EMSA

European
Maritime
Safety
Agency

Work Programme 2011

European Maritime Safety Agency
Work Programme 2011

Table of Contents

Work Programme 2011

JØRGEN HAMMER HANSEN, CHAIRMAN OF THE
ADMINISTRATIVE BOARD

*EMSA Work Programme 2011: in the service
of efficient maritime administrations*

There is more to quality shipping than clean certificates. Maritime administrations must steadily, in cooperation with the maritime industry and other stakeholders in the chain of responsibility, make serious efforts to ensure safe ships and clean waters. Without rigorous implementation and enforcement of existing legislation, we pave the way for less responsible players and free riders, and jeopardize safety and our environment. Furthermore, response capabilities must be in place to counteract accidents when they occur.

Performing these duties under difficult economic circumstances and under budgetary restraints means that efficient administration is paramount. All players must meet their obligations and rise to the challenges, applying available resources efficiently in order to achieve their objectives.

In this context, EMSA's Work Programme should reflect sound burden-sharing between work that is most efficiently dealt with by Member States at national level, and work that is most efficiently dealt with at European level by EMSA assisting Member States and the Commission. Furthermore, the tasks performed by EMSA must be carried out efficiently and in a user-friendly manner to serve EMSA's users and stakeholders.

I am confident that the EMSA Work Programme 2011 lives up to these standards. Furthermore, it gives EMSA's users and stakeholders and the European public at large a short-cut to gaining a transparent view into the Agency's tasks and how these tasks are carried out.

Besides describing the well-known tasks of EMSA and the purpose of its activities in the fields of maritime safety, security and pollution prevention and response, the Work Programme 2011 also gives information about what is in the pipeline – i.e. development and review of existing tasks and new tasks which, according to political decisions, may be entrusted to EMSA.

Over the years, EMSA has demonstrated a commendable ability to establish and improve operational systems serving the maritime administrations in the Member States, the Commission, and the maritime industry. The EMSA Work Programme 2011 aims to strengthen EMSA's role as service provider in the field of ship traffic and ship pollution related information, by launching new systems, improving existing systems and making them more user friendly.

In 2011, visits and inspections to monitor the implementation of EU maritime legislation will be supplemented by horizontal analyses of series of inspection reports. Further-

more, the reporting of accidents to the maritime accident database developed by EMSA will become mandatory. These new developments will provide information for cost-efficient planning and allocation of resources.

In the field of pollution preparedness and response, the Commission is preparing a Mid-term Report which will be submitted to the European Parliament. In 2010, EMSA provided the Commission with detailed information on how the budget for pollution response and preparedness was spent in 2007-2009, including a review of activities and cost-benefit analyses of the network of Stand-by Oil Spill Response Vessels and the CleanSeaNet satellite pollution detection service. The Mid-term Report will be the basis for future political decisions on the multi-annual funding of EMSA's activities in the field of response to pollution by ships.

Finally, the Commission has presented a proposal aimed at amending EMSA's Founding Regulation. The proposed revision maintains the present tasks, fine-tunes these tasks and identifies new ones. Some of these go beyond the traditional fields of maritime safety, security and prevention of pollution by ships, such as the use of EMSA's response capabilities to combat pollution from offshore activities

and an extension of the Agency's vessel traffic monitoring services to serve a broader scope of users and purposes. The proposals are based on the idea of capitalising on synergies by using the existing expertise and infrastructure which the Agency has developed.

Gaining efficiency is the common aim of these initiatives to develop EMSA's tasks.

I am pleased as Chairman of the EMSA Administrative Board to present the Work Programme for 2011. The Programme is proposed by the Executive Director and adopted by consensus by the Board, with a consistent focus on what brings added value to EMSA's users and stakeholders and the European public. The bar is – as usual – set very high. The Executive Director and his team must continue to demonstrate hard work, efficient use of resources and excellent skills to manage the wide range of activities and achieve the ambitious goals in the programme. I am confident they will succeed.

Jørgen Hammer Hansen

Chairman of the Administrative Board

In his foreword on the previous pages, the Chairman of the Administrative Board, Jørgen Hammer Hansen, gave a well-balanced summary of the current activities, new challenges and possible new services to be provided to serve a broader scope of users and purposes.

I fully adhere to his words.

I would like to thank all members of the Administrative Board, collectively and individually, for their guidance and positive input to the work of EMSA.

I would also like to thank the EMSA staff members for their motivation, professionalism and efficiency. This recently adopted Work Programme 2011 fully recognises the particular expertise that has been brought together from all over Europe to work in concert for one common goal: safer seas and cleaner oceans… a never-ending challenge.

Willem de Ruiter

Executive Director

European Maritime Safety Agency
Management Plan 2011
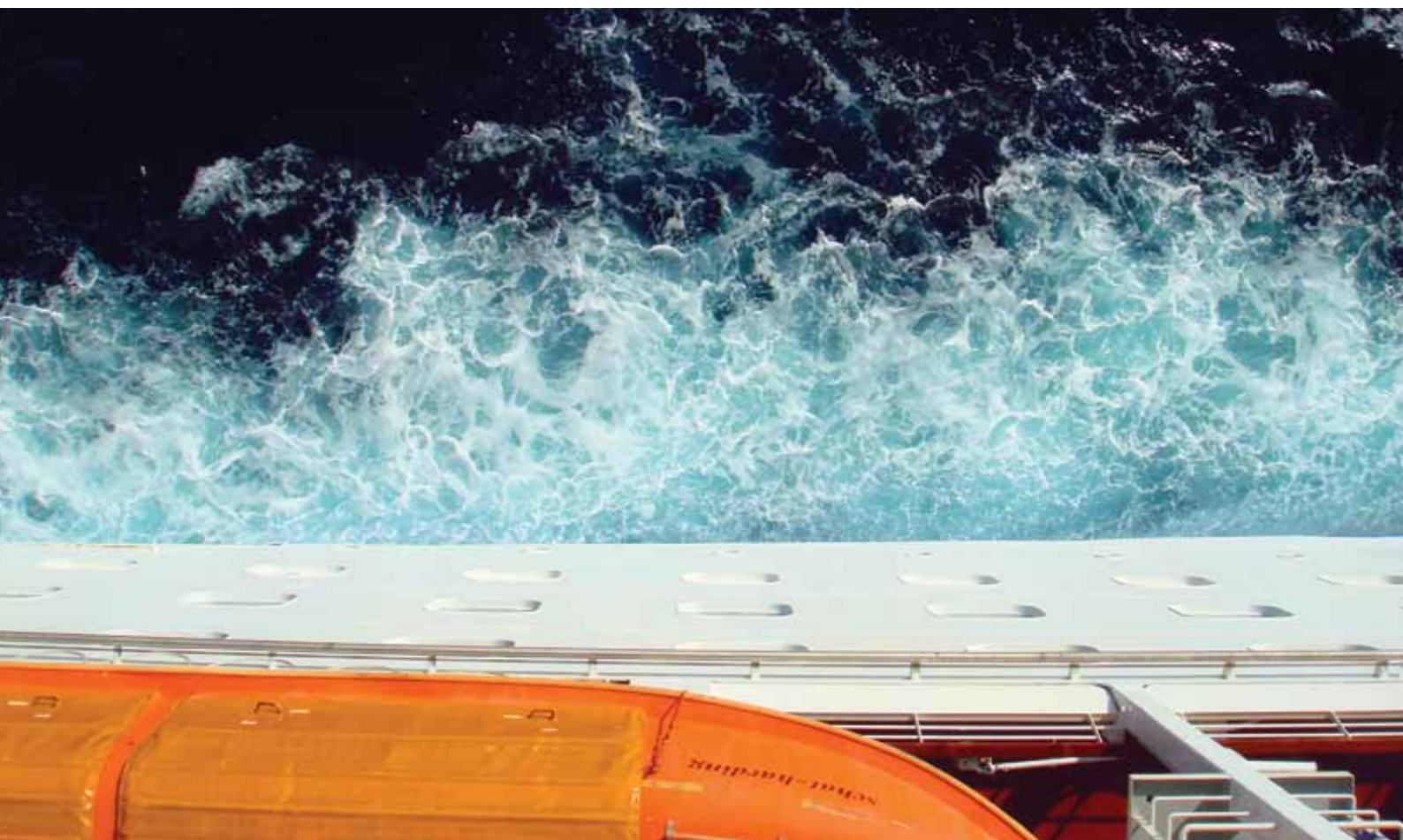
Chapter 1

The European Maritime Safety Agency

CHAPTER 1
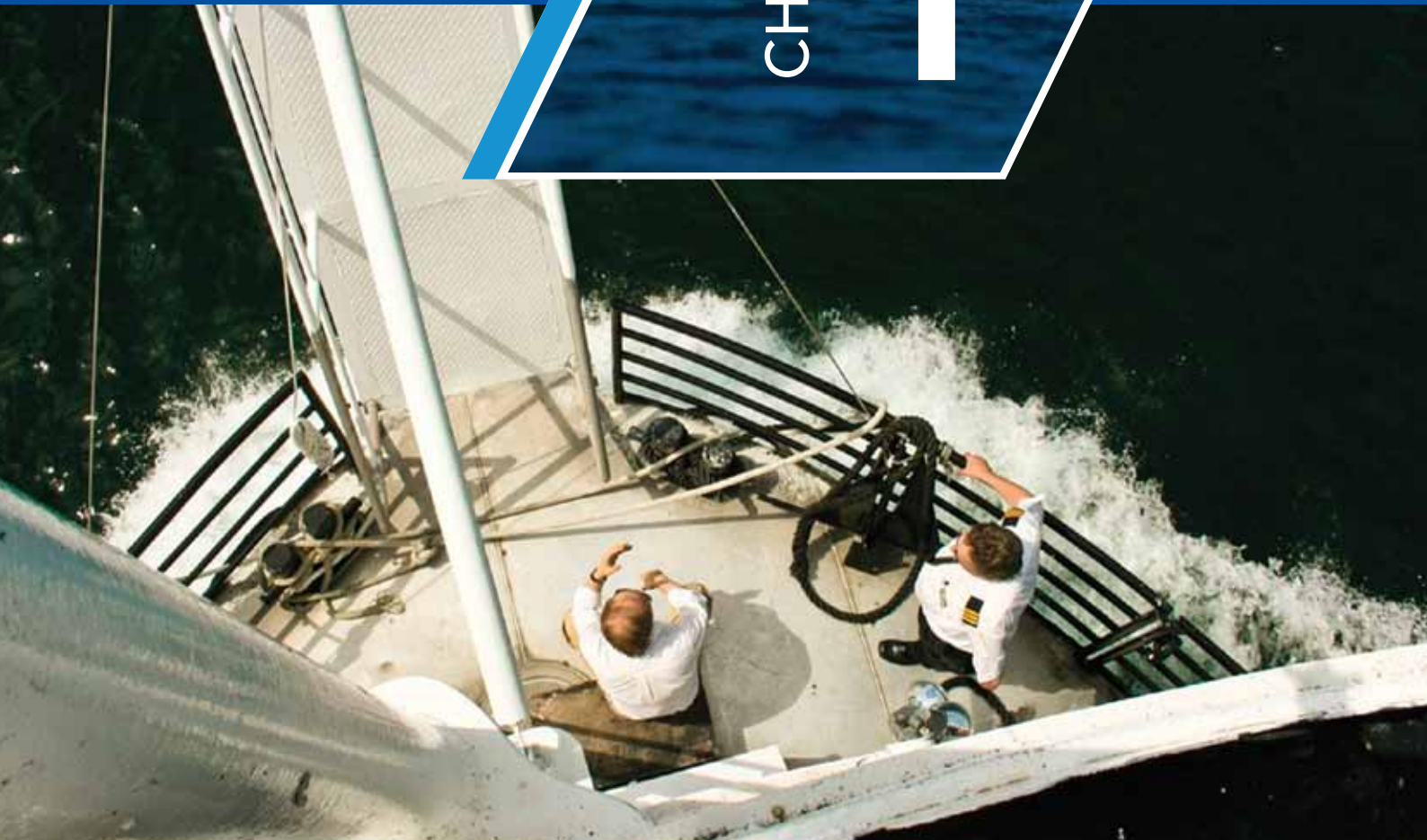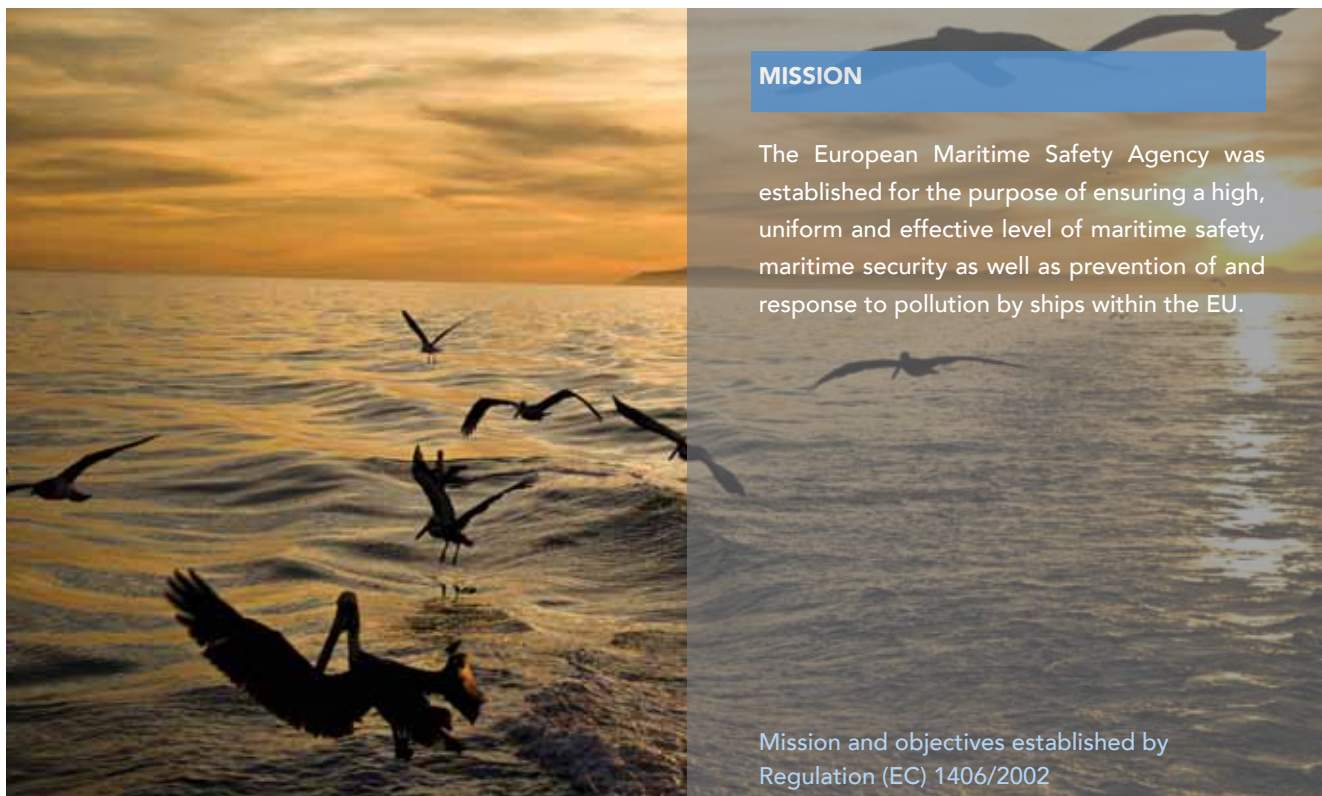
MISSION

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

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

1.1 ORIGIN AND TASKS

The idea of a European Maritime Safety Agency (EMSA) originated in the late 1990s, along with a number of other important European maritime safety initiatives. EMSA was set up as the regulatory agency that would provide a major source of support to the Commission and the Member States in the field of maritime safety and prevention of pollution from ships. The Agency was established by Regulation (EC) 1406/2002, and subsequent amendments have refined and enlarged its mandate.[1]

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, certification of marine equipment, ship security, the training of seafarers, and Port State Control.

Secondly, the Agency develops and operates maritime information capabilities at EU level. Significant examples are the SafeSeaNet vessel tracking system, to enable the EU-wide tracking of vessels and their cargoes, and incidents onboard; and the EU LRIT Data Centre, to ensure the identification and tracking of EU flagged ships worldwide.

In parallel, a marine pollution preparedness, detection and response capability, which includes a European Network of Stand-by Oil Spill Response Vessels as well as a European satellite oil spill monitoring and vessel detection service (CleanSeaNet), contributes 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 measures in place, and in the updating and development of new legislation. EMSA also provides support to, and facilitates co-operation between, the Member States, and disseminates best practices.

---

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).

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;

➜ and **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.

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

1.2 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 2011 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 Pro-

gramme and the 5–year strategy. The Administrative Board will also approve a series of key documents that serve to plan and report on the Agency's 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 a 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.

Three meetings of the Administrative Board are planned for 2011 (March, June and November).

Commission Vice President Sim Kallas (centre) and Head of Cabinet Henrik Hololei meet with Willem de Ruiter at EMSA in July 2010.

1.3 MAIN ACHIEVEMENTS IN 2010 AND WORK IN PROGRESS

2010 was the first full year of the Agency in its final head-quarters in *Cais do Sodré* in central Lisbon.

OPERATIONAL SYSTEMS

The activities undertaken in the field of maritime information systems in 2010 provided a sound basis for further developments to be implemented during 2011, as described in the following chapter. Preparations were put in place for the imminent in-house hosting of state-of-the-art systems, and the further development of the maritime information systems, like SafeSeaNet and CleanSeaNet. Existing vessel traffic and satellite monitoring systems were reinforced and improved on a continual basis, supplying quality services in a timely manner.[2]

The SafeSeaNet service functioned well throughout the year, and an increased quantity of information became available through the system. For the first time all EU Member States, Norway and Iceland exchanged an expanded range of information through the system. A major achievement was the implementation of a web-based geographical interface for the system, which entered into production in 2010, allowing users to access maritime information displayed on nautical charts. The decision of the High Level Steering Group in June 2010 to allow, for a pilot phase, access to users from outside the maritime transport domain was a key development in the evolution of the system.

2 For more detailed information on EMSA systems see chapters 2 and 5.

Preparations were put in place for an advanced Clean-SeaNet service (CleanSeaNet second generation), a near real time satellite-based oil and vessel detection service which entered into operation in December 2010. The CleanSeaNet second generation service combines maritime information, oil drift model outputs, and vessel traffic information from SafeSeaNet. The newly developed CleanSeaNet Data Centre, hosted at the EMSA premises, provides an advanced platform to acquire, store, visualise and disseminate CleanSeaNet information, as well as performing additional maritime surveillance services.

More countries joined the European Union's Long Range Identification and Tracking (LRIT) Data Centre, with Croatia, Gibraltar, the British Virgin Islands and the Falkland Islands completing or poised to complete the integration process. The EU LRIT Data Centre successfully passed its first annual audit, and the necessary preparations for hosting the Centre at EMSA premises were finalised. In addition, LRIT Flag State mandatory reports were made available through the SafeSeaNet interface.

Following an International Maritime Organization (IMO) decision in May 2010, EMSA was awarded the hosting and operation of the LRIT International Data Exchange (LRIT IDE), through which all LRIT Data Centres worldwide exchange information. The preparation work started in June 2010, and the LRIT IDE will become operational at EMSA during 2011.

2010 was the first full year in which the EMSA Maritime Support Services (MSS) were operational on a 24/7 basis. The MSS supports more than two thousand users of the operational systems (such as maritime administrations, search and rescue centres, ports, and vessel traffic services), monitors the quality and comprehensiveness of the information available, and provides a single point of contact at EMSA for maritime emergencies.

One of the major achievements of the year was the development of the THETIS database, which will support the new Port State Control (PSC) inspection regime due to enter into force on 1 January 2011. Within the scope of the new regime, vessels will have to provide ports with more extensive information than in the past (including detailed information on arrival and departure, carriage of dangerous and polluting goods, etc), which will be combined in one message. The system was developed and tested in 2010. Further developments were also needed in Safe-SeaNet to support the exchange of Port State Control information.

In May 2010, the Paris MoU Committee agreed on the appointment of EMSA as the information system manager of the new PSC inspection regime and the use of THETIS for the exchange and sharing of information between all the Paris MoU Member States.[3] This development ensures the consistency between Directive 2009/16/EU and the Paris MoU provisions.

A tender was launched in July 2010 for the development and implementation of an Integrated Maritime Data Environment (IMDatE). 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.

The potential of including other sources of information, such as vessel monitoring systems (used for monitoring fishing vessels), local coastal radar, and ship-based radar were explored with other EU agencies, and with Member States' organisations such as Maritime Administrations and Navies. Other activities in this area included the integration of the satellite Automatic Identification System (Sat-AIS), data from commercial providers and from the North Atlantic regional AIS server (hosted by Norway) into Safe-SeaNet. Collaboration between ESA and EMSA also laid the foundations for the future development of European level capabilities in satellite AIS.

---

3 22 EU Member States plus Canada, Croatia, Iceland, Norway and the Russian Federation

THETIS will help Port State Control Officers target vessels for inspection under the New Inspection Regime. EMSA worked throughout 2010 to bring THETIS up to scratch and train 80 national trainers so that Port State Control Officers across Europe could hit the ground running on 1 January 2011.

POLLUTION PREPAREDNESS AND RESPONSE

In the field of pollution preparedness and response, as foreseen by Regulation (EC) 2038/2006[4] on multiannual funding for the action of the Agency in the field of response to pollution caused by ships, in 2010 the Agency provided the Commission with all the necessary information for a Mid-term Report, which will be submitted by the Commission to the European Parliament. The information detailed how the budget received from the European Union for the purposes of oil pollution preparedness and response had been spent during the period 1 January 2007 - 31 December 2009. The information prepared by EMSA included a detailed review of all activities related to the Agency's pollution preparedness, detection and response programmes. Cost-benefit analyses of the Network of Stand-by Oil Spill Response Vessels and the CleanSeaNet service were also undertaken and presented. In preparing EMSA's contribution, stakeholders from Members States, relevant industry associations and non-governmental organisations were consulted, and they provided feedback on EMSA's activities, including suggestions for future developments.

The Network of Stand-by Oil Spill Response Vessels was reinforced, and a contract was awarded to provide more extensive coverage in the East Mediterranean Sea. In parallel, expiring contracts for the Mediterranean Sea and Atlantic approaches to the Channel were renewed.

In 2010 operational pollution response co-operation took place between the European Union and the United States of America, in the context of the Deepwater Horizon incident in the Gulf of Mexico. EMSA provided the US Coast Guard with on-site response capacity, in the form of a high-capacity skimming system.

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.

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 the air pollution field where legal and policy developments in the field of fuel requirements and greenhouse gas

The *Mersey Fisher* deploys sweeping arms during an exercise. This oil spill response vessel is on stand-by for the Atlantic Coast.

reductions from shipping gave rise to a number of tasks, including technical studies, numerous workshops and a pilot project for estimating emissions from shipping in EU waters. 2010 was also the first year of implementing the EMSA ballast water management action plan.

Activities to strengthen Port State Control in co-operation with the Paris MoU remained a priority, with the continued development and delivery of harmonized training and data tools including specific efforts to prepare the entry into force of the new inspection regime in January 2011.

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

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 Com-

---

4 Regulation (EC) No 2038/2006 of the European Parliament and of the Council of 18 December 2006 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and amending Regulation (EC) No 1406/2002.

mission with technical assistance in the performance of Commission inspection tasks related to ships, ship related companies and Member States administrations.

In 2010, 88 visits were carried out in different fields:

VISITS AND INSPECTIONS CARRIED OUT IN 2010	
Classification Societies	18
Training of Seafarers (STCW)	11
Maritime Security	38
Port State Control	5
Port Reception Facilities	5
Vessel Traffic Monitoring and Information Systems	7
Monitoring of Member States' fulfilment of obligations in respect of Recognised Organisations	2
Marine Equipment	2

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.

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, and assisted the Commission as requested.

SUPPORTING STAKEHOLDERS AND EXPERTS

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: 36 different workshops and working groups were organised with about 1170 participants from all over Europe. These included several sessions for CleanSeaNet users, to ensure a smooth transition to the second generation services, and ongoing SafeSeaNet user workshops.

A substantial number of training activities took place in 2010: a total of 34 different training sessions were organised. Amongst those, 16 were sessions for Member States and 11 were dedicated sessions for candidate and potential candidate countries.

The training programme for Port State Control Officers which started in 2006 further evolved and was followed in 2010 by 3 dedicated training seminars for a total of 130 participants. These training sessions were intended to be

for all European and Paris MoU Port State Control Officers, and were aimed at two different groups, with separate seminars for new entrants and experienced officers. The objective was to enhance the harmonisation and effectiveness of PSC inspections throughout the region, in particular in view of the New Inspection Regime (new PSC Directive).

Further dedicated training activities addressed the New Inspection Regime and THETIS. 4 such sessions with 20 participants each were organised in 2010, aiming at training national trainers.

MEETINGS ORGANISED BY EMSA 2010		
NO.	TYPE	PARTICIPANTS
34 *incl. 7 for PSC officers*	Training	753 *incl. 210 PSC officers*
36	Workshops & Working Groups	1170
18	Hosting	180
3	Administrative Board meetings	165

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 2010
EMSA Work Programme 2010
EMSA Annual Report 2009
12 monthly newsletters
EU Maritime Accident Review 2009 – Report
Vessel Traffic Monitoring brochure and posters
Port State Control brochure
Continuous updates to Agency website, intranet and extranet; Press releases as required.
8 internal "Gateway" newsletters
4 quarterly training and cooperation newsletters

Relevant information was also made available and updated through the Agency's website (www.emsa.europa.eu). Further details concerning the above mentioned activities and other tasks carried out by the Agency in 2010 will be presented in more detail in the 2010 Annual Report.

1.4 OBJECTIVES FOR 2011

Maritime safety represents the core business of the Agency.

This Work Programme does not focus only on the services provided by the Agency, but gives, as usual a general overview of the activities that the Agency is planning for 2011, in line with its Founding Regulation and the needs expressed by the Commission and the Member States.

OPERATIONAL SYSTEMS

2011 will be the year in which the Agency strengthens its role as service provider in the field of ship traffic and ship pollution related information to the Commission, the Member States and, as required, other relevant EU bodies and Agencies.

As in 2010, the information and monitoring systems of the Agency will be continually improved and updated in line with emerging technologies and new EU legislative requirements for maritime information sharing, to ensure the highest possible standards of continuous service for Member States and the Commission. Priority will also be given to establishing in-house operation and management of these systems. Besides SafeSeaNet, EMSA will bring or develop the following systems in-house during the course of the year: the CleanSeaNet Data Centre, the THETIS database, the EU LRIT Data Centre, and the EU LRIT International Data Exchange. This will require the planning and ongoing support from various information, communications, and technology (ICT) providers, both within EMSA and externally. The New Inspection Regime on Port State Control comes into force on 1 January 2011. An agreement has been concluded between EMSA and the Paris MoU, which entails new responsibilities and more tasks for the Agency. The THETIS system will have to be available on a 24/7 basis. Ensuring the smooth transition from the old Port State Control regime to the New Inspection Regime will be a critical task for early 2011 (For more information on these systems, see Chapter 2).

The information produced by these systems will be integrated in a variety of combinations, providing possibilities for Member States and EU institutions to choose, within the limitations set by the regulation on some data, what sort of information they require and how they would like it to be presented. The range of data sources available, or potentially available, includes terrestrial and satellite AIS, LRIT, satellite imaging, coastal radar, ship-borne radar, vessel monitoring systems, and additional data provided

Willem de Ruiter and Belgian Minister Schouppe at the Maritime Support Services centre. EMSA Maritime Applications are visible on the screen behind them: SafeSeaNet (left) and LRIT (right).

by Member States (such as cargoes of dangerous and polluting goods, other reporting formalities for ships entering EU ports, reports of accidents and incidents, amongst others). During 2011, and extending into 2012, the Agency will integrate and combine this data, where available, through the Integrated Maritime Data Environment (IMDatE). Major developments will be undertaken to provide combined sets of data tailored to user needs, and also to increase the usefulness of the data produced in order to address emerging areas, such as the Commission initiatives on Short Sea Shipping and e-Maritime.[5]

As regards EMCIP, the accident investigation platform developed by EMSA, population of the marine accident database by Member States will take off in earnest in 2011 as part of their obligations under Directive 2009/18 relating to Accident Investigation, to be transposed by June 2011. This will replace the voluntary system that applied since EMCIP was rolled out in 2009 and under which only a number of Member States were providing information.

Finally, during 2011, the STCW Information System will become fully operational. This system was developed in two phases, the first phase became operational during 2010 while the second phase will be completed during 2011. The system will provide updated data on EU maritime education and training institutions, education and training programmes, certification schemes, number of stu-

5 The European Commission promotes Short Sea Shipping to support intra-European movement of freight by sea (http://ec.europa.eu/transport/maritime/short_sea_shipping_en.htm). The e-Maritime initiative aims to foster the use of information and communication technologies in the maritime transport sector (http://ec.europa.eu/transport/maritime/e-maritime_en.htm).

dents, number of graduates as well as numerical information on the certificates of competency and endorsements of recognition issued by EU maritime administrations. The data made available through the system is aimed at providing reliable statistical information on the availability of EU certified seafarers.

POLLUTION PREPAREDNESS AND RESPONSE

In the field of pollution preparedness and response, in 2011 the Agency will make full use of the financial envelope made available by the multi annual framework to maintain the Network of Oil Spill Response Vessels. A significant number of existing contracts will expire and will need to be renewed or replaced by similar arrangements, with a view to keeping the availability of oil spill response capacity in seas surrounding the European Union at the same level.

TECHNICAL AND SCIENTIFIC ASSISTANCE

As regards the prevention of pollution from ships, the Agency will continue to support the Commission and the Member States in various fields, including in the ongoing debates on the regulation of greenhouse gas emissions, ships' fuels, including alternative fuels, ship recycling and ships' waste reception facilities and ballast water management. It is possible that certain new environmental tasks could be added to the Agency's list of activities in 2011.

Technical assistance will also be provided to the Commission and the Member States, not only within the European context but also the EU's participation in international maritime fora like the IMO. 2011 will in fact see the conclusion of a study which EMSA is undertaking in respect of the specific damage stability parameters of ro-ro passenger vessels according to SOLAS 2009, including water on deck calculation. This issue has raised a lot of concern in the maritime community and it is hoped that this study will contribute to finding a solution to maximise ship safety in this respect.

The harmonised training and tools for Port State Control Officers will continue to be updated and developed, also in the light of strengths and weaknesses that emerge in relation to the New Inspection Regime.

VISITS AND INSPECTIONS

Visits and inspections will be carried out to monitor the implementation of the EU acquis in the field of maritime safety, security and the prevention of pollution by ships.

As requested by the Commission and the Member States,

the Agency will carry out horizontal analyses of series of inspection reports, in order to reach horizontal conclusions, identify best practices, lessons to be learnt and potential improvements to the current legislation.

SUPPORTING STAKEHOLDERS AND EXPERTS

With the adoption of the third maritime package new tasks for the Agency will continue to emerge in relation to the new EU legislation in place for Recognised Organisations, Accident Investigation and Port State Control. Moreover, Member States have stressed on different occasions the need for enhanced training and exchange of best practices to help the implementation process at national level. In the light of the financial resources available, the training offered will remain at the same level as in 2010.

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 increasingly wide range of tasks and demands as described in more detail in the following chapters. For this reason, 8 additional statutory posts are foreseen in the Establishment Plan, giving a total of 208 statutory posts for 2011.

Finally, it has also to be noted that additional priorities may still arise for 2011, in response to developments in the shipping sector and Commission initiatives and subject to decision making at the appropriate level in the EU.

1.5 WORK PROGRAMME: STRUCTURE AND PURPOSE

The broad range of activities undertaken by the Agency in the fields of safety, security and prevention of pollution and response to pollution by ships can be subdivided into the following 4 categories:

➔ maritime surveillance;

➔ visits and inspections to monitor the implementation of EU legislation on 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;

➔ pollution preparedness, response and detection.

The following chapters provide a detailed explanation of the various tasks that the Agency will perform in 2011. The narrative presentation is followed by the Activity Based

Planning, with a breakdown, for each area of activity, of planned input in terms of financial and human resources, and of expected output and outcomes. In addition, key performance indicators are also provided for the external services of the Agency, as part of ongoing efforts to further refine in-house monitoring and reporting tools.

This Work Programme defines performance indicators that are able to measure the continuity and quality of external services. In cases where the Agency can be considered a service provider, "customer satisfaction" is of particular relevance. The intention is thus to seek customer feedback on a regular basis and to use the results as an additional performance indicator.

In addition, the establishment plan execution rate (recruitment) and the budgetary execution have been included as general performance indicators.

It should be noted that, for some of the outputs indicated 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.

Finally, the ongoing exercise is subject to adjustments or amendments in the light of experience gained.

Chapter 2

Maritime surveillance

CHAPTER 2

ENVISAT image entitled "United Europe".

Targeted images acquired by this and other satellites are used to spot possible oil spills via EMSA's CleanSeaNet service or to identify potential targets via a trial anti-piracy tool.

By adding traffic reporting to the picture, users can track the spills or other situations in near real time, to support response mechanisms and follow-up measures.

Satellite monitoring and traffic reporting are being combined to achieve a more complete awareness of the maritime situation.

'The aim of integrated maritime surveillance is to generate a situational awareness of activities at sea impacting on maritime safety and security, border control, the marine environment, fisheries control, trade and economic interests of the European Union as well as general law enforcement and defence so as to facilitate sound decision making.'

EMSA is uniquely positioned to help the Commission achieve this aim.

Firstly, as an operational agency of the EU, EMSA has in-depth understanding of the maritime situation in and around EU waters. Experience dealing with a variety of both safety and security related concerns from legal and operational perspectives has given EMSA extensive knowledge about many of the issues which arise, and about the practical realities of addressing these.

INTRODUCTION

Operational systems for vessel traffic and environmental monitoring have been set up by EMSA to assist the Member States under existing EU maritime safety legislation. These are SafeSeaNet, CleanSeaNet and the EU LRIT Data Centre. The Agency is in a constant process of improving these systems, through activities such as adding new data streams (e.g. satellite AIS) and increasing the scope and quality of the information produced. It has also been recognised that the information processed and managed by EMSA is of benefit to other maritime actors beyond the safety and pollution response communities with whom EMSA has traditionally worked, such as those protecting the EU merchant fleet against pirate attacks or customs authorities.

Recognising the benefits of exchanging information between different government entities and ensuring more effective integration of maritime surveillance is a key element within the Commission's Integrated Maritime Policy.[6] As stated in the Commission's Communication of 2009, *Towards the integration of maritime surveillance,*[7]

Secondly, EMSA operates and manages a suite of systems which receive, process, and distribute information on vessel traffic reports (LRIT, SafeSeaNet), satellite monitoring (CleanSeaNet), and Port State Control (THETIS). The services produced by these systems are shared with Member States and the Commission, to supplement and enhance national capacity for vessel traffic monitoring, Port State Control, and maritime pollution preparedness and response. Although the focus is predominantly on maritime safety, these services could also be useful in future for obtaining a clearer picture of a broad range of activities in the maritime domain, building a common picture across EU maritime interests. Enabling governmental and institutional organisations to make use of EMSA's systems would help avoid duplication of effort, overlapping infrastructures and unnecessary expenditures.

Thirdly, through cooperative working relationships with Member States, the Commission, and other EU bodies, EMSA has been able to successfully contribute and respond to initiatives developed at EU, regional and national levels. By interacting with a wide range of players engaged in maritime affairs, the Agency follows strategic issues and developments in the maritime domain, and tries to anticipate where it could add value in the future and may be called upon to contribute.

6 See Communication from the Commission 'An Integrated Maritime Policy for the European Union', Brussels, 10 October 2007; COM(2007) 575.

7 See Communication from the Commission 'Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain', 15 October 2009, COM (2009) 538.

Having outlined above EMSA's broader approach, the sections below provide more detail on how current information and monitoring systems are being adapted, and extended to provide better services for existing maritime users and for the purposes of maritime surveillance.

Part of this process involves the move to host several systems in-house, which is described below (see sections 2.1, 2.2 and 2.3). The Integrated Maritime Data Environment (IMDatE), a new platform built upon existing systems which will be in development throughout 2011 and 2012, will eventually become key for the integration of existing data sources and selective provision of information products and services.

In section 2.5 some of the pilot projects and new initiatives on which the Agency will be working in 2011 are introduced. EMSA is responsive to needs as they arise, and may identify and be invited to take part in other projects, as yet unforeseen. However, the projects described should provide some insight into the work being undertaken, and the benefits of working with pilot projects to explore possibilities for future operational services.

2.1 EU VESSEL TRAFFIC REPORTING AND SATELLITE MONITORING

2.1.1 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".[8] This information is based on position reports gathered from a ship-borne Automatic Identification System (AIS) - which are sent by vessels and received by coastal stations in the Member States - and on notification messages (such as pre-arrival, ship's voyage, HAZMAT and Incident Report notifications) sent by designated authorities in the Member States. Through SafeSeaNet this information is centralized in a single European platform.

Since SafeSeaNet became operational, the benefits of the system have become increasingly apparent to the user community. SafeSeaNet plays a key role in enabling the

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

All vessel traffic in EU waters is tracked on SafeSeaNet's map-based interface.

Each black triangle represents a ship. Specific vessel information is one click away (see details overleaf).
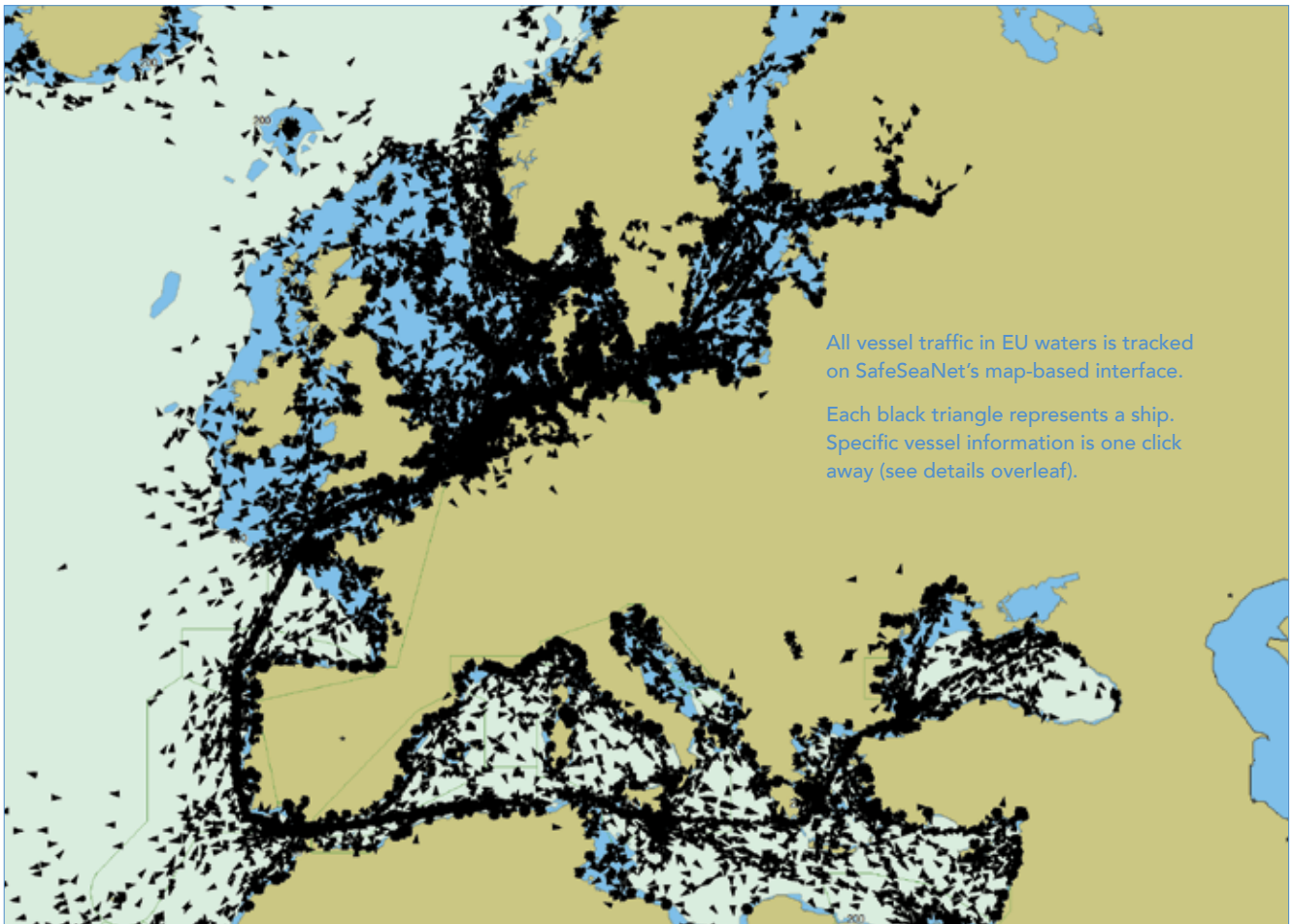
Antwerp port.
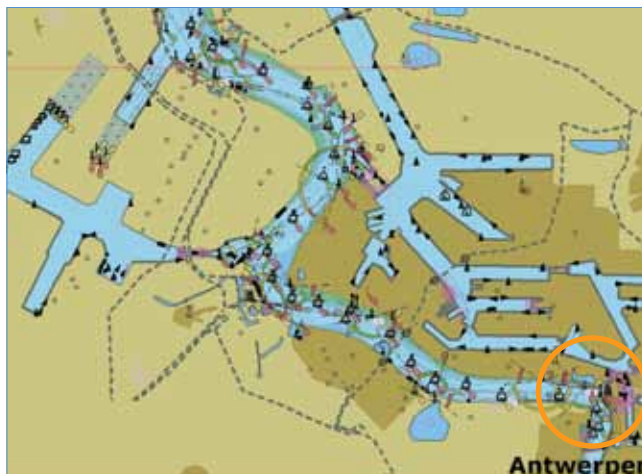
SafeSeaNet allows users to zoom into their areas of interest and identify single vessels.

exchange of maritime information, and is critical as a supporting tool for ensuring the successful implementation of the EU's Integrated Maritime Policy.

This was recognised by the Commission, with the assertion that,

"For certain categories of information, it is easier and more cost-efficient to collect and disseminate the [maritime] data in a centralised manner. The Community system SafeSeaNet should be used by all relevant user communities and be developed further to function as the main platform for information exchange in the EU maritime domain with regard to port arrival and departure notifications, notifications on dangerous goods, maritime security notifications, incident and accident information, AIS, LRIT and pollution monitoring."[9]

Throughout 2011, the SafeSeaNet system will continue to be operated and further developed so that it can successfully perform the role assigned to it. A new version of the system – SafeSeaNet V.2 – has been under development throughout 2010 and will be operational by 2011. This combines the features of the existing SafeSeaNet with additional functionalities, and with improved overall system performance and security. The interfacing of SafeSeaNet V.2 and THETIS will occur from the 1st January 2011, when a new Port State Control inspection regime comes into force. Vessels will be required to supply Member Sates with more detailed information on arrival and departure times and cargos than was the case in the past.

9 See Communication from the Commission 'Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain', 15 October 2009, COM (2009).

The information will be reported initially to SafeSeaNet before entering the THETIS database for use by Port State Control Authorities. Furthermore, SafeSeaNet and THETIS data will be integrated and displayed in a single window for both SafeSeaNet and THETIS users. The SafeSeaNet system will continue to serve over 2000 data providers and requesters across the EU. Among the 1600 EU and third-country authorised THETIS users, 400 are expected to use the service regularly for their core business.

The new EU Directive on reporting formalities for ships arriving to or departing from EU ports (as a successor to the previous Directive 2002/6/EC, commonly known as the FAL Directive) will also require technical changes to the SafeSeaNet system. Changes such as the incorporation of security and waste notifications are already foreseen.

Another significant development will be the inclusion in SafeSeaNet of information on accidents and incidents at sea, which will contribute to better awareness of the overall safety situation in EU waters. The accident database developed for this purpose will also support the production of EMSA's annual accident reviews and daily accident reports, which are sent to maritime decision makers and operational staff throughout the EU institutions.

In 2011, EMSA will continue a pilot project to test the distribution of streamed SafeSeaNet data to the Member States (initially with the Netherlands, Poland and Latvia as well as Norway). Currently SafeSeaNet data is only available to Member States through EMSA's SafeSeaNet interface in a processed form. The pilot project will allow
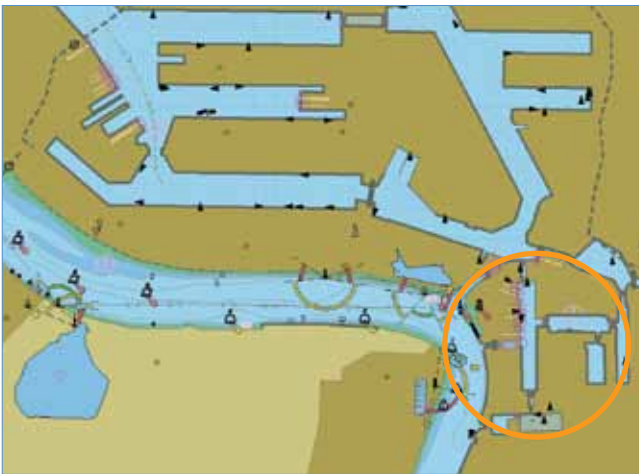
Each vessel icon (black triangle) is a link to multiple layers of individual vessel information, from expected arrival and departure times to hazardous cargo notifications.

SafeSeaNet responds to evolving reporting requirements and user needs: the new version of SafeSeaNet will add security and waste notifications, and accident information.

Member States to obtain the data in a form that can be fed into national systems and which is suitable for compiling individual statistics for a particular Member State. The outcome of the pilot project will be assessed to determine the extent to which streamed distribution technology will add value to Member States and will impact on the national systems part of the SafeSeaNet network.

The cooperation, based on Service Level Agreements, with the regional AIS servers operated by the Danish Maritime Safety Administration for the Baltic and for the North Sea,

and by the Italian Coast Guard for the Mediterranean, will be reviewed and possibly extended.

EMSA will continue assisting the Commission in the cooperation with neighbouring countries (for example, the Mediterranean SafeMed pilot project, the EU-Russian dialogue) for the promotion of traffic monitoring systems compatible with SafeSeaNet. Under the EU MONINFO project, cooperation with the Black Sea Commission will enable discussion on the possible development of a regional Black Sea AIS network connected to SafeSeaNet.
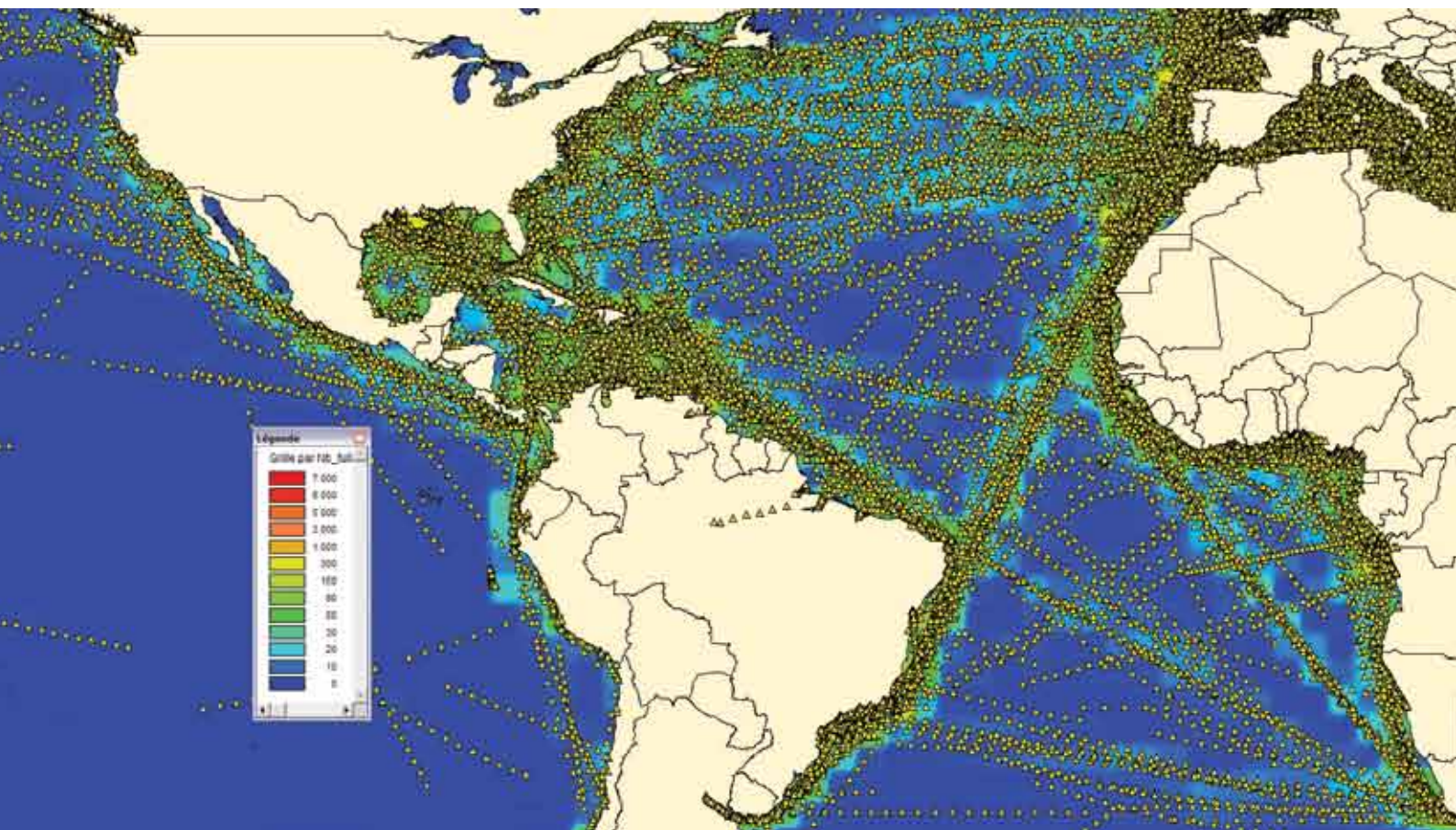
2.1.2 EUROPEAN UNION LONG RANGE IDENTIFICATION AND TRACKING (LRIT) DATA CENTRE AND THE LRIT INTERNATIONAL DATA EXCHANGE

The Long Range Identification and Tracking (LRIT) system is a global ship identification and tracking system based on communications satellites, that has been developed by the International Maritime Organisation (IMO). Ships transmit LRIT signals to their assigned Data Centres and these are then exchanged around the world in accordance with the established rules of a Data Distribution Plan (DDP). Following Council Resolution of 1-2 October 2007 and the adoption of Directive 2009/17/EC amending Directive 2002/59/EC, the Agency is in charge of the technical development, operation and maintenance of the EU LRIT Data Centre. It is the largest of the data centres worldwide; it serves 33 Contracting Governments (including 6 Overseas Territories) and receives the data from over 8,300 EU-flagged ships (almost 25% of the ships in the global LRIT system). The different data centres around the world interact with

each other through a communication gateway called the International Data Exchange (IDE).

EU LRIT DATA CENTRE

From 2011, the EU LRIT Data Centre will be hosted and operated in-house. The Agency will ensure that the service provided to the Member States will be continuously available and of a consistently high standard, in compliance with International Maritime Organization (IMO) requirements. As 2011 will be the first year in which the EU LRIT Data Centre is hosted in-house, the focus will be on implementing the necessary operational and maintenance procedures to ensure its sustainability and continued availability. By the end of 2011 the Agency will have assumed full responsibility for the operation and maintenance of the EU LRIT Data Centre, which requires the combined efforts of different units and staff from across the Agency.

Following the integration of Croatia as a participating Contracting Government to the EU LRIT Data Centre, requests

EU ship positions worldwide over one week.

The EU LRIT system tracks more than 8,000 EU vessels.
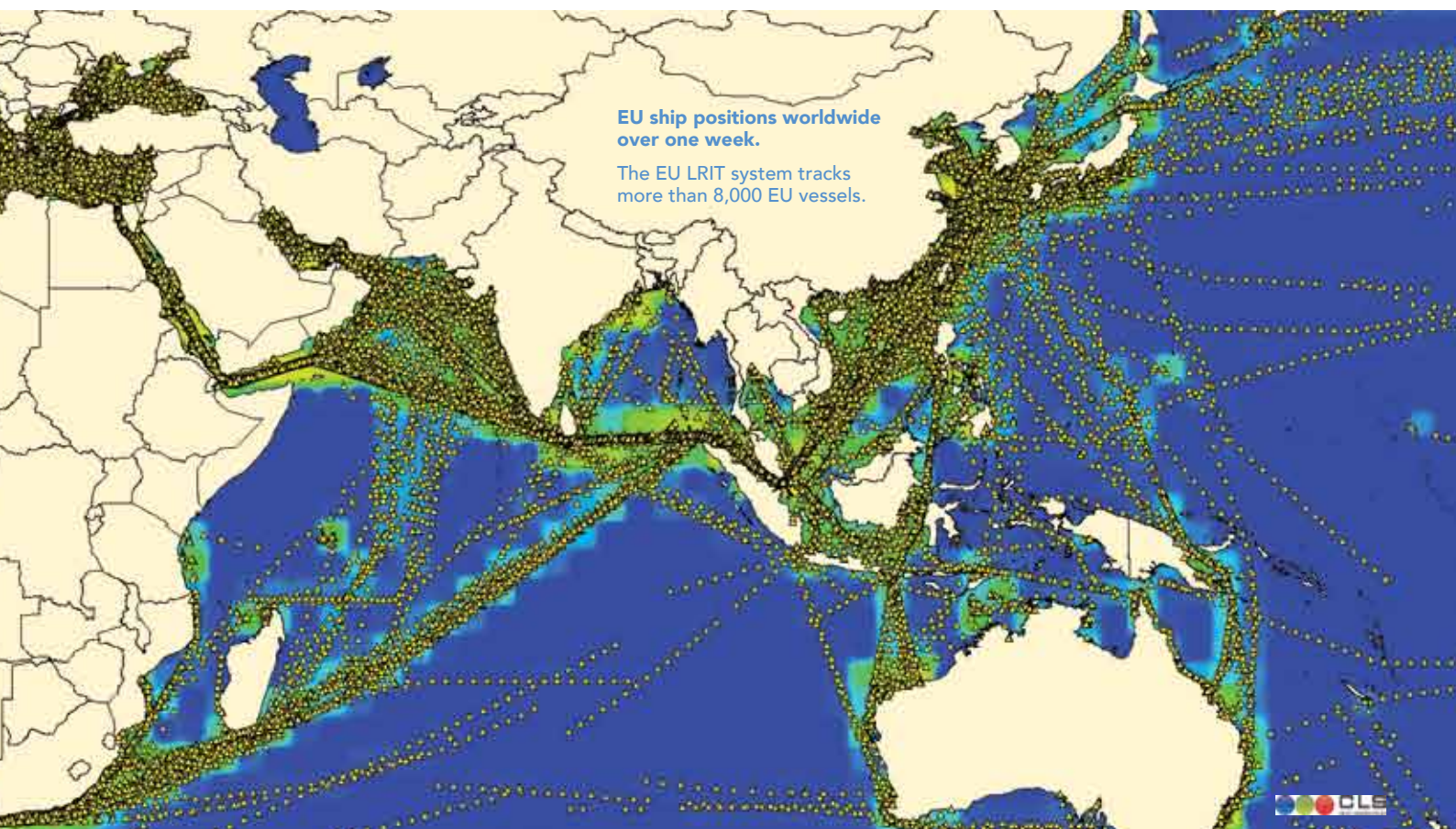
from other third countries, if received, will be processed in accordance with the Council Resolution of 9 December 2008.

Another activity for 2011 will be to enhance the Invoicing and Billing System of the EU LRIT Data Centre, to include additional features for providing better financial services to the EU DC users.

LRIT INTERNATIONAL DATA EXCHANGE

Following a decision at IMO level, taken during the 87th session of the Maritime Safety Committee, in 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. Presently hosted on a temporary basis in the United States from 2008 until mid-2011, the LRIT IDE is to be transferred permanently to EMSA. This is an important task for the Agency, requiring concentrated technical and operational input. It should be noted

that the operation of the IDE, particularly the financial aspects, will be re-evaluated at EU level in 2012.

Pre-development IMO testing of the IDE is planned for the first half of 2011, followed by production testing in the second half of the year. The service will be operational in EMSA by the end of 2011. The United States (US Coast Guard) will work with EMSA to develop and implement the transfer procedures and will continue to provide a back-up disaster recovery facility. It is expected that, in total, 65 LRIT Data Centres will eventually be connected to and via the IDE. The Agency will ensure that requests of 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, the International Mobile Satellite Organization (IMSO), which will audit the system on a regular basis.

2.1.3 CLEANSEANET

CleanSeaNet is the European Union's satellite based oil spill monitoring and vessel detection service. CleanSeaNet was developed in order to more effectively implement pollution preparedness, detection and response, primarily by providing satellite images of pollution on the surface of the sea (see section 5.2 for more details). The CleanSeaNet service provides a variety of products, ranging from dedicated oil spill alerts (via email, phone and SMS) to analysed satellite imagery, to the relevant Member State operational contact points within 30 minutes after satellite overpass.

Satellite images can be combined with AIS and LRIT vessel traffic information, particularly through the structural links being developed between CleanSeaNet and SafeSeaNet. The correlated data enables Member States to link oil spills to particular vessels, thereby enabling them to identify suspected polluters. In 2011 vessel detection capabilities, which have become increasingly sophisticated, will become a regular feature of analysed images. In addition to pollution detection, satellite images supplied by EMSA can also be used by relevant authorities (for example in charge of security and/or border control) to detect and track vessels (see section 2.5.).

2.2 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 3.3 and 4.1 - with the project management and financing of the information system (THETIS) foreseen in the PSC Directive 2009/16/EC in cooperation with the Paris MoU.

The system will support the new Port State Control inspection regime planned for the EU and Paris MoU region. The system is due to be operational from 1 January 2011, in accordance with the Directive, including the interface with SafeSeaNet for the new reporting requirements.

The system will also replace the existing database supporting the ro-ro ferry Directive 99/35/EC.

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 will be crucial.

Following the entry into the operational phase of THETIS, EMSA will work closely with experts in the context of

By overlaying AIS (Automatic Identification System) tracks and satellite images, polluters can be identified. This ENVISAT image acquired over the Canary Islands in September 2009 by the Azores ground station shows an ongoing spill. The AIS data points to the source of the spill.

Vessel identified
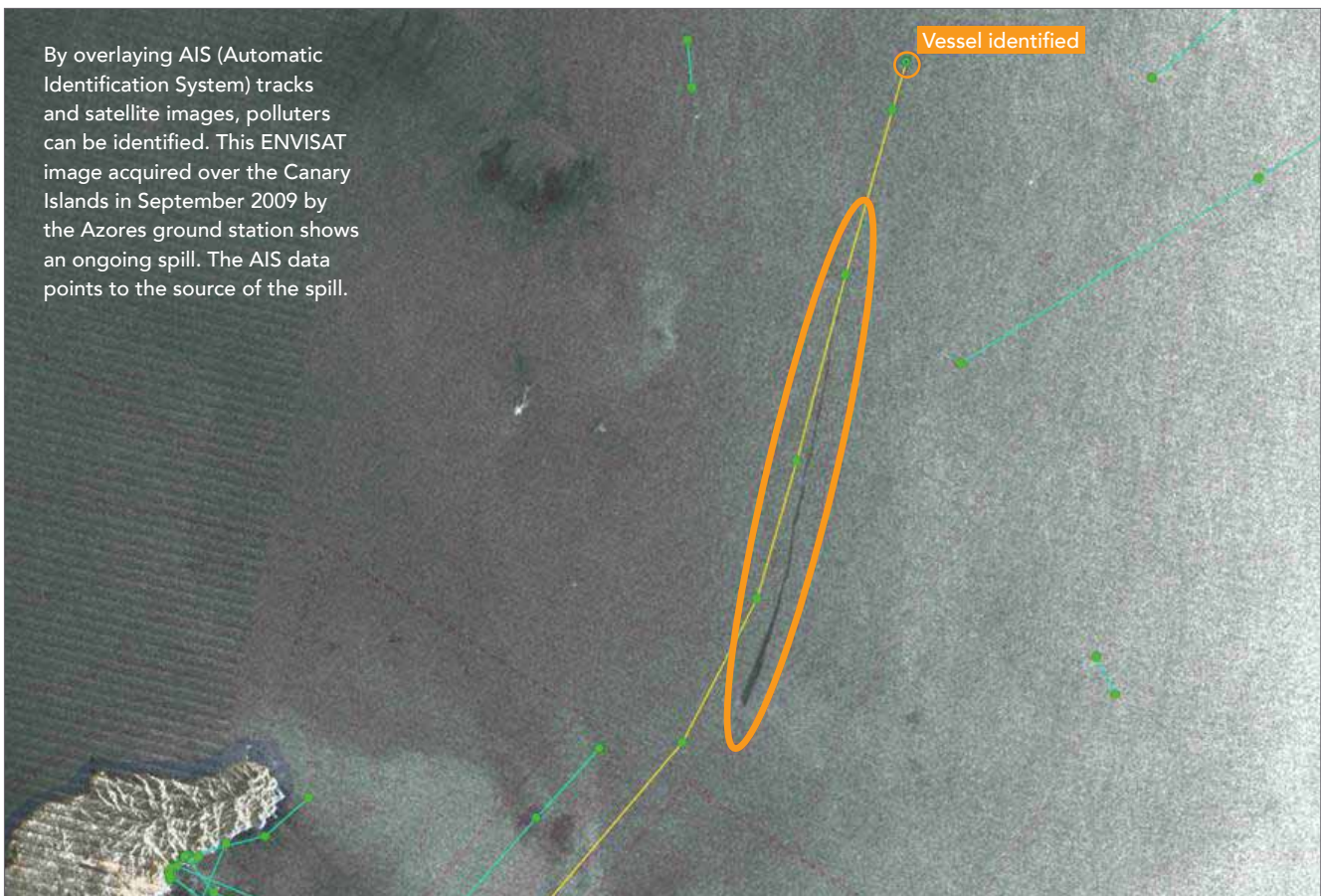
the Paris MoU to monitor the implementation of the new inspection system through THETIS and the quality of the service provided to Member States. A helpdesk will be offered to assist Member State users with any problems/questions linked to THETIS and the new inspection regime. Using SafeSeaNet, information on vessel movements can be made available to Port State Control inspectors and to 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 Recognized Organizations. The provision of information by the Recognized Organizations is regulated through Regulation 391/2009/EC.

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

2.3 TOWARDS AN INTEGRATED MARITIME DATA ENVIRONMENT

Although it is foreseen that each of the systems detailed above will be further developed and improved as stand-alone systems providing high quality services for existing users, the main focus for innovation in 2011 and 2012 will be on developing new ways to provide combined and integrated data tailored to match (new) user requirements. This is already possible within existing systems to a limited extent, but the structural capacity for maritime data integration will be reinforced considerably in the coming years.

EMSA will be putting major efforts into developing a new operational platform, the Integrated Maritime Data Environment (IMDatE), specifically for data fusion and management of data dissemination. This new environment will build upon as well as enhance the existing systems. It will have a more effective technical framework for data ingestion and data exchange (using data from internal EMSA systems and from external systems, including satellite AIS). Data processing can be configured very precisely, including data fusion, data correlation, and data enrichment. Archiving and storage capacities will be increased. The web interface will be designed in a user-friendly manner, with combined ship tracking and satellite image displays. There will be a number of value added services, e.g. integrated ship profiles and monitoring and surveillance of specific geographic areas. Finally, it will have dedicated user management and statistics functions. It is foreseen that this environment, also referred to as "Business Oriented Platform", will be developed during 2011, with some functionalities operational by year end, and others in 2012.

2.4 MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) is a centre operated on a continuous basis (24 hours per day) 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 States' users. This entails round-the-clock monitoring and administration of SafeSeaNet, CleanSeaNet, EU LRIT DC, and related data, including management of user rights and ship watch lists (banned ships, single hull tankers, etc). The MSS helpdesk is also the single point of contact to obtain emergency support from EMSA. In 2011, these activities will also cover the LRIT IDE. As more systems will be operated and maintained in-house, the role and responsibility of the MSS operators will be extended considerably.

The MSS control screens in Lisbon show the user interfaces for SafeSeaNet, CleanSeaNet, EU LRIT DC and related data. The structural capacity for maritime data integration within and between these services will be further reinforced in the coming years.

2.5 MARITIME SURVEILLANCE ACTIVITIES

EMSA's services have been recognised as potentially useful to other maritime actors beyond the safety and pollution response communities in the EU with whom EMSA has traditionally worked. Against this background, the Commission has advocated the development of systems for multiple use and EMSA will actively participate in this process.

As the EMSA services develop, new user communities could be envisaged from the following policy areas: Tax and Customs; Border Control; Fisheries Control; General law enforcement; Energy; Civil Protection Crisis Management; and Security.

The development of systems and services is part of an iterative process. If users identify new requirements and request new services, EMSA, in consultation with the Commission, will assess what is feasible and legally possible in order to meet their needs and respond accordingly. In parallel, new features and functionalities incorporated into the EMSA managed systems will extend the range of services available, which may then be proposed to new user communities. Requests for access to the systems will be considered by EMSA and the Commission, and could be addressed via the creation of pilot projects through which the potential for future operational services can be explored.

As a first step towards achieving this, and one of the most important changes to the system, is that access to SafeSeaNet can now be extended beyond existing users to other user communities in Member States and to EU bodies following a decision by the SafeSeaNet High Level Steering group in June 2010. For a number of pilot projects, access to the service could be extended, on a need-to-know and need-to-share basis, to support activities beyond the traditional domains of SafeSeaNet (maritime safety, port and maritime security, marine environmental protection and the efficiency of maritime traffic and maritime transport). It is anticipated that a number of requests will be made in 2011.

EMSA will provide expertise from the maritime domain, and offer advice and guidance on technical and operational issues, when requested, to initiatives in the maritime domain being developed or supported by the Commission.

An important area of activity for EMSA in 2011 may concern intra-European Short Sea Shipping, depending on the ongoing discussions establishing a "Blue Belt" by extending the scope of the European maritime transport space without barriers, which will gain momentum in 2011. Under this initiative, EMSA could be asked to develop additional capabilities in support of the Commission and the Customs authorities of the EU Member States to establish ways to monitor ships and their cargoes in order to simplify port procedures for intra-EU waterborne transport and trading. This would benefit Member State authorities, ship owners, industry, the European economy, and ultimately the consumer.

EMSA may also be required to play a supporting role for the Commission under the Integrated Maritime Policy and in particular the roadmap for 'A Common Information Sharing Environment (CISE)'. EMSA could potentially provide the basic maritime traffic picture to any system that is developed under this policy. The target timeframe for achieving an integrated maritime picture is 2014. As the only EU body currently carrying out this type of activity, EMSA is in a key position to help achieve the goals of the CISE. Part of this would be to provide support to the regional projects MARSUNO (Northern European sea basins) and BlueMassMed (the Mediterranean Sea) in the form of technical advice and access to EMSA operated systems.

As the Commission's e-Maritime initiative advances, the role of information and communication technology to improve interaction and coordination between different stakeholders in the maritime domain is likely to become increasingly important. EMSA has experience in developing and delivering systems which are interoperable, user-friendly, and which encourage data sharing between and across stakeholder groups. As specific policies and strategies under the initiative are developed and implemented, it is possible that EMSA will be requested by the Commission to become involved during 2011.

Another important area where the Commission and Member States are actively seeking improved capabilities for networking and information exchange with relevance to the maritime sector is between the border control agencies of the Member States. The creation of EUROSUR (the European Border Surveillance System) promotes these objectives. It aims to establish improved capabilities for (sea) border control at EU level. Possible cooperation will be explored, in the context of the Global Monitoring for Environment and Security (GMES) programme for satellite based monitoring services.

EMSA will also continue to work with other EU bodies to see how joint projects can add value to the work of all concerned. Cooperation initiated in 2010 with the Community Fisheries Control Agency (CFCA) and Frontex will continue. As well as two standing working groups, one on the use of assets (aircraft and vessels) and one on data sharing, the partnership is also implementing pilot projects to evaluate the viability of integrating coastal radar data and vessel monitoring system data (used to track fishing vessels) with information from the EMSA systems. Initial results are expected by the end of 2011 or early 2012. EMSA will also work with the European Defence Agency

(EDA), which is developing a similar model to the border control community, to explore capabilities for networking and information exchange.

Activities related to combating piracy are becoming increasingly prominent. A successful activity in 2010, which will be continued (though still on a trial basis) in 2011 is based on the 'anti-piracy tool' developed by EMSA for the EU Naval Forces around the coast of Somalia (EUNAV-FOR). When vessels enter areas in which there is a high threat of piracy, an alert is given through the EU LRIT DC system. Combined maritime traffic information services for protecting the EU merchant fleet will be further explored as part of the Agency's PIRASAT pilot projects.

Another major development for maritime surveillance projects will be the integration of satellite AIS (Sat-AIS) data into EMSA systems. Actions will be undertaken, in close cooperation with the European Space Agency, to develop a technical capacity to receive, process and distribute Sat-AIS information to governmental and institutional end-users. The volume of Sat-AIS data received in 2011 will be fairly limited, with data generated by the Norwegian satellite AISSat-1, and possibly also selected data from commercial providers. Nevertheless, 2011 will be critical for developing processing capacity, so that as more Sat-AIS data streams become available in future years, EMSA is able to integrate them smoothly into a functioning system. Together ESA and EMSA, as part of a joint project, will work towards achieving the longer-term goal of developing a European capability for Sat-AIS traffic monitoring.

For the execution of the total cluster of activities related to traffic monitoring and maritime surveillance it is foreseen to recruit 8 additional staff: 4 will be devoted to the LRIT IDE, and 4 to the implementation of THETIS.

Chapter 3

Visits and inspections to monitor the implementation of EU legislation

CHAPTER 3

INTRODUCTION

Verification of the implementation of EU maritime safety and security legislation, as defined by the Agency's Founding Regulation, remains an essential task, and the Agency will continue this process in 2011. There are several reasons for verifying how this legislation is implemented in practice, including: detecting gaps in the overall safety system; promoting 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 inspection visits work to the Agency: this is for example the case for the inspection of the work of Classification Societies and for the inspection of the educational and training systems for seafarers in third countries (STCW).

→ The Commission is requesting 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 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 providing the Commission with technical assistance in the performance of its ship security related inspection tasks under Regulation 725/2004 on enhancing ship and port facility security. The Agency assists the Commission with the inspection of national administrations responsible for ship security, ships, relevant companies and Recognised Security Organisations.

The Agency has also begun to undertake horizontal analysis of several series of inspection reports.

3.1 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. 391/2009[10] 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. The Commission assesses these organisations in order to verify that they continue to meet the criteria laid down in the relevant EU legislation. The Agency has, since 2004, carried out over 100 inspections of Recognised Organisations on behalf of the Commission in order to support the assessment process.

3.1.1 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 inspections of Recognised Organisations, the emphasis will be on visits to regional and branch offices, site offices at ship yards and visits to ships. There will also be a continued focus on emerging shipbuilding markets. Geographical areas where inspections have not been carried out recently will also be included. The total number of inspections is expected to be around 16 to 18 in 2011, depending on follow-up and corrective actions. In this latter respect the Agency will continue to invite, on behalf of the Commission, Recognised Organisations to prepare corrective action plans (CAPs) to respond to the findings of the inspections. The CAPs, together with the Agency's analysis of the CAPs, will be submitted to the Commission to assist with their assessments.

In addition, assistance will continue to be provided to the Commission in the follow-up of assessments.

Regulation 391/2009 provides for the EU-recognised organisations to set up an independent entity for the assessment and certification of their quality management systems. This entity is expected to become operational at the beginning of 2011 and will be assessed by the Commission in order to verify that it meets the requirements laid down in the Regulation, especially as regards its independence and professional competence. Within this context, EMSA will carry out the necessary visits and verifications on the Commission's behalf.

---

10 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.

Class society inspections help the Commission verify that ship inspection and certification procedures are up to standard. Only those certification organisatons that meet the established criteria, within and beyond the EU, are recognised by the EU.

3.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

A large number of foreign seafarers (holding certificates issued outside the European Union) work on board EU flagged vessels. Their numbers are increasing and they are also taking over more and more 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 the international STCW standards. On the basis of Directive 2008/106/EC on the minimum level of training of seafarers, this task has been re-assigned to the Commission assisted by the Agency. On the basis of the EU legislation, the same approach is followed as regards the Member States. Hence the Agency conducts visits to collect information on the implementation of the relevant provisions.

STCW inspections to Member States and third countries are very thorough, with visits to the various agencies of maritime administrations as well as to Maritime Education and Training Institutions.

There are currently around 50 countries, not including the 27 EU Member States, 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 2011, 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.

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

There will be around six to eight inspections of third countries in 2011. The inspections will be decided 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 recognising 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.

3.2.2 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 to six visits to Member States are expected to be undertaken in 2011.

3.3 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 tools to verify if ships comply with international safety, pollution prevention and crewing regulations. Port State Control inspections should 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 is visiting Member States administrations and their ports to verify the implementation of PSC rules and procedures within the European Union.

After having completed in 2007 the first full cycle of visits to monitor the functioning of the PSC regime and after having compiled an overall report on the implementation of the PSC system in the EU, the Agency was requested by the Commission to monitor the follow-up actions related to non-compliances recorded during the first cycle of visits. This monitoring has been carried since 2008. In view of the entry into force of Directive 2009/16/EC on 1 January 2011, the Agency, in agreement with the Commission, will take appropriate measures for monitoring the implementation of the new PSC regime, including a new programme of visits to be conducted from the second half of 2011. The data gathered will help the Commission in the review of the implementation of the PSC Directive due by mid 2012.

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

3.4 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 EU law under Regulation (EC) No. 725/2004 on enhancing ship and port facility security. At the same time, the Agency was tasked to provide the Commission with technical assistance in the performance of its inspections. These inspections, carried out by the Commission, verify the implementation by Member States of the security requirements mandated by the Regulation, for which the Agency provides technical assistance to the Commission in relation to ships, relevant companies and Recognised Security Organisations.

Member States have obligations 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 and inspections of maritime administrations in respect of this task are expected to start. Decisions by the Commission to conduct inspections of Recognised Security Organisations and shipping companies with the technical assistance from the Agency will, among other factors, be based on the outcome of the ship security inspections.

An inspection programme for 2011 is expected to be adopted by the Commission towards the end of 2010. It is anticipated that a similar number of inspections will be undertaken in 2011 as carried out in 2010, so as far as the Agency's participation is concerned, between 30 and 40.

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. A similar number to previous years is anticipated, of around four to six inspections.

3.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

At the request of the Commission, the programme for monitoring visits to Member States has been extended to verify the effective implementation of other legislative acts in the field of maritime safety and marine pollution.

As concerns Port Reception Facilities, the first cycle of visits to Member States on the implementation of Directive 2000/59/EC was concluded in 2010, and a comprehensive report summarising and assessing the findings was produced. Following a request by the Commission in 2010, additional visits will be undertaken to a number of Member States to evaluate aspects of implementation that

The implementation of security requirements by Member States and respective Recognised Security Organisations needs to be monitored.

Port State Control inspections verify if ships comply with international safety, pollution prevention and crewing regulations. A harmonised approach ensures equivalent safety standards and prevents the distortion of competition.

the Agency was unable to address during the first round of inspections, and to assist the Commission to complete its assessments. The experience gained from these visits and related activities will also be used to assist the Commission with the revision of the Directive, which will be ongoing in 2011.

Similarly, following visits in 2010 to monitor the implementation of the Port Reception Facilities legislation in Norway and Iceland, in 2011 the Agency will also assist the EFTA Surveillance Authority in any follow-up requested.

Starting in 2009, the Commission has asked the Agency to carry out monitoring visits to the Member States in relation to Directive 2002/59/EC on vessel traffic monitoring and information systems, following an analysis of replies to questionnaires and discussions of best practices. Seven visits are foreseen in 2011, consistent with the programme of visits carried out in the previous year, with the aim of completing the first cycle of visits in 2012. 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, VTS and other vessel traffic monitoring infrastructure of the Member State visited.

In addition to its inspection visits to classification societies and Recognised Organisations (see section 3.1), visits to Member States will continue in 2011, 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, which forms part of the recast of Directive 94/57/EC). It is expected that two visits will be undertaken in 2011.

As requested by the Commission in 2010, the Agency will continue its programme for monitoring visits to Member States to assess the implementation of the Marine Equipment Directive (MED) mechanisms by the national administrations. These visits should also lead to identifying best practices. Subject to confirmation by the Commission, three visits are expected to be undertaken in 2011.

Subject to a request by the Commission, the Agency also anticipates carrying out a number of inspection visits to Member States in 2011, focussing on particular aspects of Directives 2009/45/EC on safety rules and standards for a

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 complaints addressed to the Commission.

In addition, as has been the case in previous years, the Agency is expected to be requested to participate as an observer on behalf of the Commission in the voluntary IMO Member State flag audit scheme carried out by the International Maritime Organization when auditing EU Member States.

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.

3.6 HORIZONTAL ANALYSIS

Article 1 of the EMSA Founding Regulation makes an explicit reference to the role of the Agency in assisting the Commission and the Member States in order to "evaluate the effectiveness of the measures in place" within its fields of activity.

Therefore in 2011, following the interest shown by both the Commission and the Member States, the Agency will provide analyses of different series of reports in order to arrive at horizontal conclusions, to identify best practices, lessons to be learnt and possible improvements to the current legislation as appropriate.

In 2011 it is anticipated that the focus of the Horizontal Analyses function will be on the implementation of: Directive 2000/59/EC on Port Reception Facilities (work already started in 2010); Directive 2008/106/EC, as amended, on the minimum level of training of seafarers in EU Member States, to assist the Commission in the development of the revision of this Directive; and Directive 2002/59/EC on vessel traffic monitoring and information systems.

The first cycle of Port Reception Facilities (PRF) visits was completed in 2010. The resulting comprehensive report will feed into the revision of the PRF Directive.

Chapter 4

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

CHAPTER 4

4.1 PORT STATE CONTROL

4.1.1 COMMON TRAINING

The development of harmonized training tools for Port State Control officers (PSCOs), in cooperation with the Paris MoU, is another important task which the Commission handed over to the Agency in the implementation of Directive 2009/16/EC. A harmonized training scheme is offered for the training and qualification of PSCOs 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 Distance Learning Package has been prepared and facilities for training will continue to be provided to a large number of officers. Following the very positive response received after the introduction of the database on maritime legislation for PSCOs of the Paris MoU – Rulecheck – the Agency will continue to develop and update this tool, in order to increase its effectiveness and comprehensiveness.

In particular, for 2011 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 PSC procedures
➔ Ensure the proper operation, as well as updates, of the Distance Learning package
➔ Maintain and update RuleCheck.

4.1.2 IMPLEMENTATION ISSUES

The monitoring visits to Member States mentioned under section 3.3 offer the opportunity to get a clearer picture of 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 system, where appropriate.

Assistance will be provided to the Commission for 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 on detentions and refusal of access).

As regards ro-ro ferries, EMSA will continue to administer the database, which will be part of THETIS, with the 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 and will continue

to monitor the application of the regime. This includes the provision of technical assistance to Member States to ensure harmonised inspection procedures.

On 1 January 2011, EMSA becomes the information system manager of the Paris MoU. In the first year of operation of the New Inspection Regime, it will be necessary to address practical implementation problems and provide technical guidance to all the maritime administrations involved. EMSA will also continue to contribute to the work of the different task forces and technical bodies of the Paris MoU.

Assistance will be provided to Member States for applying in a coherent manner the Port State Control related requirements foreseen under Art. 5 (inspections, compliance, expulsion from ports and denial of access to ports) of Directive 2009/20/EC on the insurance of shipowners for maritime claims, subject to respective discussions and decisions by COSS.

4.2 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 by 2011, 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.

A common investigation methodology, drafted in co-operation with Member State investigation authority representatives, as facilitated by EMSA, is expected to be adopted by comitology in 2011. Further assistance may be provided to the Commission and to Member States in respect of facilitating the implementation of the methodology.

The Agency is actively working in cooperation with the Commission and the Member States on the operability and 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 a geographic information support. As foreseen by Directive 2009/18/EC, from 17 June 2011 the notification by Member States to the EMCIP of information on marine casualties and

MSC Chitra listing heavily after the collision off the coast of Mumbai with MV Khalijia.

incidents and data resulting from safety investigations will become mandatory. This will allow the Agency to assist the Commission and Member States with the overall analysis of such data, the development of trend monitoring mechanisms, proposals for safety recommendations, issuing early alerts and notes of warning at EU level, the improvement of existing European legislation and promotion of new technical requirements. The comparison of EMCIP data with data collected on casualties in other transport modes and a simplified data provision mechanism to IMO through EMCIP will facilitate inter-modal analysis and data contribution at a global level.

Assistance will also be provided to the Commission and the Member States as concerns the permanent cooperation framework, foreseen by Article 10 of the said directive. The cooperation framework will work on cooperative-operational agreements and may further ensure the general dialogue of all involved parties, and identify areas with particular need of further support.

To further facilitate the implementation of the Directive, ongoing assistance to investigative bodies is offered by developing and promulgating best practices, through the provision of different levels of accident investigation training in co-operation with Member States. Following a study commissioned by the Agency, dialogue between Member States for a more harmonised system of accident investigator formation will be facilitated.

Following the EMSA 5-year Strategy and after the anticipated setting-up of a network of investigators from relevant national bodies by June 2011, the Agency will be involved in the coordination of this network in 2011.

4.3 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 2011 training sessions and exchange of best practices will be organized on the basis of national requests and taking into account recommendations expressed by this network. Activities will cover, as usual, all fields of EMSA's mandate: port state control, ship security, traffic monitoring, port reception facilities, marine equipment, pollution response, maritime labour convention, implementation of EU law, etc. Since the scope, mandate and audience is different from those mentioned in Directive 2009/16/EC on Port State Control, these sessions do not duplicate or replace the training seminars mentioned above in section 4.1.

Some 10 training sessions will be organised for Member State officials in 2011, focusing on the existing EU maritime legislation. The portfolio of training material is continuously improved and revised in order to be rapidly available to different beneficiaries. As requested by the Member States, EMSA's training programme will focus somewhat more on exchanging experiences and best practices and will seek to provide a forum for discussing issues of implementation.

The Agency is also involved in various EU-funded projects for EU neighbouring countries focussing on technical assistance for 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. During 2011, the project to support candidate and potential candidate countries (Croatia, Turkey and the Western Balkans) will come to an end. It is expected that a new project for the same beneficiaries will replace it.

Further ad hoc assistance is provided to the Commission in the implementation and monitoring of specific EU funded projects for neighbouring countries: during 2011 the SAFEMED II project will be in the implementation phase with a large set of activities for the Mediterranean Sea. As in 2010, this will call for strong involvement by EMSA.

4.4 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) 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 concerning mutual recognition of class certificates of equipment, materials and components, and relevant provisions related to 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 EU Recognised Organisations.

4.5 STCW INFORMATION SYSTEM

During 2011, the STCW Information System will be fully developed. The system includes descriptive information on maritime education and training systems in Member States and third countries inspected by the Agency as well as generic results from the Agency's inspection visits in this area. Partly operational from the second half of 2010, the system will support the Agency and the Commission and help prioritise the STCW inspections. The system will become fully operational based on the information made available to the Agency on certificates of competency and 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.

Finally, the Agency will support the Commission in the preparation of a new Directive that will replace Directive 2008/106/EC, following the adoption in 2010 of the amended STCW Convention.

4.6 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. 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 legislation notified by Member States to the Commission in accordance with Directive 98/34/EC.

In 2011, the work on damage stability of ro-ro passenger vessels (Directive 2003/25/EC), for which the majority of the world fleet flies EU Member State flags and sails in EU waters, will be continued. Following a new study to be completed in 2011, possible remedial actions that the EU could propose to the international community will be identified.

Furthermore, technical assistance will be provided to the Commission in the process of the revision of the domestic passenger ship safety directive (Directive 2009/45/EC) and the Directive on safety of ro-ro passenger ferries and high speed passenger craft in regular service (Directive 99/35/EC).

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. When appropriate, technical assistance will be provided for the implementation of Directive 2009/13/EC on Maritime Labour Convention (Flag State and Port State aspects).

As regards Directive 96/98/EC on Marine Equipment, the Agency provides two main types of services: technical and operational support. Different 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 3.5 and following the development of a common auditing methodology on notified bodies for the EU Member States, the Agency will follow up on assessments carried out by the Member States with the aim of collecting experience on auditing and reporting procedures.

In 2011 EMSA will continue to support the Commission in the updating process of the annex of the MRA (Mutual Recognition Agreement) signed between the EU and USA.

EMSA will continue to contribute to the revision of the Marine Equipment Directive and the update of its technical annexes.

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.

4.7 EQUASIS, STATISTICS AND MARITIME INFORMATION

The Equasis information service is an essential tool to help promote quality and safety in maritime transport. 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 2011 and developments during the year will include significant improvements to the method for producing the Equasis annual statistics of the world fleet. Increased use of IT tools in the production process will seek to ensure that the publication becomes easier to make and more relevant for users.

The internal MARINFO information system contains data collected from commercial providers on ships' characteristics, accidents, movements, demolitions, new buildings, ownership etc. In 2011 the Agency will continue working towards better integration, analysis and dissemination of maritime data through: renewal of the existing framework contract for the provision of data; the continued development of the maritime statistics helpdesk; and if necessary further data warehouse development. 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.

Ship air emissions are an increasing concern. Voluntary and mandatory technical and market-based methods will have to be reviewed and assessed in order to meet reduction targets, depending on EU and international regulatory choices.

4.8 PREVENTION OF POLLUTION BY SHIPS

4.8.1 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 2011 will concentrate on the following issues:

➔ provide assistance to the Commission in the process of reviewing the Directive;
➔ monitor and analyse the international discussions on legal and technical issues relating to the delivery and reception of ships' wastes and cargo residues.

4.8.2 AIR EMISSIONS

The emission of greenhouse gases (CO_2) from ships has become 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 CO_2 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 applicable reduction targets in the future, depending on the regulatory choices made at international or EU-level.

Further actions are foreseen in order to assist the Commission in ensuring that ships and fuel providers comply with the maximum sulphur (SOx) requirements of Directive 1999/32/EC, as amended by Directive 2005/33/EC and the revised Marpol Annex VI. Particular attention will be

devoted to possible tools to assist Member States in their implementation of these requirements. The Agency will also assist the Commission in amending the Directive to bring it into line with the international standards.

Consideration will also be given to the opportunities and challenges of alternative ship fuels, such as LNG, and technologies promoting energy efficient and 'greener' ships.

4.8.3 SHIP RECYCLING

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

➔ in the implementation of the Ship Recycling Convention at EU level, the development and implementation of specific EU measures and voluntary actions by maritime stakeholders;
➔ by giving technical advice, including advice in relation to certification and award schemes;
➔ by following up and participating in the activities of the IMO related to ship recycling
➔ by following and analysing other related discussions at EU and international level.

Ship breaking in Chittagong. EMSA will assist the Commission in the implementation of the Ship Recycling Convention at EU level.

4.8.4 BALLAST WATER

The problem of ships moving alien species around the world through their ballast water has been recognised internationally as one of the largest threats to biodiversity in the marine environment. Introduced "invasive" micro-organisms can establish themselves in the local environment and seriously disturb or alter the ecosystem, resulting in biological, health and economic impacts not only on the coastal environment, but on humans using that environment. This issue is being addressed by the IMO through the Convention on the Management of Ships' Ballast Water and Sediments (2004). It is estimated that this Convention may achieve the required numbers of ratification in 2011 to bring it into force in 2012.

EMSA will continue to co-ordinate an action programme developed to assist and prepare Member States for the ratification, entry into force and enforcement of the IMO Convention and to develop national or regional ballast water management strategies in the interim. 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 in this field. 2011 will be a crucial year for

establishing the benefits and efficiency of the EMSA action programme.

4.8.5 ANTI-FOULING SYSTEMS

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

Following the report delivered in 2009 on how Member States have applied and monitor the functioning of Regulation (EC) 782/2003 to all ships, and suggestions for possible corrective actions, the Agency will continue assisting the Commission and Member States as requested.

4.8.6 OTHER ENVIRONMENTAL ISSUES

A significant number of environmental issues affect shipping but fall outside the scope of the major regulatory developments. Examples include specific issues such as ships' noise, strikes with cetaceans, lost containers with dangerous cargo or protecting sensitive sea areas, as well as various horizontal regulations aimed at protecting ecosystems or preventing loss of biodiversity. The Agency will devote some time to these issues in 2011 and possibly initiate a new network with the Commission and the Member States for jointly addressing this type of environmental issue from a specific shipping perspective.

EU legislation prohibits organotin compunds (TBT) on ships. EMSA's report on the immplementation of this legislation identified main findings and difficulties, and suggested possible corrective actions. Follow-up is expected in 2011.

4.9 LIABILITY AND COMPENSATION

The Agency will continue to assist Member States with the ratification of the Bunkers Convention (International Conventional on Civil Liability for Bunker Oil Pollution Damage, 2001), and the newly amended HNS Convention (International Convention on Liability and Compensation for Damage in Connection with Carriage of Hazardous and Noxious Substances by Sea, 1996) and follow the relevant developments at international level.

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

Moreover, assistance will be provided to the Commission and the Member States in the process of implementing Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements in particular regarding follow-up measures to the ongoing EMSA study on the practical implementation of the Directive.

Following the adoption of Directive 2009/20/EC on the insurance of ship owners for maritime claims and Regulation (EC) No. 392/2009 on the liability of carriers of passengers by sea in the event of accident, technical assistance may be provided to the Commission and the Member States in the implementation process, including the identification of possible synergies between the two texts and the issuance of insurance certificates.

Chapter 5

Pollution preparedness, detection 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) Co-operation and Coordination, and 3) Information. These were initially identified in the Agency's Action Plans for Oil and HNS Marine Pollution Preparedness and Response. These plans are updated and integrated with the annual EMSA 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 (SOSRV) around Europe providing a European tier of operational resources to support the pollution response mechanisms of any of the Member States. 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 the Member 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 onsite and/or remote operational and technical assistance, including access to the Marine Intervention in Chemical Emergencies Network (MAR-ICE Network). 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 themes of Co-operation and Co-ordination (Section 5.4) and Information (Section 5.5), the main activities of the Agency can be identified as:

➔ Supporting the Commission/European Union's participation in the relevant mechanisms for co-operation with the Regional Agreements[10] and the International Maritime Organization's Oil Pollution Preparedness Response and Cooperation – Hazardous and Noxious Substances (OPRC-HNS) Technical Group.

➔ Providing a 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 MPRR is composed of pollution response experts from all 27 Member States, coastal EFTA Contracting Parties (Iceland and Norway), coastal Candidate Countries (Turkey and Croatia), 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. A number of other technical projects will also be undertaken in order to support the dissemination of good practice in the field of pollution preparedness and response guidance. Members States are the main audience for these products, but the general public may also access them through the EMSA website.

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 (SOSRV) has been built up, and sustainable response capacity maintained, since 2005, through annual procurement procedures and the ongoing management of the associated contracts by EMSA.

EMSA's pollution response vessels can be seen as a "European tier" to provide assistance to coastal states. Follow-

---

10 'Regional Agreements' refer to the agreements signed by countries around a particular sea area to plan for pollution preparedness and coordinate responses in case of a large-scale marine pollution incident. Regional Agreements have been elaborated for all the sea areas along the European coastline: the North Sea (Bonn Agreement), the Baltic Sea (HELCOM), the Mediterranean (the Barcelona Convention), the Black Sea (through the Black Sea Commission, in which the EU has no formal status yet), and the North East Atlantic (Lisbon Agreement, not yet in force).

EMSA stand-by oil spill response vessel network in 2011
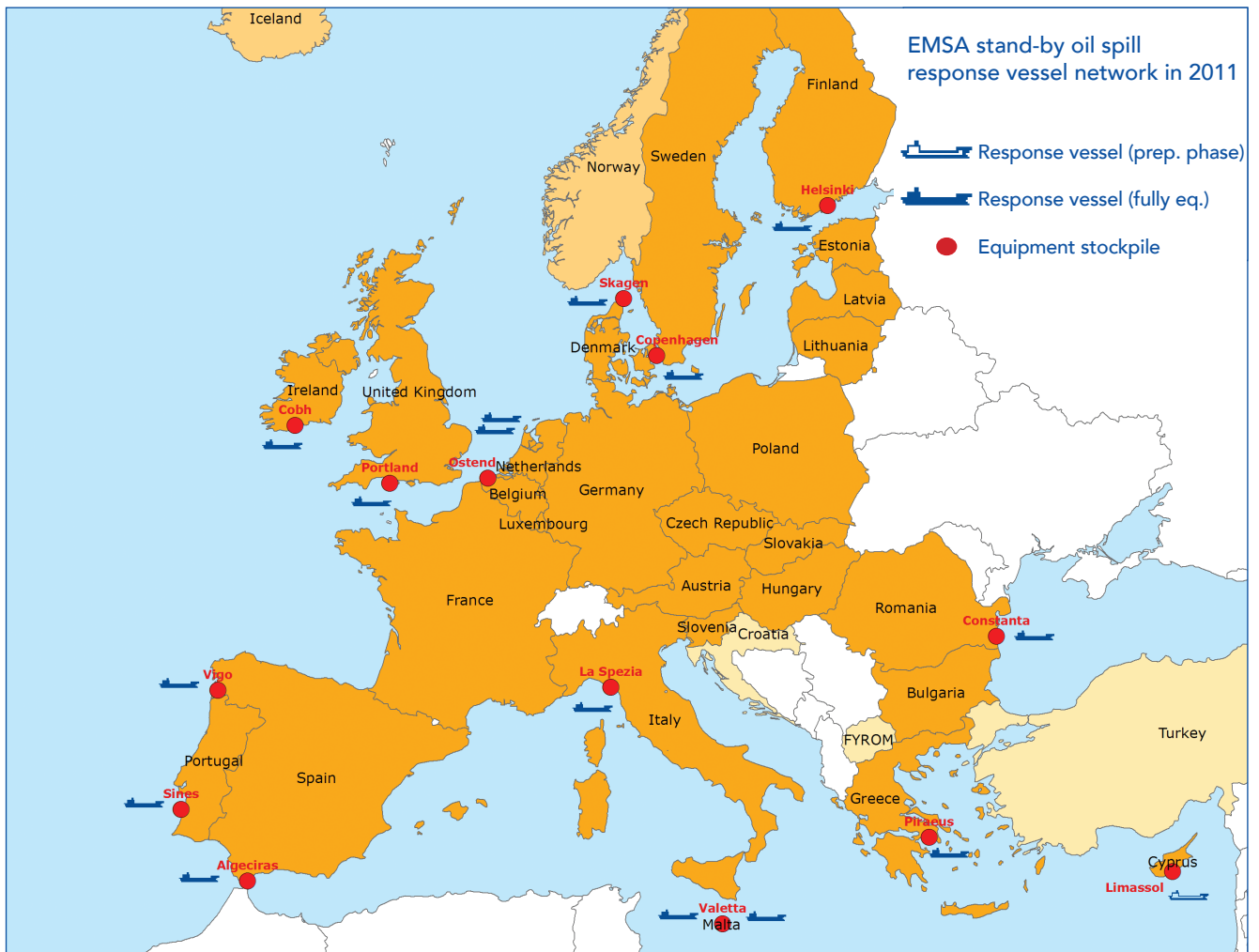
ing a request for assistance, via the EU Civil Protection Mechanism11 , from a State affected by an accident, the Agency can provide at-sea oil recovery services through its Network of Stand-by Oil Spill Response Vessels and equipment stockpiles.

The map above shows the geographical distribution of the arrangements.

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 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 five 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 fifteen fully equipped vessels equating to a recovery oil storage capacity of over 46,000 m^3. The storage capacity of the individual vessels ranges from 1,334 to 6,658 m^3, the average being 3,100 m^3. In line with the Agency's objective of providing a "reserve for disasters", the vessels are significantly larger than those typically operated by Member States.

In the course of 2011, the service vessel contracted in 2010 will be brought into operation, providing coverage for the waters around Cyprus in order to address specific risks such as increased traffic and crude oil transport volumes in the Eastern Mediterranean area as a result of the new pipelines and recommencement of Iraqi crude export via Ceyhan, Turkey and via Syrian ports.

11 Council Decision 2007/779/EC Euratom of 8 November 2007 establishing a Community Civil Protection Mechanism (recast) (OJ L 314, 01.12.2007, p.9).

The vessel tender launched to provide coverage in the Bay of Biscay area was unsuccessful in 2010, therefore the tender process should be repeated in 2011. Furthermore, consideration will also be given to providing additional coverage in two other areas which have been identified as requiring further strengthening: the Black Sea and the West Mediterranean Sea. On the basis of a comparative risk analysis, it is likely that in 2011 procurement procedures will be launched for a total of two of the three aforementioned areas. If successful, one contract would be awarded in 2011, and one in early 2012. This approach mitigates the risk of losing commitment appropriations if a tender fails, since commitment appropriations of a budget year can only be used in the same year.

In parallel, a priority is to keep the network up and running, and reinforce it as deemed appropriate in order to maintain a broadly similar level of service to all Member States. Specifically, an important activity will be undertaken in relation to those contracts signed at the end of 2008 for the North Sea, Atlantic Coast and the Black Sea, to provide oil spill recovery services for the period 2009-2011. An in-depth performance review will be carried out and a decision will be made 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 will expire, having reached their maximum period of duration. The expiry of the South Baltic Sea arrangement, based in Denmark, will leave a gap in the network coverage for the Baltic Sea. It is therefore intended to establish replacement capacity for this area. With regard to the central Mediterranean Sea area, there are presently two arrangements based out of Malta, one of which, as indicated above, will expire with no option for renewal. Accordingly, tendering for replacement capacity will be carried out within the context of the operational coverage provided across the whole network.

5.1.1 AT-SEA OIL RECOVERY SERVICE CONTRACT RENEWALS: EVALUATING PERFORMANCE.

Contracts for three arrangements in the North Sea, the Atlantic and Black Sea will be evaluated regarding their suitability for renewal.

EMSA's decisions regarding the renewal of contracts will be determined through an in-depth performance review. This process will also identify issues to be addressed and potential improvements that could be implemented. In this context due attention will be paid to the quality of contract implementation by the EMSA contractors with a particular focus on their performance during drills, exercises and actual response actions. Any unsatisfactory evaluation will lead to the non-renewal of the contract. In this case a new public procurement procedure would be launched to establish replacement response capacity within the context of the overall framework of the existing Network.

5.1.2 NEWLY CONTRACTED VESSELS ENTERING INTO THE OPERATIONAL PHASE (STAND-BY PHASE).

Vessel preparation will be undertaken for the contract signed at the end of 2010 for the Eastern Mediterranean Sea. This preparatory period entails the modification of vessels for the contracted at-sea oil recovery service using specialised equipment. The extent of vessel adaptation is reflected in the Agency's workload, entailing day-to-day monitoring of developments and extensive support to the contractor during this phase. Finally, the newly contracted vessel will undergo Acceptance Tests, which are evaluated by Agency officials. If the results of the Acceptance Test are satisfactory, the vessel enters into the next phase of the contract: Stand-by Oil Spill Response Services.

5.1.3 MAINTAINING AND IMPROVING THE SERVICE LEVEL OF EXISTING CONTRACTS.

In addition to the procurement procedures aimed at adding or replacing response capacity (vessels) in the existing Network, EMSA is also engaged in other activities that are carried out in order to maintain an appropriate level of Network capability and service availability to coastal States on a continuous basis.

An extensive programme of drills and exercises ensures that vessels are prepared to respond in emergencies. In principle, each arrangement (vessel) undertakes up to 4 drills per year. This is complemented by participation in different types of exercises such as desktop notification exercises or international at-sea exercises when organised jointly with/by a Member State and/or under the umbrella of a (sub) Regional Agreement e.g. Copenhagen Agreement, Gulf of Lyon Plan. Given the current financial climate, it is likely that there will be fewer opportunities for participating in international at-sea exercises in 2011.
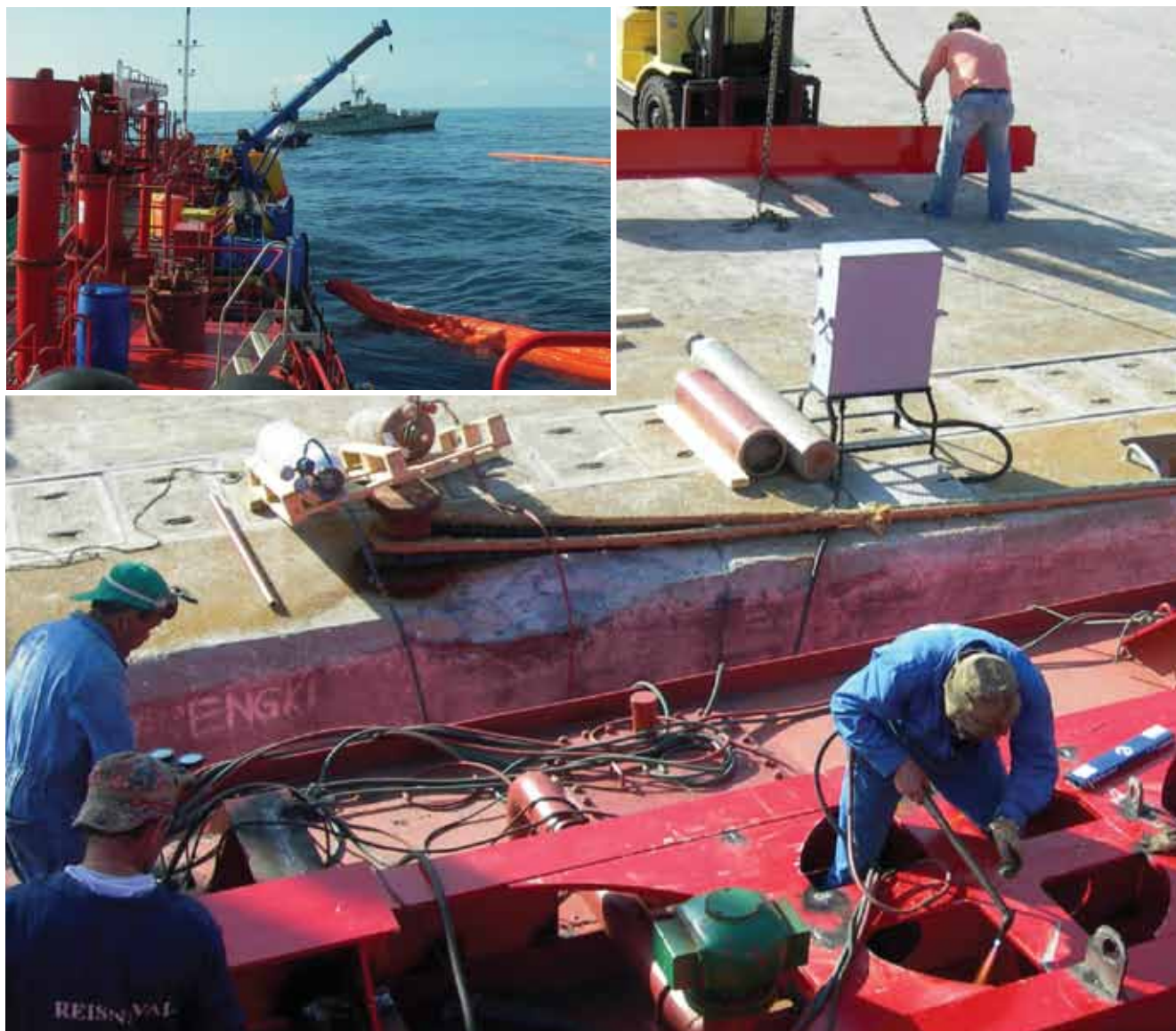
Newly contracted vessels have to be adapted in order to provide at-sea oil recovery services. EMSA monitors this pre-fitting process on a day-to-day basis and provides extensive support to the contractors. Vessels only enter into the next phase of the contract and become part of the stand-by fleet after satisfactorily passing the Acceptance Test. Regular exercises are conducted to ensure that the response capability is maintained. Photos: pre-fitting (2007) and exercising (2009) the *GALP Marine*.

As part of day-to-day activities in 2011, the Agency will continue refining the established drill and exercise programme throughout the year. The programme is seen as dynamic and iterative, and thus these activities are reviewed and improved through the sharing of experiences, ideas and feedback. Participation in at-sea exercises is crucial in facilitating the integration of EMSA response resources in the Member States' response mechanisms. During an incident, EMSA resources will be under the operational command of the affected coastal state. Based on past experience, it is projected that EMSA vessels will participate in over 50 drills and possibly 8 exercises in 2011. It is therefore a major activity for the Agency.

The Agency will systematically analyse the results of these drills and exercises and, taking into account technical developments and innovation in this field, use the results as input for the continuous improvement of the service. This has been the case during the period 2008-2010 when several technical modifications were introduced on board the EMSA vessels.

The response to Deepwater Horizon (a skimmer in action is pictured above) can provide important lessons for the future. EMSA's high capacity Transrec skimmer (pictured left on the Ria de Vigo in Spain) was sent to help with the US response effort.

The results and lessons learned from the response to the Deepwater Horizon Spill in the Gulf of Mexico will also be analysed during 2011 with a view to improving the various elements of the EMSA Vessel Network as well as reporting to the Member States and EU institutions any point for consideration that may be relevant for improving the environmental protection of the seas. The EU institutions may request the Agency to become more closely involved in the prevention of and response to disasters with off shore oil and gas installations. The Agency will analyse the modalities of any possible request and will consequently explore the feasibility of further upgrading its response capacity in light of new demands and available budgetary means.

5.1.4 EMSA STAND-BY OIL SPILL RESPONSE VESSEL SERVICE NETWORK

The geographical coverage of the network (see map, page 49) is described below on a regional basis. It should be noted that, based on the principle of cost effectiveness and considering the evolving seaborne trade including tanker routes, the vulnerability levels within certain areas may be subject to change. Accordingly, the EMSA Network must also evolve in order to remain efficient and effective.

Mediterranean Sea

During 2011 the geographical coverage in the Mediterranean area will be extended eastward. Following the award of a Service Contract for the Eastern Mediterranean region the newly contracted vessel will be brought into operational service (Stand-by Phase of the contract) within the first half of the year.

The vessel network within the Mediterranean Sea will consist of 6 oil recovery vessels (including the newly contracted one). The vessels and oil pollution response equipment depots are based in Algeciras (Spain), La Spezia (Italy), Malta, Piraeus (Greece), and Cyprus. Most of the vessels in this region of the Network are bunker vessels.

One of the vessels based in Malta is governed by a contract renewed for the period 2009-2011. Under the Agency's financial regulation, a second renewal of this contract is not possible. Therefore, a new public procurement procedure will be launched in 2011 to replace this response capacity, taking into consideration the overall operational capabilities of the network.

The year 2010 brought some changes to the network configuration. The Bahia Tres stationed in Algeciras, Spain, was moved to Sines, Portugal, on the Atlantic Coast. The backup vessel Bahia Uno continues to provide service in the West Mediterranean.

The arrangement in Piraeus, Greece, was reinforced with a backup vessel Aegis, which will serve as replacement for the Aktea OSRV during short periods in which she is unavailable.

The current network established along the coast of the Mediterranean basin amounts to almost 14,000 m³ of onboard storage capacity (not including the 950 m³ of the Aegis and the capacity of the vessel contracted in 2010).

Four contracts established in 2007 expired in 2010. Of the four expiring contracts three covered the Mediterranean

area. In principle, and dependent on the outcome of the performance evaluation finalised in 2010, the vessels stationed in Spain, Italy and Greece, will continue their service on the basis of a renewed contract. Alternatively, replacement capacity will be procured taking into account the operational framework of the existing response capacity in the area.

The Atlantic Coast and Western Approaches to the Channel

Following the conclusion of a procurement procedure at the end of 2009, in 2010 the tanker Sara completed all relevant modifications and pre-fitting works and entered into operational service. Based out of Portland (UK), the Sara has reinforced the Atlantic region with an additional storage capacity of 6,600 m³.

The Ria De Vigo, stationed in Vigo, Spain, is an offshore supply-type vessel and has been fully operational as an oil response vessel since 2009. In 2010 the vessel's response capacity was upgraded by adding a high capacity multi skimmer (interchangeable skimmer heads) with pumping rates of up to 400 m³ per hour.

The year 2010 brought some changes to the Network configuration in the Atlantic. The vessel Bahia Tres, with a storage capacity of 7,500 m³, was relocated from Algeciras, Spain, to Sines, Portugal, to replace the tanker Galp Marine.

In addition, the Network also comprises a pool of three tankers with storage capacity ranging from 4,754 to 5,028 m³. These tankers are engaged on trading routes between the United Kingdom and Ireland. In the event of an incident, the current arrangement allows the Agency to mobilise one fully equipped vessel and, in addition, another vessel equipped only with skimmer and booms is able to respond. Given their operational trading routes, the vessels' oil pollution response equipment is stored in Cobh, Ireland. This contract expires at the end of 2010. In principle and following the outcome of the performance evaluation finalised in 2010, this contract will be renewed and the contracted service will be extended for 3 years. Alternatively, replacement capacity will be procured taking into account the operational framework of the existing response capacity in this area.

The current combined storage capacity within the Atlantic area is approximately 20,000 m³.

The North Sea

Since 2009, two contracted hopper-dredgers cover the North Sea area as Stand-by Oil Spill Response Vessels. The *Interballast III* operates along the Belgian coast with the *DC Vlaanderen* along the Dutch. Both are engaged in dredging activities based out of Ostend, Belgium and have a combined storage capacity of a little over 4,500 m^3.

The Baltic Sea

Following the successful conclusion of a procurement procedure for the Northern area of the Baltic Sea at the end of 2009, in 2010 the icebreaker Kontio carried out all relevant modifications and pre-fitting works and entered into operation as a Stand-by Oil Spill Response Vessel. Normally based in Helsinki, Finland, the Kontio will move to Oulu, Northern Gulf of Bothnia, during the icebreaking season.

The Network in this area also comprises two sister vessels: OW Copenhagen and OW Aalborg. Taking into consideration the vessels trading activities and in order to ensure effective response services, oil pollution response equipment stockpiles are located in both Skagen and Copenhagen, Denmark.

These vessels are under a renewed contract for the period 2009-2011. Under the financial regulation, a second renewal of this contract is not an option. A new public procurement procedure will therefore be launched in 2011 to replace this response capacity in the Baltic.

The current combined storage capacity within the Baltic Sea is a little over 10,500 m^3.

The Black Sea

Currently there is only one EMSA contracted vessel in this area, operating out of the Constanta, Romania.

In 2010, the supply vessel GSP Orion's response capacity was upgraded by adding a high capacity multi skimmer (interchangeable skimmer heads) with pumping rates of up to 400 m^3 per hour.

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

The Agency provides, on the basis of Directive 2005/35/EC, as amended on ship sourced pollution, the CleanSeaNet oil spill monitoring service to national maritime administrations in 26 European coastal States.

This operational assistance is threefold:

> identifying and tracing potential discharges by satellite monitoring;

> monitoring accidental pollution in support of response activities; and

> promoting the improvement of the law enforcement action chain and the improvement of collection of evidence against polluters.

The CleanSeaNet service provides a variety of products, ranging from analysed satellite imagery to dedicated oil spill alerts (via email, phone and SMS). The satellite images are regularly used for the detection and monitoring of potential oil spills and vessels. The results are aggregated with maritime information, oil drift model outputs, and vessel traffic information. The relevant coastal State operational contact points are alerted of any spill event within 30 minutes of the satellite overpass. In 2011, the Agency will probably distribute about 2000 images (each image covers a sea area of up to 400 x 400 km) to the 26 coastal States connected to the service. CleanSeaNet will provide these images with associated alert and pollution information to the coastal States, supporting the decision making processes and improving the efficiency of their response activities. When possible ongoing discharges are detected, the near real time alerts are provided more speedily in order to maximise the likelihood of catching polluters in the act of polluting.

In 2011 the new version of CleanSeaNet, CleanSeaNet 2nd Generation, will become operational. There will be two major developments associated with this: 1) the new CleanSeaNet Data Centre will be hosted in-house; and 2) the service will be enhanced with additional features, such as permanent vessel detection, forecasting and back-tracking models, and oceanography and meteorological information, to provide a more comprehensive service.

The improved CleanSeaNet 2nd generation will offer information from additional data sources and new functionalities (including electronic nautical charts, oil drift models, optical images, and oceanographic information). One of the most significant improvements is that fully integrated vessel identification and position data from SafeSeaNet will be available in CleanSeaNet for all participating states, and will help them identify suspected polluters. Integrating different types of data from various sources enables the coastal States to receive the information they need for pollution response, polluter identification and

decision making from one single platform, and thus helps to improve the efficiency of operational activities. Additional ways to enhance the efficiency of response actions will be explored, such as passing relevant information to authorities responsible for Port inspections of the next port of call of the identified possible polluter.

The CleanSeaNet User Group, composed of user representatives from the coastal States, will meet twice in 2011 to share operational experiences with the service, to make recommendations for improvements and to identify best practices. The User Group can assist in ensuring a smooth transition to the 2nd generation of CleanSeaNet serv-

ices, by 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 the coastal States. Specific training for duty officers and experts from coastal States will also be provided.

Unfortunately, despite evidence supplied by the CleanSeaNet service, there is still a relatively low level of enforcement through follow-up actions at national level and limited feedback on the measures taken by national authorities more generally. In 2011 the Agency will therefore engage in dialogue with Member States over these issues, and establish closer contacts with the prosecu-

The 2nd generation CleanSeaNet will provide fully integrated vessel identification and position data from SafeSeaNet.

Vessel identified and tracked by SafeSeaNet
Vessel identification and position data help identify suspected polluters.

Spill and vessel detected by CleanSeaNet
Satellite images detect possible spills and culprits.

CleanSeaNet ENVISAT image
12 March 2010
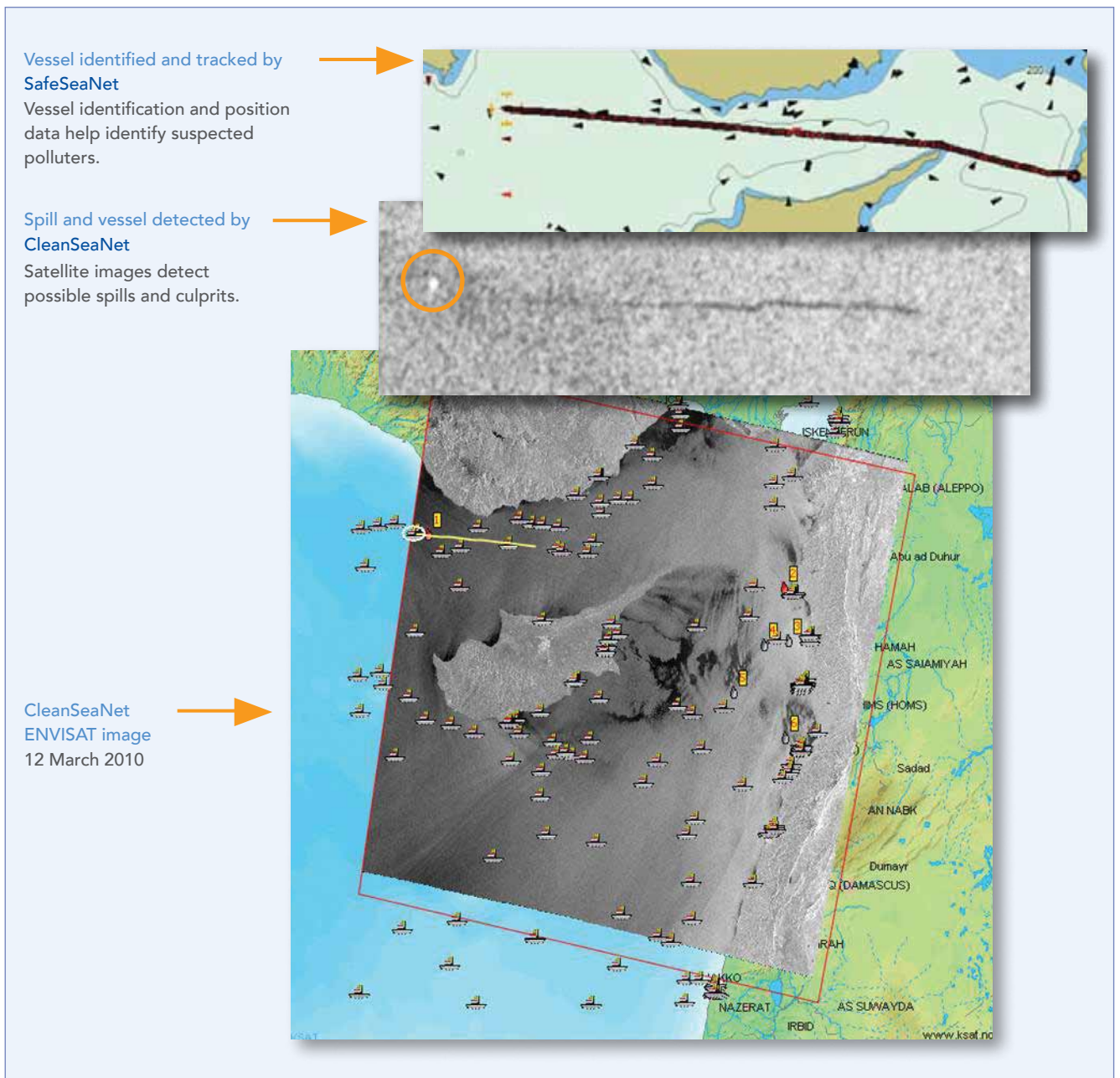
tors and enforcement community in all the coastal States currently participating in CleanSeaNet. These will include joint workshops with CleanSeaNet operational authorities and the prosecuting bodies, as well as extending the use of CleanSeaNet to other authorities who might have a role in following up the polluters (Port State Control, water police, coast guards, etc). Other activities may include developing guidelines based on best practice for effective prosecution and enforcement.

In 2011 more attention will be given to providing detailed statistical analysis. Statistical data can illustrate the occurrence of illegal discharges in European, regional and national waters, and enable trends and changing practices in illegal discharges to be assessed. The European Environmental Agency (EEA) has been developing an oil spill indicator to measure levels of oil pollution in the marine environment. Statistical data developed by EMSA will be a valuable input to ensure the indicator remains current and updated on a regular basis. EMSA is collaborating with the EEA and with ESA to ensure that statistics developed on oil pollution are useful in a range of contexts.

Under the EU funded project MONINFO, EMSA started to provide CleanSeaNet services to Turkey and Georgia on a pilot project basis, demonstrating the added value that the satellite based oil spill monitoring systems can bring to the Black Sea region. The possibility of further extension of CleanSeaNet services to neighbouring countries and associated sea areas will be explored with the Commission within the existing policy framework.

CleanSeaNet is a recognised Global Monitoring for Environment and Security (GMES) service, with core and downstream components, and forms part of the GMES framework. EMSA will further strengthen its relationship with the European Space Agency (ESA) through involvement in the GMES programme, and will ensure the connection of CleanSeaNet with other marine GMES services. This will enable EMSA to make use of available operational GMES data to complement the CleanSeaNet data sets provided to Member 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. Existing co-operation with other organisations such as the Joint Research Centre (JRC) of the Commission will continue in 2011 in support of the satellite image availability and of new CleanSeaNet developments.

5.3 SUPPORTING HAZARDOUS AND NOXIOUS SUBSTANCES 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 in this field at the European level.

The Marine Intervention in Chemical Emergencies "MAR-ICE Network", an information service for supporting marine chemical emergencies, will continue to be available to Member States in 2011. MAR-ICE 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), and was launched in January 2009. It builds directly on the ICE network for road and rail transport in which the majority of Member States participate.

The MAR-ICE emergency response service provides information to all EU Member States and coastal EFTA States in cases of marine incidents involving chemicals. A requesting country can receive information and advice about the characteristics and intrinsic properties of a chemical substance involved in a marine incident, via a single focal point. The focal point will consult the most knowledgeable expert, typically the chemical company that produces the substance.

The MAR-ICE Network has been successfully used by Member States requesting information on chemical substances and their impact following accidental discharges and during pollution response drills. EMSA will maintain, monitor and review the service in 2011. Based on a thorough evaluation of the first two years of operation, the best approach for improving the service for 2012 and beyond will be defined. For this purpose, CEFIC, Cedre and the Member States will be consulted during 2011.

Feedback from Member States indicated satisfaction with the MAR-ICE Network and support for increased EMSA activities in this field. EMSA plans to enhance its knowledge and expertise in this area, in order to provide further assistance to Member States in the case of HNS spills in the marine environment.

The development and publication of datasheets of chemical substances frequently transported by ships for marine pollution response, a project launched in 2010, will strengthen the MAR-ICE Network by providing concise
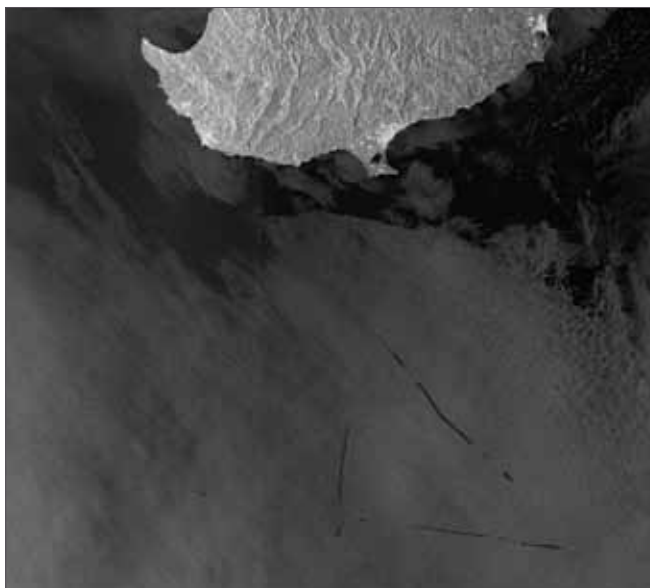
Co-operation with the European Neighbourhood Policy partners is crucial to enhance monitoring, preparedness and response in areas such as the Eastern Mediterranean and the Black Sea. As crude oil transport in these regions increases, so does the need to minimise potential obstacles to joint efforts. (Left: satellite image of oil spill off Cyprus. Right: oiled bird after Black Sea spill in 2007)

information on each substance relevant to chemical spill response at sea. The datasheets can be used by the national marine pollution response authorities as an initial source of information following a chemical substance's release in the marine environment, or the threat thereof.

It is also anticipated that the Agency will complete several other technical projects in 2011, including a study on the minimum technical requirements for a vessel to respond to chemical spills while protecting its crew ('Safe Platform' study), a project that started in 2010. EMSA will also consider developing actions to enhance the quantity, quality and accessibility of available knowledge regarding water and airborne monitoring of HNS releases.

The determination of transport patterns for HNS was identified as a priority in the 2007 HNS Action Plan. Due to the lack of reporting requirements for such data for statistical purposes, comprehensive data on chemicals transported along EU coastlines is difficult to obtain. The Agency has been able to collect relevant data through voluntary provision by several Member States' ports and the chemical industry. EMSA will continue this effort and will collaborate with the chemical industry and the Member States to obtain and analyse relevant and up-to-date information concerning maritime HNS transport patterns. Such statistical data will provide authorities with potentially valuable information for establishing contingency planning priorities. These reports will be prepared in-house.

5.4 CO-OPERATION AND COORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Within the framework of its mandate, the Agency will continue to develop its activities in close co-operation and coordination with the Commission, Member States as well as the existing regional and international structures.

At regional level, the role and contribution of the Regional Agreements and their associated fora in this field is complemented by the activities of the Agency in support of the Member 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, The Bonn Agreement Operational, Technical and Scientific Questions Concerning Counter Pollution Activities (OTSOPA) Working Group). Expected parallel actions include supporting and participating in any operational activities held under the umbrella of a Regional Agreement. Examples include CleanSeaNet imagery support to Co-ordinated Extended Pollution Control Operation (Super-CEPCO) as well as operational support and participation of EMSA's contracted oil recovery vessels in Delta exercises arranged by Regional Agreements.

With respect to international fora, EMSA will engage in the work of the IMO, specifically the work of the IMO OPRC-HNS Technical Group, on behalf of the Commission.

2011 will be the fifth year of the Consultative Technical Group for Marine Pollution Preparedness and Response

(CTG MPPR) set up by the Agency to provide a European platform for Member State experts in this field. The CTG MPPR was established in 2007 following the expiry of the EU framework for cooperation in the field of accidental or deliberate marine pollution. Among the main considerations of the group are to build upon the results of activities carried out in the preparedness and response field in the past, and to identify new priorities and projects to strengthen existing knowledge and expertise. The Agency will continue to support the work of the CTG MPPR across a range of technical and operational issues, as defined in the group's Rolling Work Programme. This includes updating the EU Member States' Guidelines for Claims Management and cost recovery for oil pollution incidents, published in 2010, as well as continuing to assist Member States in their implementation of the OPRC-HNS Protocol (which entered into force in 2007), as a follow-up to the 2010 CTG-MPPR workshop on this topic.

The Agency is also planning to organise a 3rd Joint Workshop with the Commission and the Member States on "Co-ordinated at-sea and shoreline pollution response", inviting both at-sea and shoreline pollution/civil protection experts and addressing the entire marine pollution response chain.

Work will continue on developing a common assessment framework for lessons learnt during major spill incidents, including a possible workshop on this topic.

A new training course addressing operational, technical and legal aspects of marine pollution surveillance from vessels, aircraft and satellites, requested by Member States during the 4th CTG-MPPR meeting, will be organised in 2011.

New projects will be identified by the CTG-MPPR during its meetings and could include workshops, reports, studies and training sessions.

The Agency will continue to support and manage the existing marine pollution expert exchange programme (EMPOLLEX) in order to facilitate the sharing of experience and promotion of best practice in this field.

The Joint Technical Expert Working Group (JTEWG) between three Agencies (EMSA, CFCA and Frontex) on the Acquisition and Joint Use of Assets, which began its work in 2010, will continue regular meetings in 2011 on the basis of the Common Action Plan. A Final Report to the Agencies' Executive Directors is expected to be submitted in 2011.

EMSA will facilitate the exchange of knowledge and experience, and enhance co-operation with the European Neighbourhood Policy (ENP) partners, by organising a meeting on EMSA's marine pollution preparedness, detection and response services. By presenting the Agency's services and activation procedures in this field to the ENP countries, potential obstacles to mutual marine pollution response and/or assistance operations could be identified and minimised.

5.5 DISSEMINATION OF INFORMATION IN THE FIELD OF POLLUTION PREPAREDNESS AND RESPONSE

Within the framework of its mandate, the Agency will continue its information activities by developing and disseminating technical and scientific documents and software to contribute 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 is likely to trigger a discussion and review of the use of dispersants globally. In this context, work will continue in providing technical and scientific assistance to the Member States, for example in the field of oil spill dispersant usage, on the basis of further developing and supporting the use by the Member States of the Dispersant Usage Evaluation Tool (DUET), which was an update of the Agency's Operational Manual on the Applicability of Oil Spill Dispersants.

EMSA, as a member of the Interspill Steering Committee, will continue in 2011 its collaboration with the European oil spill industry trade associations and IPIECA for the organisation of the 2012 Interspill Conference and Exhibition in London. 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.

Furthermore, the Agency will continue to develop and update inventories of marine pollution preparedness and response policies and resources available in Europe, in line with the requirements of Regulation 2038/2006/EC. Work on the Agency's inventories will be undertaken ensuring links to the Common Emergency Communication and Information System (CECIS) managed by the Commission.

Often undertaken in consultation with national experts, the results of these actions are intended for distribution to the Member States directly and, in principle, to the general public through the Agency's website.

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 the accounts;

→ Implementation of 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 five-year evaluation completed in 2008, as well as the development and implementation of the 5-year Strategy (2010-2014) adopted by the Administrative Board on 10 March 2010.

The Executive Director is directly supported by a policy advisor, a communication advisor, an accounting officer and an internal audit capability.

The Bureau of the Executive Director has a special responsibility in drafting and coordinating the documents and to prepare the meetings of the Administrative Board.

Currently, the Agency has nine units, organised in three 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.

The Agency's Internal Audit Capability will carry on 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 2011 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, ICT, in which EMSA corporate services actively participate.

In 2011 the Agency will continue working on Key Performance Indicators and will concentrate efforts on the best possible use of existing resources and efficiency gains.

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 develop and implement additional modules to this database, the priority modules being mission management and e-recruitment.

Recruitment will be an ongoing activity for the Agency during 2011 to accommodate the growth in the Agency's activities.

The Agency will continue to offer traineeships to young university graduates, giving them the possibility to get acquainted with the tasks of the Agency, as is the case in other EU bodies. In addition, following the adoption by the Administrative Board of new rules regarding Seconded National Experts, the 'National Experts in Professional Training' programme will be developed. It enables junior experts from the National Administrations to acquire experience in EMSA's working methods with regard to marine pollution response, vessel traffic information systems, etc.

On the basis of the Staff Development Policy and following the conclusion of training contracts with a number of service providers in 2010, the staff training programmes will be further developed, in particular in the ICT and maritime areas.

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.

Following a significant increase of activities of the Agency over the past years additional capacity in legal and finance support and verification is required in 2011. The Agency will further improve its finance management systems. Support to the operational Units in budget management and monitoring will be reinforced by a continuous improvement of reporting systems. In 2010 measures were introduced to simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness. The impact of these measures will be analysed in 2011 and further potential for cost savings identified.

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

In the field of Facilities and Logistics it is intended to identify and implement measures to increase the energy efficiency of the EMSA headquarters building, in close cooperation with the owner of the building, as well as further enhancing facilities and physical security for staff and visitors.

6.4 OPERATIONS SUPPORT (ICT)

As stated earlier, 2011 will be another year of major advances of the EMSA Maritime Applications in terms of number of applications and related users, advances in functionality and services delivered and a corresponding increase in the availability of the applications through reduction in downtime.

Similarly, 2011 will be another year of important developments in internal ICT systems at EMSA in order to increase efficiency and effectiveness. It remains essential for EMSA to maintain and increase its delivered services, in spite of budget limitations.

In the course of 2010 the Operations Support Unit was restructured to focus entirely on ICT. Key objectives and tasks were: the further development of ICT architecture, standards and policies; the provision of all ICT infrastructure, also at the offsite Business Continuity Facility, and of all ICT middleware, databases, back-up, remote access and security systems; the hosting of all applications to the highest levels of availability (high 'business hours' availability for internal applications and 24/7 availability for

An Evaluation Committe assesses tenders for a Framework Contract. Training and guidelines for procurement help staff apply complex rules more effeciently and effectively. Legal and financial services provide advice during the process and verify each step.

EMSA's Maritime Applications e.g. SafeSeaNet). 24/7 ICT Operations were set up in parallel in order to guarantee the aforementioned services and service levels. Finally, the Operations Support Unit ensured the Project and Release Management of most ICT-related projects.

Key tasks for 2011 will include ensuring optimal and stable 24/7 operation of the EMSA hosting data centre and the offsite Business Continuity Facility as well as further enhancing the EMSA internal ICT services, including the Electronic Document Management System (EDMS), the central Human Resources database and migration to Windows 7 from Windows XP.

EMSA's portfolio of Maritime Applications has been under continuous development for several years and 2011 will be no exception. The major challenges in 2011 will be to:

➔ Host a range of new and 'second generation' EMSA Maritime Applications at a higher level of availability, notably the new STCW and THETIS applications and major new releases of SafeSeaNet and CleanSeaNet. Availability will be raised from 99% to 99.9%.

➔ Migrate a new set of applications to EMSA, notably the LRIT Data Centre early in 2011 and the LRIT International Data Exchange, currently hosted by the US Coastguard, later in the year.

➔ Develop a major new Maritime Application, the Integrated Maritime Data Environment (IMDatE) and, in relation to this, launch relevant pilot projects.

6.5 COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

In 2011, EMSA will continue its efforts to further advance communication with external and internal stakeholders. It will be a critical year in terms of communications, as substantial new services provided by EMSA with significant external visibility will be launched, namely: THETIS, the new Port State Control reporting system for the Paris MOU region; and the in-house hosting of the EU LRIT and the CleanSeaNet Data Centres. These will require substantial efforts in terms of awareness raising and providing information to users, industry and other stakeholders.

The website is the core platform for accessing information about EMSA. During 2011, the agency will be in a position to offer improved website and information services, following the implementation of a new content management system during 2010. The new system is modular, enabling greater flexibility in the presentation of, and access to, the information in the Agency's knowledge base, and the deployment of new web information services (newsfeeds,

procurement notices, an events support extranet etc.). The new system will also benefit internal communication and the dissemination of information, supporting needs including human resources and Staff Committee information.

The Agency's 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, scheduled to take place in Gdansk (Poland) in May.

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. Meetings with the European maritime press corps are envisaged in order to present the work of the Agency and that will help raise awareness of EMSA's work including the possibility of inviting maritime journalists to report on international oil pollution response exercises in which EMSA's vessels are participating.

Ongoing core activities in the field of information and communication include the publication of annual/periodical documents such as the 5-year Strategy, the work programmes, the annual reports, the monthly newsletters, the "Frequently Asked Questions", and other reports. It is also planned that regular reports containing statistics and other data that have been collected by EMSA will be disseminated to give an overview of the state of play in terms of maritime safety in the European Union. In terms of external communication, a key annual publication is the Maritime Accident Review, which will be published for the fourth year during 2011. As this publication evolves to provide a longer time series of data, the Agency will be in an increasingly strong position to evaluate longer-term trends in maritime safety, collisions and accidents in and around European waters.

Besides the traditional printed material, the number of audiovisual presentations will be further developed in order to ensure consistent and up to date information on the Agency. Again, the new website, in particular a slideshow capability, will enable better representation of information in a multimedia, interactive format.

Maritime safety experts and other interested parties will continue to attend training sessions, workshops and other meetings at EMSA headquarters, and 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 a 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

The cooperation with other Agencies and bodies is one of the tools for the Agency to avoid duplication of work and foster synergies in its relevant fields of activities. The cooperation developed by the Agency with different bodies at technical level confirms that EMSA is considered a useful and reliable partner.

In most of the 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.

Different agreements signed by the Agency relate also to exchange of information and data, relevant in the field of maritime safety, prevention of pollution from ships, and pollution preparedness, detection and response.

In 2011 the Agency will continue to focus on maritime surveillance. In fact, as announced by the Commission in the "Blue Book" (*An integrated maritime policy for the European Union*) presented on 10 October 2007 and in its recent Communication "Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain" [COM 2009(538) final], there is a continuous need for developing an horizontal approach and strengthening the cooperation among the different actors involved, including the EU Agencies.

These documents stress the importance of developing horizontal planning tools that cut across sea-related sectoral policies and support joined up policy making. In this context particular relevance is given to promoting a "common information sharing environment for the EU maritime domain". The Commission advocates the need for a higher degree of coordination, through deeper cooperation within and between the Member States' organisations and EU bodies with an interest in maritime affairs. The importance of a more interoperable surveillance system to bring

together existing monitoring and tracking systems used for maritime safety and security, protection of the marine environment, fisheries control, control of external borders and other law enforcement activities is emphasized.

In this specific framework, the Agency fosters cooperation with EU bodies active in the field of maritime surveillance, in particular with Frontex and the Community Fisheries Control Agency (CFCA). Close cooperation with the European Space Agency (ESA) enables the Agency to improve its services in the fields of satellite earth observation and satellite AIS. EMSA will work with the European Defence Agency (EDA) to explore possible synergies.

Cooperation with other Agencies may aim, also, at rationalising the use of resources. This is the logic followed for instance for the MoU between EMSA and the CFCA in Vigo. The Agency will continue to provide services of Internal Auditor to the CFCA.

EMSA also joined IALA - the International Association of Marine Aids to Navigation and Lighthouse Authorities - as an associate member as from June 2008. In 2011 the Agency will continue to actively contribute to the ongoing 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 EC 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 EC delegation.

In 2010 two Service Level Agreements were signed (with the Italian Coast Guard and with the Danish Maritime Administration) for hosting, maintenance and connection of the AIS regional servers and the SafeSeaNet system.

Discussions are still ongoing for enhancing cooperation between EMSA and the Black Sea Commission under the framework of MONINFO project funded by the EU. The main areas of cooperation foreseen are on the development of a regional Black Sea AIS network connected to SafeSeaNet and on potential delivery of CleanSeaNet services to all Black Sea countries.

MAIN AGREEMENTS AND DECISIONS			
PARTIES INVOLVED	TYPE OF AGREEMENT	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	10/3/2010	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	18/2/2010	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 – Frontex – CFCA	The EMSA/Frontex cooperation arrangement (15/12/2008) was expanded to a three partner agreement including CFCA	12/2009	Cooperation in the field of maritime surveillance.
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 – CFCA (Community Fisheries Control Agency)	Service Level Agreement	17/6/2008	EMSA will provide services of the Internal Auditor to the CFCA. 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 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.

PERSPECTIVES BEYOND 2011

In the coming years EMSA will be faced with providing assistance in and the monitoring of the implementation of new EU legislation.

The third maritime safety package, published in the Official Journal on 28 May 2009, has proved to have a direct impact on the work of the Agency, and this will continue beyond 2011, in terms of assistance to be provided to the Commission and the Member States.

The 5-year Strategy of the Agency, adopted by the Administrative Board on 10 March 2010, identifies new areas of work for EMSA in the coming years. The Strategy takes into consideration the EU maritime transport strategy until 2018,[12] the Commission's integrated maritime policy for the European Union[13] and in particular on maritime surveillance,[14] as well as current and forthcoming relevant legislation.

Cooperation with other organisations and EU Agencies, in particular with ESA (European Space Agency), Frontex (European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union), CFCA (Community Fisheries Control Agency), EDA (European Defence Agency), and JRC (Joint Research Centre) will become increasingly important, in order to foster synergies in the field of maritime surveillance.

The collection, analysis, combination and dissemination of maritime information will represent a vital component of the support tasks of the Agency. With work progressing to bring new and ever greater quantities of maritime data into the Agency, there is a growing need to ensure the maximum availability of quality information to Member States and the Commission, which increasingly recognise EMSA as a central facilitator and provider of maritime information.

The integration of the different information systems and the combined use of maritime data will be the main challenge that the Agency will face in the near future.

Finally, on 28 October 2010 the Commission adopted a proposal[15] aimed at amending the EMSA Founding Regulation. The proposed revision will provide the basis for fine-tuning existing tasks and will identify new fields of activity.

EMSA's updated mandate, as proposed by the Commission, would:

→ clarify that the Stand-by Oil Spill Response Vessels under contract by EMSA can intervene also in case of oil pollution caused by offshore installations;

→ extend EMSA's technical assistance to all European Neighbourhood Policy countries in order to promote the EU maritime safety policy in all the regional seas bordering the EU;

→ increase EMSA's involvement in EU research (analysis of research projects and identification of research priorities);

→ emphasise the role of EMSA's operational vessel traffic monitoring services as basis for extended transport and maritime information services, including in the context of the development of a Common Information Sharing Environment for the EU maritime domain;

→ extend EMSA's assistance in the development and implementation of EU policies, such as Motorways of the Sea, e-maritime, as well as environmental aspects of shipping including climate change.[16]

---

12 See Communication from the Commission 'Strategic goals and recommendations for the EU's maritime transport policy until 2018'. Brussels, 21 January 2009, COM (2009) 8 and related Council's Conclusions of 30 March 2009.

13 See Communication from the Commission 'An Integrated Maritime Policy for the European Union', Brussels, 10 October 2007; COM(2007) 575.

14 See Communication from the Commission 'Towards the integration of maritime surveillance: A common information sharing environment for the EU maritime domain', 15 October 2009, COM (2009) 538.

15 COM (2010) 611 of 28 October 2010: Proposal for a REGULATION (EU) [.../....] OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

16 From the Commission's press release IP/10/1446 of 28 October 2010.

European Maritime Safety Agency
Activity Plan 2011
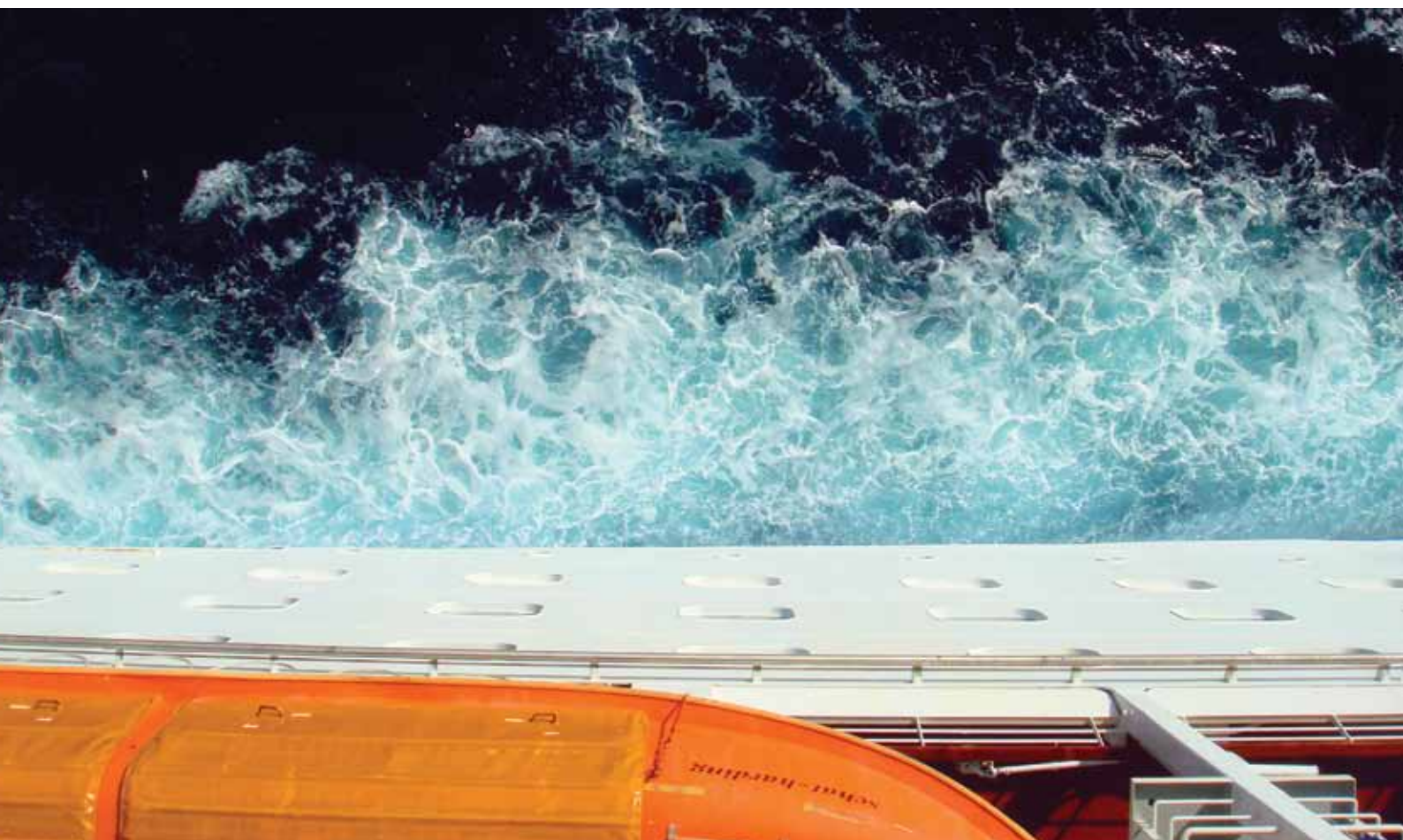
2.1 EU VESSEL TRAFFIC MONITORING*

Financial and Human Resources	Input
Commitment appropriations in EUR	5,227,343
Payment appropriations in EUR	4,969,629
Staff	12 AD, 5 AST, 2 END, 2 CA

Output

- 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 its Geographical interface and interface with THETIS and all Member States fulfilling reporting obligations of Directive 2009/17/EC amending Directive 2002/59/EC as amended.
- Development of the Integrated Maritime Data Environment.
- 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 and cargoes.
- Distribution of LRIT and AIS Data to MS and CleanSeaNet users through SafeSeaNet.
- Development of general requirements for a future upgrade of the application agreed with Member States and the Commission.
- SafeSeaNet Data Warehouse operational.
- Tool for the recording and visualisation of daily accidents and incidents in SafeSeaNet.
- Reception, storage and distribution of satellite AIS data.
- Technical pilot projects in the field of Blue Belt and maritime surveillance.
- Provide initial operations and image related data for the Agency's maritime surveillance activities.
- Promotion of projects for the exchange of data between SafeSeaNet and EU neighbourhood and partnership countries, as well as other third countries.

Key Performance Indicators		Targets
SafeSeaNet (incl. the geographical interface STIRES)	percentage per year availability	99
	hours maximum continuous downtime	12
	reports per year AIS	1000 million
	notifications per year (HAZMAT, Port, Port +, Incident)	1 million
SafeSeaNet	number of requests for information to SSN	2 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: information should include ship identity, position, cargo (if dangerous or polluting goods), destination and any incident or situation posing a potential hazard for other MS. 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).

* This section covers SafeSeaNet, Maritime Surveillance and Satellite AIS

2.2 EU LRIT DC AND LRIT IDE

Financial and Human Resources	Input
Commitment appropriations in EUR	5,389,914
Payment appropriations in EUR	5,158,916
Staff	14 AD, 11 AST, 1 END, 1 CA

Output

- EU LRIT 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 DC	System operational	percentage per year availability of LRIT DC	99
		hours maximum continuous downtime LRIT DC	12
	EU DC reporting performance	percentage position reports delivered according to IMO requirements (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 availability to users	95
LRIT IDE	System operational	percentage per year availability of LRIT IDE	99
		hours maximum continuous downtime 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.

LRIT IDE indicators will only take effect after the system enters into production towards the end of 2011.

2.3 THETIS – NEW INFORMATION SYSTEM FOR PSC

Financial and Human Resources	Input
Commitment appropriations in EUR	2,202,105
Payment appropriations in EUR	1,928,719
Staff	6 AD, 2 AST, 2 END

Output

- 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 of THETIS	92
	hours maximum continuous downtime of THETIS	6
Helpdesk Service	average time in hours for feedback on requests for user support	3
	average time in 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 Recognized Organizations is ensured.

2.4 MARITIME SUPPORT SERVICES

Financial and Human Resources	Input
Commitment appropriations in EUR	1,948,571
Payment appropriations in EUR	1,898,571
Staff	10 AD, 2 AST, 2 END

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
MSS 24/7 availability	average time in hours for acknowledgment of urgent external requests	<2
	average time in hours for acknowledgment of normal external requests	<8

Outcome

Users of EMSA's vessel traffic monitoring and surveillance systems (SSN, LRIT, CSN) and pollution response capacities (standby oil spill response vessels, satellite imagery, expertise) benefit from timely and appropriate helpdesk and monitoring services.

3.1 CLASSIFICATION SOCIETIES

Financial and Human Resources	Input
Commitment appropriations in EUR	2,053,637
Payment appropriations in EUR	2,091,012
Staff	9 AD, 2 AST, 2 END

Output

- On behalf of the Commission, 16-18 inspections of offices of Recognised Organisations.

- 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) 391/2009 and Directive 2009/15/EC.

Key Performance Indicators		Targets
Inspections	number of inspections per year	16-18
	percentage of planned inspections completed	100
Reports	number of reports per year	16
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.

* 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 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

Financial and Human Resources	Input
Commitment appropriations in EUR	1,514,876
Payment appropriations in EUR	1,560,151
Staff	7 AD, 1 AST, 1 END, 1 CA*

Output
- 6-8 inspections of third countries. - 4-6 visits to EU Member States. - Developing, testing and bringing into operation the second phase of the STCW Information System (covering certification matters).

Key Performance Indicators		Targets
Inspections	number of inspections per year	10-14
	percentage of planned inspections completed	100
Reports	number of reports per year	10-14
STCW Information System	date at which the STCW-IS is fully operational	End 2011
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. Member States and the Commission will be able to take advantage of the information stored in the STCW Information System.

* 1 CA temporarily assigned in order to cover a maternity leave.

** See note on page 72

3.3 IMPLEMENTATION OF PSC DIRECTIVES IN MEMBER STATES

Financial and Human Resources	Input
Commitment appropriations in EUR	353,168
Payment appropriations in EUR	353,168
Staff	2 AD

Output

- Upon request by the Commission, follow-up visits to Member States.
- Upon request of the EFTA Surveillance Authority, visits to Norway and Iceland.

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

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 follow-up actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Iceland and Norway.

* Staff is also involved in the implementation tasks as described in Chapter 4.1 (Port State Control).

** See note on page 72.

3.4 MARITIME SECURITY

Financial and Human Resources	Input
Commitment appropriations in EUR	711,345
Payment appropriations in EUR	711,345
Staff	3 AD, 1 AST

Output
- Upon request of the Commission, provide assistance for 30–40 inspections of EU Member States.
- Upon request of the EFTA Surveillance Authority, provide assistance for 4–6 inspections of Iceland and Norway.

Key Performance Indicators		Targets
Inspections	number of inspections per year	34–46
	percentage of planned inspections completed	100
Reports	number of reports per year	34–46
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.

* See note on page 72.

3.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

Financial and Human Resources	Input
Commitment appropriations in EUR	994,522
Payment appropriations in EUR	994,522
Staff	4 AD, 2 AST

Output

- 2 visits to EU Member States for Directive 2000/59/EC on Port Reception Facilities.

- 7 visits to EU Member States for Directive 2009/17/EC amending Directive 2002/59/EC on Vessel Traffic Monitoring.

- 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.

- 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.

- Upon request of the Commission, inspection visits to EU Member States focussing on particular aspects of Directives 98/18/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	14
	percentage of planned inspections completed	100
Reports	number of reports per year	14
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.

See note on page 72.

3.6 HORIZONTAL ANALYSIS

Financial and Human Resources	Input
Commitment appropriations in EUR	293,168
Payment appropriations in EUR	293,168
Staff	2 AD

Output

The Agency will:

- Carry out 2-3 horizontal analyses and report to the Commission with indications of possible improvement actions.

- Support the Commission in its assessment of inspection visit follow-up in individual Member States and, when required, in any follow-up actions (e.g. consultations with Member States, workshops on best practices etc).

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

Outcome

The horizontal analysis work and reports submitted by the Agency should support the Commission in its assessment of the overall level of implementation of EU legislation by Member States and other entities. The horizontal analyses carried out by EMSA should provide a strong basis for evaluating the functioning of the legislation by the Commission and should help in the identification of possible areas for improvement in the relevant legislation. It should also, where possible, identify practices or actions that can help Member States implement the legislation and remedy identified problems.

4.1 PORT STATE CONTROL

Financial and Human Resources	Input
Commitment appropriations in EUR	1,836,284
Payment appropriations in EUR	1,969,254
Staff	4 AD, 1 AST, 1 END, 1 CA

Output

- Development of harmonized training tools for Port State Control Officers.
- Deliver training: New Entrants Seminars and Refresher Seminars.
- Provide training on Directive 2009/16/EC
- Project management for the development, delivery and operation of the Distance Learning Project.
- Focal point 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 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
Attendance	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	602,765
Payment appropriations in EUR	802,765
Staff	2 AD, 1 END

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.
- Setting-up, maintaining and managing a pool of investigators

Key Performance Indicators		Targets
Accident Database	number of MS connected	27
	number of reports in system*	1000
Requests for accident reports	percentage of requests accommodated	100

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	1,075,358
Payment appropriations in EUR	1,106,571
Staff	2 AD, 1 AST, 1 END

Output

- 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.

* Although all training activities of EMSA are part of the same budget line, training on PSC is not included here because it constitutes a different activity. It is referred to in section 3.1 - Port State Control.

**150,000 Euros are included in commitment appropriations (ca) and in payment appropriations (pa) 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	1,042,920
Payment appropriations in EUR	1,337,184
Staff	5 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	95

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	1,284,358
Payment appropriations in EUR	1,355,358
Staff	2 AD, 1 AST, 1 END

Output

- Management of Equasis.

- Publishing the sixth annual statistical report on the world merchant fleet in Equasis.

- Production of statistical products, analyses, services and publications, for internal and external use, as appropriate.

- Enhancement of the MARINFO database.

Key Performance Indicators		Targets
Availability of the system	percentage per year availability of Equasis	99.5
Users	number of users per month	27 000
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.

* 425,000 Euros are included in commitment appropriations (ca) and in payment appropriations (pa) 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	1,602,284
Payment appropriations in EUR	1,602,284
Staff	7 AD, 1 END, 1 CA

Output

1. Port reception facilities

- Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC.

- Drafting reports with specific suggestions in the context of the wider review of the Directive.

- 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 IMO discussions and other international fora (e.g.: ISO standards on port reception facilities and on the segregation of waste on board ships).

2. 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.

- In the field of Greenhouse Gases, providing assistance to the Commission in following the international developments, notably on the Energy Efficiency Design Index.

- Providing technical assistance to the Commission for a possible EU regime to reduce greenhouse gases emissions from ships.

3. 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.

4. Ballast water

- Contributing to the implementation of the IMO Convention by following the development on issues, such as risk assessment and sampling, to ensure consistency between regional approaches in Europe and help Member States ratify the Convention.

5. Anti-fouling systems:

- Providing technical assistance to Member States for the enforcement of international and EU rules on the topic, as appropriate.

6. Other

- Monitoring and advice on the international and EU developments related to other environmental issues, such as underwater noise, ship strikes and marine strategy developments.

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	191,584
Payment appropriations in EUR	191,584
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-sourced pollution.

Outcome

Through its activities the Agency contributes to a better understanding of the regulatory system regarding maritime liability and compensation.

5.1 STAND-BY OIL RECOVERY VESSEL NET-WORK

Financial and Human Resources	Input
Commitment appropriations in EUR	22,813,444
Payment appropriations in EUR	20,120,559
Staff	11 AD, 3 AST, 1 CA

Output

- Renewing or replacing the existing stand-by oil recovery contracts of 2008 for an additional period of 3 years.
- Reinforcing the Network in the Bay of Biscay (dependent on a successful 2010 tender).
- 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.

Key Performance Indicators		Targets
Anti-pollution stand-by vessel network	number of contracts	14
	geographical coverage	All regional sea basins of Member States
New vessels pre-fitting	number of newly contracted vessels pre-fitted	1
Drills and exercises	number of drills per year	57
	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	3,031,051
Payment appropriations in EUR	5,636,910
Staff	8 AD, 1 AST

Output

- 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 integration of vessel traffic information, models and oceanographic information.

- Provide training to EU Member States on CleanSeaNet.

- Implement a new CleanSeaNet Data Centre.

- Organise regular meetings of the EMSA CleanSeaNet User Group, twice a year back-to-back with European Group of Experts on Satellite Monitoring of Sea-based Oil Pollution (EGEMP) meetings.

- Conclude the transition to CleanSeaNet 2nd generation operations.

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

Outcome

The Agency is providing an imagery service to support Member States, the Commission and selected non-EU countries in their efforts to identify, trace and track illegal discharges and polluters and in the field 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 HNS OPERATIONAL SUPPORT

Financial and Human Resources	Input
Commitment appropriations in EUR	477,468
Payment appropriations in EUR	561,968
Staff	1 AD, 1 CA

Output

- Maintain and evaluate the network of specialised chemical experts (MAR-ICE Network).
- Develop datasheets of chemical substances for marine pollution response.
- Analyse relevant and up-to-date information concerning marine HNS transport patterns in Europe.
- Develop HNS information tools and reports.

Key Performance Indicators		Targets
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs	>75
	percentage of responses within 4 hrs	<25
Supporting tools/ reports	number of tools/reports produced	2

Outcome

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

5.4 COOPERATION AND COORDINATION IN POLLUTION RESPONSE

Financial and Human Resources	Input
Commitment appropriations in EUR	522,454
Payment appropriations in EUR	524,980
Staff	2 AD

Output

- Co-ordinating CTG MPPR meetings / workshops and implementing the CTG MPPR Rolling Work Programme.

- Supporting activities of Regional Agreements, the IMO and other relevant bodies/organisations where appropriate.

- Developing and updating marine pollution preparedness and response related information, inventories and decision making support tools.

Key Performance Indicators		Targets
Coordination of the CTG MPPR	Number of CTG MPPR meetings and work-shops	3
Developing inventories and decision support tools	Number of inventories/tools developed	1

Outcome

Activities of the Agency in this field are aimed at supporting the preparedness structures and response capabilities of Member States 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.

6.1, 6.2, 6.3, 6.4 OVERHEAD/HORIZONTAL TASKS

Human Resources	Input
Management Team/ Bureau of the Executive Director*	13 AD, 6 AST, 2 CA
Human Resources Unit	1 AD, 8 AST, 3 CA
Legal and financial affiars, failities and logistics	4 AD, 4 AST, 8 CA**
Operations support (ICT)	4 AD, 13 AST, 4 CA

This number includes the Executive Director and his staff, Heads of Department and their staff, Heads of Horizontal Units as well as the data protection, audit and accountancy functions.

*** 1 CA temporarily assigned in order to cover a maternity leave.*

Output

1. 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.

2. 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.

3. 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.

4. Operations support (ICT)
- Maintaining a state-of-the-art Data Centre to host maritime applications.
- Providing advanced business continuity and ICT security services.
- Providing 24/7 hosting of maritime applications.
- Providing advanced ICT 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 COMUNICATION, PROTOCOL AND MISSIONS AND EVENTS SUPPORT

Financial and Human Resources	Input
Commitment appropriations in EUR	1,549,100
Payment appropriations in EUR	1,549,100
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 and meetings	number of events organised by EMSA per year	40
	number of participants at EMSA events per year	1300

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 2011
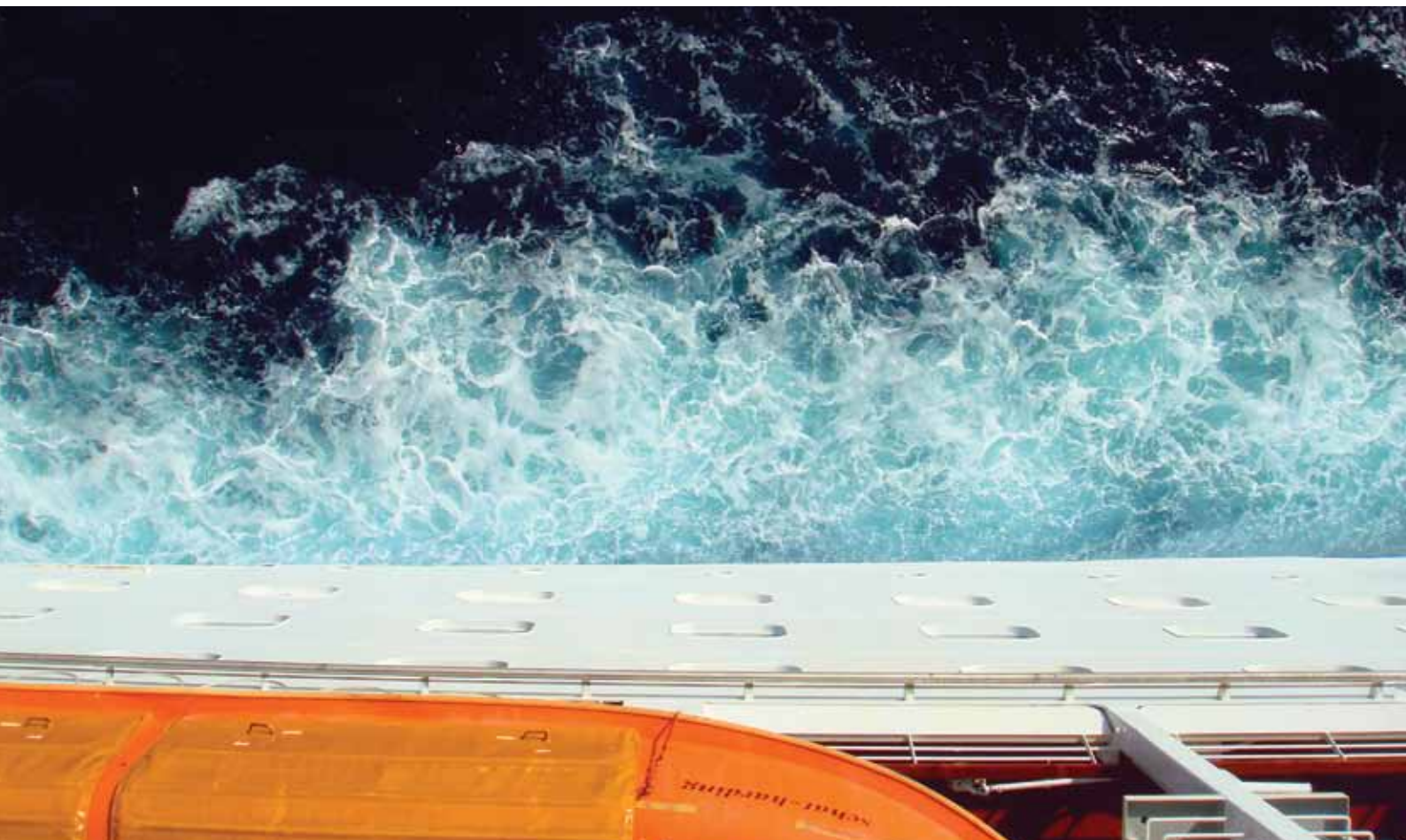
ANNEX A: ACTIVITY BASED BUDGETING OVERVIEWS

A.1 BUDGET 2011

56,143 million euros

(commitment appropriations titles i, ii & iii)

- Operational Activities
- Staff and Administration
- Facilities

58%

7%

35%
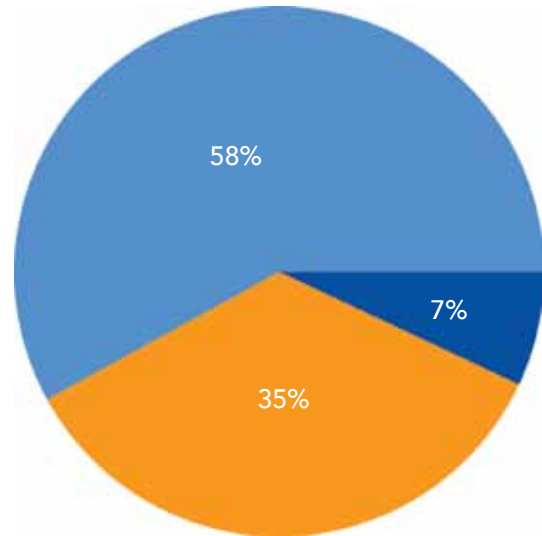
A.2 USE OF RESOURCES BY GROUP OF ACTIVITIES

56,717 million euros

(commitment appropriations 2011)

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

47%

3%

3%

47%
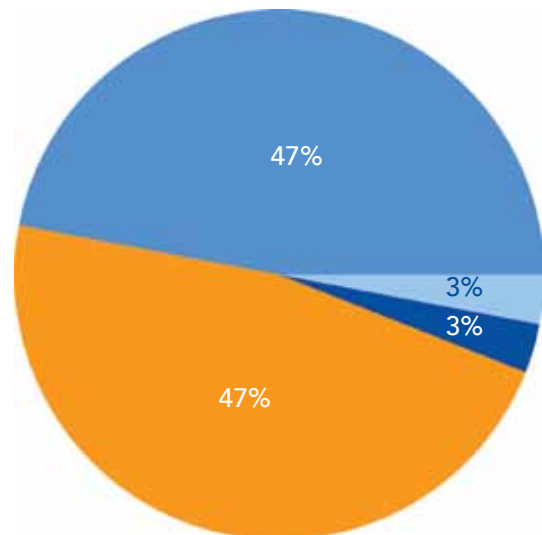
A.3 ANTI-POLLUTION MEASURES

23 million euros

(commitment appropriations 2011)

- Network of Stand-by Oil Spill Recovery Vessels
- CleanSeaNet: EU satellite oil spill and illegal discharges monitoring service
- Co-operation and Co-ordination for pollution preparedness and response
- Supporting HNS marine pollution preparedness and Response

90%

1%

1%

8%
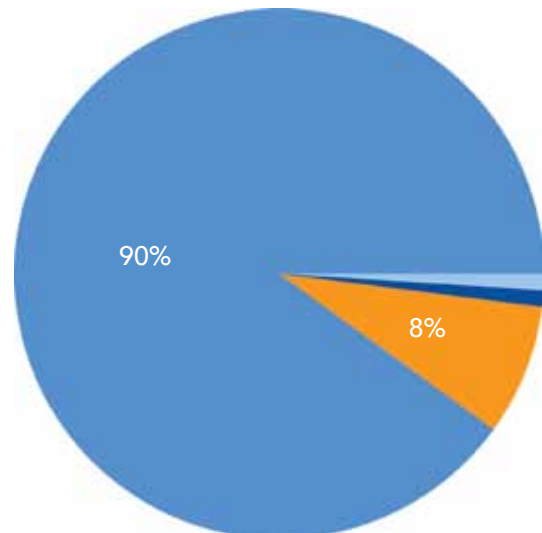
A.4 OPERATIONAL ACTIVITIES IN THE FIELD OF MARITIME SAFETY AND PREVENTION OF POLLUTION BY SHIPS
(commitment appropriations)

1 Classification Societies
2 Port State Control (incl. Thetis)
3 Training of Seafarers
4 Other Inspections
5 Marine Equipment & Ship Safety Standards
6 Vessel Traffic Monitoring
7 Accident Investigation
8 Training Activities
9 Liability & Compensation
10 LRIT
11 Maritime Information & Statistics
12 Prevention of Pollution by Ships
13 Ship Security
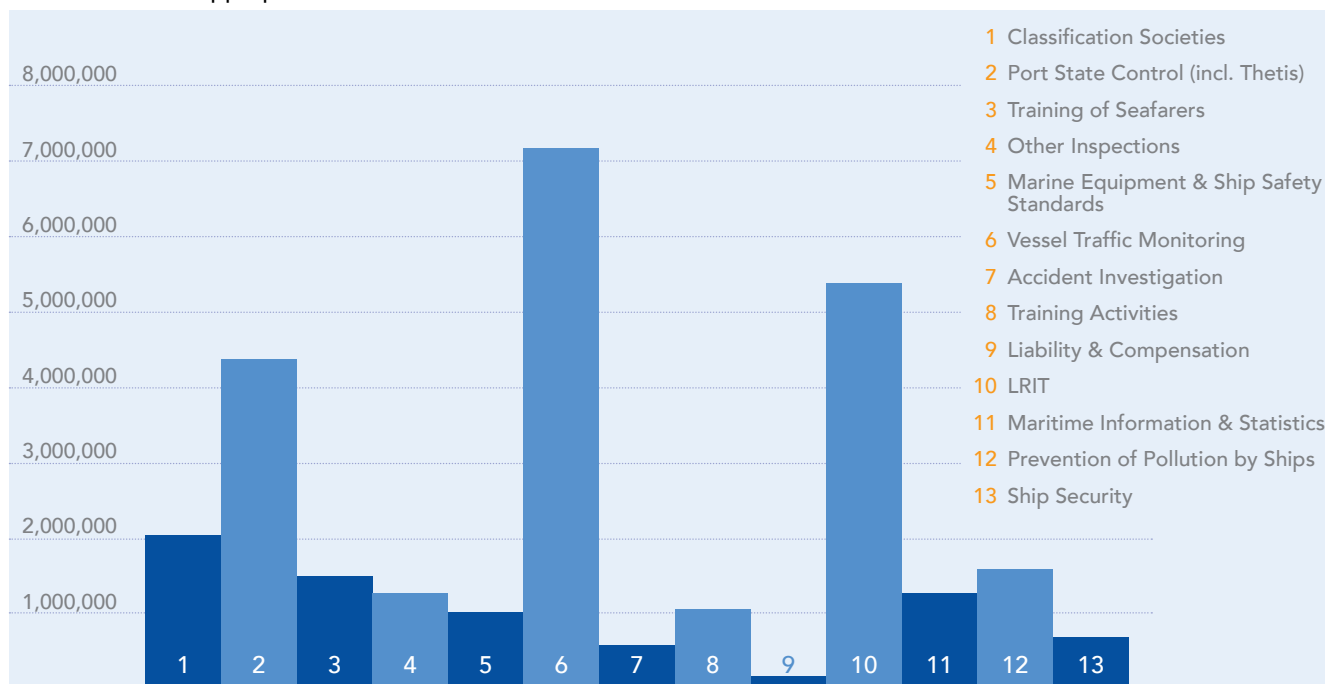
A.5 TOTAL COSTS BY GROUP OF ACTIVITIES
(commitment appropriatons)

1 Maritime Safety: visits and inspections
2 Maritime Safety: technical co-operation, technical assistance and training
3 Maritime Safety: maritime surveillance
4 Pollution Prevention
5 Information & Communication, Protocol and Events
6 Pollution Response: at-sea recovery assistance
7 Pollution Response: satellite imagery
8 Pollution Response: other activities
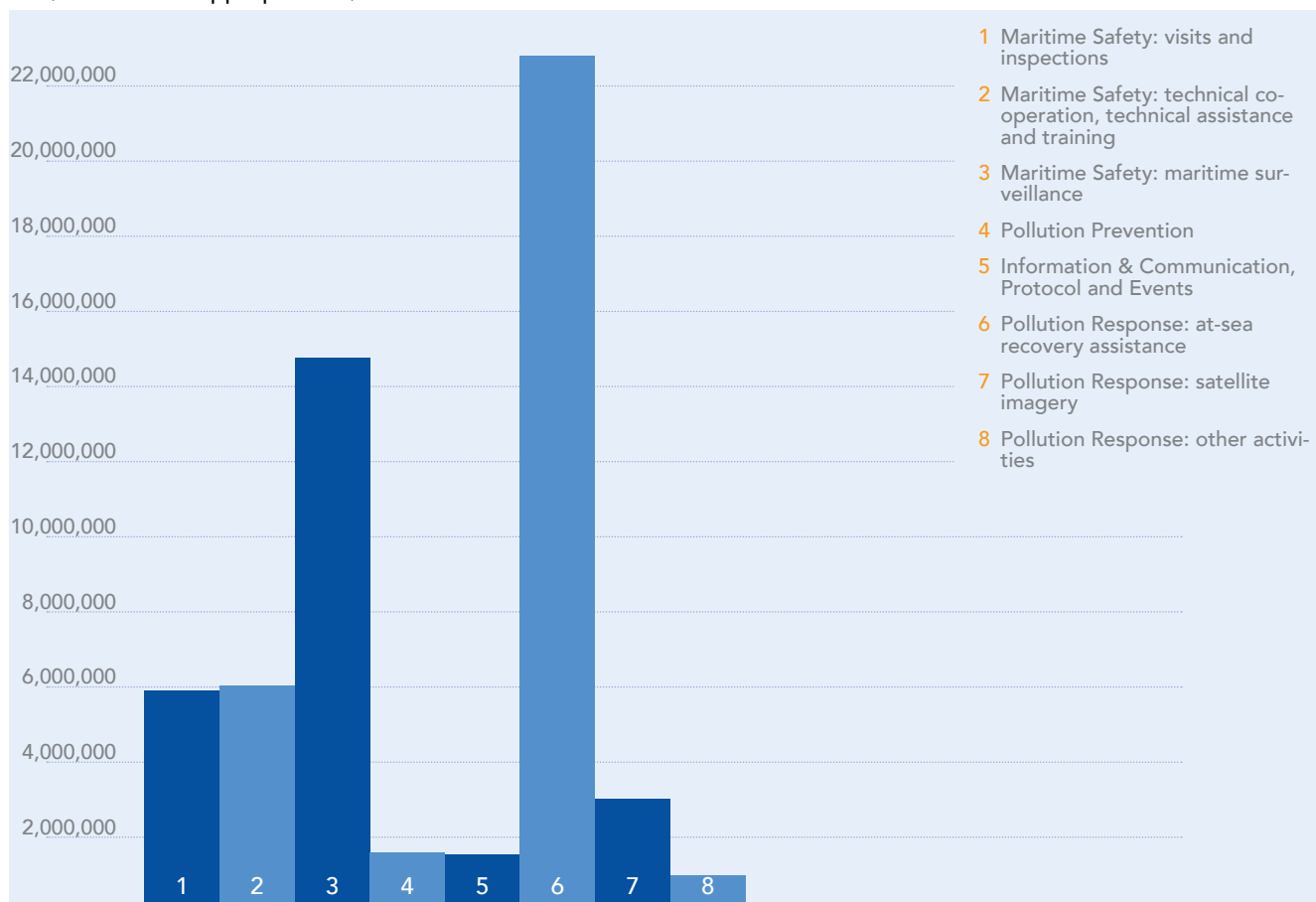
ANNEX B: BUDGET 2011

REVENUE

TITLE	HEADING	2010		2011		COMMENTS
2		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2.0	Subsidy from EU incl. EFTA contribution	53,771,084	49,994,298	56,142,719	56,142,719	Regulation (EC) No 1406/2002 as amended.
	EC Funds for candidate, potential and ENP countries (DG ENLARG)	p.m.[3]	p.m.[3]	p.m.[2]	p.m.[2]	EC Funds for candidate, potential candidate and European Neighbourhood Policy countries (DG ENLARG).
	Subtotal[1]	53,771,084	49,994,298	56,142,719	56,142,719	
	L.R.I.T.	20,000	20,000	p.m.[4]	p.m.[4]	Possible income from L.R.I.T. services.
	EQUASIS	p.m.[6]	p.m.[6]	p.m.[5]	p.m.[5]	Income from EQUASIS Member States' fees.
	TOTAL REVENUE	**53,791,084**	**50,014,298**	**56,142,719**	**56,142,719**	

EXPENDITURE

1	STAFF	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
1.1	Staff in active employment	17,567,000	17,567,000	18,043,000	18,043,000	Remuneration of permanent, temporary and contract agents; Allowances of seconded national experts.
1.2	Expenditure related to recruitment	613,000	613,000	540,000	540,000	Expenditure related to recruitment procedures, incl. candidate travel costs, installation, daily subsistence & resettlement allowances, and removal costs.
1.3	Administrative missions and duty travel	150,000	150,000	150,000	150,000	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	450,000	450,000	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	**19,220,000**	**19,220,000**	**19,748,000**	**19,748,000**	

2	ADMINISTRATIVE EXPENDITURE	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2.0	Rental of building and associated costs	2,175,000	2,175,000	3,046,412	3,046,412	Building rental & associated costs incl. utilities, security & cleaning services.
2.1	Data processing expenditure and associated costs	537,248	537,248	446,260	446,260	ICT hardware and software, licences, consultancies and maintenance.
2.2	Movable property and associated costs	130,000	130,000	93,442	93,442	Technical facilities and electronic office equipment, furniture, documentation and library expenditure.
2.3	Current administrative expenditure	191,000	191,000	171,576	171,576	Office stationary and supplies, financial and legal charges and other operating expenditure
2.4	Postal charges and telecommunications	305,000	305,000	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	**3,458,248**	**3,458,248**	**4,105,990**	**4,105,990**	
	TOTAL TITLES 1 & 2 (06 02 02 01)	**22,678,248**	**22,678,248**	**23,853,990**	**23,853,990**	

1. EC contribution   2. EUR 300,000 expected   (EUR 150,00 for 2011 expenditure and EUR 150,000 for 2012 expenditure)
3. EUR 140,000 expected   4. EUR 300,000 expected   5. EUR 425,000 expected   6. EUR 400,000 expected

EXPENDITURE (CONTINUED)

TITLE	HEADING	2010		2011		COMMENTS
3	OPERATING EX-PENDITURE	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
3.1	Development of databases	3,506,836	2,750,050	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.
3.2	Information and publications	150,000	150,000	150,000	150,000	Website development, publication of general reports, information and technical dossiers in paper form and internet.
3.3	Meetings	955,000	935,000	955,000	960,368	Expert meetings, conferences and workshops.
	EC Funds fo candidate, potential and ENP countries	p.m.	p.m.	p.m.	p.m.	
3.4	Translation expenses	300,000	300,000	300,000	300,000	Translation expenses related to operational activities.
3.5	Studies	523,000	523,000	324,400	749,664	Monitoring and evaluation of measures for maritime safety and prevention of pollution by ships.
3.6	Mission expenses	782,000	782,000	782,000	823,500	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	846,000	846,000	846,000	877,213	Training activities for EU Member States (including Port State Control).
3.9	L.R.I.T.	3,550,000	3,550,000	1,236,840	1,339,175	EU LRIT (Long Range Identification and Tracking System) Data Centre.
	TOTAL TITLE 3 (06 02 02 02) (without Anti-Pollution and including DG ENLARG funds)	10,612,836	9,836,050	9,288,729	9,288,729	
3.8	Anti-pollution measures (06 02 02 03)	20,500,000	17,500,000	23,000,000	23,000,000	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) (incl. DG ENLARG funds)	31,112,836	27,336,050	32,288,729	32,288,729	
	TOTAL BUDGET (incl. DG ENLARG funds)	53,791,084	50,014,298	56,142,719	56,142,719	

ANNEX C: INDICATIVE PROCUREMENT PLAN FOR OPERATIONAL ACTIVITIES

PLANNED TENDERS 2011				
ACTIVITY	ESTIMATED VALUE IN EURO	TENTATIVE NUMBER OF CONTRACTS	ICT	TENTATIVE TIMEFRAME
2.1 EU Vessel Traffic Monitoring	2,351,329	13		Q1-Q4
2.2 EU LRIT Data Centre and LRIT IDE	1,662,180	20	25*	Q1-Q4
2.3 New Information System for Port State Control (THETIS)	892,380	2		Q1-Q4
2.4 Maritime Support Services	50,000	1		Q2-Q3
3.1 Classification Societies	142,000	2		Q1-Q4
3.2 STCW	6,000	1		Q3
4.1 Port State Control	275,000	2		Q1
4.2 Accident investigation	50,000	1		Q2-Q3
4.4 Marine equipment and ship safety standards	195,000	2		Q1
4.5 Maritime Information, Equasis and statistics	785,000	4		Q1-Q4
4.6 Prevention of pollution by ships	170,000	3		Q3
5.1 Stand-by oil recovery vessel network	20,715,690	7		Q1-Q4
5.2 CleanSeaNet and illegal discharges	1,520,000	14		Q1-Q4
5.3 HNS Operational support	135,000	2		Q1
5.4 Cooperation and coordination and dissemination of information in pollution response	80,000	2		Q1-Q4
6.5 Communication, Protocol and Events & Missions support	150,000	1		Q1-Q4
		77	25	
TOTAL PLANNED PROCUREMENT 2011	**29,179,579**	**102**		

Note: Procurement Channels as approriate including Framework Contracts and Specific Contracts, Vessel Service Contracts, Service Contracts and Service Level Agreements.

* ICT Infrastructure procurement for operational services is shared between three activities.

ANNEX D: ESTABLISHMENT PLAN 2011

FUNCTION GROUP AND GRADE	2010 AUTHORISED		2011 PDB	
	PERMANENT	TEMPORARY	PERMANENT	TEMPORARY
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	2	8	1	9
AD11	1	10		11
AD10	1	17	1	17
AD9		20		22
AD8		18		22
AD7		23		22
AD6		18		19
AD5		10		10
TOTAL AD	**5**	**129**	**3**	**137**
AST11				
AST10				
AST9		1		1
AST8	1	1	1	1
AST7		1		1
AST6		3		3
AST5		8		9
AST4		15		17
AST3		17		20
AST2		13		11
AST1		6		4
TOTAL AST	**1**	**65**	**1**	**67**
TOTAL AD + AST	**6**	**194**	**4**	**204**
GRAND TOTAL	**200**		**208**	

Note: Out of the 8 new positions for 2011, 4 positions are earmarked for the LRIT IDE, and 4 will be devoted to THETIS, the information system supporting the new Port State Control regime introduced by Directive 2009/16/EC. The grades foreseen are needed to ensure adequate experience and technical background.

ANNEX E: ORGANISATION CHART
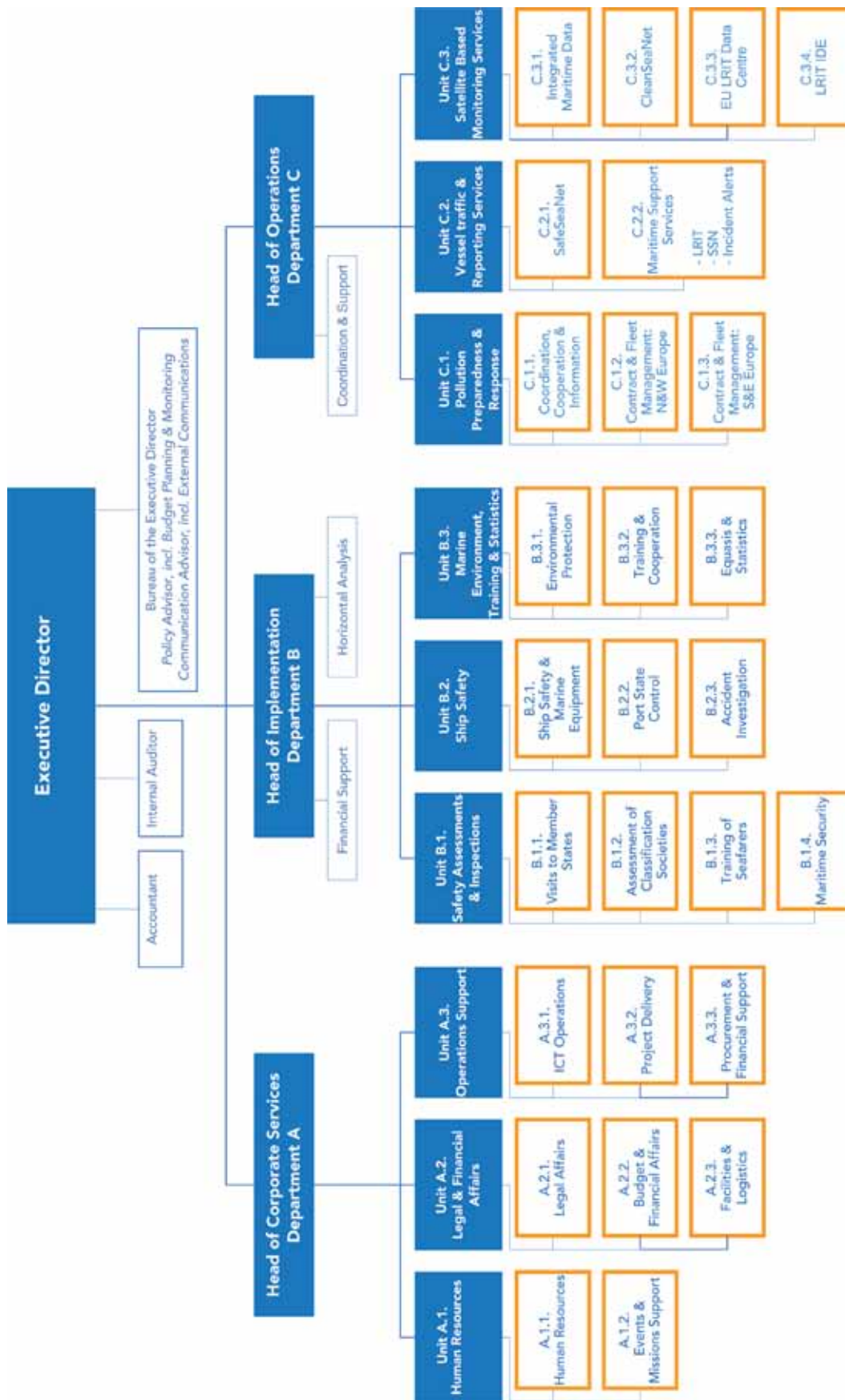
About EMSA

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

EMSA's Work Programmes

The Agency publishes each year a plan of activities for the forthcoming year, including detailed tables with the planned input, ouput and outcomes of each activity, performance indicators for external services and financial annexes. The annual Work Programme is approved by EMSA's Administrative Board.

www.emsa.europa.eu

EUROPEAN MARITIME SAFETY AGENCY