fulfil their duties in accordance with Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and relevant activities of maritime administrations. - 3 visits to EU Member States to monitor the implementation of the MED mechanisms. - 4 visits to EU Member States to monitor the implementation of Directive 2009/18/EC on the investigation of accidents in the maritime transport sector. - Participation as an observer in the voluntary IMO Member State audit scheme carried out by IMO in EU Member States. - Upon request of the EFTA Surveillance Authority, assistance for inspections in the field of Port Reception Facilities in Norway and Iceland. - Possible inspection visits to EU Member States focussing on particular aspects of Directives 2009/45/EC and 1999/35/EC as regards the safety of passenger ships. - Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.

Key Performance Indicators		Targets
Inspections	number of inspections per year	13
	percentage of planned inspections completed	100
Reports	number of reports per year	13
Number of findings*	Number of findings per year	n/a

Outcome

Provide advice to enable the Commission and the EFTA surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the EU.

* This is not an indicator of the Agency’s performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.6 HORIZONTAL ANALYSIS & RESEARCH

Financial and Human Resources	Input
Commitment appropriations in EUR	447,927
Payment appropriations in EUR	447,927
Staff	3 AD

Output
<ul style="list-style-type: none"> - Carry out 2-3 Horizontal Assessments and report to the Commission with indications of possible improvement actions - Support the Commission in its assessment of inspection visit follow-up to individual Member States and, when required, in any follow-up actions (e.g. consultations with MS, Workshops on best practice etc.) - Conduct analyses of research projects to assist the Commission, upon request, with preparatory work for updating/developing legislation.

Key Performance Indicators		Targets
Assessments on the basis of full or interim inspection cycles	number of horizontal assessments per year	2-3
	percentage of planned horizontal assessments completed	100
Reports	number of reports per year	2-3

Outcome
Provide advice to enable the Commission and the EFTA surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the EU.

4.1 PORT STATE CONTROL

Financial and Human Resources	Input
Commitment appropriations in EUR	1,844,200
Payment appropriations in EUR	1,768,200
Staff	3 AD, 1 AST, 2 SNE, 1 CA

Output
<ul style="list-style-type: none"> - Management and enhancement of harmonised training tools for Port State Control Officers. - Deliver training: New Entrants Seminars and Refresher Seminars. - Provide training on Directive 2009/16/EC - Management and elaboration of 'RuleCheck'. - Keeping up-to-date official list of banned vessels and company performance. - Providing statistics upon request. - Supporting the Commission in the implementation of Directive 2009/16/EC on Port State Control - Participation in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of the Commission.

Key Performance Indicators		Targets
Training	number of training sessions per year	5
	number of experts attending per year	250
Client satisfaction	result of customer survey	positive
RuleCheck user response	number of system errors per year	<10

Outcome

The Agency is contributing to the setting-up of the new Port State Control system in line with Directive 2009/16/EC, introducing a new inspection regime based upon a new information system.

The Agency is working towards harmonising Port State Control 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.

4.2 ACCIDENT INVESTIGATION

Financial and Human Resources	Input
Commitment appropriations in EUR	907,634
Payment appropriations in EUR	1,110,134
Staff	3 AD, 1 AST, 1 SNE

Output

- Running and enhancing the Marine Casualty Information Platform (EMCIP).
- Managing access to the EMCIP database
- Checking EMCIP data quality through acceptance procedure
- Analysis of marine casualty data
- Supporting the setting up and functioning of a permanent cooperation framework as foreseen by Directive 2009/18/EC
- Supporting the Commission in the implementation of Directive 2009/18/EC
- Supporting Member States with processing VDR information.
- Supporting Member States through development and promotion of training activities.

Key Performance Indicators		Targets
EMCIP meetings	number of meetings per year	2
Accident Database	number of reports in system	1000*

Outcome

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.

* This target is based on experience of the previous years and is not, strictly speaking, a measure of the performance of the Agency.

4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)

Financial and Human Resources**	Input
Commitment appropriations in EUR	1,117,325
Payment appropriations in EUR	1,120,325
Staff	2 AD, 1 AST, 1 SNE

Output*
<ul style="list-style-type: none"> - Up to 10 training sessions for Member States. - 6 sessions for training/technical assistance for officials from Croatia, Turkey and the Western Balkans related to EU-legislation and EMSA activities. - Support the Commission in implementing the SAFEMED II Project.

Key Performance Indicators		Targets
Training for Member States	number of MS training sessions per year	8
	number of MS experts attending per year	140
Training for accession countries	number of AC training sessions per year	6
	number of AC experts attending per year	80
Client Satisfaction	result of customer survey	positive

Outcome

To promote best practices between EU Member States and increase knowledge and awareness of solutions found, benefiting maritime safety, ship security and prevention of and response to marine pollution by ships.

To support the process of approximation to EU maritime safety "acquis" for candidate and potential candidates.

* Training on PSC is not included here because it constitutes a different activity. It is referred to in under activity 4.1 "Port State Control".

** The budgetary figures include forecasted revenue from DG Enlargement entered in 2012 budget as "p.m.". In particular, EUR 150,000 are included in commitment appropriations and in payment appropriations as expected contribution from DG Enlargement of the Commission for potential candidate, candidate and European Neighbourhood Policy countries.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Financial and Human Resources	Input
Commitment appropriations in EUR	1,170,855
Payment appropriations in EUR	1,178,855
Staff	6 AD

Output

- Monitoring of the work at IMO in the field of Maritime Safety Standards and technical support to the Commission.
- Technical support regarding passenger ship stability, ISM code and Goal Based Standards developments.
- Assistance for the revision of Directive 98/18/EC on safety rules and standards for passenger ships.
- Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis) and to the revision of the Directive.
- Examination of submissions under article 13 of the Marine Equipment Directive.
- Upgrade of the MARED database.
- Management of the alert system foreseen by the MRA signed between EU and USA.

Key Performance Indicators		Targets
MARED Database	percentage per year availability of MARED DB	97

Outcome

The Agency contributes to the safety of ships and marine equipment at European level by closely monitoring the standards development. It also ensures the functioning of the internal market by assessing safety problems and/or market distortions.

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

Financial and Human Resources*	Input
Commitment appropriations in EUR	1,259,325
Payment appropriations in EUR	1,239,325
Staff	2 AD, 1 AST, 1 SNE

Output
<ul style="list-style-type: none"> - Management of Equasis. - Publishing the sixth annual statistical report on the world merchant fleet in Equasis. - Production of statistical products (regular or ad hoc), as well as analyses, services and publications, for internal and external use, as appropriate. - Enhancement of the MARINFO database through a new framework contract for data services entering into force from 1 January 2012. - Supporting projects related to calculation of air emissions from ships based on AIS data.

Key Performance Indicators		Targets
Availability of the system	percentage per year availability of Equasis	99.5
Users	number of users per month	30 000
Contributors	number of contributing members	8

Outcome
Reliable and compatible data support the Agency's tasks in preparing and making use of up-to-date and validated information on maritime safety.

* The budgetary figures include forecasted revenue from Equasis entered in 2012 budget as "p.m.". In particular, EUR 416,000 are included in commitment appropriations and in payment appropriations as expected contribution from the States Parties to the Equasis Memorandum.

4.6 PREVENTION OF POLLUTION BY SHIPS

Financial and Human Resources	Input
Commitment appropriations in EUR	1,609,730
Payment appropriations in EUR	1,621,730
Staff	7 AD, 1 SNE, 1 CA

Output

- **Port reception facilities:**
- Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC.
- Provide assistance to the Commission in matters related to the review of Directive 2000/59/EC.
- Analysing international instruments aiming to clarify legal and technical aspects for the delivery and reception of ship-generated waste and cargo residues, including a close monitoring of on-going discussions at IMO and other international fora (e.g. ISO standards on port reception facilities and on the segregation of waste on board ships).
- **Air emissions:**
- Providing technical assistance to the Commission in the field of air emissions, following the recent adoption of the revised MARPOL Annex VI and on the review of Directive 2005/33/EC.
- Assisting the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures to reduce greenhouse gases from ships, depending on the regulatory choices made at international or EU level.
- Providing assistance to the Commission in following the international developments, notably on the Energy Efficiency Design Index.
- **Ship recycling:**
- Assisting the Commission in developing an EU wide strategy for ship dismantling as requested.
- Assisting the Commission with negotiations at the IMO regarding the development of relevant guidelines and other international developments.
- **Ballast water:**
- Contributing to the implementation of the IMO Convention by following and contributing to the development on various issues, notably sampling for compliance and risk assessment, ensuring consistency between regional approaches in Europe and helping Member States ratify the Convention.
- **Anti-fouling systems:**
- Providing technical assistance to the Commission and the Member States, as appropriate.
- **Other:**
- Monitoring and advice on international and EU developments related to other environmental issues.

Outcome

The Agency's expertise in matters related to environmental protection assists the Commission and Member States to better tackle a variety of ship-sourced pollution and emission problems, with regard to implementation as well as new legal developments.

4.7 LIABILITY AND COMPENSATION

Financial and Human Resources	Input
Commitment appropriations in EUR	202,309
Payment appropriations in EUR	205,309
Staff	1 AD

Output

- Support the Commission and Member States in matters regarding maritime liability and compensation.
- Increase knowledge on the implementation and effects of international conventions and relevant EU legal instruments in this field, including the Directive on ship-source pollution.

Outcome

Through its activities the Agency contributes to a better understanding of the regulatory system regarding maritime liability and compensation and better implementation of EU rules in this field.

5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

Financial and Human Resources	Input
Commitment appropriations in EUR	18,383,547
Payment appropriations in EUR	18,555,410
Staff	11 AD, 3 AST

Output
<ul style="list-style-type: none"> - Renewing the existing stand-by oil recovery contract for the North Sea, signed in 2008, for an additional period of 3 years. - Retendering the lots of the Atlantic Sea and the Central Mediterranean for the expiring and not renewable stand-by oil recovery contracts. - Reinforcing the Network in the Bay of Biscay and the Western Mediterranean Sea. - Organising the participation of EMSA contracted oil recovery vessels in regional and/or national at-sea response exercises. - Supervising vessel and equipment maintenance as well as crew capacity to implement the contractual service. - Providing expertise to Member States or the Commission in case of an incident. - Implementing improvement projects to upgrade the pollution response capacity of the Network.

Key Performance Indicators		Targets
Anti-pollution stand-by vessel network	number of contracts	16
	geographical coverage	All regional sea basins of Member States
New vessels pre-fitting	number of newly contracted vessels pre-fitted	4
Drills and exercises	number of drills per year	65
	number of operational exercises per year	8
	number of notification exercises per year	12
Response to requests	mobilisation time in hours	24

Outcome

The Network of Stand-by Oil Spill Response Vessels offers a European tier of pollution response resources to top-up the response capacities of EU Member States when protecting their coastlines from marine pollution.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

Financial and Human Resources	Input
Commitment appropriations in EUR	4,953,669
Payment appropriations in EUR	5,300,332
Staff	7 AD, 1 AST, 1 CA

Output
<ul style="list-style-type: none"> - Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels. - Provide assistance to EU Member States and the Commission in case of accidental spills. - Enhance the CleanSeaNet service with models and oceanographic information. - Provide training to EU Member States on CleanSeaNet. - Organise biannual meetings of the EMSA CleanSeaNet User Group. - Develop activities with enforcement authorities to stimulate an effective follow-up to CleanSeaNet detections.

Key Performance Indicators		Targets
Satellite images	number of images ordered and analysed per year	2000
Assistance for accidental spills	percentage response rate to assistance requests	100
CSN-DC operational	Percentage per year availability of CSN	97.5

Outcome

The Agency provides a satellite image based service to support coastal States, the Commission and selected non-EU countries in their efforts to identify, trace and track illegal discharges and polluters, and in support of maritime surveillance. The CleanSeaNet service provides a sustainable and extensive basis upon which users can extend their activities targeting illegal discharges in European waters.

5.3 COOPERATION, COORDINATION AND INFORMATION (APM)

Financial and Human Resources	Input
Commitment appropriations in EUR	1,180,454
Payment appropriations in EUR	1,174,928
Staff	5 AD

Output

- Coordinating CTG MPPR meeting/workshops/EMPOLLEX and implementing the CTG MPPR Rolling Work Programme.
- Developing and updating marine pollution preparedness and response related information, studies, reports and inventories.
- Maintain the network of specialised chemical experts (MAR-ICE Network).
- Develop datasheets of chemical substances for marine pollution response.
- Supporting activities of Regional Agreements, the IMO and other relevant bodies/organisations where appropriate.

Key Performance Indicators		Targets
Coordination of the CTG MPPR	Number of CTG MPPR meetings and workshops	2
Development of studies/reports	Number of studies/reports/decision support tools	2
HNS operational support	Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.
		percentage of responses within 4 hrs.
	Developing datasheets	number of datasheets produced
		>75
		<25
		50

Outcome

Activities of the Agency in this field are aimed at supporting the preparedness structures and response capabilities of Member States with regard to marine pollution incidents, as well as to disseminating best practice and exchanging information between Member States, their Regional Agreements, IMO and other relevant international bodies.

The Agency aims to disclose as much relevant information as possible regarding chemicals and their treatment in the marine environment in order to assist Member States dealing with spills involving hazardous and noxious substances.

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Human Resources	Input
Management Team / Bureau of the Executive Director	13 AD, 6 AST, 2 CA
Human Resources	1 AD, 7 AST, 5 CA
Legal & Financial Affairs, Facilities & Logistics	5 AD, 3 AST, 8 CA
Operations Support (ICT):	5 AD, 13 AST, 4 CA

Output
<ul style="list-style-type: none"> - Management team/Bureau of the Executive Director: - Work programme, including staff and budget planning. - Action Plan for Pollution Preparedness and Response - 5 year Strategy implementation. - Annual report and accounts. - Multi Annual Staff Policy Plan. - Preparation of meetings of the Administrative Board, decisions, minutes. - Regular monitoring of ongoing projects. - Human resources: - Management of the establishment plan (new recruits, turnover, etc.). - Administration and Management of the payroll. - Development and Implementation of a traineeship policy. - Implementation of rights and obligations arising from the Staff Regulations. - Further development of training policy (in particular regarding the implementation of individual Training Plans). - Introduction of electronic HR tools. - Implementation and improvement of existing HR policies related to career development. - Legal and financial affairs, Facilities and Logistics: - Verification of commitment and payments files. - Organising and executing transfers. - Budget preparation and follow-up. - Providing budget overviews. - Advising on and verifying contracts and procurement procedures. - Providing legal advice to the Executive Director and the units. - Managing facilities and support services of the Agency. - Operations support (ICT): - Maintaining and enhancing a state-of-the-art Data Centre to host maritime applications. - Providing advanced business continuity and ICT security services. - Providing 24/7 ICT Operations for hosting of maritime applications. - Providing technical expertise to support operational maritime applications. - Providing technical support to the development and rollout of new maritime applications and major upgrades to existing ones. - Providing Horizontal ICT Service Platforms for Maritime Applications - Providing EMSA's Corporate Services Platforms (email, EDMS, file & print, etc.) - Providing advanced ICT desktop and mobile services to staff.

Key Performance Indicators		Targets
Establishment plan	execution rate establishment plan	as close as possible to 100% with minimum target of 94%
Budget	execution rate commitment appropriations	as close as possible to 100%
	execution rate payment appropriations	as close as possible to 100%

Outcome

The functions mentioned should further structure and facilitate the working practices and projects of the Agency to enable staff with the allocated resources to work towards meeting the objectives in an efficient and cost-effective manner in line with the Financial and Staff Regulations.

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

Financial and Human Resources	Input
Commitment appropriations in EUR	1,545,179
Payment appropriations in EUR	1,545,179
Staff	4 AD, 4 AST, 4 CA

Output

- Preparing regular publications and completing/updating brochures and leaflets.
- Improving internal communication tools
- Creating/updating electronic information tools (e.g. website and videos).
- Presenting at meetings, exhibitions and conferences.
- Dealing with protocol related issues.
- Supporting the organisation of events/meetings in the Agency.

Key Performance Indicators		Targets
Publications	number of publications/leaflets/brochures produced per year	14
Events	number of meetings/workshops organised by EMSA per year	40
	number of participants at EMSA meetings/workshops per year	1250

Outcome

Activities should aim at giving public and interested parties objective, reliable and easily understandable information with regard to the Agency's work (Reg. 1406/2002/EC, Art. 4.2).

European Maritime Safety Agency Annexes to Work Programme 2012

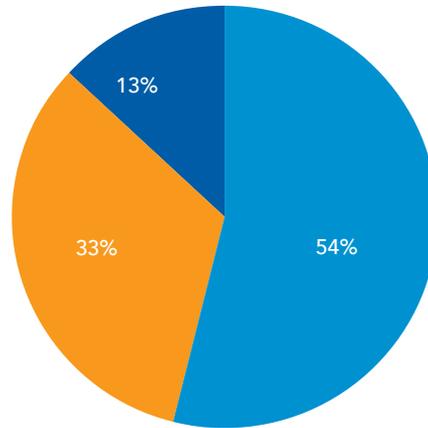


ANNEX A: ACTIVITY BASED BUDGETING OVERVIEWS

A.1 BUDGET 2012

EUR 55.4 million
(commitment appropriations 2012 titles i, ii & iii)

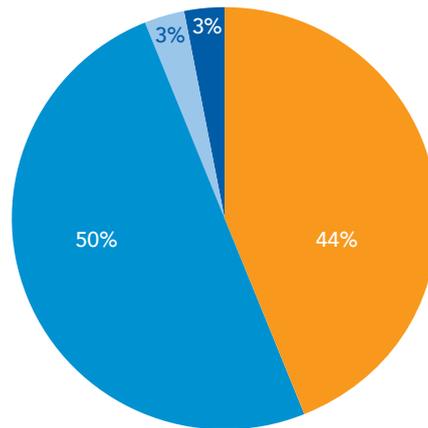
- Operational Activities
- Staff and Administration
- Facilities



A.2 USE OF RESOURCES BY GROUP OF ACTIVITIES

EUR 55.4 million
(commitment appropriations 2012)

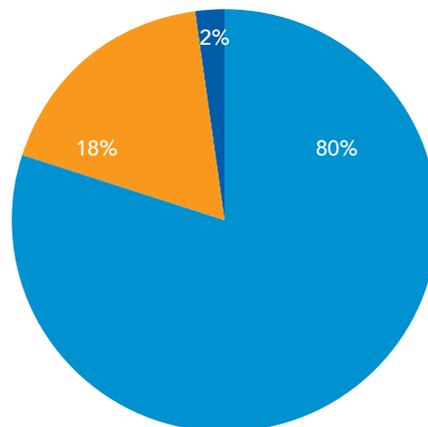
- Maritime Safety
- Pollution Response
- Pollution Prevention
- Information, Communication, Protocol and Events



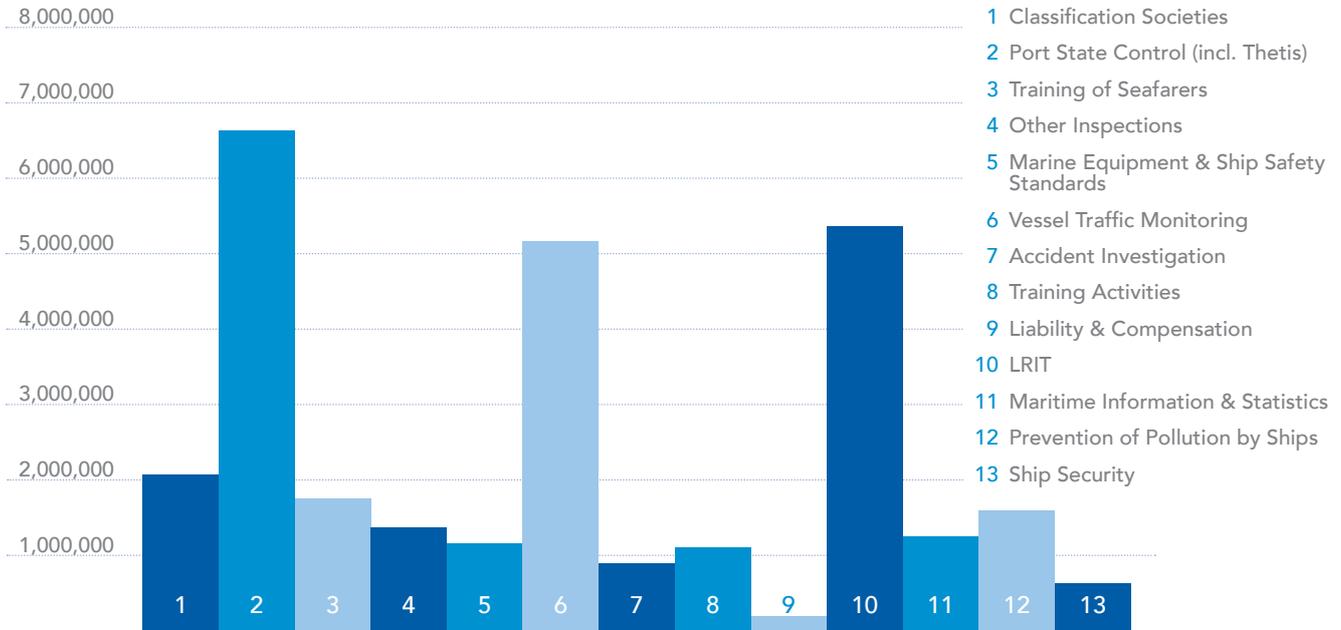
A.3 ANTI-POLLUTION MEASURES

EUR 20.5 million
(commitment appropriations 2012)

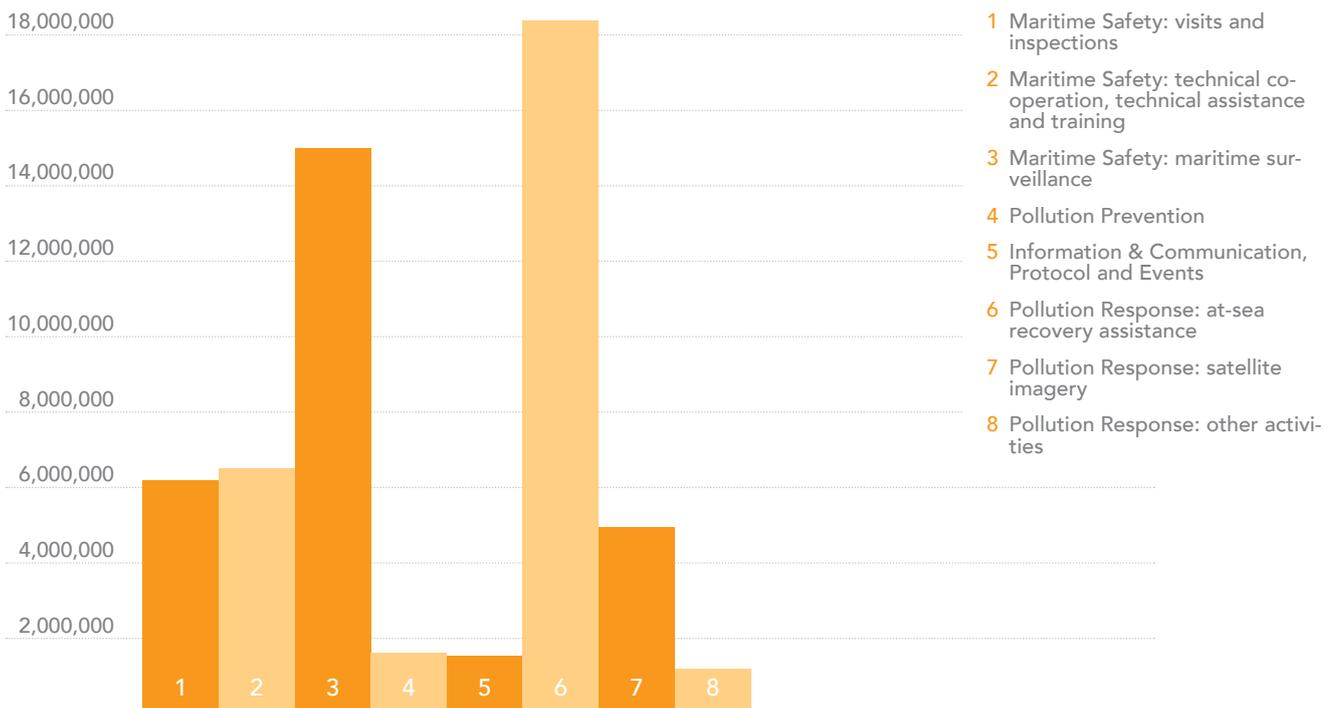
- Network of Stand-by Oil Spill Recovery Vessels
- CleanSeaNet: EU satellite oil spill and illegal discharges monitoring service
- Co-operation, co-ordination and information relating to pollution preparedness and response



A.4 OPERATIONAL ACTIVITIES IN THE FIELD OF MARITIME SAFETY AND PREVENTION OF POLLUTION BY SHIPS
(commitment appropriations)



A.5 TOTAL COSTS BY GROUP OF ACTIVITIES
(commitment appropriations)



ANNEX B: BUDGET 2012

REVENUE

TITLE	HEADING	2012		2011		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2.0	Subsidy from EU incl. EFTA contribution	54,613,050	56,982,159	56,142,719	56,142,719	Regulation (EC) No 1406/2002 as amended.
2.0	EC Funds for candidate, potential and ENP countries (DG ENLARG)	p.m. ²	p.m. ²	136,945	136,945	EC Funds for candidate, potential candidate and European Neighbourhood Policy countries.
2.0	Subtotal ¹	54,613,050	56,982,159	56,279,664	56,279,664	
2.1	L.R.I.T.	200,000	200,000	302,024	302,024	Income from L.R.I.T. services.
2.1	EQUASIS	p.m. ³	p.m. ³	416,000	416,000	Income from EQUASIS Member States' fees.
9	Miscellaneous revenue	p.m.	p.m.	415,800	415,800	Miscellaneous revenue
TOTAL REVENUE		54,813,050	57,182,159	57,413,488	57,413,488	

EXPENDITURE

1	STAFF	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
1.1	Staff in active employment	19,159,674	19,159,674	18,083,388	18,083,388	Remuneration of permanent, temporary and contract agents; Allowances of seconded national experts; Net salaries.
1.2	Expenditure related to recruitment	590,000	590,000	541,654	541,654	Expenditure related to recruitment procedures, incl. candidate travel costs, installation, daily subsistence & resettlement allowances, and removal costs.
1.3	Administrative missions and duty travel	120,000	120,000	167,221	167,221	Costs for non-operational missions.
1.4	Socio-medical infrastructure, training	400,000	400,000	425,000	425,000	Staff training, annual medical checks, canteen.
1.6	Social measures	400,000	400,000	550,000	550,000	Social measures: school expenses and associated costs.
1.7	Entertainment and representation	40,000	40,000	40,000	40,000	Representation expenses and miscellaneous receptions.
TOTAL TITLE 1		20,709,674	20,709,674	19,807,263	19,807,263	

2	ADMINISTRATIVE EXPENDITURE	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2.0	Rental of building and associated costs	3,297,000	3,297,000	3,139,534	3,139,534	Building rental & associated costs incl. utilities, security & cleaning services.
2.1	Data processing expenditure and associated costs	487,699	487,699	446,260	446,260	ICT hardware and software, licences, consultancies and maintenance.
2.2	Movable property and associated costs	88,000	88,000	93,442	93,442	Technical facilities and electronic office equipment, furniture, documentation and library expenditure.
2.3	Current administrative expenditure	206,000	206,000	171,576	171,576	Office stationary and supplies, financial and legal charges and other operating expenditure.
2.4	Postal charges and telecommunications	245,000	245,000	228,300	228,300	Postal charges and telecommunication costs.
2.5	Meeting expenses	120,000	120,000	120,000	120,000	Administrative Board meetings.
TOTAL TITLE 2		4,443,699	4,443,699	4,199,112	4,199,112	
TOTAL TITLES 1 & 2 (06 02 02 01)		25,153,373	25,153,373	24,006,375	24,006,375	

EXPENDITURE (CONTINUED)

TITLE	HEADING	2012		2011		COMMENTS
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
3.0	Satellite AIS and Maritime Surveillance ⁴	500,000	250,000	-	-	Satellite AIS and Maritime Surveillance Activities.
3.1	Development of databases	3,807,677	4,672,334	4,694,489	4,088,809	Set up of databases in the field of maritime safety, traffic monitoring systems (excluding LRIT), creation of computer infrastructure and development and maintenance of applications.
	EQUASIS	p.m.	p.m.	416,000	416,000	
3.2	Information and communications	80,000	80,000	150,000	150,000	Website development, publication of general reports, information and technical dossiers in paper form and internet.
3.3	Meetings	836,000	895,500	955,000	960,368	Expert meetings, conferences and workshops.
	EC Funds for candidate, potential and ENP countries	p.m.	p.m.	136,945	136,945	Expert meetings for candidate, potential candidate and ENP countries
3.4	Translation expenses	200,000	200,000	300,000	300,000	Translation expenses related to operational activities.
3.5	Studies	355,000	355,000	324,400	749,664	Monitoring and evaluation of measures for maritime safety and prevention of pollution by ships.
3.6	Mission expenses	785,000	785,000	792,354	833,854	Operational missions: visits to Member States, inspections related to classification societies, STCW, Port Reception Facilities, Traffic monitoring Directive, maritime security, etc.
3.7	Training activities	816,000	846,000	846,000	877,213	Training activities for EU Member States (including Port State Control).
3.9	L.R.I.T.	1,760,000	2,911,952	1,538,864	1,641,199	EU LRIT (Long Range Identification and Tracking System) Data Centre, LRIT IDE & IMDatE.
	TOTAL TITLE 3 (06 02 02 02) (without Anti-Pollution and including DG ENLARG funds)	9,139,677	10,995,786	10,154,052	10,154,052	
3.8	Anti-pollution measures (06 02 02 03)	20,520,000	21,033,000	23,253,061	23,253,061	Costs of chartering vessels (with equipment) to combat large oil spills, provision of satellite imagery (CleanSeaNet), technical assistance, studies and research projects to improve pollution preparedness and response (implementation of action plan).
	TOTAL TITLE 3 (06 02 02 02 & 06 02 02 03) (including DG ENLARG funds)	29,659,677	32,028,786	33,407,113	33,407,113	
	TOTAL BUDGET (incl. DG ENLARG funds)	54,813,050	57,182,159	57,413,488	57,413,488	

1. EC contribution

2. EUR 0 expected

3. EUR 416,000 expected

4. New chapter 3.0 will include budget lines related to Satellite-AIS and Maritime Surveillance activities

ANNEX C: INDICATIVE PROCUREMENT PLAN FOR OPERATIONAL ACTIVITIES

PLANNED PROCUREMENT/CONTRACTS 2012				
ACTIVITY	ESTIMATED VALUE IN EURO ¹	TENTATIVE NUMBER OF CONTRACTS ²	TENTATIVE TIMEFRAME ⁴	
			ICT	
2.1 EU Vessel Traffic Monitoring	2,432,201	9		Q1-Q3
2.2 EU LRIT Data Centre and LRIT IDE	2,045,000	7	15 ³	Q1-Q4
2.3 New Information System for Port State Control (THETIS)	955,000	2		Q1
2.4 Maritime Support Services	50,000	1		Q1
3.1 Classification Societies	42,000	1		Q1
3.2 STCW	21,600	2		Q2
4.1 Port State Control	280,000	2		Q2 / Q4
4.2 Accident investigation	75,000	2		Q1
4.4 Marine equipment and ship safety standards	195,000	2		Q3
4.5 Maritime Information, Equasis and statistics	720,000	4		Q1-Q4
4.6 Prevention of pollution by ships	200,000	4		Q1
5.1 Stand-by oil recovery vessel network	15,511,515	8		Q1-Q4
5.2 CleanSeaNet and illegal discharges	3,513,485	11		Q1-Q2
5.3 Cooperation, coordination and dissemination of information in pollution response	223,000	4		Q1-Q3
6.5 Communication, Protocol and Events & Missions support	80,000	1		Q1-Q4
Subtotal		60	15	
TOTAL PLANNED PROCUREMENT 2012	26,343,801	75		

1. Estimated commitments 2012.

2. Framework contracts, specific contracts, direct contracts, amendments or agreements, as appropriate. Order forms throughout the year are counted as one contract.

3. Shared ICT contracts between activities 2.1, 2.2 and 2.3. Distribution: 60%, 10% and 30% respectively.

4. Tentative timeframe for launching new tenders or for signing specific contracts/order forms under existing framework contracts.

ANNEX D: ESTABLISHMENT PLAN 2012

FUNCTION GROUP AND GRADE	2011 AUTHORISED		2012 PDB	
	PERMANENT	TEMPORARY	PERMANENT	TEMPORARY
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	1	9	1	9
AD11		11		11
AD10	1	17	1	17
AD9		22		25
AD8		22	1	23
AD7		22		24
AD6		19		19
AD5		10		9
TOTAL AD	3	137	4	142
AST11				
AST10				
AST9		1		1
AST8	1	1		1
AST7		1		1
AST6		3		3
AST5		9		11
AST4		17		20
AST3		20		19
AST2		11		9
AST1		4		2
TOTAL AST	1	67	0	67
TOTAL AD + AST	4	204	4	209
GRAND TOTAL	208		213	

ANNEX E: ORGANISATION CHART

