



# WORK PROGRAMME 2016



**WORK  
PROGRAMME  
2016**

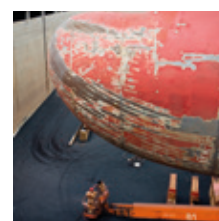
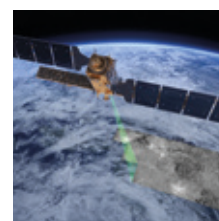
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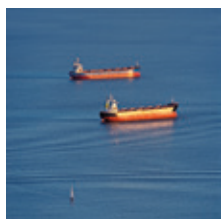


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## FOREWORD

A key distinguishing feature of EMSA is its ability to meet the rapidly evolving support needs of EU Member States, the European Commission, European Free Trade Association (EFTA) countries and also of countries sharing a sea basin with Europe (IPA and ENP countries). For those stakeholders, the assistance provided by the Agency is indispensable. It facilitates their implementation role and enables them to execute maritime and marine-related projects.

I would like to point out at a few particular activities from the extensive list presented in this Work Programme 2016 that can be taken as examples of how well the Agency is responsive to various stakeholder needs.

“Blue Growth” and “Green Growth” priorities are very pressing today, given the urgent need to control climate change effectively. The implementation support from EMSA keeps pace with the regulatory measures taken in response to those priorities. This is demonstrated in the Work Programme 2016 in the assistance that EMSA will provide to ensure a timely and effective implementation of environmental maritime legislation. This includes legislation on the sulphur content of marine fuels, ship recycling and carbon dioxide emissions from ships.

Another example of how swiftly the Agency responds to the needs of other EU bodies with a maritime related interest is in the Agency’s cooperation with Frontex. EMSA will continue to provide valuable traffic monitoring and maritime surveillance services to contribute to the EU’s Migration Agenda.

On a different note, but also useful in demonstrating the Agency’s need matching capability, is the role that EMSA will continue to play in 2016 in the implementation of national single windows. This can be appreciated in the Work Programme 2016 under the heading “Improving internal market and maritime transport efficiency”.

The Work Programme 2016 itself, the way it was prepared and drafted, reflects the high quality that EMSA and in particular its staff stand for. This together with the active involvement of the Member States and the Commission representatives on the Administrative Board enabled the clear activity-based structuring of the work that EMSA will undertake in 2016 and the outcomes to be achieved in order to be successful.



## CONT.

The introduction of the new methodology for visits to Member States can be mentioned here. This was adopted by the Administrative Board in November 2015 and will be used for the first time in 2016.

As Chairman, I am most grateful for the substantial efforts made by EMSA staff and by my colleagues on the Administrative Board and for the constructive discussions that led to the elaboration of this Work Programme 2016. In particular, the valuable help of Achim Wehrmann in his role as Vice Chairman and of Agisilaos Anastasakos as Chairman of the Administrative and Finance Committee deserve special attention.

With further staff reductions underway, the execution of this Work Programme 2016 will entail a significant workload for EMSA. I am quite confident nevertheless that the Executive Director, Markku Mylly, and EMSA staff will meet expectations.

As a final comment, I would like to underline the great potential of EMSA that emerges from the whole range of activities shown in the Work Programme 2016. The very effective assistance that the Agency certainly will provide by supporting a large number of stakeholders in 2016 might still be further developed to meet more needs to come. It is conceivable that this may require a revision of the Agency's mandate. The financial and human resources allocated for its execution should be aligned to meet these needs.

**Frans Van Rompuy**

Chairman of the Administrative Board





## ACKNOWLEDGEMENTS

EMSA provides an ever solid and increasingly comprehensive portfolio of technical services to the Commission and Member States to support safer seas, quality shipping, the efficiency of maritime transport and cleaner oceans.

While the Agency continues to execute its original tasks to a very high standard, the body of experience and knowledge developed over the years has created a special brand of expertise that can contribute significantly to cross-sectoral and cross-institutional efforts to implement broader EU policy objectives and priorities.

In 2016, the Agency will be navigating a course through persisting budgetary and staff constraints and increasing demand for tailor-made and policy-specific services. The growing number of distinct project-financed activities, such as the further development of THETIS in 2016 to implement marine environmental legislation, is evidence of this demand, as is the most recent Commission proposal to extend the Agency's tasks in the context of the "European Border and Coastguard Package".

At the same time, maritime safety remains the ethos of the Agency and is the common denominator of all its activities. With the cooperation of key and like-minded stakeholders in the sector, 2016 will be another year of hard work and added value towards a sustainable maritime EU.

**Markku Mylly**

Executive Director



# PART 1

## 1. STATUS AND STRUCTURE OF THE WORK

### PROGRAMME 2016

#### STATUS

This Work Programme 2016 is the outcome of a planning process that began in November 2014, with a discussion at the 40<sup>th</sup> Administrative Board meeting on the 'Outline for the Preliminary Work Programme 2016'. The outline document provided a first indication of the proposed approach in terms of human and financial resources, and of the activities to be undertaken. Comments made during that discussion and any submissions in writing following the discussion were taken into account. The Preliminary Work Programme 2016 was adopted at the March 2015 Administrative Board meeting. Written comments provided subsequently were addressed at the June 2015 meeting and have been taken into account in the present Work Programme, which was adopted by the EMSA Administrative Board on 17 November 2015.

#### STRUCTURE

The Work Programme 2016 is aligned with the streamlined activity based structure that has now been deployed across the full planning and reporting cycle, and embedded in both the multi-annual perspective provided by the EMSA 5-Year Strategy and the legal framework. Each activity is linked to the relevant strategic multi-annual objectives, and the relevant articles of the EMSA Founding Regulation (EC) No 1406/2002 as amended.

An overview of this strategic outlook is provided at the end of heading 2 below.

The executive summary of Work Programme 2016 is provided under heading 3 below.

## 2. EMSA'S TASKS

### SAFER SEAS, QUALITY SHIPPING, EFFICIENCY OF MARITIME TRANSPORT AND CLEANER OCEANS

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

#### TASKS AND WORKING CONTEXT

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



EMSA supports the implementation of an attractive framework for quality shipping and quality operators in Europe.



EMSA's activities can be broadly described as:

- providing technical and scientific assistance to the Member States and the European Commission in the proper development and implementation of EU legislation on maritime safety, security, prevention of pollution by ships and maritime transport administrative simplification;
- monitoring the implementation of EU legislation through visits and inspections;
- improving cooperation with, and between, Member States in all key areas;
- providing operational assistance, including developing, managing and maintaining maritime services related to ships and ships' monitoring;
- carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations.

Equally, it is important to note that the Agency's working environment reflects the initiatives launched by the EU in all policy areas related to the sea in order to strengthen Europe's competitiveness and sustainable growth. In this respect, of particular relevance is the contribution to the success of the Growth and Jobs Strategy, in terms of supporting the implementation of an attractive framework for quality shipping and quality operators in Europe.



Each of EMSA's 2016 activities is linked to one or several of its strategic multi-annual objectives.

## MISSION, VISION AND VALUES

### EMSA'S MISSION

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

### EMSA'S VISION

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

### EMSA'S VALUES

Efficiency, effectiveness, transparency, flexibility, creating added value.

## 5-YEAR PERSPECTIVE STRATEGIC THEMES AND OBJECTIVES AS OUTLINED IN THE EMSA 5-YEAR STRATEGY ADOPTED BY THE ADMINISTRATIVE BOARD IN NOVEMBER 2013

STRATEGIC ACTION AREA	SUB-AREA	STRATEGIC OBJECTIVES	REF.
<b>Standards, Rules and Implementation</b>			
Driver: EMSA shall be a leading EU technical partner in cooperation with EU Members States for the development and implementation of EU safety standards and regulations in the maritime sector.			
Ship safety		To support the Commission and the Member States in improving ship safety.	A1
Adding value from visits and inspections		To increase resource effectiveness and efficiency through the development of a "risk-based" approach to inspections.	A2
		To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate.	A3
		To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States' maritime administrations, including sharing best practices.	A4
Assistance in monitoring ROs		To increase efficiency of the Commission's assessments of recognised organisations, in particular through a risk-based approach to inspections.	A5
		To develop ideas for more effective sharing of information on inspections.	A6
		To assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE).	A7
Port State Control		To maximise its support role for an efficient and expanded scope of the PSC regime.	A8
Accident Investigation		To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents.	A9
		To support the European Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends.	A10
<b>Monitoring, Surveillance and information sharing</b>			
Driver: EMSA shall aim to become a major provider of reliable and efficient information services for the benefit of the EU maritime cluster and, where appropriate, for the use of other communities.			
EMSA's monitoring systems for the maritime communities		To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet.	B1
		To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety and security.	B2
EMSA's monitoring systems, creating synergies and benefit for other communities	Reporting formalities Directive; Measures against piracy and intentional unlawful acts; BlueBelt	Work to further develop the EU maritime traffic monitoring and information system.	B3
		Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation.	B4

STRATEGIC ACTION AREA	SUB-AREA	STRATEGIC OBJECTIVES	REF.
<b>Environmental challenges and response</b>			
Driver: EMSA shall aim to become the main EU resource to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime and offshore sector.			
Air pollution	Sulphur emission and alternative fuels	To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions.	C1
		To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships.	C2
	Greenhouse gases (ancillary task)	To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area.	C3
Other types of ship source pollution		To contribute to the protection of the marine environment in the EU.	C4
		To assist Member States in the implementation of the new rules in the field of ship related pollution.	C5
Pollution preparedness and response activities		To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships.	C6
		Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations.	C7
<b>Information, knowledge and training</b>			
Driver: EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.			
Technical and operational assistance to EU/EFTA Member States and relevant third countries		To support EU strategies on regional sea basins.	D1
		To become the implementing body of maritime safety related projects for IPA and ENP countries.	D2
		To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services.	D3
Process, analyse and distribute statistical information		To become a reliable source of information and statistics for the EU on maritime matters.	D4
Platform for best practices and training provider		To continue developing its role as forum for discussion of best practices.	D5
		To consolidate its role as training provider including the use of modern techniques.	D6
EMSA's role in research		To use available technical knowledge to analyse research projects with a maritime safety or environmental protection interest, where appropriate.	D7



## 3. EXECUTIVE SUMMARY WORK PROGRAMME 2016

### LEGAL BASIS AND BASIS FOR HUMAN AND FINANCIAL RESOURCES


This Work Programme is based on:

- The revised Founding Regulation (EC) No 1406/2002, as amended by Regulation (EU) No 100/2013, which is the legal basis of the Agency's Work Programme for 2016.
- The Regulation (EU) No 911/2014 of 23/7/14 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations.
- The input put forward both for human and financial resources by the Commission to the Budgetary Authority in its Communication on the "Programming of human and financial resources for the decentralised Agencies" dated July 2013.
- The EMSA 5-Year Strategy as adopted by the EMSA Administrative Board in November 2013.
- The Action Plan on response to pollution from oil and gas installations adopted by the EMSA Administrative Board in November 2013.

### PRIORITIES FOR 2016

Ensuring the core tasks as identified by the co-legislators will constitute the main priority, taking into consideration the availability of 202 statutory posts (-5 posts compared to 2015, and -13 posts compared to 2013) and a budget of EUR 53,379,372 for commitment appropriations from fresh credits (excluding EFTA contribution).

In 2016 EMSA will continue to face some major challenges: providing assistance as concerns the safety of passenger ships, and providing technical support to the Commission and the Member States regarding the revision of the Reporting Formalities Directive (Directive 2010/65/EU), the Port Reception Facilities Directive (Directive 2000/59/EC), the Accident Investigation Directive (Directive 2009/18/EC) and the Vessel Traffic Monitoring and Information System Directive (Directive 2002/59/EC, as amended).



EMSA will continue to play an important role in contributing to the Commission's Blue Growth and Green Growth priorities.

In line with the “Blue Growth” and “Green Growth” priorities of the Commission, the Agency will also provide technical assistance to the Commission and the Member States related to these challenges. In particular, the Agency will continue supporting the timely and effective implementation of environmental maritime legislation namely Directive 1999/32/EC as amended regarding the sulphur content of marine fuels, Regulation (EU) No 1257/2013 on Ship Recycling and the recently adopted Regulation (EU) No 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport.

The Agency will continue to assist the Commission and the Member States. The level of support provided in terms of training, workshops and meetings, as well as assistance to the Commission for the assessment of the implementation of relevant EU legislation through its programme of visits and inspections will be subject to the resources available. In this respect, and within the indicated budget, it is expected that the Agency will be most likely in a position to provide the same level of support as in 2015. In 2016 the methodology for visits to Member States, as adopted by the EMSA Administrative Board in November 2015, will be followed for the new cycle of visits on the implementation of Directive 1999/32/EC as amended regarding the sulphur content of marine fuels.

The Agency will continue to focus on delivering its operational maritime information services and on improving functionalities in dialogue with the users in Member States. Services are based on a number of systems administered and maintained by the Agency, such as: THETIS, SafeSeaNet, CleanSeaNet, the Integrated Maritime Data Environment (IMDatE), the EU Long Range Identification and Tracking (LRIT) Cooperative Data Centre, EMCIP, and the STCW Information System. The focus on Integrated Maritime Services provides further integration and inter-operability of the relevant related systems. This will enable the creation of added value services at national and EU level together with other relevant EU Agencies.

With regard to Anti-Pollution Measures, the Agency will make the best use possible of the resources planned to be made available by the Commission in 2016: EUR 21,600,000. Resources in this field will be mainly devoted to continuing the CleanSeaNet service, the network of stand-by oil recovery vessels, the establishment of new equipment stockpiles, overhauling and replacement of old equipment, and maintaining readiness through drills and exercises. For response to marine pollution from oil and gas installations, actions will take place as foreseen in the relevant Action Plan, in particular in relation to setting-up a dispersants capability to support Member States. Where possible, with a small number of interested Member States, the Agency will roll out Remotely Piloted Aircraft Systems (RPAS) campaigns to detect oil pollution and illegal discharges and to monitor emissions.



These Anti-Pollution Measures are funded under the 2014-2020 Multi-Annual Funding (MAF) envelop provided by the Commission. If requested by the Commission, EMSA may prepare the MAF mid-term report during 2016.

The “project financed” activities will continue in 2016. In the field of traffic monitoring and maritime surveillance, EMSA will continue providing services to Frontex. As a major contribution to the EU Migration Agenda, EMSA services will be further enhanced in particular through the use of RPAS services which can also be exploited for different Coast Guard functions thus creating cost benefits. EMSA will support Commission efforts to promote enhanced cooperation between Coast Guard bodies building on EU legislation and on interagency cooperation (with Frontex and EFCA).

Following the Delegation Agreement with the Commission for organising Copernicus Maritime Surveillance Services, the services will be set up, relevant staff will be recruited and the first implementation plan will be executed. As concerns THETIS-S, the information system developed to support the implementation of the Sulphur Directive, the new module will be further developed in line with the requirements of the implementing acts and the relevant users' community feedback. An Emission Inventories project, aiming at developing a new functionality in THETIS-S to establish and evaluate the inventories of shipping emissions, based on historical shipping activity data for domestic, short sea and international shipping will be carried out for the European Commission. Finally, following the adoption of Regulation (EU) No 2015/757 the EU MRV system will be developed as a new module of THETIS. The budget for this one-off project will be provided by the Commission.

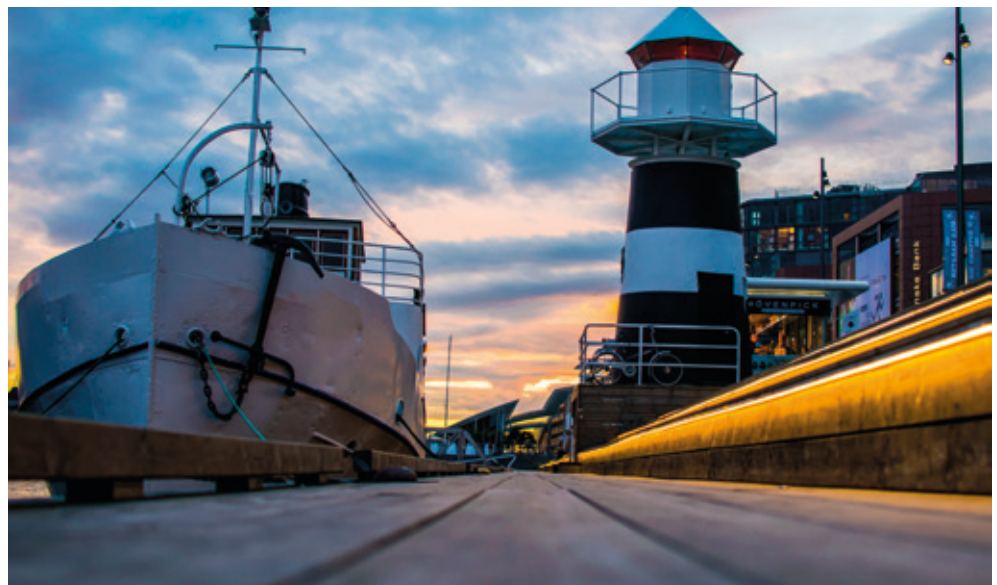
Moreover, the Agency will continue to manage and implement specific technical assistance projects for European Neighbourhood Policy (ENP) countries, in line with the existing funding and policies as set by the Commission. The SAFEMED III project will continue to be the vehicle for technical assistance to beneficiary countries in the Mediterranean Sea basin, while the TRACECA II complementary project will provide assistance to beneficiary countries in the Black and Caspian Sea basins. Both projects will come to an end in June 2016. Preparing the Terms of Reference for the forthcoming new projects in close cooperation with the competent services of the Commission will be the challenge for the current year.

2016 will see even closer cooperation between EMSA, Frontex and the European Fisheries Control Agency as they look to support national authorities carrying out coast guard functions.



The cooperation with the European Space Agency (ESA) will continue in the field of Earth Observation (Sentinel-1), Satellite AIS, Remotely Piloted Airborne Systems (RPAS) and the VHF Data Exchange System (VDES).

Finally, the Agency's efforts for continual improvement of organisation's performance will take another step forward with initiatives in the field of ICT architecture, system performance improvement and Quality Assurance.







## PART 2

## LIST OF EMSA ACTIVITIES

CODE <sup>1</sup>		ACTIVITY NAME	PROJECT FINANCED ACTIVITIES
Traffic monitoring and information on ships and cargoes			
2.1		Union maritime information and exchange system (Integrated maritime services; SafeSeaNet; Improving internal market and maritime transport efficiency)	
2.2		EU LRIT Cooperative Data Centre and LRIT IDE	
2.3	7700	Information System for PSC (THETIS)	THETIS-S
	7710		THETIS-MRV
	7720		Emissions Inventories Project
2.4		Maritime Support Services	
	7500		Copernicus
	7200		Frontex
Visits and inspections to monitor the implementation of EU legislation			
3.1		Classification Societies	
3.2		STCW	
3.3		Implementation of PSC Directives in Member States and EFTA	
3.4		Maritime Security	
3.5		Monitoring implementation of other EU maritime legislation	
3.6		Horizontal analysis and research	
Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' Maritime Authorities and with the Commission			
4.1		Port State Control	
4.2		Accident investigation	
4.3	7800	Technical assistance (training and cooperation)	EU Funds for enlargement countries
4.4		Marine equipment and ship safety standards (including IMO)	
4.5	7600	Maritime Information, Equasis and statistics	Equasis (RO funds)
4.6		Prevention of pollution by ships	
	7100		SAFEMED III
	7400		TRACECA II
Pollution preparedness detection and response			
5.1		Operational Pollution Response Services	
5.2	7300	CleanSeaNet and illegal discharges	CleanSeaNet Greenland
	7310		CleanSeaNet Dutch Caribbean
5.3		Coordination, and information relating to pollution preparedness and response	
Horizontal activities			
6.5		Communication, Protocol, Missions & Events support	
6.1-6.4		Overhead/horizontal tasks	

<sup>1</sup> This code is the ABB/ABC (Activity Based Budgeting/Activity Based Costing) code of the activity.

### ACTIVITY BASED BUDGETING

The Agency implements an activity based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one operational activity according to the prevailing function of the staff. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct staff allocated to each activity.

The ABB exercise covers fresh credits (C1 funds) only. Project financed funds (RO funds) and staff are not included.

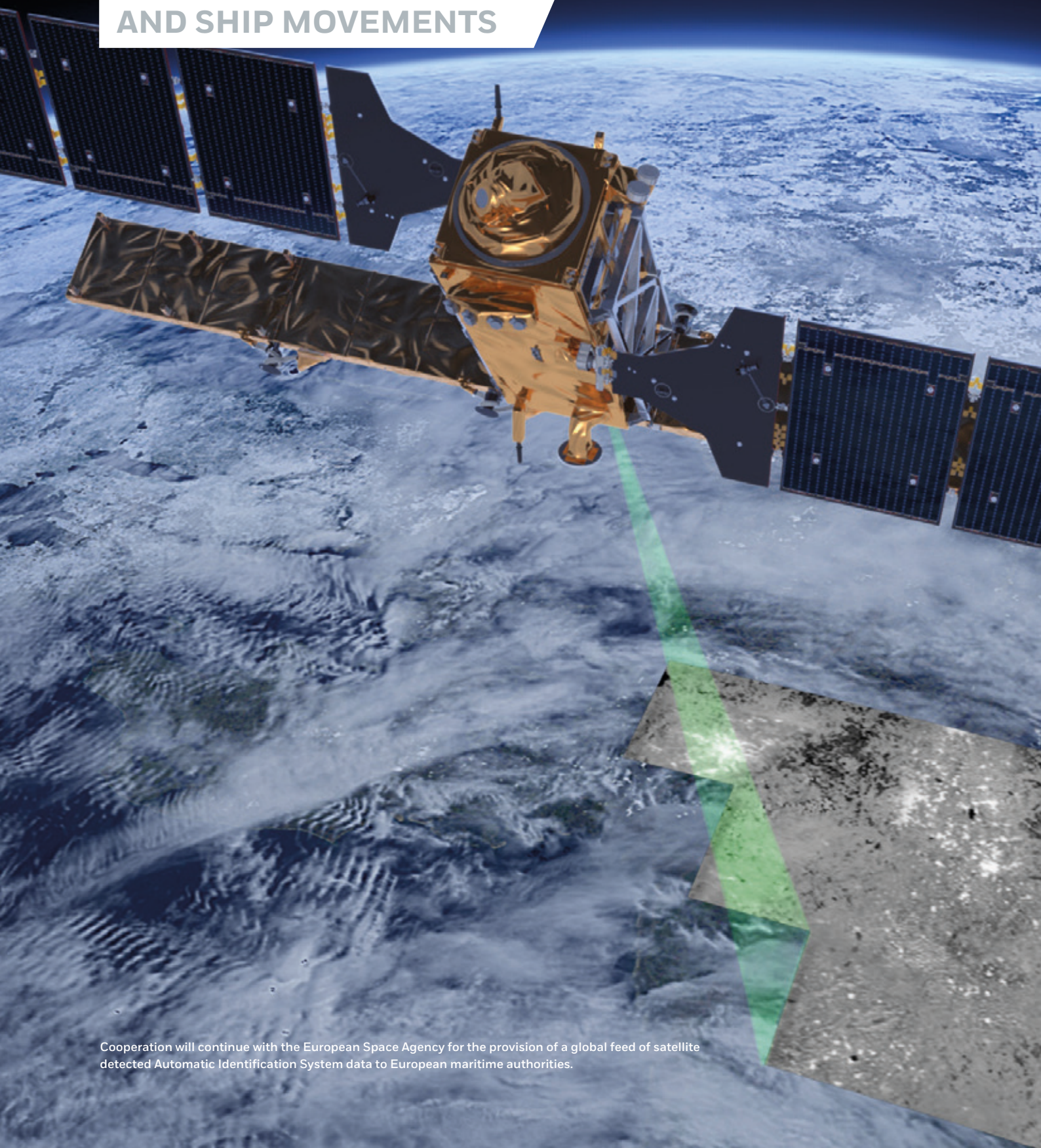
### PROJECT-FINANCED ACTIVITIES

Project -financed activities have separate codes. They are presented separately when the project resources include human resources (Copernicus, Frontex, SAFEMED III, and TRACECA II). Project financed activities with no provision for project-financed human resources are presented as part of another activity but with a clear indication of the expected associated financial input.

### STAFF

The staff cuts expected for 2016 were planned for through the reservation of five posts already in the 2015 establishment plan. This cut has been implemented: 202 statutory staff (AD/AST), 33 contract agents (CA) and 18 seconded national experts (SNE) have been allocated to the different activities. Seven project-financed contract agents have also been included in the relevant activity tables.

**MARITIME TRANSPORT AND SURVEILLANCE -  
INFORMATION ON SHIPS, CARGOES  
AND SHIP MOVEMENTS**



Cooperation will continue with the European Space Agency for the provision of a global feed of satellite detected Automatic Identification System data to European maritime authorities.

## 2.1. THE UNION MARITIME

### INFORMATION AND EXCHANGE SYSTEM

Input	
Commitment appropriations in EUR	8 398 859
Payment appropriations in EUR	8 371 394
Staff	25 AD, 12 AST, 3 SNE, 5 CA <sup>2</sup>

#### Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)

#### A. INTEGRATED MARITIME SERVICES

##### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d)

The Union maritime information and exchange system is continually being developed, in cooperation with the Member States and the Commission, to support the implementation of Directive 2002/59/EC as amended, and other relevant Union legislation. Annex III of this Directive, as amended by Commission Directive 2014/100/EU, lists inter alia the other Union acts relevant for maritime information exchange, and underlines the role of the SafeSeaNet system as an integrated maritime information exchange platform, codifying the achievements of the Integrated Maritime Data Environment (IMDatE).

EMSA will provide Integrated Maritime Services to maritime authorities in Member States, as well as to other users including the EU Naval Forces - Indian Ocean (EUNAVFOR), the EU Naval Forces - Mediterranean (EUNAVFOR-MED), the European Fisheries Control Agency (EFCA), the European Agency for the Management of Operational Cooperation at the External Borders (Frontex), the Maritime Analysis and Operations Centre – Narcotics (MAOC-N), and European Neighbourhood Policy Countries (ENP) associated with the SAFEMED III and TRACECA II projects. Following the adoption of the EU Strategy for the Gulf of Guinea and associated Action Plan by the

<sup>2</sup> Includes 3 CA for Copernicus financed by the EMSA budget.

Council on 17/03/2014, EMSA may play a role in information sharing projects related to the protection of the EU maritime fleet, irregular migration, illegal fishing and pollution monitoring, if so requested by the Commission.

In 2016, a single Graphical User Interface (GUI) will be available to support the interface requirements of SafeSeaNet, CleanSeaNet, Long Range Identification and Tracking (LRIT) and Integrated Maritime Services (IMS) as currently provided via IMDatE. Following a testing and validation stage, the existing graphical interfaces associated with the individual systems will be phased out after a transitional period of one year.

The Integrated Maritime Services provided by EMSA will also integrate data from a number of new additional sources such as Remotely Piloted Aircraft Systems (RPAS) and the Copernicus Maritime Surveillance Services. During 2016, the support to EFCA fishery control campaigns will continue and the Service Level Agreement (SLA) with Frontex will be renewed. New cooperation frameworks are under discussion with other EU stakeholders, e.g. the European Anti-Fraud Office (OLAF) and the European Police Office (EUROPOL). It should be noted that most potential new stakeholders will need to undertake a familiarisation stage with regard to EMSA services. On a case by case basis, the implementation of a familiarisation stage might entail training by EMSA staff.

Following the revision of Annex III to the VTMS Directive covering technological developments and the Integrated Maritime Services provided to Member States, the Interface and Functionalities Control Document (IFCD) will be revised, in direct consultation with Member States, describing the rules for integration and distribution of data and covering both web services and system-to-system interfaces. Services will be refined and further developed in line with evolving operational needs based on feedback from users, including from discussions which take place within the framework of user fora e.g. the IMS user group.

Provision of Integrated Maritime Services will include the roll-out of the IMS mobile application to Member States allowing access to integrated services via mobile platforms (smartphones and tablets). Further upgrades of the IMS mobile application are expected, including new visualisation elements as well as continuous improvement taking into account feedback from end-users.

The successful cooperation between the European Space Agency (ESA) and EMSA for the provision of a global feed of satellite detected Automatic Identification System (SAT-AIS) data and related services to European maritime authorities, including services related to the validation of SAT-AIS data messages, will be further enhanced in 2016. EMSA will also, through the EU Satellite-AIS Collaborative Forum, continue to coordinate with EU national administrations that have a programme or interest in the development of a Satellite-AIS capacity for non-commercial purposes, such as Norway, Germany and Poland, with a view to providing these streams of national satellite AIS data to EMSA users.

The increasing demand for exchange of maritime digital data communication on a global basis using higher speed and robust digital radio-communication systems operating in the Very High Frequency (VHF) band is paving the way for the development of a new system called the VHF Data Exchange System (VDES). EMSA will support ESA in several activities related to the assessment of the satellite component of the VDES, particularly in exploring user needs and the services that could potentially be provided



VDES will enable digital data exchange through satellites and terrestrial stations and has potential for worldwide coverage.



Embracing technology for Maritime Surveillance.

by the VDES. The VDES, which includes an AIS functionality, will enable digital data exchange ship-to-ship as well as ship-to-shore and shore-to-ship, through satellites and terrestrial stations, and has potential for a worldwide coverage.

In the field of innovation and new technological capabilities, there is increasing interest in RPAS from Member States and the Commission, who recognise the potential to complement existing maritime monitoring and surveillance capacity in a number of areas, for example: to measure ship emissions (e.g. SO<sub>x</sub>), to improve pollution detection and identification of polluters, to assist in case of a ship in need of assistance, and to support distant Search and Rescue operations. In 2015, the Agency started a user dialogue with Member States to discuss national needs and expectations based on a user benefit analysis procured by the Agency. In 2016, the Agency will cooperate with ESA in operational demonstrations (the project RAPSODY, to explore the technical capabilities of state-of-the-art sensors for maritime surveillance, and the STEAM project for SO<sub>x</sub> measurements), analysing the capabilities of RPAS platforms and the different sensors on board, the ingestion of data into the EMSA integrated platforms, and the assessment of the overall operational potential of RPAS for fulfilling maritime tasks in support of Member States and EU bodies.

On that basis, and under the expected technical, operational and financial conditions a procurement procedure adapted to highly complex contracts will be started to test the market and to mobilise available capabilities of industry, with the aim of offering Member States and EU Agencies RPAS services. If successful, pollution detection campaigns and possibly other surveillance activities will be organised with a small number of interested Member States e.g. in the context of CleanSeaNet.

In addition, the work of the Member States Places of Refuge group, in particular on the operational guidelines for ships in need of assistance, will be pursued. The importance of using information systems, and the further integration of relevant information, will be highlighted.

## Annual objectives 2016

- Continue the operation, delivery and development of integrated maritime services in line and in close co-operation with user requirements from maritime authorities of Member States, EU bodies and/or third countries, including provision of operational support such as training and helpdesk activities.
- Analyse new technologies and information products to enhance and complement maritime services, undertake initial testing and contribute to demonstrations and campaigns of remotely piloted aircraft systems (RPAS) operations to assess their potential suitability for maritime surveillance, safety and pollution detection, including some operations with Member States e.g. in the context of CleanSeaNet.
- Work closely with the European Space Agency (ESA) and with those Member States that have satellite Automatic Identification System (SAT-AIS) mission programmes in order to continue receiving a global feed of SAT-AIS data streams which will enable EMSA to keep offering SAT-AIS data to its users.
- Support ESA in the assessment of the user needs and services that could potentially be provided by the VDES.
- Support the Commission and Member States with EU level meetings and workshops related to maritime information systems and services.

## Expected outcome 2016

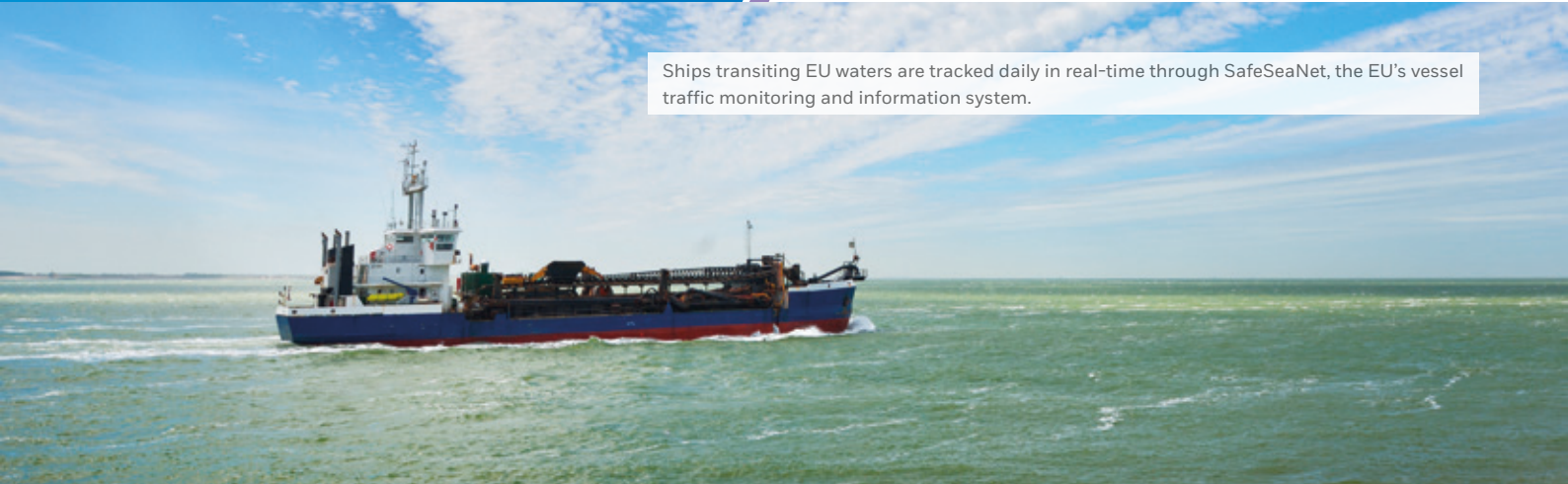
The Agency's provision of integrated maritime services to maritime authorities of Member States, EU bodies and/or third countries will continue in 2016. A single graphical user interface will be made available to SafeSeaNet, LRIT, CleanSeaNet and IMDatE users. New satellite data streams from national missions will be provided where available. The deployment of RPAS in supporting monitoring and surveillance, in particular for pollution detection, will be organised. Member States will be given the opportunity to share experiences, identify, develop and implement 'best practice' approaches based on the principles of integrating and sharing relevant maritime information.

## Planned output 2016

1. Provide Integrated Maritime Services for Member States and other interested governmental bodies.
2. Further development of the platform for the provision of integrated maritime services, including a single graphical user interface for SafeSeaNet, LRIT, CleanSeaNet and IMS users.
3. Training support for end-users and stakeholders provided as appropriate, for individual systems or combined data services.
4. Ensure relevant documentation on integrated maritime services to Member States is up-to-date, including the Interface and Functionalities Control Document (IFCD).
5. Reception, storage and distribution of global satellite AIS data provided to EMSA through the ESA-EMSA SAT-AIS initiative or directly procured by EMSA, and of satellite AIS data provided by relevant Member States.
6. Provision and integration of image related data (including video/streamed data) for the Agency's Integrated Maritime Services.
7. Complete the integration of met-ocean data within the Integrated Maritime Services, including the provision of in-situ, sea and weather forecast (model), and remote sensing Earth Observation data.
8. Coordinate with Member States and the Commission to make best use of new technologies and information products (e.g. RPAS, VDES) to support maritime monitoring and surveillance activities.
9. Deployment of Integrated Maritime Services mobile applications to Member States.

Output Indicators		Result 2015	Target 2016
Integrated Maritime Platform Availability	percentage per year availability of platform	99.64	95
	hours maximum continuous downtime of IMDatE platform	08h07min	12
Integrated Maritime Services Availability	percentage per year availability to Member States	99.64	95
	percentage per year availability to EUNAVFOR	99.52	95
	percentage per year availability to EFCA	99.34	95
	Percentage per year availability to IMS mobile application users	n/a	95





Ships transiting EU waters are tracked daily in real-time through SafeSeaNet, the EU's vessel traffic monitoring and information system.

## B. SAFESEANET

### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)

The overarching objective for 2016 for SafeSeaNet, forming the core part of the Union Maritime Information and Exchange system, will be for EMSA to support the Member States in the appropriate operation of the SafeSeaNet system. The Agency will follow closely developments in Member States regarding required testing and data quality issues and identify potential technical and operational improvements to both national and central systems, especially following the operation of SSN V.3.

A new Graphical User Interface (GUI) and a Common (User) Management Console will be established to support all maritime applications and services. These comprise the centralised front-end of all systems managed at EMSA. The new functionalities will enable users to benefit from improvements to the current service, such as access to integrated data flows, more options for data visualisation, a single sign-on process, new machine-to-machine interfaces and automated vessel behaviour monitoring. Services will evolve in response to user needs, legal requirements (e.g. reporting formalities) and technological impetus (e.g. VHF Data Exchange System). The GUI will also display the location and contacts of vessel traffic monitoring authorities and other related information from the Shore-based Traffic Monitoring and Information Database. The Common Management Console will serve as a common repository of location codes (UN/LOCODES), country codes, and organisation lists for all maritime applications and services.

In order to ensure cost effectiveness and maintainability of the SafeSeaNet system, a number of rationalisation activities will be established. These activities are identified internally as the 'STAR' project (Ship Tracking, Awareness system and Reporting) and will involve the creation of new software components, update of existing ones, as well as the phasing out of those that are no longer required.

Following the outcomes of the pilot project and any associated updates, the Central Ship Database (CSD), available and tested in 2015, will be operationally available to Member States in 2016. Other users will be granted access pending SafeSeaNet High Level Steering Group agreement. The database receives and stores the most up-to-date information on ship characteristics, e.g. Maritime Mobile Service Identity (MMSI), name, flag, length, and makes it available to the EMSA maritime applications and to

Member States through different interfaces. It is expected that the CSD will be used as a reference database in national systems, e.g. the national single window, or for cross-checking data stored within national ship databases.

A common reference database on dangerous and polluting goods – the Central HAZMAT Database (CHD) – for information notified and exchanged in accordance with Directives 2002/59/EC and 2010/65/EU, will be developed and made available in 2016 as well. Once operational, it will serve as a reference and verification tool for industry, reporting parties and Member State authorities. For efficiency reasons, it will be linked to the MAR-CIS (MARine Chemical Information Sheets) database. Consequently, SafeSeaNet users will have access to the chemical datasheets initially developed for the pollution response community. The CHD will be available to public users, albeit with limited functionalities.

Following the approval by COSS on the revision of Annex II of Directive 2000/59/EC on Port Reception Facilities (PRF Directive) there are consequential impacts in the Waste information to be reported to the National Single Windows (NSW) and the information to be exchanged through SSN. In 2016, EMSA will support the Commission in determining the required changes to the Waste Business Rules, which will require setting up an expert group to develop the new waste message, the NSW Data Mapping, how the information will be exchanged through SSN and the role of THETIS. The relevant NSW and SSN documentation should be revised in order to be used by the Member States and EMSA to implement the required technical developments in early 2017. Furthermore, EMSA will amend the central SSN application to comply with the required changes and support the Member States in testing their national applications.



The Central HAZMAT Database will be developed further in 2016 helping to provide accurate knowledge of dangerous or polluting goods being carried on board ships and thereby to minimise safety hazards.

## Annual objectives 2016

- Ensure that the SafeSeaNet central service is available on a 24/7 basis, and provide operational support to all users, including necessary training and help desk activities.
- Maintain and upgrade as appropriate the central SafeSeaNet system, improving functionality and efficiency in line with Union legislation and requirements of stakeholders.
- Provide support to Member States regarding the operation of their national SafeSeaNet systems in particular the incorporation of the new message and business logics related to SafeSeaNet version 3, introduced during 2015.
- Support the Commission in any work related to preparing legislative proposals in this field.
- Provide a common Graphical User Interface, which will enable, amongst other features, the visualisation of the Shore-based Traffic Monitoring Infrastructure Database (STMID) services.
- Establish a Common (User) Management Console to support all maritime applications and services.
- Implement the ICT rationalisation activities under the STAR project.
- Offer a Central Ship Database (CSD), to be used as a reference database in national systems, e.g. the national single window, or for cross-checking data stored within national ship databases.
- Provide a Central HAZMAT Database (CHD) on dangerous and polluting goods, linked to MAR-CIS, to serve as a reference and verification tool for industry, reporting parties and Member State authorities.
- Possibly expand the portfolio of EMSA maritime information databases to support users' statistical needs (dependent on the outcome of work undertaken in 2015 in support of Eurostat).

**Expected outcome 2016**

The Agency will assist Member States to continue improving the monitoring of maritime traffic, safety and logistics (maritime transport and maritime traffic).

Operational/technical training regarding existing and new functionalities will be available for Member State personnel. Member States will be given the opportunity to share experiences, identify, develop and implement "best practice" approaches based on experience operating SafeSeaNet and other maritime related information e.g. working groups and/or development and revision of guidelines.

**Planned output 2016**

1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.
2. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements.
3. A Central Ship Database (CSD) will be operational and available to use in national systems and improve data quality on related national databases.
4. A Central HAZMAT Database (CHD) on dangerous and polluting goods will serve users as a reference and verification tool.
5. The Graphical User Interface and Common (User) Management Console will be implemented.
6. Subject to ongoing needs, support to the Commission and Member States regarding the revision of the Directive 2002/59/EC as amended, will be provided as appropriate.

**Output Indicators**
**Result 2015**
**Target 2016**
**SAFESEANET**

SafeSeaNet system including requirements under the Reporting Formalities Directive (2010/65/EU): Service Operation	percentage per year availability of central SafeSeaNet system	99.56	99
	hours maximum continuous downtime of central SafeSeaNet system	8h 15 min	12
	reports per year (AIS)	2.927.481.948	1800 million
	notifications per year (Port +, Incident reports, MRS)	5.765.755	4.5 million
SafeSeaNet system including requirements under the Reporting Formalities Directive (2010/65/EU): Reporting Performance	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	99.98	99

## C. IMPROVING INTERNAL MARKET AND MARITIME TRANSPORT EFFICIENCY

### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)

The implementation of the Reporting Formalities Directive (2010/65/EU) contributed to some rationalisation and harmonisation of ship reporting documentation, but further efforts are needed. EMSA will support the Commission in implementing measures to reduce the administrative burden on Member States and the shipping industry. The Report from the Commission to the European Parliament and the Council on the functioning of Directive 2010/65/EU (COM(2014) 320 final [25 June 2014]) identified a number of steps that could be relevant, inter alia, extending the scope of the directive, harmonisation of legal provisions with reference to time-limits of reporting and exemption provisions, re-use of data, establishment of binding documentation, and monitoring methodology for the implementation of the national single windows (NSW).

In 2016 EMSA will offer technical support to IMO Contracting Governments for developing a single window prototype for the maritime community, in analogy to what had been developed for EU Member States. The Commission has already offered the developed software for the National Single Window prototype, which is designed to be installed in an open source environment. It was developed to demonstrate how information can be submitted electronically by ship reporting parties and distributed to national authorities in accordance with Directive 2010/65/EU on ships' reporting formalities, which includes all FAL forms.

From 2016 onwards EMSA shall carry out peer reviews at the request of the Commission in Member States to provide technical assistance to national authorities in accordance with the NSW guidelines and Commission Recommendations. Initially, these reviews will be used to exchange knowledge and best practices concerning the implementation process. The Agency will also provide technical assistance to national authorities as a continuation of the work already started in 2014 and 2015, and in accordance with the principles indicated in the National Single Windows Guidelines as approved by the e-MS Group associated with the Directive.

Technological advances, such as the VHF Data Exchange System (VDES), can bring considerable benefits to EMSA's users, particularly with regard to improved access to satellite AIS data of better quality and the introduction of additional data services, such as the possibility of exchange of digital data packages using satellite assets thereby ensuring worldwide coverage. This will reinforce the data available in SafeSeaNet and will support the implementation of the NSW. The role of the NSW in improving business-to-administration communication will be strengthened by improving ship-to-shore communication, bringing advantages to European authorities and to industry. EMSA is closely monitoring such developments and is exploring the optimal way forward for using satellite-based technology to relay digital data packages from a ship to the NSW prototype.

It is envisaged that EMSA will assist the Commission in the process of improving data exchange between maritime transport stakeholders by making use of electronic tools in a common harmonised framework in support of the European Maritime Transport



The National Single Window offers a place where all maritime information is reported once by ship data providers and made available to all relevant authorities thereby reducing the administrative burden.

Space without Barriers. Following consultation with customs authorities, a pilot project on simplifying and harmonising cargo formalities as well as linking the cargo with a ship is expected to be launched. It will demonstrate how cargo formalities can be transmitted to the NSW using an 'eManifest', submitted to the relevant national authorities' systems and exchanged via SafeSeaNet.

A study undertaken by Eurostat with EMSA's assistance concluded that SafeSeaNet and NSW have significant potential to collect European maritime statistics relevant to Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. EMSA will collaborate with the Commission and Eurostat to define a pilot project to demonstrate how the study's recommendations can be put into practice.

### Annual objectives 2016

- Support the Commission and the Member States in the implementation of the Reporting Formalities Directive and to provide requested technical assistance.
- Assist the Commission in the revision of the Reporting Formalities Directive.
- Support the Commission and the Member States in identifying best practices in simplifying and harmonising reporting formalities and reflecting this knowledge in improved guidelines.
- Work on measures and new technologies, such as VDES, which will further achieve simplification, harmonisation and rationalisation of reporting formalities for ships, including support for the implementation of policies aimed at establishing a European maritime transport space without barriers.

### Expected outcome 2016

The Agency will assist Member States to better meet the requirements of the Reporting Formalities Directive. Such support is expected to include identifying best practice approaches and reflecting this knowledge in appropriate guidelines. Based on new technological developments, EMSA will test the use of VDES and other means available to improve service quality and support the implementation of the NSW.

The Agency will support the Commission, using its expertise in electronic data transmission and in maritime information exchange systems, to simplify reporting formalities for ships with a view to the elimination of barriers to maritime transport.

### Planned output 2016

1. Support for the technical implementation of the reporting Formalities Directive (2010/65/EU), and in particular the enhancement of the National Single Windows (NSW) of Member States.
2. Assist the Commission in the revision of the Reporting Formalities Directive and in monitoring its implementation.
3. Undertake a study on Reporting Formalities Directive (2010/65/EU) Part C (implementation).
4. Support the Commission in developing pilot projects and an enhanced NSW prototype to test the simplification and harmonisation of reporting formalities, the receipt of VDES information, the eManifest, and the exchange of information via SSN.

Output Indicators	Result 2015	Target 2016
SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)	The requirements of Reporting Formalities Directive (2010/65/EU) are integrated in the PORT+ message, and therefore covered by the SafeSeaNet indicators.	The information exchange requirements of the Reporting Formalities Directive are integrated in the PORT+ message, and therefore covered by the SafeSeaNet indicators.

## 2.2 EU LRIT COOPERATIVE DATA CENTRE (CDC) AND LRIT INTERNATIONAL DATA EXCHANGE (IDE)

Input	
Commitment appropriations in EUR	3 356 445
Payment appropriations in EUR	3 317 960
Staff	6 AD, 7 AST

Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h)	

EMSA will be operating and monitoring the European Union Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC). This allows participating countries to comply with vessel tracking obligations under SOLAS 74. Activities will focus on maintaining the high level of performance achieved so far. Activities will also include operation of the LRIT International Data Exchange (IDE) as mandated by the International Maritime Organization (IMO), and participation in the LRIT Operational Governance Body.

### Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To continue developing its role as forum for discussion of best practices. (D5)

### Annual objectives 2016

- Continue operation and maintenance of the EU LRIT CDC in accordance with IMO performance standards.
- Ensure operation and maintenance of the LRIT IDE in accordance with IMO Resolution MSC.322 (89).
- Implement the new developments of EU LRIT CDC, LRIT IDE and LRIT Ship Database as requested in IMO MSC 95 (June 2015).
- Provide operational support to all users of the EU LRIT CDC and LRIT IDE, including helpdesk activities.
- Prepare and implement a roadmap for the phasing out of the LRIT web interface (see 2.1.b. SafeSeaNet).
- Provide LRIT services to new participants wishing to join the EU LRIT CDC.
- Organise regular meetings with relevant LRIT users.
- Provide training on EU LRIT CDC to LRIT users.
- Meet legal and financial obligations concerning the exchange of LRIT data.

## Expected outcome 2016

The Agency will continue to operate the EU LRIT CDC and the LRIT IDE in compliance with the IMO Performance Standards in the most efficient and economical manner. The Agency will monitor the discussions at IMO regarding the eNavigation concept and improvement of the LRIT system as appropriate, as well as any relevant issues at IMSO.

## Planned output 2016

1. Continued operations and ongoing maintenance of both systems (LRIT CDC and IDE) at EMSA.
2. Perform, subject to available resources, necessary upgrading of the EU LRIT CDC and the IDE, as requested by Member States and/or IMO.
3. Support to Member States for use of the EU LRIT CDC.
4. LRIT IDE testing support to LRIT Data Centres.
5. Maintain the quality of the services.

Output Indicators	Result 2015	Target 2016
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### EU LRIT DATA CENTRE

System operational	percentage per month availability	99.96	99
	hours maximum continuous downtime	0h05min	4
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (periodic reports: 15 min; polls: 30 min)	99.60	99
Web user interface	percentage per year of availability to users	99.79	99

### LRIT IDE

System operational	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.98	99.9
	hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	0h30min	4



## 2.3 THETIS

Input	
Commitment appropriations in EUR	1685094
Payment appropriations in EUR	1719637
Staff	4 AD, 1 AST, 1 CA

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2016	Staff
THETIS-S	EC – DG ENV	3 years duration; EUR 200,000	p.m. <sup>3</sup>	no extra staff
THETIS-MRV	EC – DG CLIMA	Subject to the signature of the relevant agreement (estimated possible budget EUR 500,000)	p.m.	no extra staff
Emissions inventories	EC – DG ENV	3 years duration; EUR 150,000	p.m. <sup>4</sup>	no extra staff

### Multi-annual strategic objectives

- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)
- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)
- To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1)
- To assist the Commission and the Member States in the implementation of Regulation on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport. (C2)
- To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3)
- To contribute to the protection of the marine environment in the EU. (C4)
- To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)

<sup>3</sup> EUR 40 000 expected in 2016.

<sup>4</sup> EUR 105 000 expected in 2016.





EMSA will continue to hold training sessions in 2016 where appropriate for THETIS and its associated modules, THETIS-S and THETIS-EU.

## A. THETIS AND ASSOCIATED MODULES

### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2(b)

THETIS is a single window information system combining port call information and inspection data as well as the ro-ro ferry surveys. It also stores information from the EU Recognised Organisations at ship level. In addition, the Mobile Client application provides a stand-alone version to Port State Control officers to allow for the creation of inspection reports with no connection to the main system. The operation and development of THETIS is primarily linked to Directive 2009/16/EC as amended (PSC Directive).

THETIS-S is a dedicated Union Information System developed and operated by EMSA since 1 January 2015, which serves as a platform to record and exchange information on the results of individual compliance verifications under Directive 1999/32/EC as amended (Sulphur Directive). In 2016 THETIS-S will be further developed to contain a targeting system as well as functionalities to facilitate the work of the Member States when preparing annual reports.

In addition a dedicated module (THETIS-EU) to cater for PSC requirements stemming from EU legislation will be operational and available to Member States. Within this framework, the first legal act to be addressed will be the Port Reception Facilities Directive (2000/59/EC). The module will facilitate reporting of inspections, alerts for non-compliant ships, statistics on reported and encountered volumes and interaction with SafeSeaNet.

### Annual objectives 2016

- Ensure the proper operation of THETIS, THETIS-S and other relevant modules.
- Ensure on time development to comply with new or amended international or EU legislation coming into force.
- Ensure relevant training.
- Ensure regular meetings with relevant end users.



## Expected outcome 2016

The Agency operates the Port State Control information system in line with the Port State Control Directive (2009/16/EC) as amended, including the Implementing Acts and the Paris MoU text, the RoPax Directive (1999/35/EC), Regulation 391/2009 on common rules and standards for ship inspection and survey organisations, the BWMC (when it enters into force) and Regulation 1257/2013 on Ship Recycling.

THETIS-S caters for the enforcement of the provisions of Directive 1999/32/EC and the calculation of frequency of inspections and samples and the future targeting system.

THETIS-EU accommodates the Port Reception Facilities Directive (2000/59/EC).

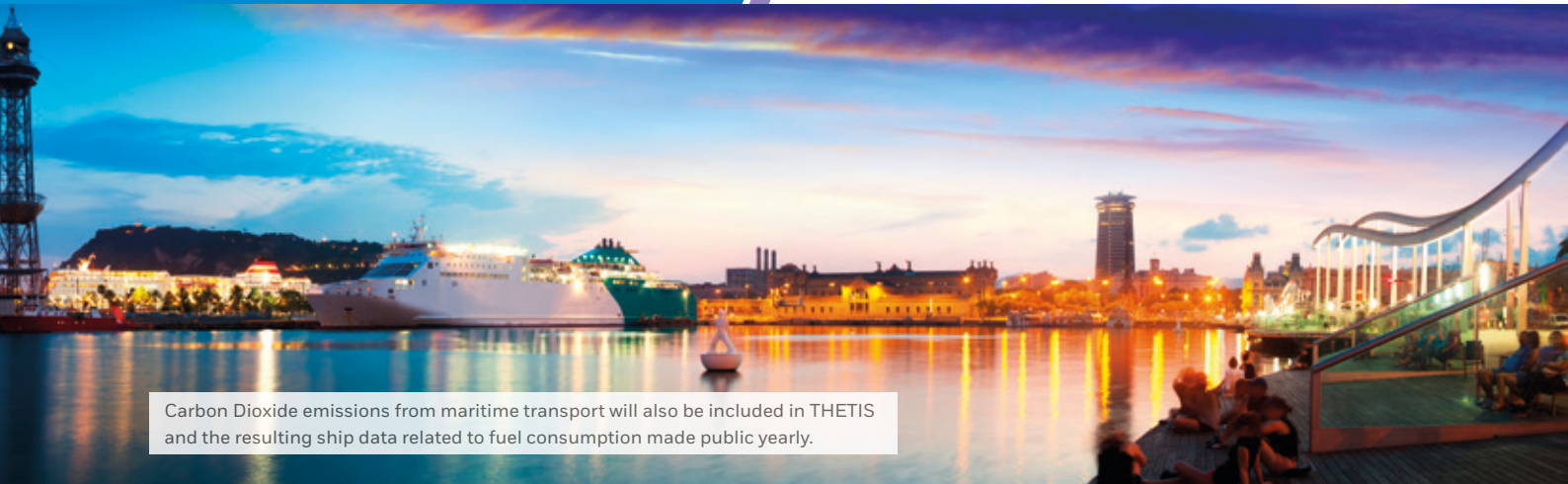
THETIS-MRV will cater the provisions of Regulation 2015/757.

Operations of THETIS and its modules are supported technically and operationally by a helpdesk. All elements of THETIS will be communicating with a dedicated tool for analysis and statistics where appropriate.

## Planned output 2016

1. Information System (THETIS): operational, maintained, and under continuous enhancement to meet new requirements.
2. Information System (THETIS-S): operational, maintained, and under continuous enhancement to meet new requirements.
3. Interface with SafeSeaNet: operational and processing the 2015 NSW changes.
4. Development of dedicated elements to cater EU legislation with PSC provisions.
5. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further enhancement of the system.
6. Training to users.

Output Indicators		Result 2015	Target 2016
System operational	percentage per year availability	99.59	96
	hours maximum continuous downtime	2h 47 min	6
Helpdesk Service	percentage of requests closed in less than 5 days	n/a	75



Carbon Dioxide emissions from maritime transport will also be included in THETIS and the resulting ship data related to fuel consumption made public yearly.

## B. THETIS-MRV

### Legal Basis

Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC

In 2016 THETIS will be further extended to facilitate the integration of the THETIS-MRV as foreseen by Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (MRV Regulation).

The MRV Regulation foresees monitoring and verification of fuel consumption, CO<sub>2</sub> emissions and ship efficiency on “per-voyage” basis and annual reporting to a central database (THETIS-MRV) which is to be developed, hosted and managed by EMSA. The Commission, using this central database, will make publicly available on an annual basis the aggregated per-ship data on fuel consumption, CO<sub>2</sub> emissions and energy efficiency aiming at providing information facilitating the implementation of cost-effective measures to reduce ships’ fuel consumption, by removing existing market barriers, such as the lack of reliable information.

In addition, THETIS-MRV will facilitate the enforcement by EU Member States acting as flag States or as port States by providing information on the documents of compliance foreseen by the MRV Regulation. Finally the MRV Regulation provides a mandate to the Commission to adopt further legal acts setting technical rules required for the implementation of the MRV system.

### Annual objectives 2016

- Cooperation Agreement with the Commission.
- Development of templates for emission reports and documents of compliance.
- Development of the THETIS-MRV.
- Provision of technical assistance to the Commission with respect to delegated and implementing acts foreseen by the MRV Regulation.

### Expected outcome 2016

- Templates for emission reports and documents of compliance.
- Specifications and business rules for THETIS-MRV.

Planned output 2016	
1.	Cooperation Agreement between EMSA and the Commission.
2.	Organisation of awareness and technical workshops for competent authorities of the Member States.

Output Indicators		Result 2015	Target 2016
THETIS-MRV	Timely delivery of tasks foreseen by the Cooperation Agreement	n/a	Templates for Emission reports and Documents of compliance.
			Specifications and business rules for THETIS-MRV.

## C. EMISSIONS INVENTORIES

Legal Basis
<ul style="list-style-type: none"> <li>Regulation (EC) No 2002/1406 as amended, art.2.2(c)</li> <li>Directive 1999/32/EC as amended, Art. 7</li> </ul>

EMSA supports the European Commission and the Member States in the implementation of Directive 1999/32/EC as regards the sulphur content of marine fuels. Due to the entry into force on 1 January 2015 of the low sulphur requirements in the EU Sulphur Emission Control Areas (SECAs), and on 1 January 2020 of the foreseen 0.5% sulphur cap for all other EU waters, it is important to assess whether the strategy of the Commission and the Member States put in place for monitoring compliance and enforcement concretely results in the achievement of environmental and health objectives of Directive 1999/32/EC. In this respect the THETIS-S module is widely and successfully used by the Member States.

Following the signature in 2015 of a new cooperation agreement with the Commission, the Agency is in charge of the development of a functionality in THETIS-S to establish and evaluate the inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping. The activity data are the historic Automatic Identification System (AIS) made available by the Member States through SafeSeaNet.

Annual objectives 2016
<ul style="list-style-type: none"> <li>Implementation of the tasks defined in the relevant cooperation agreement with the Commission.</li> <li>Development of a model to establish inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping.</li> <li>Quantification of the bottom-up emissions (SO<sub>x</sub>, NO<sub>x</sub> and PM) resulting from combustion of marine fuel from international and domestic shipping, covered by the AIS data.</li> <li>Assessment, as appropriate, of the positive effect on air quality of specific measures such as the stricter sulphur requirements under Directive 1999/32/EC.</li> </ul>



THETIS-S will be used to create inventories of shipping emissions based on shipping activity data.

**Expected outcome 2016**

New functionality in THETIS-S to evaluate the inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping.

**Planned output 2016**

1. Emission inventory modelling functionality, its future enhancements and results for emission inventories based on shipping activity data.
2. Organisation of awareness and technical workshops for competent authorities of the Member States.

Output Indicators		Result 2015	Target 2016
Emissions Inventories	Inventories of shipping emissions based on shipping activity data will have to be attributed per Member State in their relevant sea areas EEZ (Exclusive Economic Zone), PCZ (Preferred Conservation Zone), SECAs (Sulphur Emission Control Areas) for the period 2012-2017	n/a	Development of new functionality in THETIS-S to establish and evaluate the inventories of shipping emissions based on shipping activity data. Minimum of one workshop organised. Calculation and analysis of inventories of shipping emissions for the period 2012-2015.



## 2.4 MARITIME SUPPORT SERVICES

### Input

Commitment appropriations in EUR	1 836 940
Payment appropriations in EUR	1 836 940
Staff	8 AD, 2 AST, 3 SNE, 2 CA

### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.2

An operational and technical helpdesk is available at EMSA to serve the Commission and Member State users of all the relevant services. The Maritime Support Services (MSS) helpdesk offers continuous (24/7) technical support in order to:

- Oversee the availability and performance of the EMSA operational maritime systems in accordance with performance requirements;
- Perform monitoring of systems and services. Activities include incident and problem management, user access assistance, technical support for testing, and management of security certificates;
- Ensure continuity of dataflow by data providers, contact them if this is interrupted, and verify and report on the quality of the data in the systems;
- Maintain the ship watch reference lists.

The MSS are also the single point of contact in EMSA for:

- Responding to requests in the event of a maritime pollution emergency (or during exercises) for mobilisation of EMSA operational services (oil recovery operations, dispersant spraying, pollution monitoring by satellite, technical information on hazardous materials), and alerting Member States authorities of potential oil spills;
- Responding to urgent requests for information by the Commission or Member States about ongoing accidents or incidents at sea.

## Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)

## Annual objective 2016

- Ensure timely and appropriate helpdesk and monitoring services.

## Expected outcome 2016

Users of the vessel traffic and maritime information services benefit from timely and appropriate helpdesk and monitoring services.

Users of EMSA's operational services benefit from 24/7 availability to activate and mobilise such resources during an emergency, by triggering the EMSA contingency plan.

## Planned output 2016

1. Maritime Monitoring Services to be provided on a 24/7 basis including:
  - Monitoring availability and performance of EMSA maritime information systems.
  - Ensuring continuity of dataflow by data providers.
  - Verifying and reporting on quality of data in systems.
  - Maintaining ship watch reference lists (banned ships, single hull tankers, location codes, reference ship identifiers, Member State contacts or responsible authorities).
  - Providing timely and appropriate operational and technical helpdesk to the Commission and Member State users of the maritime information services.
  - Implementing a survey assessing user perception of MSS services.
  - Refining procedures to maximise efficiency in relation to pending requests.
2. In the event of maritime emergencies, the MSS will:
  - Act as single point of contact.
  - Provide reporting to EMSA and the Commission on maritime accidents of EU interest in accordance with the EMSA contingency plan.
  - If appropriate, initiate the procedure of mobilising EMSA operational services in accordance with pre-defined procedures.

Output Indicators		Result 2015	Target 2016
Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	0h 16 min	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	0h 27 min	<8
MSS Data Quality Reports	reporting on the SafeSeaNet implementation and data quality (overall and per Member State)	25 Reports	20 Reports



## PROJECT: COPERNICUS SECURITY SERVICES

### MARITIME SURVEILLANCE<sup>5</sup>

#### Project financed input

Project	Funding source	Time frame and envelope	Financial input 2016	Staff
Implementing the Copernicus programme for maritime surveillance	EC-DG GROW	2015-2020 EUR 40 000 000 (expected)	p.m. <sup>6</sup>	3 CA <sup>7</sup> (expected)

#### Legal Basis

- Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c)
- Regulation (EU) No 377/2014 of the European Parliament and of the Council establishing the Copernicus Programme and repealing Regulation (EU) No 911/2010

In Regulation (EU) No 377/2014 of the European Parliament and Council establishing the Copernicus Programme, it is stated that “the Commission may rely, where duly justified by the special nature of the action and specific expertise of the Union body, on competent Union agencies, such as [...] the European Maritime Safety Agency (EMSA)”. The recognised expertise and established tools of EMSA in this area make the Agency a natural candidate for operating this programme on behalf of the Commission, delivering services to a wide range of user communities.

EMSA’s role as Entrusted Entity of Copernicus maritime surveillance services will be regulated by a Delegation Agreement that defines the roles and responsibilities of the Agency and of the Commission during the validity of the agreement. During 2016, EMSA will undertake the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan. The implementation plan defines the operational aspects of the entrusted tasks, which will be carried out until 31 December 2020.

<sup>5</sup> Agreement between EMSA and the Commission - DG GROW signed on 3<sup>rd</sup> December 2015.

<sup>6</sup> EUR 3500 000 expected in 2016.

<sup>7</sup> These posts are part of the establishment plan of the Agency and will be covered by EMSA’s subsidy.





## Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

## Annual objectives 2016

- Implement the activities defined in the Copernicus Maritime Surveillance Services Annual Implementation Plan for 2016.
- Develop EMSA's portfolio of earth observation products and services in areas relevant for Copernicus activities.
- Expand the Copernicus component to users already served by EMSA (fisheries control, law enforcement and, marine pollution<sup>8</sup>).
- Explore new technologies that can enhance the Copernicus service portfolio and support the Copernicus Service delivery process.
- Organise promotion, training and user up-take of Copernicus services.

## Expected outcome 2016

Copernicus services are offered through EMSA to stakeholders in the maritime surveillance domain in accordance with user requirements.

## Planned output 2016

1. Provision of Copernicus component of maritime surveillance services as part of existing Integrated Maritime Services.
2. Establishment of organisational framework for implementing the delegated Copernicus tasks.

Output Indicators		Result 2015	Target 2016
Copernicus services availability	percentage per year availability of Copernicus services	n/a <sup>9</sup>	95

<sup>8</sup> Border control is addressed under a separate project with Frontex (see following pages).

<sup>9</sup> The availability of Copernicus services has been excluded from the monitoring, due to the delay in the signature of the relevant agreement between EMSA and the Commission, signed only in December 2015.



## PROJECT: FRONTEX

### Project financed input

Project	Funding source	Time frame and envelope	Financial input 2016	Staff
Providing integrated maritime services to Frontex	Frontex	2013-2016 EUR 2 000 000	p.m. <sup>10</sup>	4 CA

### Legal Basis

- Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2a.2(d)
- Regulation (EC) No 1052/2013 Art. 18. (EUROSUR)

EMSA provides the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union (Frontex) with maritime related information to support operations to address irregular migration and cross-border crime along European maritime borders. A Service Level Agreement (SLA) between Frontex and EMSA was signed in April 2013, for three years. The SLA defines the conditions under which EMSA provides maritime related information to EUROSUR, the European Border Surveillance System, and to Joint Operations.

In 2016, EMSA and Frontex are expected to sign a new SLA to continue the provision and further refinement of the services developed.

### Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

<sup>10</sup> EUR 4 000 000 expected in 2016.

## Annual objectives 2016

- Renewal of the Service Level Agreement (SLA) signed between EMSA and Frontex.
- Implementation of the SLA Annual Programme 2016.

## Expected outcome 2016

Integrated maritime services are offered to Frontex in accordance with their user requirements and the end user requirements of Member States.

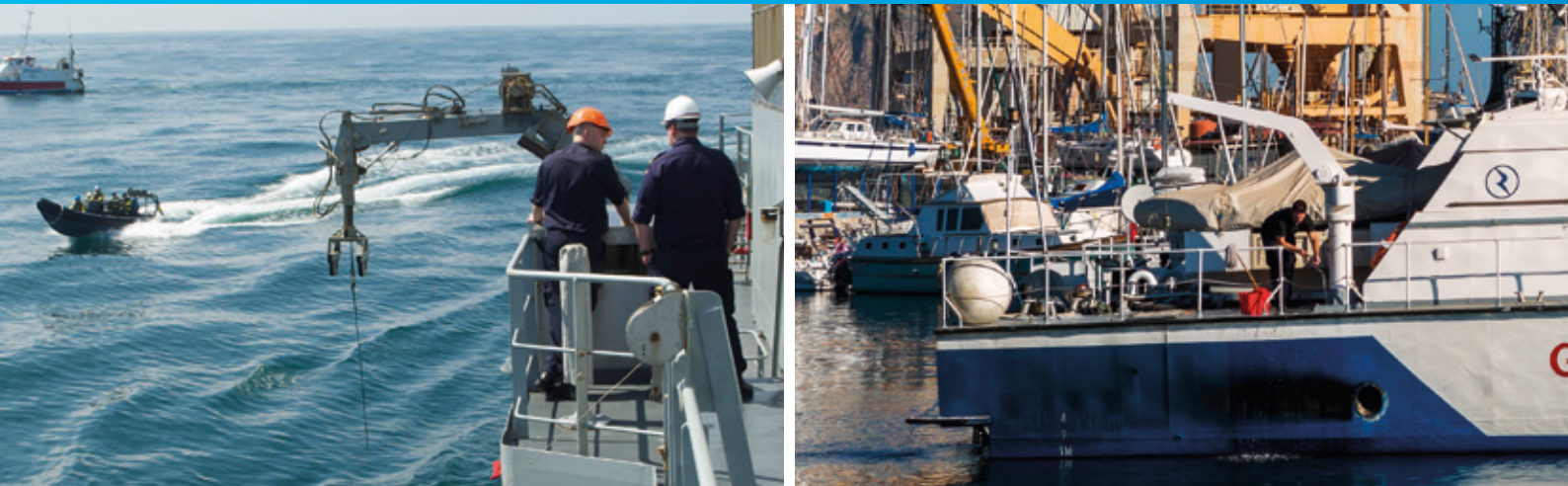
## Planned output 2016

1. Establishment of a renewed Service Level Agreement (SLA) between EMSA and Frontex.
2. Provision of integrated maritime services under the existing and new SLA and in support of the implementation of the EUROSUR regulation.
3. Continued implementation of common operational procedures as per 2016 Annual Programme.

Output Indicators		Result 2015	Target 2016
Frontex service availability	percentage per year availability of services to Frontex	99.91	95



A new service level agreement between EMSA and Frontex is expected in 2016.



## PROJECT: INTERAGENCY COOPERATION WITH FRONTEX AND EFCA ON NATIONAL COAST GUARD FUNCTIONS

### Project financed input

Project	Funding source	Time frame and envelope	Financial input 2016	Staff
Implementing together with Frontex & EFCA a pilot project for enhanced cooperation of national Coast Guard bodies at EU level	EC - tbc	2016-2018	p.m.	no extra staff

### Legal Basis

- Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2a.2(d)
- Regulation (EC) No 1052/2013 Art. 18. (EUROSUR)

To reinforce the EU response to the refugees' crisis the European Commission has proposed to work towards the establishment of a European Border and Coast Guard system. The European Parliament has proposed to reserve EUR 750 000 (2016 budget) for a pilot project to enhance national Coast Guard cooperation at EU level. This pilot project should be co-lead by Frontex, EMSA and EFCA and focus on activities supporting the development of joint planning, asset sharing and mutualisation of resources between authorities carrying out coastguard functions within the field of maritime transport, border and fisheries control.

### Multi-annual strategic objectives

- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety, security and environmental protection. (B2)
- To continue to work to further develop the EU maritime traffic monitoring and information system. (B3)
- To engage in supporting other communities and enhance the Agency's role as central EU data provider of maritime related information as defined by Union law. (B4)



**Annual objectives 2016**

Carry out activities (still to be defined) with Frontex and EFCA to implement the pilot project.

**Expected outcome 2016**

Support is provided to the Commission and Member States for reinforcing cooperation of national Coast Guard bodies at EU level.



EMSA will be involved in a pilot project to enhance cooperation between national Coast Guards thereby helping to strengthen the EU's overall response to the refugee crisis.

## VISITS AND INSPECTIONS TO MONITOR

## THE IMPLEMENTATION OF EU LEGISLATION



Some 11 classification societies are recognised by the EU and are inspected by EMSA as part of its core tasks.

### 3.1 CLASSIFICATION SOCIETIES

Input	
Commitment appropriations in EUR	1783557
Payment appropriations in EUR	1783557
Staff	10 AD, 1 AST, 1 SNE
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3	

In 2016 the Agency will continue to carry out inspections to support the preparation and follow-up of the Commission's 2-yearly assessments of the EU Recognised Organisations (ROs) pursuant to Article 8(1) of Regulation (EC) No 391/2009. EMSA will inspect the ROs on the Commission's behalf against the Regulation's requirements and provide reports of each inspection and consolidated end-of-cycle and draft assessment reports with the objective of facilitating the Commission's overall assessment of ROs by grouping and combining the Agency's findings under the relevant requirements and criteria set out in the Regulation.

Inspections will focus on key activities selected on a risk basis, considering inspection findings, non-conformities from the Commission's assessments, monitoring reports from Member States and other factors such as the size and geographical spread of each RO.

The Commission may request the Agency to assist in the assessment of the Quality Assessment and Certification Entity (QACE) established by the ROs, the implementation of the revised safety and pollution prevention performance criteria of the ROs, or in monitoring the implementation by the ROs of a scheme for the mutual recognition of class certificates for materials, equipment and components.

At the request of a Member State, the Agency will provide, after consultation with the Commission, appropriate information resulting from the inspections of the ROs, in order to support the Member State's monitoring of the ROs that carry out certification tasks on its behalf. The principal challenges will be to include the inspection of any candidate and new ROs within the inspection programme without additional resources, and to monitor the integration of the legacy DNV and GL organisations.

#### Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To increase resource effectiveness and efficiency through the development of a "risk-based" approach to inspections. (A2)
- To increase efficiency of the Commission's assessments of recognised organisations, in particular through a risk-based approach to inspections. (A5)
- To develop ideas for more effective sharing of information on inspections. (A6)
- To assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE). (A7)

## Annual objectives 2016

- Maintain same effort in inspections as in 2015.
- Continue to apply a risk based approach for RO inspections.
- Provide assistance to the Commission and Member States as concerns the monitoring of Recognised Organisations.
- Assist the Commission in verifying the correct implementation by the EU recognised organisations of the quality assessment and certification entity (QACE).
- Provide end-of-cycle inspection and draft assessment reports to support the Commission's assessments of Recognised Organisations.

## Expected outcome 2016

Based on the reports submitted by the Agency, the Commission should be able to make a sound assessment and, where appropriate, request corrective measures of Recognised Organisations or take decisions on withdrawal of recognition or other sanctions, in order to improve the overall quality of the certification work undertaken by those organisations.

## Planned output 2016

1. 16-20 inspections of Recognised Organisations' offices.
2. Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition.
3. Upon request of the Commission, provide technical assistance in the follow-up of the assessment of the Quality Assessment and Certification Entity set up by the Recognised Organisations in accordance with Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations.
4. End-of-cycle inspection reports and draft assessment reports and recommendations, to assist the Commission in its preparation of the assessments of Recognised Organisations and their follow-up.
5. Support to the Commission in the implementation of Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations as necessary.

Output Indicators		Result 2015	Target 2016
Inspections	number of RO inspections per year	17	16-20 <sup>11</sup>
	percentage of planned inspections completed	106.25	100
Reports	number of reports per year	17	16
End-of-cycle inspection and draft assessment reports	number of reports per year	4	4-6

<sup>11</sup> Visits to ships, inspection of ROs not yet recognised and initial inspections following new recognition requests, are not included in this figure.





### 3.2 STCW

#### Input

Commitment appropriations in EUR	1298712
Payment appropriations in EUR	1298712
Staff	6 AD, 2 AST, 1 SNE

#### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.4(e), 2.4(h) and 3

The STCW Convention requires countries that recognise the systems of others to conduct an evaluation to verify whether such other countries comply with the STCW requirements. EMSA has been conducting inspections of third countries on behalf of the EU Member States since 2005. This task, which is established in Directive 2008/106/EC on the minimum level of training of seafarers as amended, allows the use of a common methodology and reduces the costs that would be involved if this activity were conducted by individual Member States. It contributes to improved ship safety, not only on board EU registered vessels, but also in EU waters. The regular monitoring of Member States in this area, also conducted by EMSA, contributes to a level playing field in the European Union.

In 2016, the second cycle of inspections of third countries and visits to Member States will continue.

In addition and based on the provisions of Directive 2008/106/EC, as amended by Directive 2012/35/EU, Member States will be required to update information on certificates and endorsements of recognition. This will allow EMSA to provide objective and comparable information on the numbers of seafarers holding EU certificates/endorsements and who are consequently able to work on board EU registered vessels.

EMSA will provide assistance to the Commission for the REFIT evaluation of Directive 2008/106/EC on minimum level of training of seafarers as amended by Directive 2012/35/EU and of the related Directive 2005/45/EC on mutual recognition of seafarers' certificates issued by Member States. This evaluation is based on Article 26 of Directive 2008/16/EC.

## Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

## Annual objectives 2016

- Similar effort of visits and inspections as in 2015.
- Ensure the availability of the STCW Information System.
- Provide any necessary technical assistance on aspects related to the certification and training of seafarers and social issues.
- Provide any necessary technical assistance on the REFIT evaluation of Directive 2008/106/EC and related Directive 2005/45/EC

## Expected outcome 2016

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 on the minimum level of training of seafarers, as amended, respectively.

## Planned output 2016

1. 4-5 inspections of third countries.
2. 3-4 visits to Member States.
3. Maintain the STCW Information System; minimising down-time, ensuring a high level of availability and providing system support to users.

Output Indicators		Result 2015	Target 2016
Inspections and visits	number of inspections and visits per year	7	7-9
	percentage of planned inspections and visits completed	100	100
Reports	number of reports per year	8	7-9
STCW Information System	percentage per year availability	99.32	95



### 3.3 IMPLEMENTATION OF PSC DIRECTIVE

#### Input

Commitment appropriations in EUR	585 065
Payment appropriations in EUR	585 065
Staff	3 AD, 1 SNE

#### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2 (b), 2.3(d) and 3

EMSA conducts visits to Member States related to the implementation of maritime EU legislation based on Article 3 of Regulation (EC) No 1406/2002 as amended. In particular and with reference to port State control (PSC) activities, EMSA visits cover the implementation of all relevant Articles and Annexes of Directive 2009/16/EC as well as the relevant content of Paris MoU documents (procedures) referred to in the Directive and its Annexes. The current cycle (the second in the area of PSC) was initiated in March 2012 and is due to be completed by June 2016. This cycle of visits is planned to cover 23 EU Member States and 2 EEA Member States.

For 2016 the Commission has requested the Agency to monitor the implementation of the PSC Directive 2009/16/EC by undertaking two visits to Member States. With the aforesaid two visits the second cycle of visits (2012–2016) will be concluded.

In 2016 the Agency will prepare the necessary documentation in view of the third cycle of PSC visits (2017–2021).

#### Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)

#### Annual objectives 2016

Conclusion of second cycle of PSC visits (2 visits).

## Expected outcome 2016

Provide information to the Commission on the implementation of the PSC Directive (2009/16/EC) as amended by Member States, enabling the Commission to assess Member States' compliance with the legislation and undertake actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Norway and Iceland. The desktop analysis will provide an early indication of the level of implementation among the Member States. Prepare the third cycle of PSC visits (2017-2021).

## Planned output 2016

1. 2 visits to Member States.
2. Desktop analysis of implementation of the PSC Directive 2009/16/EC as amended at the request of the Commission.
3. Preparation of all the necessary documentation (methodology, questionnaire, matrix, format of the report, etc.) in view of the third cycle of visits.

Output Indicators		Result 2015	Target 2016
Visits	number of visits per year	6	2
	percentage of planned visits completed	150	100
Reports	number of reports per year	6	2

## 3.4 MARITIME SECURITY

Input	
Commitment appropriations in EUR	573 578
Payment appropriations in EUR	573 578
Staff	3 AD, 1 CA
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2 and 2.2 (b)	
Multi-annual strategic objectives	
Adding value from visits and inspections (Strategic Action Area).	

The Agency provides technical assistance to the Commission and the EFTA Surveillance Authority in the performance of their inspections under Regulation (EC) No 725/2004 on enhancing ship and port facility security based on similar Working Arrangements agreed with each of them.

Following the latest amendment to EMSA's Founding Regulation, EMSA's assistance to the Commission now covers the full scope of the Regulation, whereas assistance to the EFTA Surveillance Authority is currently limited to ship security.



EMSA assists the Commission by monitoring the implementation of the ship and port facility security regulation.



The Decision on its maritime security inspections for 2016 was adopted by the Commission towards the end of 2015. For this purpose, EMSA provides the Commission with proposals for future inspections based on an analysis of the results of previous inspections. In 2016, the focus of Commission inspections will be on port facilities, ships and Recognised Security Organisations, with an increase in the number of individual inspections and the participation by EMSA during each mission. This will also result in a higher number of inspection reports being issued.

#### Annual objectives 2016

- An increased effort of missions compared to 2015, aiming at supporting the Commission for the whole scope of security inspection monitoring activity (including port facilities).
- Provide the Commission with timely advice on the level of security implementation by the Member States.

#### Expected outcome 2016

Provide technical assistance to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime security legislation in the Member States visited.

#### Planned output 2016

1. 16-18 missions to Member States including Norway and Iceland.
2. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.
3. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.
4. Upon request of the EFTA Surveillance Authority, provide assistance for inspections of Norway and Iceland.

Output Indicators		Result 2015	Target 2016
Inspections	number of missions per year	11	16-18
	percentage of planned missions completed	91.70	100
Reports	number of reports per year <sup>12</sup>	25	30-35

<sup>12</sup> More than one report may be prepared by the Agency following an inspection mission, for example if more than one Member State is inspected.

### 3.5 MONITORING IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

Input	
Commitment appropriations in EUR	1020958
Payment appropriations in EUR	1020958
Staff	5 AD, 2 AST
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(b) and 3	

Visits to EU and EFTA Member States in respect of maritime safety and pollution prevention have been a core activity for EMSA since the establishment of the Agency. The visits serve as an important link between the objectives of Union law and the operational implementation of its requirements by each Member State and provide the Commission and EFTA Surveillance Authority with information about the approach to and consistency in the application of the EU Regulation or Directive that is being assessed. It also provides the operational units of the Member States visited with an opportunity to give feedback on the effectiveness of the maritime legislation. Overall, the visits provide the Commission and the EFTA Surveillance Authority with information to assess the level of implementation by each Member State and to identify areas where the objectives of the legislation are not being achieved.

In 2016, visits will follow the current consistent approach for all types of visit to all Member States. The data accumulated from these visits will assist the Commission in its assessment of the degree of implementation of Union law by the Member States and be used by the Agency in the compilation of Horizontal Analyses as a means of providing feedback to the Member States.

2016 is also planned to see the start of a new cycle of visits to Member States to monitor the implementation of the requirements of Directive 1999/32/EC on the sulphur content of marine fuels (as amended by Directive 2012/33/EU) and the Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels.

The cycle will follow the methodology for visits to Member States as adopted by the EMSA Administrative Board in November 2015. One to two visits will take place in 2016, when the Commission will have concluded the legal conformity check and there should be sufficient inspection and sampling data in THETIS-S to evaluate the level of compliance by Member States with the provisions of the implementing acts concerning the frequency of inspections and samples. This information will be used by EMSA when defining the sequence of visits in cooperation with the Commission.

In addition, in conjunction with the REFIT fitness check of the EU Passenger Ship Safety Legislation, EMSA may be requested by the Commission to perform verifications of selected aspects of European passenger ship safety legislation.



#### Multi-annual strategic objectives

To support the Commission and the Member States in improving ship safety. (A1)

#### Annual objectives 2016

- Sound implementation of the methodology for visits to Member States.
- Similar effort in visits as in 2015.
- Primary focus on accident investigation and passenger ships legislation.
- Verification of selected aspects of European passenger ship safety legislation.
- New cycle of visits on Directive 1999/32/EC as amended on the sulphur content of marine fuels.

#### Expected outcome 2016

Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation in the Member States visited. Assist EU and EFTA Member States in their understanding of the requirements of EU legislation and the resources needed for its effective implementation.

#### Planned output 2016

1. 6 visits to EU Member States to monitor the implementation of Directive 2009/18/EC on the investigation of accidents in the maritime transport sector.
2. 1-2 verifications of selected aspects of European passenger ship safety legislation.
3. 1-2 visits to EU Member States focusing primarily on the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels.
4. 1 visit to an EFTA Member State concerning the implementation of EU legislation on fishing vessels.
5. 2 follow-up visits to EFTA Member States in respect of port reception facilities under Directive 2000/59/EC.
6. 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.

Output Indicators		Result 2015	Target 2016
Visits	number of visits per year	14	13-14
	percentage of planned visits completed	100	100
Reports	number of reports per year	14	13-14

### 3.6 HORIZONTAL ANALYSIS AND RESEARCH

Input	
Commitment appropriations in EUR	550 578
Payment appropriations in EUR	550 578
Staff	3 AD, 1 CA
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5	

Following the completion of a cycle or series of visits or inspections, EMSA conducts horizontal analyses to compare and analyse Member States' implementation of applicable Union law, by drawing general conclusions on the effectiveness and cost-efficiency of the measures in place.

Additional analyses of a more limited scope will be undertaken, where appropriate, part way through a cycle or series of visits and inspections. The horizontal analyses are submitted to the Commission for it to consider whether the objectives of the Union law are being achieved, and for further discussion with Member States with the aim of pursuing continuous improvement through feedback on the effectiveness of the maritime legislation and the sharing of best practices.

In 2016, the Agency will conduct horizontal analyses and identify horizontal conclusions, including the identification of good practices, lessons to be learnt and improvements to the current legislation. It will develop in particular its capacity for the analysis of the cost-efficiency of the measures in place.

In addition, 2016 is expected to see the introduction of new elements related to horizontal analysis following the adoption by the EMSA Administrative Board of a methodology for visits to Member States in November 2015. These new elements included arranging, as appropriate and relevant, workshops with the Commission and Member States to share the horizontal analysis, where lessons learnt and best practices can be discussed, and possible future training needs identified.

Based on current progress of the cycles of visits to Member States, the focus of such horizontal analyses in 2016 is expected to be on Vessel Traffic Monitoring and Information Systems, in particular Places of Refuge and liability issues, and on marine equipment, which has been postponed from 2015 to give priority to the analysis on the registration of persons sailing on board passenger ships.





### Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To provide the Commission with objective, comparable audit information and generic findings based on analysis of completed inspection cycles and the whole range of related information available as well as with technical recommendations as appropriate. (A3)
- To enhance an effective dissemination of relevant Horizontal Analysis results not only to the Commission but also to Member States' maritime administrations, including sharing best practices. (A4)
- To continue developing its role as forum for discussion of best practices. (D5)
- To use available technical knowledge to analyse research projects with a maritime safety or environmental protection interest, where appropriate. (D7)

### Annual objectives 2016

- Carry out horizontal analyses of cycles and part cycles of visits and inspections to identify horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place, including the identification of good practices.
- Hold workshops, as relevant and appropriate, with the Commission and Member States to review the horizontal analyses and provide the Member States with a forum for the sharing of lessons learnt and best practices and identifying possible future training needs.
- Support the Commission in its assessment of the results of visits and inspections, including follow-up with Member States and, when required, in any wider follow-up action (e.g. consultations with Member States, workshops on best practice, possible changes to Union law including contributions to impact assessments, etc.).
- Conduct analyses of research projects to assist the Commission, upon request, with preparatory work for updating/developing legislation.
- Analyse research instrumental to other tasks (especially in relation to environmental protection issues).

### Expected outcome 2016

Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation and to identify whether and if so what changes are needed to Union law to improve the level of maritime safety and the prevention of pollution by ships in the EU.

### Planned output 2016

1. 2-3 Horizontal Analyses of full or part cycles or series of visits and inspections.
2. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through workshops and seminars.
3. Analyses of research projects, upon request, to assist the Commission with preparatory work for updating/developing legislation.

Output Indicators		Result 2015	Target 2016
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	3	2-3
	percentage of planned analyses completed	150	100

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





## 4.1 PORT STATE CONTROL

Input	
Commitment appropriations in EUR	884 065
Payment appropriations in EUR	884 065
Staff	3 AD, 1 SNE
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(d) and 2.4(h).	

In 2016 EMSA will support the Commission in its participation in all the bodies of the Paris Memorandum of Understanding on Port State Control. Within the remit of Task Force 31 as well as through its technical support to the Commission, EMSA will support the discussion on amending the current formula for the calculation of the “White, Grey and Black” (WGB) performance list and aiming at amending Directive 2009/16/EC and the Paris MoU respectively. In addition EMSA will continue to monitor and analyse the results of the Concentrated Inspection Campaigns carried out by PSC Officers in accordance with the PSC Committee’s decisions.

RuleCheck is an EMSA developed information system which contains EU maritime legislation, all IMO and ILO Conventions, Resolutions and accompanying communication and the documents pertaining to the Paris MoU. In 2016 EMSA will continue to host, manage and support RuleCheck, thus providing PSC Officers in the Paris MoU area, with access to up-to-date rules and regulations as well all other technical features.

EMSA will also operate its e-learning platform MaKCs, which will be further expanded and modernised to respond to the increased complexity of the Port State Control activity. In 2016 MaKCs will be enriched with PSC obligations stemming from EU legislation (Sulphur Directive, Ship Recycling Regulation) in order to further assist competent authorities in the EU.



## Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)
- To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions. (C1)
- Support EU Strategies on regional sea basins. (D1)

## Annual objectives 2016

- Ensure the proper operation of RuleCheck and MaKCs (Distance Learning Package (DLP) for PSC Inspectors).
- Assist in the publication of information relating to ship inspections (PSC Directive 2009/16/EC as amended).
- Provide technical assistance as concerns the Paris MoU.
- Ensure proper operation of RuleCheck and MaKCs for SAFEMED III and TRACECA II beneficiary countries.
- Further enhance RuleCheck and MaKCs to cater for environmental maritime legislation of the Union.

## Expected outcome 2016

The Agency will continue to support the Port State Control system in line with the PSC Directive (2009/16/EC) as amended. The support includes inter alia the maintenance and further enhancement of the information system (THETIS), the maintenance and further development of RuleCheck and MaKCs and technical assistance to the Member States and the Commission on matters related to PSC.

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 harmonised level of PSC in the European Union, establishing a more unified level of maritime safety.


**Planned output 2016**

1. Management and enhancement of harmonised training tools.
2. Management and elaboration of 'RuleCheck'.
3. Keeping up-to-date the publication of banned vessels and company performance.
4. Ensuring the daily publication of the list of poor performing companies.
5. Providing statistics upon request.
6. Supporting the Commission in the implementation of the PSC Directive (2009/16/EC) as amended.
7. Supporting the Commission and the Member States in the implementation of the RoPax Directive (1999/35).
8. Participation in all technical meetings and working groups of the Paris MoU.
9. Assistance to the Commission in the potential revision of Annexes of the PSC Directive (2009/16/EC)
10. RuleCheck and MaKCs shall be further developed in order to provide similar support to PSC and other competent authorities to implement legal acts of the Union not falling within the remit of the Paris MoU (Sulphur Directive, Ship Recycling Regulation).

Output Indicators		Result 2015	Target 2016
RuleCheck system operational	percentage per year availability	n/a	85
RuleCheck	days maximum continuous downtime	n/a	9
RuleCheck Helpdesk Service	percentage of requests closed in less than 9 days	n/a	75
MaKCs system operational	percentage per year availability	n/a	85
	days maximum continuous downtime	n/a	9
MaKCs Helpdesk service	percentage of requests closed in less than 9 days	n/a	75

## 4.2 ACCIDENT INVESTIGATION

Input	
Commitment appropriations in EUR	1 094 873
Payment appropriations in EUR	1 094 873
Staff	4 AD, 1 AST, 1 SNE
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)	

EMSA supports Member States in the implementation of the Accident Investigation Directive by providing the Secretariat for the Permanent Cooperation Framework for the Investigation of Accidents in the Maritime Transport Sector (PCF); training for marine accident investigators to encourage a more uniform approach to accident investigation across the EU; and technical assistance with the EU's methodology for Accident Investigation.

The Agency also manages the European Marine Casualty Information Platform (EMCIP), a tool that stores, shares and assists analysis of casualty data and investigation reports submitted by the Member States. The Agency uses EMCIP to compile an annual overview of marine casualties and incidents.

During 2016 work will begin towards the development of a more efficient and user-friendly platform for EMCIP, hosted at EMSA within its portfolio of maritime applications. This will give more flexibility to adapt to users' needs and will benefit from enhanced information exchange with maritime monitoring capabilities that have been built over recent years.

EMSA is also charged with the analysis of accident investigation reports to identify added value in terms of lessons to be drawn at an EU level.

If requested by a Member State, EMSA may provide operational support for accident investigations. However, EMSA's capacity to provide this assistance from in-house resources is dependent on the expertise available within the Agency at the time and whether any conflict of interest would arise.

Adapting to the increasing number of accident notifications and investigation reports as Member States progressively implement the Directive and their use of EMCIP will continue to be a main challenge.

### Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To develop practical solutions for providing operational support to Member States – at their request - concerning investigations related to serious and very serious maritime accidents. (A9)
- To support the European Commission and EU Member States to enhance maritime safety through the analysis of accident investigation reports and by producing maritime casualty statistics and analysing trends. (A10)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)



The European Marine Casualty Information Platform has been up and running since 2011 and will be further developed in 2016.

## Annual objectives 2016

- Ensure the proper running of EMCIP.
- Carry out analysis of the safety investigation reports made available to EMSA.
- Publish the annual overview of marine casualties and incidents on the basis of EMCIP data.
- Support the Permanent Cooperation Framework set-up under Art.10 of the Directive.
- Assist the Commission in its preparation of the required 5-yearly report to the European Parliament and the Council on the implementation of the Accident Investigation Directive.

## Expected outcome 2016

EMSA's activities will improve the accident investigation capabilities of Member States. By collecting and comparing investigation data held in EMCIP EMSA will add value by identifying relevant lessons learned at EU level.

## Planned output 2016

1. Supporting the Member States and the Commission in the implementation of the Accident Investigation Directive.
2. Providing the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF.
3. Maintaining the current European Marine Casualty Information Platform (EMCIP).
4. Develop a modern, more efficient and user-friendly platform for the EMCIP, to be hosted at EMSA.
5. Checking EMCIP data quality through an acceptance procedure.
6. Investigating practical solutions for providing operational support, if requested by Member States, in investigations related to serious or very serious maritime accidents.
7. Analysing accident investigation reports with a view to identifying lessons to be learnt at EU level.
8. Analysing data from casualty investigations and proposing any appropriate safety recommendations to the Commission.
9. Publishing the annual overview of marine casualties and incidents on the basis of data provided by the Member States.
10. Contributing as requested, to the Commission's 5-yearly report to the European Parliament and the Council on the implementation of the Accident Investigation Directive.
11. Contributing as requested, to the Commission's evaluations and impact assessments of maritime safety legislation in the context of the new Commission Better Regulation Guidelines (May 2015), in particular using EMCIP as a source of reliable data.

Output Indicators		Result 2015	Target 2016
EMCIP meetings	number of meetings per year	4	2
Accident Database	number of occurrences notified in EMCIP during the year	4311	3500
PCF meetings	number of meetings per year	2	1



## 4.3 TECHNICAL ASSISTANCE TRAINING AND COOPERATION

Input				
Commitment appropriations in EUR		1419370		
Payment appropriations in EUR		1419370		
Staff		2 AD, 1 AST, 2 SNE, 1 CA		
Project financed input				
Project	Funding source	Time frame	Financial input 2016	Staff
EC Funds for candidate and potential candidate	EC	ongoing	p.m. <sup>13</sup>	no extra staff
Legal Basis				
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b) and 2.5				

Priorities regarding the Agency’s training activities take into account national requests as well as the recommendations expressed by the EMSA Consultative Network for technical Assistance (CNTA) with representatives from the maritime administrations of the 28 EU and two EFTA/EEA Member States.

Training sessions and exchange of best practice cover all fields of EMSA’s mandate: port State control, ship security, traffic monitoring, reporting formalities, port reception facilities, marine equipment, accident investigation, pollution response, implementation of EU law, etc. Training and workshops will be organised in the areas mentioned above, focussing on the existing EU maritime legislation. The portfolio of training material is continuously improved and the inventory of possible training courses provided by EMSA is available on the Agency website. The Agency will be involved in ad hoc EU funded projects for enlargement countries focussing on technical assistance for the approximation of their maritime legislation to that in force in the EU. EMSA’s training services aim to continue meeting beneficiaries’ needs, for Member States and enlargement countries.

<sup>13</sup> EUR140 000 expected in 2016.



## Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To continue developing its role as forum for discussion of best practices. (D5)
- To consolidate its role as training provider including the use of modern techniques. (D6)

## Annual objectives 2016

- Maintain training for Member States and enlargement countries at the same level as in 2015.
- Provision of training to enlargement countries (specific budget provided by the Commission).
- PSC training for countries taking part in the Paris MoU.

## Expected outcome 2016

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 enlargement countries.

## Planned output 2016

1. Up to 14 training sessions for Member States on the range of topics covered by EMSA's mandate.
2. Up to 6 sessions for training/technical assistance for officials from enlargement countries related to EU-legislation and EMSA activities.

Output Indicators		Result 2015	Target 2016
Training for Member States	number of MS training sessions per year	22	up to 14
	number of MS experts attending per year	592	290
Training for enlargement countries	number of AC training sessions per year	0 <sup>14</sup>	up to 6
	number of AC experts attending per year	0 <sup>14</sup>	50
Customer satisfaction	level of customer satisfaction	>70%	>70%

<sup>14</sup> EMSA provides technical assistance to accession countries on the basis of an agreement signed by the Agency and the Commission (DG NEAR). The previous agreement expired on September 2014 and the new agreement was signed by EMSA on 23<sup>rd</sup> October 2015 as it could only be signed once the framework agreement (FWA) between the beneficiary countries and the Commission was in place. The last beneficiary signed the FWA only in the second half of 2015.

## 4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

Input	
Commitment appropriations in EUR	1898937
Payment appropriations in EUR	1928509
Staff	7 AD, 1 AST, 2 SNE
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 2.4(h)	

The Agency provides technical assistance to the Commission in the implementation and development of EU legislation concerning marine equipment and ship safety. Support is also provided to the Member States and the Commission for work at the IMO on matters of EU competence.

The Agency updates the list of standards for marine equipment that is subject to flag State approval, and manages the MarED database of such EU approved equipment. A particular focus is expected on the implementation of the new Marine Equipment Directive (Directive 2014/90/EU), notably by supporting market surveillance activities.

EMSA's study assessing the acceptable and practicable risk level of passenger ships related to damage stability will be completed in 2016 and the Agency will be active in disseminating the results and supporting the Commission and Member States with related negotiations at IMO.

Finally in 2016, EMSA expects to support the Commission in the follow-up of the fitness check (REFIT – Regulatory Fitness), that began in 2014, of Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships, Directive 1998/41/EC on the registration of persons on board, and Directive 1999/35/EC on mandatory surveys of ro-ro ferry and high-speed craft (HSC) passenger services.

### Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)



### Annual objectives 2016

- Assist the Commission in any development of relevant legislation arising from the fitness check (REFIT – Regulatory Fitness) initiated in 2014, of Directives 2009/45/EC on safety rules and standards for passenger ships, 2003/25/EC on specific stability requirements for ro-ro passenger ships, 1998/41/EC on the registration of persons on board and 1999/35/EC on mandatory surveys of ro-ro ferry and HSC passenger services.
- Follow up EMSA's study assessing the acceptable and practicable risk level of passenger ships related to damage stability.
- Support the Commission and the Member States in relation to the submissions and work of the technical bodies of the IMO on passenger ship safety and to the Member States' expert group meetings, with regard to matters of Union competence.
- Update the list of standards for marine equipment subject to flag State approval and conduct technical review of safeguard clause cases.
- Support the Commission in the development of the Cost Benefit Analysis for the introduction of electronic tagging for marine equipment.
- Support the Commission and the Member States in work arising from the co-ordination group of Notified Bodies, authorised by the Member States to carry out the conformity assessment procedures in accordance with the Marine Equipment Directive.
- Maintenance of the MarED database.
- Follow-up of the EU-USA Mutual Recognition Agreement and management of the alert system.
- Analysis of research projects relevant to ship safety.
- Technical support for the implementation, update in line with the development of international legislation and development of Ship Safety and Marine Equipment legislation, including technical review of notified exemptions and derogations.

### Expected outcome 2016

The Agency will contribute to the safety of ships and marine equipment at European level by supporting the implementation, update and development of appropriate and harmonised safety standards. It will also contribute to the functioning of the internal market by assessing individual safety problems and market distortions due to differences in application of standards.

## Planned output 2016

1. Providing technical support to the Commission and the Member States on the work at IMO in the field of Maritime Safety Standards.
2. In particular, the Agency will provide technical support regarding developments on passenger ship damage stability, fire safety, the International Safety Management (ISM) code and Goal Based Standards.
3. Providing technical support to the Commission on any development and follow-up of relevant legislation following the REFIT of passenger ship safety legislation (Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships, Directive 1998/41/EC on the registration of persons on board, and Directive 1999/35/EC on mandatory survey of ro-ro ferry and HSC passenger services).
4. Preparation of the update to the list of standards for marine equipment that is subject to flag State approval in the form of the annex to an implementing act of the new Marine Equipment Directive (yearly basis).
5. Examination of safeguard clause cases submitted under the Marine Equipment Directive.
6. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.

Output Indicators		Result 2015	Target 2016
MarED Database	percentage per year availability of MarED DB	99.88	99



## 4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

Input				
Commitment appropriations in EUR			675 531	
Payment appropriations in EUR			675 531	
Staff			1 AD, 1 AST, 1 SNE	
Project financed input				
Project	Funding source	Time frame	Financial input 2016	Staff
Equasis	Equasis Member States	ongoing	p.m. <sup>15</sup>	No extra staff
Legal Basis				
Regulation (EC) No 1406/2002 as amended, Art. 1.2 and 2.4(d)				

Equasis is a valuable tool for both public administrations and the shipping industry since it provides objective, accurate and reliable ship safety related information with particular focus on information on port State control inspections, ship related information by classification societies as well as P&I ship specific data. The information is supplied by several port State control regions and various industry-based organisations. The data is accessible free of charge on the Internet.

The internal MARINFO information system contains worldwide data collected from commercial providers on ships' characteristics, accidents, movements, ownership, ship's history etc. The system provides valuable information to EMSA staff when preparing for visits and inspections as well as for the production of statistics and ad hoc analysis for studies. Both systems are used with the objective of making the Agency a reliable source of information and statistics for the EU on maritime matters.

In 2016 the Agency will provide statistics with respect to the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. These statistics will be extracted from the analysis of reports submitted by the Member States through THETIS-S.

In 2016 Equasis will seek more data providers while further enhancing a number of technical developments aiming to provide to its signatory members an enlarged access to the data to better suit their specific needs. As far as MARINFO is concerned, the in-house web portal will be further developed to provide customized on line maritime information to EMSA users and the Commission. In 2016, with the aim of providing support to developing inspection regimes and gaining insight into the status quo as well as trends and other developments, data will be analysed and results converted to meaningful products, such as annual statistics retrieved from various modules of THETIS. Finally, on the basis of a first analysis of reports submitted by the Member States

<sup>15</sup> EUR 416 000 expected in 2016

through THETIS-S, the Commission will make an initial evaluation on the appropriate implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels.

RuleCheck (see Section 4.1) in 2016 will be further developed, through a technical solution that will safeguard access to appropriate documentation for each user depending on relevant access rights, to provide information on EU legislation, IMO and ILO Conventions and documents not only to PSC Officers but also to SAFEMED III and TRACECA II beneficiary countries, EU Accident Investigation bodies and EU Flag Administrations. Furthermore a new functionality will be added to the RuleCheck on-line version that will allow the creation of more and different User Groups, thus offering the option of uploading folders relevant to the work of user communities (for example national legislation folders).

Along the same philosophy the e-learning platform MaKCs (see Section 4.1) will be further expanded and modernised to respond to the increased complexity of the port State control activity. In 2016 MaKCs which currently is a platform offering courses to PSC Officers in the Paris MoU area will be further developed to provide dedicated training modules for SAFEMED III and TRACECA II beneficiary countries. In 2016 EMSA will grant access to a dedicated section of the eLearning platform system, as well as to provide the necessary support to the Indian Ocean MoU on the understanding that licence costs are to be borne by France as member of the MoU.

## Multi-annual strategic objectives

- To support the Commission and the Member States in improving ship safety. (A1)
- To maximise its support role for an efficient and expanded scope of the PSC regime. (A8)
- To contribute to the protection of the marine environment in the EU. (C4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)

## Annual objectives 2016

- Enhance and promote the internal Web portal for the MARINFO Project.
- Address complex requests through the MARINFO Helpdesk.
- Increase the number of data providers contributing to Equasis.
- Search for new signatory parties for Equasis thus decreasing the financial contribution of the existing members, including EU Member States and EMSA.
- Promote and disseminate regular maritime-related statistics (possibly a publication) with particular focus on EU ships and waters.
- Support the Commission by providing reliable statistics, in particular on the implementation of the Commission Implementing Decision 2015/253.
- Ensure proper operation of RuleCheck and MaKCs for SAFEMED III, TRACECA II beneficiary countries, EU Accident Investigation bodies and EU Flag Administrations.
- Further enhance RuleCheck for the creation of more and different User Groups by the RuleCheck system administrator in EMSA, thus offering the option of uploading folders relevant to the work of user communities (national legislation folders).
- Provide the necessary support to the India Ocean MoU for the use of MaKCs.

## Expected outcome 2016

Reliable information systems that can significantly contribute towards rationalising and optimising assessment of compliance with the requirements of International and EU legislation. Reliable and compatible data to support the Agency's tasks in preparing and making use of up-to-date and validated information on maritime safety.

## Planned output 2016

1. Management of Equasis.
2. Publishing the annual statistical report on the world merchant fleet in Equasis.
3. Production of statistical products (regular or ad hoc) from the MARINFO database, as well as analyses, services and publications, for internal and external use, as appropriate.
4. Support data analysis pilot projects.
5. Enhancement of the MARINFO database through the promotion and development of an in-house web portal.
6. Analysis of statistics, on the basis of the reports submitted by the Member States through THETIS-S, on the appropriate implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels.
7. Development of RuleCheck and MaKCs to support different user communities.

Output Indicators		Result 2015	Target 2016
Equasis	percentage per year availability	99.93	99.5
	number of users per month	33 018	35 000
	number of contributing members	9	9-10



## 4.6 PREVENTION OF POLLUTION BY SHIPS

Input	
Commitment appropriations in EUR	1215684
Payment appropriations in EUR	1215684
Staff	6 AD

Legal Basis
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)

In 2016 EMSA will provide assistance both to Member States and the Commission in the implementation of international and European legislation in the area of the prevention of pollution by ships. In the EU domain the assistance includes the Port Reception Facilities Directive (2000/59/EC), the Sulphur Directive (1999/32/EC) as amended, the Directive on ship-source pollution (2005/35/EC) as amended, the Ship Recycling Regulation 1257/2013, Directive 2009/20/EC on the insurance of shipowners for maritime claims and Regulation (EU) 2015/757 on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport, and amending Directive 2009/16/EC (see also section 2.3.b THETIS-MRV).

The Agency will assist the Commission in the European Sustainable Shipping Forum and the associated sub-groups, on the basis of the Commission's decision to extend the forum until 2017, in its capacity as technical secretariat. Finally the Agency will support the Commission in its work on the prevention and management of the introduction and spread of invasive alien species by ships.

In the international domain and in particular in IMO, the Agency will contribute to the work of the Commission on further technical and operational measures for enhancing Energy Efficiency (EE) of international shipping, on the discussions for the Global Data Collection System for maritime transport covering fuel consumption, greenhouse gas emissions, on the further development of the Energy Efficiency Design Index (EEDI), the 2004 IMO Convention for Control and Management of Ships' Ballast Water and Sediment, MARPOL ANNEX IV and V in relation to port reception facilities, ANNEX VI, in particular in relation to NO<sub>x</sub>, the discussions in the IMO's Pollution Prevention and Response Subgroup, in particular as regards the new work item on ANNEX II tank washings, as well as the Hong Kong Convention on Safe and Sound Recycling of Ships.

### Multi-annual strategic objectives

- To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SO<sub>x</sub> and NO<sub>x</sub> emissions. (C1)
- To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships. (C2)
- To support if necessary the Commission in setting up a Monitoring, Reporting and Verification system for emissions in line with future policy developments in this area. (C3)
- To contribute to the protection of the marine environment in the EU. (C4)
- To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)





## Annual objectives 2016

- Technical assistance to the Commission in monitoring compliance with the requirements relating to sulphur content in fuel.
- Technical assistance to the Commission in implementing the Directive on Port Reception Facilities, including reporting and monitoring of the provisions of the Directive, as well as technical recommendation to improve implementation and the development of a dedicated module for PRF in THETIS.
- Technical assistance to the Commission in reviewing the Directive, including work on the impact assessment of the different options for the revision of the Directive.
- Technical assistance to the Commission for further actions related to air quality (comparative study on penalties under the new Sulphur Directive, shipping emission inventories, and contributions to studies on fuel availability review).
- Assistance to Member States mainly by appropriate training of Sulphur inspectors.
- Assistance to the European Sustainable Shipping Forum (ESSF) and the relevant subgroups.
- Follow-up of international developments in IMO and technical assistance to the Commission in IMO.
- Assistance to the Commission in the implementation of the MRV legislation, including the development of a dedicated module in THETIS (THETIS-MRV) and assistance in preparing implementing and delegated acts.
- Technical assistance to the Commission and to the Member States on the availability, approval and use of abatement methods for different air pollutants.
- Technical assistance to the Commission for the implementation of Title II of the Ship Recycling Regulation.
- Support to the Commission and Member States in matters regarding maritime liability and compensation.
- Support to the Commission and Member States in the implementation of the Ballast Water Management Convention (expected to enter into force within 2016).

## Expected outcome 2016

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.

## Planned output 2016

### 1. Port reception facilities:

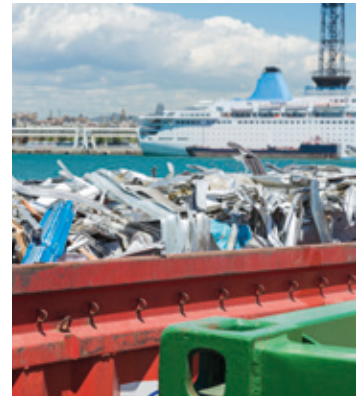
- Organising workshops for Member State experts to improve the implementation of Directive 2000/59/EC on port reception facilities (PRF Directive).
- Providing technical support to the Commission to improve reporting under the PRF Directive, in particular regarding enforcement of its provisions, through specific guidance as well as the development and application of the THETIS EU module which will cater for PRF and linking that system to SSN.
- Supporting the process of reviewing the PRF Directive, in particular the impact assessment to be undertaken in 2016, which will look at the different options for the revision Group.
- Launching support studies to support the impact assessment process for the legislative revision and help with data collection.
- Providing assistance to Member States for the uniform implementation of the Directive on the basis of the technical recommendations being developed by the Agency.
- Providing assistance to the ESSF-PRF subgroup as technical secretariat.

### 2. Greenhouse gases:

- Providing technical assistance to the Commission on the implementation of Regulation (EU) 2015/757 on the monitoring, reporting and verification of emission of carbon dioxide from maritime transport, and amending Directive 2009/16/EC, in particular for the preparation of the implementing and delegated acts.
- Providing technical assistance to the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures to reduce greenhouse gases from ships, depending on the regulatory choices made at international or EU level.
- Providing assistance to the Commission in following international developments, notably in relation to the Energy Efficiency Design Index, its review and its extension to additional ship types.
- Providing assistance to the Commission in following international developments concerning the Global Data Collection System for maritime transport covering fuel consumption and greenhouse gas emissions as well as further technical and operational measures to enhance the energy efficiency of ships.
- Providing assistance to the two MRV ESSF subgroups as technical secretariat.

### 3. Air emissions:

- Providing technical assistance to the Commission in the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. Assistance could include analysis of the reports submitted by Member States as foreseen by article 7 of the Directive and by the Commission Implementing Decision 2015/253, analysis of the data extracted from THETIS-S, calculation and monitoring of inspection and sampling obligations of Member States, contributions to studies on fuel availability review, comparative study on penalties under Directive 2012/33/EU and shipping emission inventories.



EMSA will continue to organise workshops to encourage the proper implementation of the port reception facilities directive.

- Provide feedback to Member States and the Commission on the possibilities for new technologies and information products (e.g. RPAS) to support the implementation of Directive 2012/33/EU.
- Providing technical assistance to the Member States in the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. Assistance could include further enhancement of guidance manuals for control, sampling and analysis, training for sulphur inspectors and workshops for the exchange of best practices.
- Providing technical assistance to the Commission and the Member States on the development of alternative emission abatement methods such as alternative fuelling (LNG), exhaust gas cleaning systems (scrubber), biofuels and other alternative methods as required by Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. Assistance could, among others, include development of guidance on LNG bunkering, as well as organising workshops for the exchange of best practices.
- Providing assistance to the Commission on organisational activities in the ESSF Plenary and its relevant Sub-Groups.
- Providing technical support to the Commission within the context of the Sulphur Committee foreseen by Directive 2012/33/EU (Art.9).

#### 4. Ship recycling:

- Providing technical assistance to the Commission on the implementation of the EU Ship Recycling Regulation (Regulation (EU) No 1257/2013) namely by drafting technical guidance on surveys for issuing ship inventory certificates and the inventory of hazardous materials as well as participating in IMO deliberations as technical advisor.
- Supporting the Member States by preparing and submitting questionnaires to Member States on how they foresee implementation of Title II of the Ship Recycling Regulation, and analysing the responses; organising workshops on the implementation of the Regulation and for the exchange of best practices among Member States; providing training for Member State's officers for a harmonised implementation of the Regulation.
- Organising training and workshops for flag State and port State inspectors with reference to the enforcement provisions of Title II of the Ship Recycling Regulation.

#### 5. Ballast water and anti-fouling systems:

- Contributing to the implementation of the IMO Convention by following and contributing to the development on various issues, notably sampling for compliance and risk assessment, ensuring consistency between regional/national approaches in Europe and helping Member States ratify or implement the Convention.
- Providing technical assistance to the Commission and the Member States regarding the issue of anti-fouling systems, as appropriate.

#### 6. Other:

- Monitoring and advice on international and EU developments related to other environmental issues such as maritime spatial planning and conservation and management tools in areas beyond national jurisdiction.
- Provision of technical assistance and support to the Commission and Member States in the implementation of international conventions in EU law relevant for the area of liability and compensation. This will translate into participation in the IMO meetings, organisation of workshops by EMSA and conducting of relevant studies as necessary.
- Provision of technical assistance and support to the Commission and Member States on the implementation of Directive 2005/35/EU on ship source pollution. This will involve work starting in the IMO on prohibiting discharges of MARPOL ANNEX II tank washings, containing high-viscosity and persistent floating products.

## PROJECT: SAFEMED III

Project financed input				
Project	Funding source	Time frame and envelope	Financial input 2016	Staff
Technical assistance to SAFEMED III beneficiary countries	EC-DG NEAR	2013-2016 EUR 850 000	p.m. <sup>16</sup>	1.8 CA

Legal Basis
Regulation (EC) No 1406/2002 as amended, Art. 2.5

This activity supports the EU strategies on regional sea basins. EMSA will continue providing technical assistance to the SAFEMED III beneficiary countries (currently Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Tunisia) in order to assist them to align their national standards and practices with those of the European Union, with the aim of promoting a harmonised approach in the field of maritime safety, security and pollution preparedness and response as well as boosting expertise and organisational capacity of beneficiaries to implement and enforce relevant obligations.

Technical assistance needs will be addressed at regional level through seminars, workshops and exchange of best practices between the beneficiary countries and selected Member States. Bilateral actions will be undertaken to address needs of single countries identified in cooperation with the relevant national authorities. Technical activities will be organised, including one exercise with EMSA Stand-by Oil Spill Response Vessels with the involvement of the Emergency Response Coordination Centre (ERCC). Experts from the EU Member States will be invited to share their expertise with counterparts from the SAFEMED III beneficiaries. The pilot service on cooperation on AIS matters and CleanSeaNet will continue in 2016.

Taking into consideration the results achieved by the SAFEMED III project, the identified gaps and grey areas which may hamper the fulfilment of international obligations in relation to maritime safety, security and marine pollution prevention, preparedness and response, EMSA will also work in close cooperation with the competent services of the Commission to prepare the Terms of Reference for the forthcoming project for technical assistance to the southern EU neighbouring countries, with the aim of ensuring the most appropriate follow-up of the current project.

### Multi-annual strategic objectives

- To support EU strategies on regional sea basins. (D1)
- To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To consolidate its role as training provider including the use of modern techniques. (D6)



Taking water samples from the Tagus River during a SAFEMED III seminar on the Ballast Water Management Convention for the Mediterranean partner countries.

<sup>16</sup> EUR 600 000 expected in 2016.

## Annual objectives 2016

- Continue the implementation of the SAFEMED III project (Commission budget).
- Contribute to improvement of cooperation at regional level.
- Continuing to provide beneficiary countries with access to the EU RuleCheck; developing appropriate modules and providing access to beneficiary countries for the Distant Learning Package (DLP) for Port State Control Officers (PSCOs).
- Continue providing a pilot service on cooperation on AIS matters and CleanSeaNet to interested beneficiary countries, based on a dedicated version of the Integrated Maritime Data Environment (IMDatE).
- Organising an international exercise with the participation of an EMSA Stand-by Oil Spill Response Vessel, using the mobilisation procedure of the Emergency Response Coordination Centre (ERCC).
- Manage a project for the donation of oil pollution response equipment, including maintenance and training, to interested beneficiary countries.

## Expected outcome 2016

Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Mediterranean partner countries in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

## Planned output 2016

1. Up to five technical meetings per year (seminars, workshops, training sessions).
2. Up to four activities per year (studies, technical support, exercise, etc.).
3. Provision of EU RuleCheck and DLP for PSCOs as relevant.
4. Provision of pilot service on cooperation on AIS matters and CleanSeaNet.
5. Donation of oil pollution response equipment, including maintenance and training, to interested beneficiary countries.

Output Indicators		Result 2015	Target 2016
Implementation of SAFEMED III Project	number of training sessions per year	16	up to 5
	number of activities per year	11	up to 4
	number of ENP experts attending per year	187	90
	level of customer satisfaction	>70%	>70%



Participants at the SAFEMED III oil spill exercise mobilising EMSA's oil spill response vessel Monte Arucas.



Participants at the TRACECA II workshop on traffic monitoring.



## PROJECT: TRACECA II

### Project financed input

Project	Funding source	Time frame and envelope	Financial input 2016	Staff
Technical assistance to TRACECA II beneficiary countries	EC-DG NEAR	2014-2016 EUR 850 000	p.m. <sup>17</sup>	1.2 CA

### Legal Basis

Regulation (EC) No 1406/2002 as amended, Art. 2.5

This activity supports the EU strategy on regional sea basins and focuses on the Black and Caspian Seas. Along the same lines as SAFEMED III and in view of harmonisation with its activities and achievements, EMSA will provide TRACECA II beneficiary countries with technical assistance through selected activities complementing those implemented by the current Commission contractor. These activities aim to add value in terms of achievements by the project's beneficiaries in the field of maritime safety, security and pollution preparedness and response.

Technical actions will be focused on seminars, workshops and exchange of best practices between the beneficiary countries and selected Member States. The pilot service on CleanSeaNet will continue in 2016. Other pilot projects EMSA operational means such as the Network of Stand-by Oil Recovery Vessels will be implemented in line with the interest shown by beneficiary countries thus contributing to improved monitoring and response at regional level. In close cooperation with the Commission, the Terms of Reference of the forthcoming follow up project for technical assistance to the eastern EU neighbouring countries will be prepared.

### Multi-annual strategic objectives

- To support EU strategies on regional sea basins. (D1)
- To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)
- To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)
- To consolidate its role as training provider including the use of modern techniques. (D6)

<sup>17</sup> EUR 200 000 expected in 2016.



## Annual objectives 2016

- Continue to work with complementary activities in the implementation of the TRACECA II project (DG NEAR budget).
- Contribute to improvement of cooperation at regional level.
- Continue to provide beneficiary countries with access to the EU RuleCheck; developing appropriate modules and providing access to beneficiary countries for the Distant Learning Package (DLP) for PSCOs.
- Launch a pilot project to extend the cooperation on AIS related issues and continue the provision of CleanSeaNet services to interested beneficiary countries.
- Organising an international exercise with the participation of an EMSA's Stand by Oil Spill Response Network using the mobilisation procedure of the Emergency Response Coordination Centre (ERCC).

## Expected outcome 2016

By providing complementary activities to those implemented by the current DG NEAR contractor the Agency contributes to achieving an improved level of quality by the beneficiary countries maritime administrations in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.

## Planned output 2016

1. Up to 4 technical meetings per year (seminars, workshops, training sessions).
2. Up to 3 activities per year (studies, technical support, practical exercises etc.).
3. Provision of EU RuleCheck and DLP for PSCOs as relevant.
4. Provision of a pilot project on the CleanSeaNet service.

Output Indicators		Result 2015	Target 2016
Implementation of TRACECA II Project	number of training sessions per year	10	up to 4
	number of activities per year	10	up to 3
	number of ENP experts attending per year	91	40
	level of customer satisfaction	>70%	>70%

## POLLUTION PREPAREDNESS

## DETECTION AND RESPONSE





## 5.1 OPERATIONAL POLLUTION RESPONSE SERVICES

Input	
Commitment appropriations in EUR	17202395
Payment appropriations in EUR	19855127
Staff	11 AD, 2 AST, 1 SNE, 3 CA
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.3(d) and 2.5	

The Agency has established an oil spill response capacity around the European coastline, available upon request via the Emergency Response Coordination Centre (ERCC)<sup>18</sup>, to coastal States – including EU Member States, coastal European Free Trade Association/European Economic Area Contracting Parties, coastal EU Candidate/Accessing Countries, and third countries sharing a regional sea basin with the EU – and the Commission.

In order to respond efficiently to the broadened pollution response task under its revised Founding Regulation, the Agency has reviewed and modified its strategy to take into account the Action Plan for marine pollution from oil and gas installations. This includes the technical adaptation of the vessels and equipment in order to optimise the capabilities for the recovery of products with a flashpoint below 60°C and the review of the geographical location of the response arrangements according to a risk-based approach.

Although the network of stand-by oil spill response vessels will remain at the core of EMSA's operational pollution response services, in 2016 a new equipment assistance service to support the pollution response mechanisms of affected coastal States will also be available.

### Multi-annual strategic objectives

- To contribute to the protection of the marine environment in the EU. (C4)
- To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships. (C6)
- Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations. (C7)
- To support EU strategies on regional sea basins. (D1)
- To prepare IPA and ENP countries for association to EMSA's pollution response services. (D3)
- To continue developing its role as forum for discussion of best practices. (D5)

<sup>18</sup> The Emergency Response Coordination Centre (ERCC) is the operational centre for the EU Civil Protection Mechanism, to be activated during major disasters. The ERCC is accessible 24 hours a day and is managed and operated by DG Humanitarian Aid and Civil Protection (DG ECHO) of the European Commission.

## Annual objectives 2016

- Support coastal States in case of pollution caused by ships or oil and gas installations, by making available upon request via the ERCC:
  - the network of response vessels;
  - a new equipment assistance service (EAS), through the provision of specialised stand-alone equipment available in (limited) EMSA stockpiles;
  - technical expertise.
- Ensure operational integration of EMSA's pollution response services within Member State, Regional Agreement and third country response chains through participation in exercises, as well as meetings with end users.

## Expected outcome 2016

The network of stand-by oil spill response vessels and equipment stockpiles offer a European tier of pollution response resources to top-up the capacities of coastal States to protect their coastlines from marine pollution caused by ships or oil and gas installations. By the end of 2016, the Agency will have extended its 'toolbox' of response methods to include some vessels equipped with dispersant spraying devices, as well as stand-alone equipment especially designed and adapted for response operations to marine pollution from oil and gas installations.

## Planned output 2016

1. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.
2. Organise the participation of EMSA's pollution response services in regional and national ship source and offshore installation oil pollution response exercises, using the mobilisation procedure of the ERCC.
3. Following the signature of the Vessel Availability Contracts for the (South) Baltic Sea and Canary Islands in 2015, these vessels will undergo the preparation phase in 2016.
4. Award and implement a new Equipment Assistance Service (EAS) contract for the North Sea, based on the procurement procedure launched in 2015, and procurement of new equipment not available in EMSA's inventories, to strengthen the response capacity in the area of North Sea, Norwegian Sea and Iceland.
5. Award and implement a new Equipment Assistance Service (EAS) contract for the Baltic Sea, based on the procurement procedure launched in 2015, and procurement of new equipment not available in EMSA's inventories, to replace the capacity of the expiring and not renewable stand-by oil spill response service contract covering the Northern Baltic ending in 2016.
6. Renewal of three of the contracts covering the Western and Central Mediterranean as well as the one covering the Southern Black Sea for an additional 4-year period.
7. Implementing improvement projects to establish new seaborne dispersant spraying capability and stockpiles, and to adapt and/or upgrade the existing capabilities of the vessel network and equipment.
8. Replace or overhaul ageing or obsolete oil spill response equipment purchased in 2006 and 2007, in line with the 'Equipment Policy' of the Agency.
9. Coordinate the mobilisation procedures for pollution response services in case of requests for assistance.
10. Management of existing dispersant stockpiles and purchase of additional dispersant as appropriate.
11. Provision of expertise to Member States or the Commission in case of pollution incidents.



Output Indicators		Result 2015	Target 2016
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	17	18
	number of fully equipped vessels for dispersant application	2	4-5
New vessels pre-fitting	number of newly contracted vessels pre-fitted	5	2
Equipment Assistance Service (EAS)	number of stockpiles	-	2
Vessel/Equipment replacement/adaptation/upgrade	number of projects completed per year	2	3
Vessel/Equipment drills and exercises	number of drills (acceptance drills and quarterly drills) per year	70	70
	number of operational exercises per year	11	10
	number of Equipment Assistance Service (EAS) drills	n/a	2
	number of notification exercises per year	14	10
Response to requests for vessel/equipment services	mobilisation time in hours	n/a	max 24
Dispersant stockpiles	number of stockpiles	2	4
	minimum quantity of dispersants available at any time	400 tonnes	800 tonnes

## 5.2 EARTH OBSERVATION: CLEANSEANET AND ILLEGAL DISCHARGES

Input	
Commitment appropriations in EUR	7205162
Payment appropriations in EUR	5254633
Staff	6 AD, 1 AST

9 Project financed input				
Project	Funding source	Time frame	Financial input 2016	Staff
CSN Greenland	Denmark	ongoing	p.m. <sup>19</sup>	no extra staff
CSN Dutch Caribbean	France	ongoing	p.m. <sup>20</sup>	no extra staff

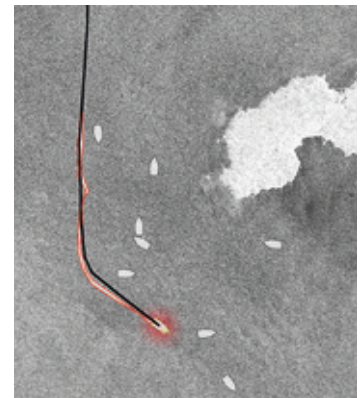
Legal Basis
Regulation (EC) No 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5

The CleanSeaNet satellite based oil spill monitoring and detection service will continue to be provided in line with user requirements, using the new Sentinel-1 satellite network as the main data supplier, followed by Radarsat-2. Under an agreement signed with Denmark, CleanSeaNet will also provide images for oil spill monitoring in the waters of south-west Greenland.

The CleanSeaNet service web interface will be further integrated in the SafeSeaNet ecosystem, enhancing the capacity of the service to detect and identify pollution sources. The Agency’s Earth Observation Data Centre (EODC, the new generation CleanSeaNet Data Centre) is the application used to provide the oil spill monitoring, detection and alerting service to users.

In 2016, the EODC will be able to ingest a wider range of satellite-based resources in response to broader maritime surveillance needs. The EODC is the main tool used to provide the satellite sourced data component of EMSA services to a range of users in the field of maritime surveillance and/or pollution response, e.g. Frontex, SAFEMED, TRACECA, etc. Accordingly, it must evolve in line with increasingly complex and varied user requirements and the increasing number of satellite data sources. A major upgrade is planned for 2016 which will address these issues, including a “back-end” rationalisation of the application with the aim of achieving processing performance gains.

The Agency would like to organise some demonstration campaigns with interested Member States to test the detection and monitoring of illegal discharges with Remote Piloted Aircraft Systems (RPAS) based on a new tender for such services to be concluded in the first half of 2016. This type of detection capability should be complimentary to the use of satellite imagery.



Satellite image in which oil spill shows up as a dark line together with vessel positions added using information from vessel traffic systems.



The same information mapped onto a nautical chart showing which vessel is the likely polluter.

<sup>19</sup> EUR 360 000 expected in 2016.

<sup>20</sup> EUR 200 000 expected in 2016.

## Multi-annual strategic objectives

- To increase the effectiveness and efficiency of EMSA's integrated maritime information services to its full potential based on existing applications such as SafeSeaNet. (B1)
- To explore, at reasonable cost, in a sustainable and viable way, new capabilities offered by technology in the field of maritime surveillance for the benefit of the European Commission and the EU Member States with added value for maritime safety and security. (B2)
- Subject to the provision of financial and human resources the Agency shall engage in supporting other communities and enhance its role as central EU data provider of maritime related information as defined by its Founding Regulation. (B4)
- To contribute to the protection of the marine environment in the EU. (C4)
- To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships. (C6)
- Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations. (C7)

## Annual objectives 2016

- Provide the CleanSeaNet service to Member States, Commission and interested enlargement and ENP countries.
- Further utilise the Sentinel-1 mission as appropriate.
- Apply homogeneous quality management across the different data sources.
- Cooperate with existing regional arrangements related to marine pollution.
- Respond to ad hoc requests for assistance in case of pollution emergencies or threat thereof.
- Support the implementation of the Action Plan for Response to Marine Pollution from Oil and Gas Installations as appropriate.

## Expected outcome 2016

The Agency provides a satellite image based service to support coastal States and the Commission in their efforts to improve the identification and pursuit of ships making unlawful discharges, and to respond to large-scale marine pollution incidents. CleanSeaNet provides a sustainable service upon which users can base their activities for targeting illegal discharges in European waters.

The Earth Observation Data Centre (EODC) also supports other maritime surveillance services, such as detection of targets by satellite radar (Vessel Detection System, VDS). The EODC capabilities will be extended to match new user requirements, not only from CleanSeaNet but from across EMSA's range of maritime services, as these develop.

## Planned output 2016

1. Provide CleanSeaNet satellite images and alerts to coastal States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels.
2. Provide assistance to coastal States and the Commission in case of accidental spills.
3. Provide training to coastal States on CleanSeaNet.
4. Organise at least once per year meetings of the EMSA CleanSeaNet User Group.
5. Develop activities with enforcement authorities to promote effective follow-up to CleanSeaNet detections.
6. Extend the EODC capabilities to support the needs of integrated maritime services.
7. Validation of pollution detection with RPAS services in cooperation with interested Member States.



Output Indicators		Result 2015	Target 2016
Satellite images	number of images ordered and analysed per year	2 635	2 000
Assistance for accidental spills	percentage response rate to assistance requests	100	100
EODC operational availability	Percentage per year availability of CleanSeaNet	99.66	97.5
RPAS emission/pollution monitoring	Number of campaigns	n/a	1-3

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

Input	
Commitment appropriations in EUR	1006181
Payment appropriations in EUR	1203978
Staff	4 AD, 1 SNE

Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 1.2 and 2.3(d)	

EMSA provides technical and scientific assistance to the Commission and Member States in the field of preparedness and response to oil and Hazardous and Noxious Substance (HNS) marine spills.

Throughout 2016, the Agency will maintain and further develop the MAR-ICE (Marine Intervention in Chemical Emergencies) Network, which provides expert information and advice on chemical substances in maritime emergencies. The Agency will update and improve the MAR-CIS (MARine Chemical Information Sheets) information on chemical substances. In order to further enhance its availability, the MAR-CIS information will be linked to the new CHD (Central HAZMAT Database) application in SafeSeaNet and their distribution will be expanded via EMSA's web portal and application for mobile devices for offline use.



The Dispersant Usage Evaluation Tool (DUET) updated and enhanced in 2014-2015 to also include seabed blowouts, will be distributed to Member States and training on this new version will be provided to Member State experts.

The Agency will provide the Secretariat for the Inter-Secretariat meeting of Regional Agreement Secretariats and for the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) and support the group's work, including a workshop on claims management and training on maritime surveillance techniques. Pending approval by the CTG MPPR, a Technical Information Paper on dispersant testing and approval procedures in Europe, developed by the Technical Correspondence Group on Dispersants, will be finalised and distributed to Member States and work will progress within the HNS experts group on developing an HNS training course. EMSA will coordinate the European Empollex exchange programme for marine pollution experts will continue in 2016. A further assessment is awaited from the Bonn Agreement regarding whether the Bonn Agreement Oil Spill Identification Network (OSINet) should become a pan-European service.

EMSA will also: provide technical support to the Commission, as part of the European Union delegation, during international and Regional Agreement meetings; develop and disseminate information "tools"; and update lists of marine pollution response capacities available in Europe<sup>21</sup>.

### Multi-annual strategic objectives

- To contribute to the protection of the marine environment in the EU. (C4)
- To become a reliable source of information and statistics for the EU on maritime matters. (D4)
- To continue developing its role as forum for discussion of best practices. (D5)
- To consolidate its role as training provider including the use of modern techniques. (D6)
- To use available technical knowledge to analyse research projects with a maritime safety or environmental, protection interest, where appropriate. (D7)

<sup>21</sup> Updates will be done via the database of the Common Emergency Communication and Information System (CECIS).



## Annual objectives 2016

- In implementing the HNS Action Plan, to ensure the proper operation and development of the MAR-ICE service and the MAR-CIS datasheets, in support of the response to maritime incidents involving hazardous and noxious substances (HNS).
- Cooperate with coastal States and existing relevant regional cooperation arrangements in coordination with the Commission, in order to facilitate and promote the exchange of best practice and develop added value projects at EU-level.
- Provide technical assistance regarding pollution preparedness and response to coastal States and contribute to relevant work of technical bodies of the International Maritime Organization (IMO), and relevant Regional Agreements.

## Expected outcome 2016

Activities of the Agency support the preparedness structures and response capabilities of Member States with regard to marine pollution incidents, as well as at disseminating best practices and promoting the exchange of information between Member States, the Regional Agreements, the IMO and other relevant international bodies.

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

## Planned output 2016

1. Implement the HNS Action Plan:
  - Maintain and develop the network of specialised chemical experts (MAR-ICE Network).
  - Maintain and update datasheets of chemical substances for marine pollution response (MAR-CIS).
2. Develop a web portal and an application for mobile devices for MAR-CIS information and link it to SafeSeaNet CHD (Central HAZMAT Database) application.
3. Develop and update marine pollution preparedness and response related information, studies, tools, reports and inventories. Provide training and distribute the enhanced Dispersant Usage Evaluation Tool (DUET).
4. Coordinate the CTG MPPR meetings, the Vessel User Group meeting, workshops, and expert exchange programme (Empollex), and implement the CTG MPPR Rolling Work Programme.
5. Support activities of Regional Agreements, the IMO and other relevant bodies/organisations (including participation in the Arctic Council) where appropriate.
6. Host a workshop on the work of the Bonn Agreement Oil Spill Identification Network.
7. Support further cooperation with Member States regarding potential cost recovery claims associated with the deployment and use of EMSA pollution response services or assets.





Output Indicators		Result 2015	Target 2016
<b>HNS OPERATIONAL SUPPORT</b>			
Response to requests for assistance to MAR-ICE	percentage of responses within 2 hrs.	100	>75
	percentage of responses within 4 hrs.	0	<25
Developing datasheets	number of datasheets produced/revise	24	25
<b>COOPERATION, COORDINATION AND INFORMATION</b>			
Coordination of the CTG MPPR	number of CTG MPPR meetings and workshops	3	3
Development of decision support tools	number of decision support tools	1	1

## HORIZONTAL ACTIVITIES



## 6.5 COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

Input	
Commitment appropriations in EUR	1529895
Payment appropriations in EUR	1529895
Staff	3 AD, 5 AST, 6 CA
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 4 and 7	

Communication is a crucial aspect of EMSA's activities. Four focus areas were defined in the communication strategy for 2014-2020 and will direct the efforts of the communication team throughout 2016:

- **General communication support:** concise, up-to-date information should be readily available on EMSA's activities in English and where relevant in the language of our host country.
- **Promoting EMSA's activities:** while many efforts are being made to provide reliable information and data to various target audiences, efforts are still needed to increase the user friendliness of this information and data.
- **Rationalisation of resources:** given the nature of EMSA activities, data visualisation could be used more extensively to present information in a more engaging and concise way. Synergies should be sought throughout the Agency to avoid duplication of effort and ensure best practice.
- **Tailored information:** EMSA is no exception from other international organisations in that it increasingly needs to communicate in a dense information environment. Information should therefore be tailored to the channel used and information heavy webpages replaced in favour of concise and engaging texts with easy navigation so that users can quickly find information. The focus will mostly be on core stakeholders, and on offering them information in a format that suits their specific needs.

Efforts will also be devoted to ensure an efficient Document Management and Archiving Policy within the Agency.

The management of missions and events will support the operational activities of the Agency and further efficiency gains will be sought, following on from the centralisation of missions in 2015.

## Multi-annual strategic objective

To become a reliable source of information and statistics for the EU on maritime matters. (D4)

## Annual objectives 2016

- Continue to implement the new communication strategy 2014-2020 aiming to build up effective communication practices.
- Increase EMSA's visibility in the host country.
- Make use of data visualisation to make our activities more easily understood.
- Continue supporting the organisation of events ensuring high quality standards and added value for Member States, industry and the Commission.
- Develop working practices and streamline procedures to allow for further efficiency gains in the field of missions management.
- Continue the development of the document management and archiving policy and relevant ICT tool.

## Expected outcome 2016

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).

## Planned output 2016

1. Prepare regular publications and completing/updating brochures and leaflets including the new EMSA general brochure.
2. Continue to improve internal communication through the Agency's intranet.
3. Enhance the communication role of EMSA's website through new features and functionalities in line with current developments. Continue implementing the new visual identity for EMSA.
4. Deliver presentations at meetings, exhibitions and conferences.
5. Support the organisation of events/meetings in the Agency.
6. Ensure timely organisation and reimbursement of missions.

Output Indicators		Result 2015	Target 2016
Publications	number of publications/leaflets/brochures produced per year	18.75	16
Events	number of meetings/workshops organised by EMSA per year	50	40
	number of participants at EMSA meetings/workshops per year	1426	1250

**6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS**

Staff <sup>22</sup>	
Management/bureau/horizontal tasks	10 AD, 7 AST
Human Resources	3 AD, 5 AST, 6 CA
Legal and Financial Affairs, facilities and logistics	5 AD, 4 AST, 6 CA
Operations support (ICT)	1 AD, 8 AST, 1 CA
Legal Basis	
Regulation (EC) No 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19	

In 2016 the Agency will work on performance monitoring and concentrate efforts on the best possible use of existing resources and efficiency gains. Internal planning and monitoring systems and tools, which support and provide information on the planning and execution of the work programme and the budget, will be further developed and integrated to better support management processes and decisions. The Agency will continue working on Quality Management.

The Administrative Board's key role in planning and monitoring the Agency's activities, in line with the revised Founding Regulation and the new Financial Regulation, will be supported with timely, accurate and appropriate documentation. In this context, the Administrative and Finance Committee will contribute to the streamlining and efficiency the Administrative Board's decision-making process.

Furthermore, in line with the provisions of its Art. 22 and following discussions at the 43<sup>rd</sup> Administrative Board meeting in November 2015, in 2016 the Administrative Board will commission an independent external evaluation on the implementation of the Agency's Founding Regulation.

The Agency will provide secretariat support to the High Level Steering Committee nominated at the same meeting. The results of the external evaluation are expected in early 2017.

In the field of Human Resources, in the light of the revision of the Staff Regulations and the Conditions of Employment of Other Servants, efforts will focus on the implementation of the relevant revised legislative framework. The Agency will foster staff development and staff redeployment policies, in order to enhance the efficiency and flexibility of staff, to address possible new priorities and absorb staff reductions whilst maintaining service and output levels. Work to further streamline and automatize human resource management processes in order to achieve efficiency gains will proceed.

As concerns Legal and Financial affairs, assistance will be provided to the operational units and manuals, templates and checklists will be continuously improved and updated in order to enhance efficiency. Measures to simplify and streamline administrative and financial procedures in order to further improve efficiency and cost effectiveness will be taken. Training for EMSA staff will be provided in order to ensure utmost quality in finance, procurement and contract management.

<sup>22</sup> Financial resources not applicable here as already distributed across the activities.

In the field of Facilities and Logistics, maintenance of the office building and provision of internal services will be the focus. Additionally measures to further increase the energy efficiency of the EMSA headquarters building and measures ensuring a healthy and safe working environment will be pursued.

In the field of ICT, the focus will be on operational/security challenges and striving for improvements in performance and quality and continual reductions in ICT support costs. The overall task in 2016 will be to ensure efficient, reliable, stable and secure operations with the smooth releases of application/infrastructure enhancements, new applications and pilots, in line with EMSA's evolving ICT landscape.

Cooperation with other Agencies and bodies will continue, both in the operational field and in relation to horizontal tasks, in order to avoid duplication of work, foster synergies in relevant fields of activity and rationalise the use of resources. The working relationships developed by the Agency with different bodies at technical level confirm that EMSA is considered a useful and reliable partner.

## Multi-annual strategic objectives

- Continuously align EMSA with institutional standards and rules.
- Obtain best value for money from the Agency's assets and from EU family joint resources (e.g. inter-institutional procurement procedures).
- Achieve efficiency gains, streamline organisational structures and build flexibility, agility.
- Further develop effective, innovative and results oriented solutions.
- Ensure good corporate governance and transparency.

## Annual objectives 2016

- Monitor the implementation of Work Programme and Budget 2016 .
- Further implementation of remaining requirements and principles emanating from the revision of the Framework Financial Regulation, the Joint Statement of the European Parliament, the Council of the EU and the European Commission on decentralised agencies (Common Approach, Road-map), notably implementation of the Single Programming Document for planning 2017 onwards, implementation of the Fraud prevention and detection strategy, transposition of the revised Financial Regulations and Rules of Application to EMSA internal procurement and concession rules, and adopting and internal legal framework for the protection of classified information .
- Secretariat support to the High Level Steering Committee on the external evaluation of the Agency.
- Development and implementation of new Implementing Rules giving effect to the Staff Regulations, in particular in the areas of teleworking, promotion/reclassification and engagement and use of contract staff. In addition, the Agency may undertake actions with regard to 'model decisions' in the following areas: rules for setting up a Staff Committee, a revised policy on the prevention of psychological and sexual harassment as well as a policy on learning and development.
- Job screening exercise with the aim of enabling the Agency to take sound decisions on resource allocation. The exercise will contribute to better stakeholder reporting and increased transparency concerning the utilisation of jobs at EMSA, and will facilitate redeployment.
- Simplify, streamline and automatise administrative and financial procedures in order to further improve efficiency and cost effectiveness.
- Maintain good relations with the Portuguese Authorities to allow for a smooth implementation of the existing Protocol between EMSA and the Government of Portugal.
- Ensure business continuity and advanced ICT services.



#### Expected outcome 2016

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.

#### Planned output 2016

##### Management team

- Work programme, including staff and budget planning (Single Programming Document).
- Action Plan for Pollution Preparedness and Response.
- Secretariat support to the High Level Steering Committee on the external evaluation of the Agency.
- 5 Year-Strategy implementation.
- Annual report (Consolidated Annual Activity Report) and accounts.
- Preparation of meetings of the Administrative Board, decisions, minutes.
- Regular monitoring of on-going projects.
- Quality Management development.
- Internal Control Standards.
- Work Programme and budget implementation monitoring.

##### Human resources and Protocol

- Management of the establishment plan (new recruits, redeployment, turnover, etc.).
- Management of staff related budget.
- Preparation and Implementation of rules giving effect to the Staff Regulations.
- Implementation of rights and obligations of EMSA staff members.
- Improvement and updating of e-HR tools.
- Implementation and improvement of existing HR policies.
- Implementation of Staff Development Policy.



- Staff Helpdesk on HR matters and communication on staff related issues.
- Implementation of the National Experts on Professional Training programme and traineeship policy.
- Implementation of the Protocol Agreement and Privileges.

#### Legal Financial and Facilities Support

- Verification of commitment and payments files.
- Organising and executing transfers.
- Budget follow-up.
- Providing budget overviews.
- Advising on and verifying contracts and procurement procedures.
- Providing legal advice to the Executive Director and the units.
- Managing facilities and support services of the Agency.

#### Operations support (ICT)

- Maintaining and enhancing a state-of-the-art Data Centres to host maritime applications.
- Providing advanced business continuity and ICT security services.
- Maintain the Business Continuity Facility.
- Providing 24/7 ICT Operations for hosting of maritime applications.
- Providing technical expertise to support operational maritime applications.
- Providing technical support to the development and rollout of new maritime applications and major upgrades to existing ones.
- Providing Horizontal ICT Service Platforms for Maritime Applications.
- Providing solutions to share and exchange documents more efficiently and in a secured fashion with the Commission.
- Providing EMSA's Corporate Services Platforms (email, EDMS, file & print, etc.)
- Providing advanced ICT desktop and mobile services to staff.



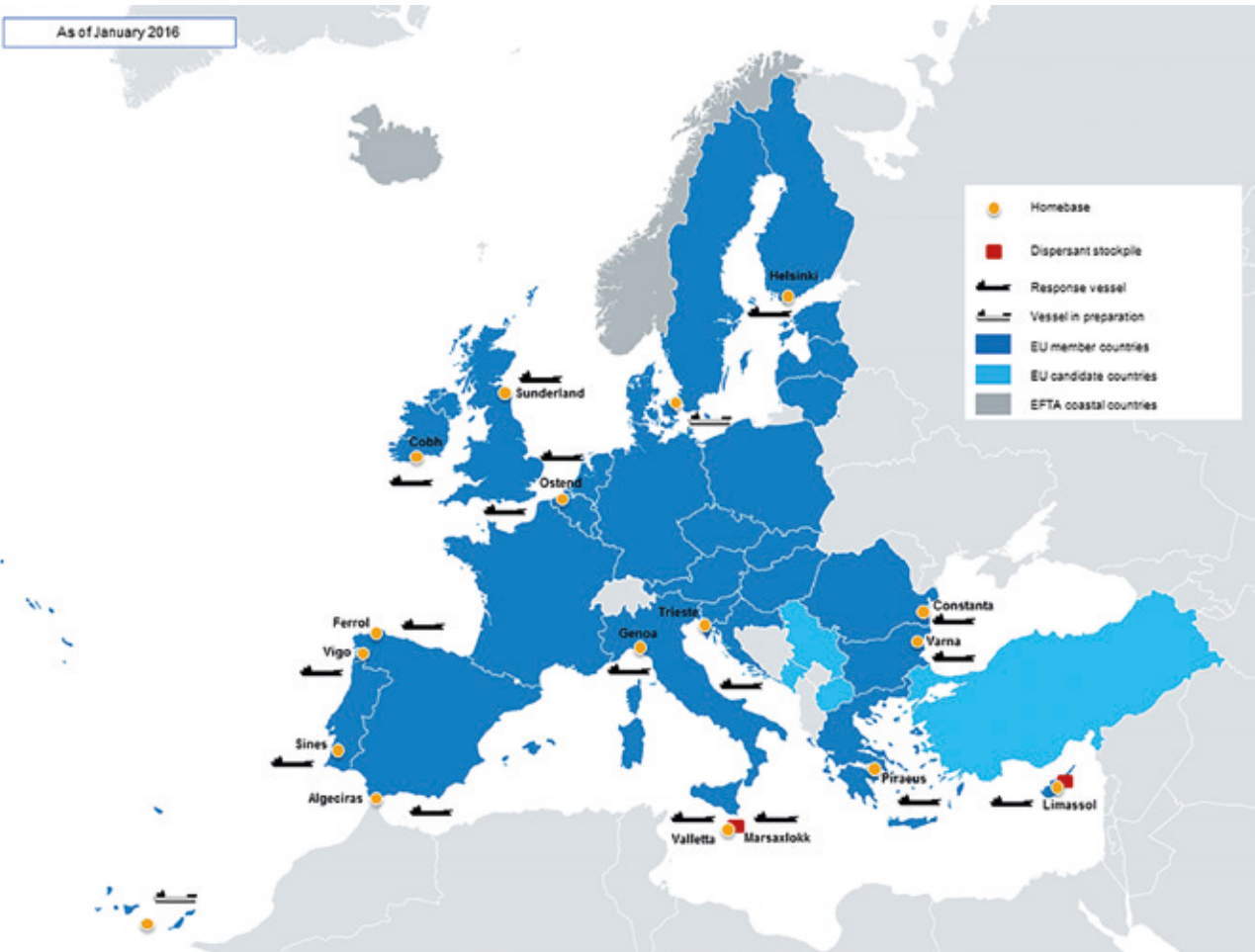


Output Indicators		Result 2015	Target 2016
Audits	ECA recommendations implemented in time	100%	as close as possible to 100%
	IAS recommendations implemented in time	100%	as close as possible to 100%
Planning	Implementation of the Work Programme	High level of implementation of the Work Programme 2016	as close as possible to 100%
Establishment plan	execution rate establishment plan (percentage of occupied posts against the final target of the implementation of 5 % cut – 202 posts)	98.02	as close as possible to 100% (multi-annual target)
Budget	execution rate commitment appropriations	99	as close as possible to 100%, and in any case above 95%
	execution rate payment appropriations	97	as close as possible to 100%, and in any case above 95%



# ANNEX 1

**ANNEX 1.1 PROJECTED GEOGRAPHICAL  
DISTRIBUTION OF THE EMSA STAND-BY OIL SPILL  
RESPONSE VESSELS IN 2016**



**ANNEX 1.2: OPERATIONAL AGREEMENTS****ACTIVE IN 2015 AND 2016**

THIRD PARTY	SUBJECT	ENTRY IN FORCE	EXPIRY DATE
Interspill	Agreement between the European Oil Spill industry trade associations, IPIECA and EMSA to hold the Interspill series of Conferences and Exhibitions	7-Feb-11	Open-ended Agreement
Ministère de l'Ecologie - Direction des affaires maritimes	Equasis decision Equasis Supervisory Committee - Management of Equasis system	19-Jun-08	n/a
	Equasis - IT services	27-Feb-09	n/a
IMSO	LRIT Services Agreement EU CDC	27-May-09	Ongoing
EFCA - Frontex JTWG	Joint Technical Expert Working Group	26-Nov-09	26-Nov-15 Extension planned
European Space Agency (ESA)	Cooperation for the use of space based systems and data in support of maritime activities	11-Dec-09	01-Jul-2020
Paris MoU	Agreement on updating SSN with information on Banned Vessels/Agreement on EMSA technical database management for THETIS	16-Sep-10	Open-ended Agreement
Danish Maritime Authority	Service Level Agreement between the Danish Maritime Authority and the EMSA for the hosting, maintenance and operation of the HELCOM and the North Sea AIS Regional Servers and their connection with SafeSeaNet	12-Dec-14	11-Dec-15 Extension planned
EUNAVFOR - Athena Atalanta	Delivery of an integrated maritime monitoring service	06-Apr-11	Automatic annual renewal
CEDRE – CEFIC	Establishing the MAR-ICE service (Network of chemical experts for HNS marine pollution)	17-Oct-08	16-Oct-17
DG NEAR	Preparatory measures for the participation of Enlargement countries	Sept-Oct 2015 (Expected)	30 months
	Grant Contract 2012/308-813 for the implementation of SAFEMED III	16-Jun-13	15-Jun-16
Italian Coast Guard	Service Level Agreement between the Italian Coast Guard and the EMSA for the hosting, maintenance and operation of the Mediterranean AIS Regional Server and its connection with SafeSeaNet	18-Feb-10	8-Oct-15 Extension planned
European Fisheries Control Agency (EFCA)	MARSURV-3 Monitoring Services	17-Dec-12	Automatic annual renewal
IMSO	LRIT Services Agreement IDE	20-Mar-13	Ongoing

**OPERATIONAL AGREEMENTS ACTIVE IN 2015 AND 2016 (CONTINUED)**

THIRD PARTY	SUBJECT	ENTRY IN FORCE	EXPIRY DATE
Frontex	Provision of services for implementation of Concept of Operations within EUROSUR	30-Apr-13	30-Apr-16 Extension planned
SMHI	Development and implementation of an operational capability between oil spill models and CNS DC	21-Jun-13	20-Aug-18
JRC - Joint Research Centre	Provision of services concerning the EMCIP Platform	04-Dec-13	04-Dec-16
RBINS	Cooperation Agreement between the Royal Belgian Institute of Natural Sciences, Operational Directorate Natural Environment and EMSA	09-Dec-13	08-Dec-18
ETSI - European Telecommunications Standards Institute	Memorandum of Understanding on Marine equipment	26-May-14	26-May-17
MARETEC-IST	Cooperation Agreement between MARETEC-IST and EMSA regarding oil spill modelling	15-Jun-14	14-Jun-19
DG NEAR	Grant Contract ENPI/2013/334-385 for the implementation of "TRACECA Maritime Safety and Security II"	16-Jun-14	15-Jun-16
MAOC-N	Cooperation Agreement between EMSA and the Maritime Analysis and Operations Centre - Narcotics	12-Aug-14	11-Aug-19
DG ENV	Cooperation Agreement between the European Commission, DG Environment and EMSA for developments in support of the implementation of the Sulphur Directive (2012/33/EU) (THETIS-S) and relevant technical assistance.	03-Sep-14	02-Sep-17

**OPERATIONAL AGREEMENTS ACTIVE IN 2015 AND 2016 (CONTINUED)**

THIRD PARTY	SUBJECT	ENTRY IN FORCE	EXPIRY DATE
DG ENV	Cooperation Agreement between the European Commission, DG Environment and EMSA for the development of inventories of shipping emissions.	Sept-2015 (Expected)	36 months
Norwegian Coastal Administration	Service Level Agreement between the Norwegian Coastal Administration and the European Maritime Safety Agency for the hosting, maintenance and operation of the North Atlantic AIS Regional Server and its connection with SafeSeaNet	14-Oct-14	13-Oct-15 Extension planned
DG ECHO	Working arrangement on cooperation in the framework of maritime emergencies, including marine pollution preparedness, monitoring and response	13-Nov-2014	n/a
EUNAVFOR MED	Data Access Agreement defining the condition for the use of SAT-AIS data provided by EMSA for the purpose of the EUNAVFOR MED operation.	17 August 2015	31-Aug-2016
DG GROW	Cooperation Agreement between the European Commission, Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs (DG GROW) and EMSA on the implementation of the maritime surveillance component of the Copernicus Security Service	Oct-2015 (Expected)	Dec-2020





# ANNEX 2

## ANNEX 2.1 HUMAN AND FINANCIAL RESOURCES

## PER ACTIVITY 2016

ABB	List of activities	Temporary Agents		SNE	CA	TOTAL	Commitment appropriations	Payment appropriations
		AD	AST					
2100	Union maritime information and exchange system (integrated maritime services; SafeSeaNet; improving internal market and maritime transport efficiency)	25	12	3	5	45	8,398,859	8,371,394
2200	EU LRIT Cooperative Data Centre and LRIT International Data Exchange	6	7			13	3,356,445	3,317,960
2300	Information System for PSC (THETIS)	4	1		1	6	1,685,094	1,719,637
2400	Maritime support Services	8	2	3	2	15	1,836,940	1,836,940
3100	Classification Societies	10	1	1		12	1,783,557	1,783,557
3200	STCW	6	2	1		9	1,298,712	1,298,712
3300	implementation of PSC Directives in Member States and EFTA	3		1		4	585,065	585,065
3400	Maritime Security	3			1	4	573,578	573,578
3500	Monitoring implementation of EU maritime legislation	5	2			7	1,020,958	1,020,958
3600	Horizontal analysis and research	3			1	4	550,578	550,578
4100	Port State Control	3		1		4	884,065	884,065
4200	Accident investigation	4	1	1		6	1,094,873	1,094,873
4300	Technical assistance (training and cooperation)	2	1	2	1	6	1,419,370	1,419,370
4400	Marine equipment and ship safety standards (including IMO)	7	1	2		10	1,898,937	1,928,509
4500	Maritime Information, Equasis and statistics	1	1	1		3	675,531	675,531
4600	Prevention of pollution by ships	6				6	1,215,684	1,215,684
6500	Communication, Document Management, Missions & Events support	3	5		6	14	1,529,895	1,529,895
5100	Operational Pollution Response Services	11	2	1	3	17	17,202,395	19,855,127
5200	CleanSeaNet and illegal discharges	6	1			7	7,205,162	5,254,633
5300	Cooperation and information relating to pollution preparedness and response	4		1		5	1,006,181	1,203,978
6100	Management/bureau/horizontal tasks	10	7			17	financial resources distributed across the activities	
6200	Human Resources	3	5		6	14		
6300	Legal and Financial Affairs, facilities and logistics	5	4		6	15		
6400	Operations support (ICT)	1	8		1	10		
SUBTOTAL		139	63	18	33	253		
TOTAL		202					55,221,879	56,120,044

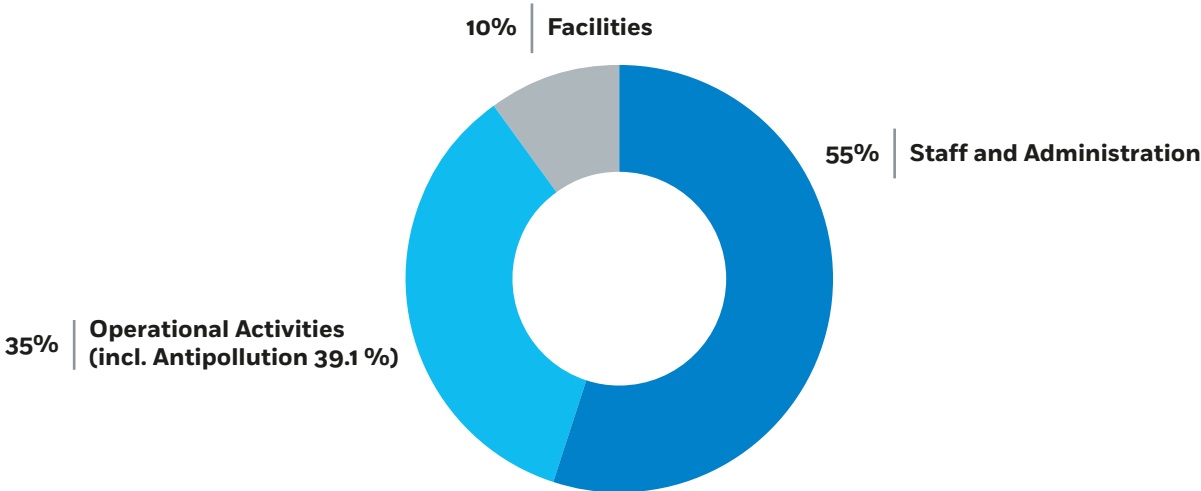
## Notes:

In 2016 the Agency will have, subject to signature of relevant agreements, 7 additional project-financed CAs (4 CAs for the implementation of a SLA with Frontex, 2 CAs for the implementation of the SAFEMED III programme and 1 CA for the the implementation of the TRACECA II programme). The budget amounts for 2016 are subject to the availability of the appropriations provided for in the draft budget for 2016 after the adoption of the budget for 2016 by the budgetary authority or, if the budget is not adopted, as provided for in the system of provisional twelfths.

**ANNEX 2.2 ACTIVITY BASED BUDGETING 2016**

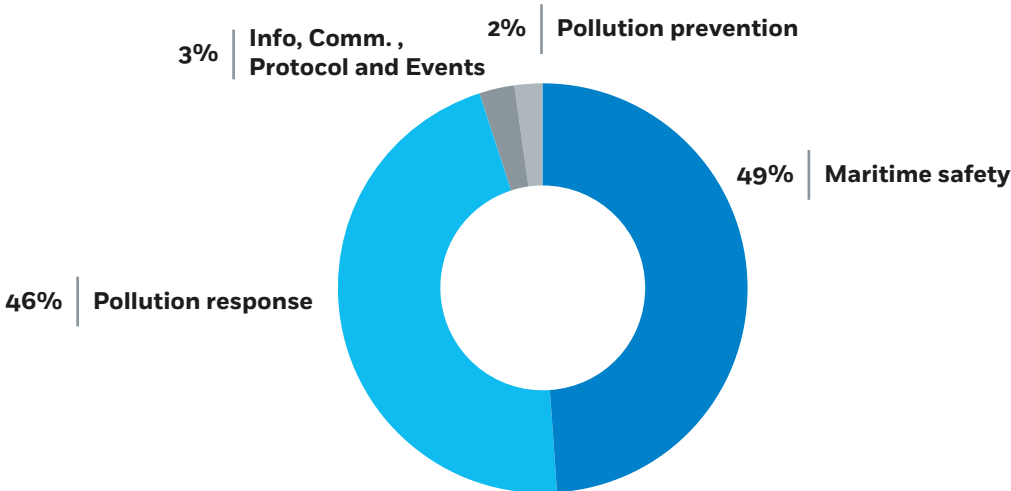
**2.2.1 BUDGET 2016**

**55.2 MILLION EURO - COMMITMENT APPROPRIATIONS - TITLES I, II, III, IV**

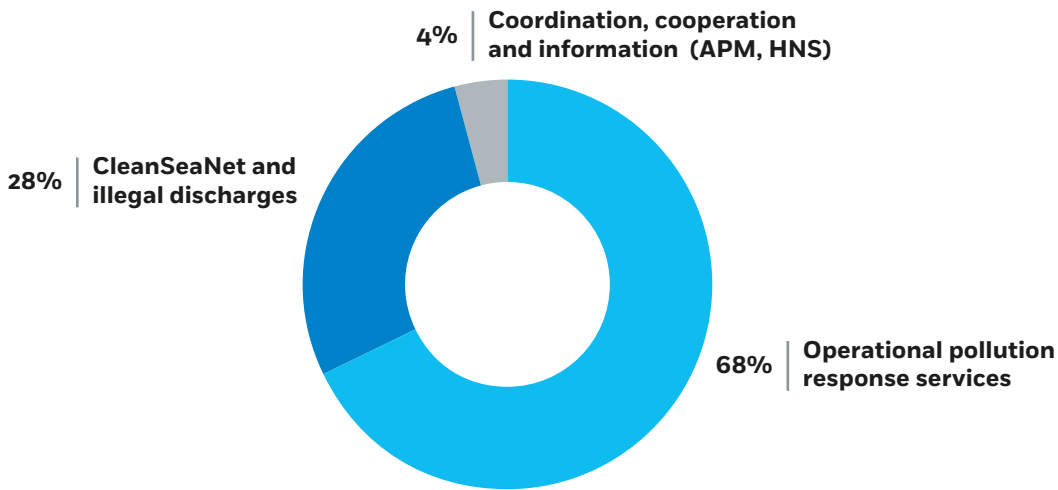


**2.2.2 USE OF RESOURCES BY GROUP OF ACTIVITY 2016**

**55.2 MILLION EURO - COMMITMENT APPROPRIATIONS**

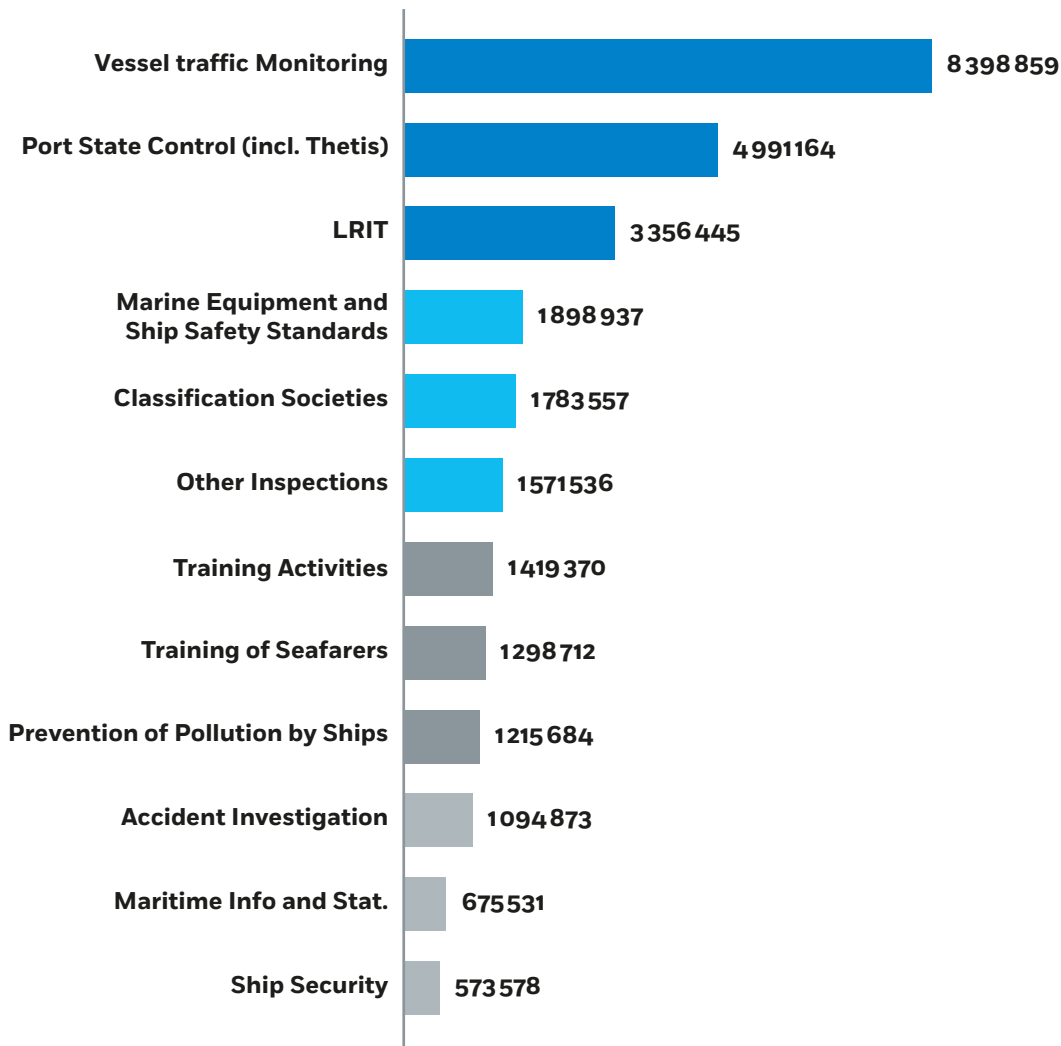


**2.2.3 ANTI-POLLUTION MEASURES 2016**  
**25.4 MILLION EURO - COMMITMENT APPROPRIATIONS**



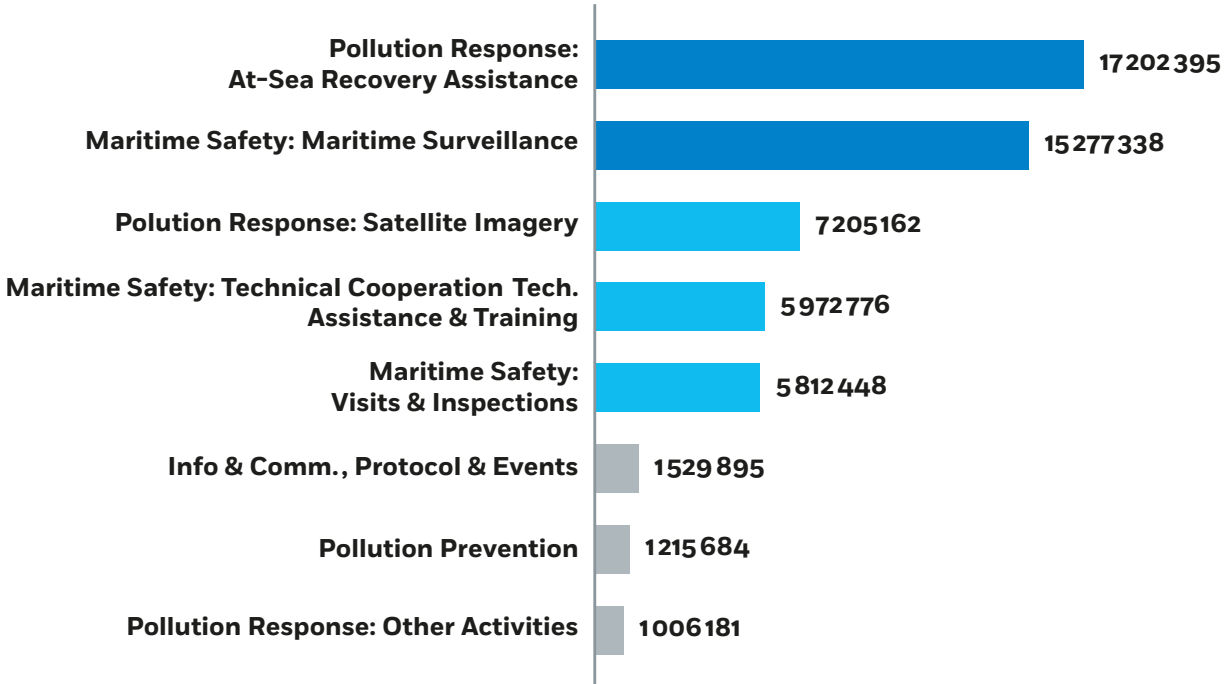
Note: Excluding Operational Activities in the field of Maritime Safety and Prevention of Pollution by Ships, and Info & Comm., Protocol and Events

**2.2.4 OPERATIONAL ACTIVITIES IN THE FIELD OF MARITIME SAFETY AND PREVENTION OF POLLUTION BY SHIPS 2016**  
**28.3 MILLION EURO - COMMITMENT APPROPRIATIONS**



Note: Excluding Anti-Pollution Measures and Info & Comm., Protocol and Events

**2.2.5 TOTAL COST BY GROUP OF ACTIVITIES 2016**  
**55.2 MILLION EURO - COMMITMENT APPROPRIATIONS**



## ANNEX 2.3 INDICATIVE PROCUREMENT PLAN 2016

TITLE	ABB	ACTIVITY NAME	NUMBER OF CONTACTS*	TENTATIVE TIMEFRAME**	ESTIMATED VALUE IN EURO***
	2100	Union maritime information and exchange system (integrated maritime services; SafeSeaNet; improving internal market and maritime transport efficiency)	13	Q1 & Q4	1,241,000
	2200	EU LRIT Cooperative Data Centre and LRIT International Data Exchange	4	Q1-Q4	1,620,000
	2123	Horizontal ICT Contracts	9	Q1 & Q3 & Q4	1,564,000
	2300	Information System for PSC (THETIS)	4	Q4	400,000
	3200	STCW	1	Q2	21,250
	4100	Port State Control	2	Q2	260,000
	4200	Accident investigation	1	Q4	200,000
	4400	Marine equipment and ship safety standards (including IMO)	5	Q2 & Q4	463,000
	4500	Maritime Information, Equasis and statistics	2	Q3 & Q4	313,000
	4600	Prevention of pollution by ships	4	Q3 & Q4	170,000
	6500	Communication, Document Management, Missions & Events support	1	Q1-Q4	60,000
<b>TITLE 3</b>			<b>46</b>		<b>6,312,500</b>
	5100	Operational Pollution Response Services	21	Q1-Q4	14,961,500
	5200	CleanSeaNet and illegal discharges	10	Q2-Q4	6,099,700
	5300	Cooperation and information relating to pollution preparedness and response	3	Q1 & Q4	82,800
<b>TITLE 4</b>			<b>34</b>		<b>21,144,000</b>
<b>TOTAL</b>			<b>80</b>		<b>27,456,250</b>

\* Includes any type of contract or other legal commitment, as well as clusters of contracts/legal commitments.

\*\* Tentative timeframe for launching tenders, or signing contracts or order forms or issuing payments against invoices.

\*\*\* Estimated Commitments 2016.

## ANNEX 2.4 ESTABLISHMENT PLAN 2016

FUNCTION GROUP AND GRADE	2015 AUTHORISED		2016 DB	
	Permanent	Temporary	Permanent	Temporary
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	1	9	1	10
AD11		13		14
AD10	1	17	1	18
AD9		28		28
AD8	1	24	1	24
AD7		24		24
AD6		18		12
AD5		2		
<b>Total AD</b>	<b>4</b>	<b>140</b>	<b>4</b>	<b>135</b>
AST11				
AST10		1		1
AST9				
AST8		1		1
AST7		2		4
AST6		7		11
AST5		17		18
AST4		19		16
AST3		16		12
AST2				
AST1				
<b>Total AST</b>	<b>0</b>	<b>63</b>		<b>63</b>
<b>Total AD + AST</b>	<b>4</b>	<b>203</b>	<b>4</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>207<sup>1</sup></b>		<b>202</b>	

<sup>1</sup> 207 statutory posts were indicated on the Agency's Establishment Plan for 2015, 5 of which have been earmarked for cuts foreseen in 2016. The Agency will deliver the activities proposed in the Work Programme 2016 with 202 statutory posts. By 2016 the Agency will have already implemented the required target for all EU Institutions of 5% staff cut.

ANNEX 2.5 BUDGET 2016 AND 3<sup>RD</sup> AMENDED BUDGET 2015

## BUDGET 2016 REVENUE

TITLE CHAPTER	HEADING	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	REMARKS
2 2.0	Subsidy from EU incl. EFTA Contribution	54,791,085	55,689,250	Regulation (EC) No 1406/2002
	EU Funds for candidate and potential candidate countries	p.m. <sup>2</sup>	p.m. <sup>2</sup>	EU funds for candidate and potential candidate countries, including SAFEMED III Project and TRACECA II Project
	EU Funds for Integrated Maritime Policy Project	p.m.	p.m.	Evolution and development of SafeSeaNet/IMDatE in support of CISE and Single Window
	EU Funds for Frontex SLA	p.m. <sup>3</sup>	p.m. <sup>3</sup>	EU funds for provision of services under the relevant SLA with Frontex
	Copernicus	p.m. <sup>4</sup>	p.m. <sup>4</sup>	EU funds for the implementation of tasks related to the Maritime Surveillance component of the Copernicus security service
	CleanSeaNet Services to Third Parties	p.m. <sup>5</sup>	p.m. <sup>5</sup>	CleanSeaNet services delivered to Greenland and Dutch Caribbean
	THETIS Modules	p.m. <sup>6</sup>	p.m. <sup>6</sup>	Cooperation Agreement for the support of the implementation as regards the sulphur content of marine fuels and relevant technical assistance. Includes THETIS-S, THETIS-MRV and Emissions Inventories Project.
<b>Subtotal<sup>1</sup></b>		<b>54,791,085</b>	<b>55,689,250</b>	
2 2.1	LRIT	300,000	300,000	Possible income from LRIT services
	Equasis	p.m. <sup>7</sup>	p.m. <sup>7</sup>	Income from Equasis Member States fees
9 9.0 (9.1)	Miscellaneous Revenue <sup>8</sup>	130,794	130,794	Other income (including interest)
<b>TOTAL REVENUE</b>		<b>55,221,879</b>	<b>56,120,044</b>	

<sup>1</sup> EU contribution.

<sup>2</sup> EUR 140 000 Candidate and Potential Candidate Countries; EUR 200 000 Traceca II; EUR 600 000 Safemed III (Estimation in 2016 as RO Funds: external assigned revenue).

<sup>3</sup> EUR 4 000 000 Frontex SLA (Estimation in 2016 as RO Funds: external assigned revenue).

<sup>4</sup> EUR 3 500 000 Copernicus (Estimation in 2016 as RO Funds: external assigned revenue).

<sup>5</sup> EUR 360 000 Greenland CSN; EUR 200 000 CSN Dutch Caribbean (Estimation in 2016 as RO Funds: external assigned revenue).

<sup>6</sup> EUR 40 000 THETIS-S; Emissions Inventories Project EUR 105 000; THETIS-MRV EUR 0 (Estimation in 2016 as RO Funds: external assigned revenue).

<sup>7</sup> EUR 416 000 Equasis (Estimation in 2016 as RO Funds: external assigned revenue).

<sup>8</sup> EUR 130 794 of C4 Funds as Internal Assigned Revenue.



**BUDGET 2016 EXPENDITURE**

TITLE CHAPTER	HEADING	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	REMARKS
1	STAFF			
1.1	Staff in active employment	19,762,800	19,762,800	Remuneration of Permanent, Temporary and Contract Agents; Allowances Seconded National Experts; Net salaries
1.2	Expenditure related to recruitment	275,000	275,000	Expenditure involved in recruitment procedure, including travel costs of candidates, installation and daily subsistence allowances, resettlement allowances and removal costs
1.3	Administrative missions and duty travel	75,000	75,000	Costs for non-operational missions
1.4	Socio-medical infrastructure	15,000	15,000	Annual medical checks and canteen
1.5	Training	310,000	310,000	Training of staff
1.6	Social measures	465,000	465,000	Social measures: school expenses and associated costs
1.7	Reception and events	30,000	30,000	Representation expenses and miscellaneous receptions
<b>TOTAL TITLE 1</b> (Including Miscellaneous Revenue)		<b>20,932,800</b>	<b>20,932,800</b>	
2	ADMINISTRATIVE EXPENDITURE			
2.0	Rental of building and associated costs	3,211,205	3,211,205	Building rental and associated costs, including utilities, security and cleaning services
2.1	Data processing expenditure and associated costs	307,587	307,587	ICT hardware and software, licences and consultancies as well as maintenance
2.2	Movable property and associated costs	66,500	66,500	Technical installations and electronic office equipment, Furniture, documentation and library expenditure
2.3	Current administrative expenditure	132,500	132,500	Office stationery and supplies, financial and legal charges, and other operating expenditure
2.4	Postal charges and telecommunications	131,995	131,995	Postal charges and telecommunication costs
2.5	Meeting expenses	110,000	110,000	Administrative Board meetings
<b>TOTAL TITLE 2</b>		<b>3,959,787</b>	<b>3,959,787</b>	
<b>TOTAL TITLES 1 &amp; 2</b>		<b>4,708,369</b>	<b>4,708,369</b>	

**BUDGET 2016 EXPENDITURE (CONTINUED)**

TITLE CHAPTER	HEADING	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	REMARKS
3	OPERATING EXPENDITURE			
3.1	Information Services & Databases	3,753,942	3,592,127	Set up of databases in the field of maritime safety, traffic monitoring systems (including IMDATE), creation of computer infrastructure and development and maintenance of applications. Includes Equasis (C1 Funds).
incl.	Satellite AIS and Maritime Surveillance	0	0	
incl.	IMDatE & Integrated Services	550,000	680,000	
<b>Total</b>		<b>4,303,942</b>	<b>4,272,127</b>	
3.2	Information and Communication	75,000	75,000	Website development, publication of general reports, information and technical dossiers in paper form & internet and translation expenses related to operational activities
incl.	Operational translation expenses	125,000	125,000	
<b>Total</b>		<b>200,000</b>	<b>200,000</b>	
3.3	Operational Workshops & Training	446,000	486,000	Experts meetings, conferences and workshops and Training activities for EU Member States (including Port State Control)
incl.	Operational training activities	962,100	932,100	
<b>Total</b>		<b>1,408,100</b>	<b>1,418,100</b>	
3.5	Studies in support of the Agency's operations	623,250	663,230	Monitoring and evaluation of maritime safety and prevention of pollution by ships measures
3.6	Operational Missions	630,000	630,000	Operational missions: visits to Member States, inspections related to classification societies, STCW, Port Reception Facilities, Traffic monitoring Directive, maritime security, etc
3.7	LRIT	1,564,000	1,544,000	EU LRIT (Long Range Identification and Tracking of Ships) Data Centre and LRIT IDE
<b>TOTAL TITLE 3</b>		<b>8,729,292</b>	<b>8,727,457</b>	

**BUDGET 2016 EXPENDITURE (CONTINUED)**

TITLE CHAPTER	HEADING	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	REMARKS
4	ANTI-POLLUTION MEASURES			
4.1	Pollution Response Services	15,046,500	17,699,232	Costs of chartering vessels (with their 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)
4.2	CleanSeaNet	6,224,700	4,274,171	
4.3	Co-operation & Co-ordination and Information	328,800	526,597	
TOTAL TITLE 4		21,600,000	22,500,000	
5	PROJECT FINANCED ACTIONS			R0 Funds (External Assigned Revenue)
5.1	Maritime Information Services	p.m.	p.m.	Evolution and development of SafeSeaNet/IMDatE in support of CISE and Single Window
5.2	Assistance to Candidate and ENP Countries	p.m.	p.m.	EU funds for candidate and potential candidate countries, including SAFEMED III Project and TRACECA II Project
5.3	Frontex SLA	p.m.	p.m.	EU funds for provision of services under the relevant SLA with Frontex
5.4	CleanSeaNet Services to Third Parties	p.m.	p.m.	CleanSeaNet services delivered to Greenland and Dutch Caribbean
5.5	COPERNICUS	p.m.	p.m.	EU funds for the implementation of tasks related to the Maritime Surveillance component of the Copernicus security service
5.6	Equasis	p.m.	p.m.	Income from Equasis Member States fees
5.7	THETIS Modules	p.m.	p.m.	Cooperation Agreement for the support of the implementation as regards the sulphur content of marine fuels and relevant technical assistance. Includes THETIS-S, THETIS-MRV and Emissions Inventories Project.
TOTAL TITLE 5		p.m.	p.m.	
TOTAL TITLE 3 & 4 & 5		30,329,292	31,227,457	
TOTAL BUDGET (including LRIT services income)		55,221,879	56,120,044	C1 Funds (fresh appropriations) unless indicated otherwise

3<sup>RD</sup> AMENDED BUDGET 2015 REVENUE

TITLE	CHAPTER	AMENDED INCOME BUDGET LINE	FUND TYPE	CA	PA	REMARKS
2 2.0	Subsidy from EU incl. EFTA Contribution	2000	IC1	54,167,205.00	52,678,256.00	Regulation (EC) No 1406/2002
	Copernicus	2010	IR1	p.m. <sup>1</sup>	p.m. <sup>1</sup>	EU funds for the implementation of tasks related to the Maritime Surveillance component of the Copernicus security service
	EU Funds for candidate and potential candidate countries	2020	IR1	p.m. <sup>2</sup>	p.m. <sup>2</sup>	EU funds for candidate and potential candidate countries, including SAFEMED III Project and TRACECA II Project
	EU Funds for Integrated Maritime Policy Project	2030	IR1	p.m.	p.m.	Evolution and development of SafeSeaNet/IMDatE in support of CISE and Single Window
	SAFEMED III	2040 SAFEMED III	IR1	2,089,367.50	2,089,367.50	EU funds for implementing the SAFEMED III Project
	EU Funds for Frontex SLA	2050 EU Funds for Frontex SLA	IR1	4,421,756.02	4,421,756.02	EU funds for provision of services under the relevant SLA with Frontex
	TRACECA II	2060 TRACECA II	IR1	325,680.59	325,680.59	EU funds for the implementation of tasks related to the Maritime Surveillance component of the Copernicus security service
	Greenland CleanSeaNet Services	2070 Greenland CleanSeaNet	IR1	180,000.00	180,000.00	CleanSeaNet services delivered to Greenland
	BES Islands CleanSeaNet	2075 BES Islands CleanSeaNet	IR1	49,350.00	49,350.00	CleanSeaNet services delivered to the Dutch BES islands
	THETIS-S	2080 THETIS-S	IR1	60,000.00	60,000.00	Cooperation Agreement for the support of the implementation as regards the sulphur content of marine fuels and relevant technical assistance
	Emissions Inventories Project	2085	IR1	p.m.	p.m.	EU funds for development of inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping
<b>Subtotal</b>				<b>61,293,359.11</b>	<b>59,804,410.11</b>	
2 2.1	LRIT			300,000.00	300,000.00	Possible income from LRIT services
	Equasis	2110 Equasis (only RO funds)	IR1	416,000.00	416,000.00	Income from Equasis Member States fees
9 9.0 (9.1)	Miscellaneous Revenue		IC1 IC4 IR1	823,522.71	823,522.71	Other income (including interest) <sup>3</sup>
<b>TOTAL REVENUE</b>				<b>62,832,881.82</b>	<b>61,343,932.82</b>	

1 EUR 4 300 000 COPERNICUS (estimation for 2015 as RO Funds: external assigned revenue)

2 EUR 130 000 Candidate and Potential Candidate Countries (estimation for 2015 as RO Funds: external assigned revenue)

3 Article 58 of EMSA Financial Regulation adopted by the Administrative Board on 18 December 2013: "The interest generated by funds paid to the Union body by the Commission by way of the contribution shall not be due to the budget"

3<sup>RD</sup> AMENDED BUDGET 2015 EXPENDITURE

TITLE	CHAPTER	AMENDED INCOME BUDGET LINE	FUND TYPE	CA	PA	REMARKS
11	Staff in active employment	1100 Basic Salaries	C1 C4	19,771,900.00	19,771,900.00	Remuneration of Permanent, Temporary & Contract Agents; Allowances Seconded National Experts
12	Expenditure related to recruitment		C1 C4	275,000.00	275,000.00	Expenditure involved in recruitment procedure, including travel costs of candidates, installation & daily subsistence allowances, resettlement allowances & removal costs
13	Administrative missions and duty travel	1300 Mission expenses	C4	82,824.56	82,824.56	Costs for non-operational missions
14	Socio-medical infrastructure, training		C1 C4	325,000.00	325,000.00	Training of staff, annual medical checks, canteen
16	Social measures		C1 C4	465,000.00	465,000.00	Social measures: school expenses & associated costs
17	Entertainment and representation		C1 C4	30,000.00	30,000.00	Representation expenses & miscellaneous receptions
<b>Total Title 1 STAFF</b>				<b>20,949,724.56</b>	<b>20,949,724.56</b>	
20	Rental of building and associated costs		C1 C4	3,318,372.29	3,318,372.29	Building rental & associated costs, including utilities, security & cleaning services
21	Data processing expenditure and associated costs	2100 Computer equipment	C4	390,095.11	390,095.11	ICT hardware & software, licences & consultancies as well as maintenance
22	Movable property and associated costs		C1 C4	68,000.00	68,000.00	Technical installations & electronic office equipment, Furniture, documentation & library expenditure
23	Current administrative expenditure		C1 C4	132,500.00	132,500.00	Office stationery & supplies, financial & legal charges, & other operating expenditure
24	Postal charges and telecommunication		C1 C4	157,033.50	157,033.50	Postal charges & telecommunication costs
25	Meeting expenses		C1 C4	110,000.00	110,000.00	Administrative Board meetings
<b>Total Title 2 ADMINISTRATIVE EXPENDITURE</b>				<b>4,176,000.90</b>	<b>4,176,000.90</b>	
<b>Total Title 1 &amp; 2</b>				<b>25,125,725.46</b>	<b>25,125,725.46</b>	

3<sup>RD</sup> AMENDED BUDGET 2015 EXPENDITURE (CONTINUED)

TITLE	CHAPTER	AMENDED INCOME BUDGET LINE	FUND TYPE	CA	PA	REMARKS
30	Project Financed Actions					Project Financing earmarked for specific actions (RO Funds)
	Integrated Maritime Policy project			0.00	0.00	Evolution and development of SafeSeaNet/IMDatE in support of CISE and Single Window
	SAFEMED III	3015 SAFEMED III	RO	2,089,367.50	2,089,367.50	Technical assistance to the SAFEMED III beneficiary countries
	Frontex SLA	3020 EU Funds for SLA Frontex	RO	4,421,756.02	4,421,756.02	EU funds for provision of services under the relevant SLA with Frontex
	Greenland CleanSeaNet			180,000.00	180,000.00	CleanSeaNet services delivered to Greenland
	BES Islands CleanSeaNet	3035 BES Islands CleanSeaNet	RO	49,350.00	49,350.00	CleanSeaNet services delivered to the Dutch BES islands
	TRACECA II	3040 TRACECA II		325,680.59	325,680.59	Technical assistance to TRACECA II beneficiary countries (Black and Caspian Seas)
	Copernicus			0.00	0.00	EU funds for the implementation of tasks related to the Maritime Surveillance component of the Copernicus security service
	Equasis	3060 Equasis (only RO funds)	RO	416,000.00	416,000.00	Income from Equasis Member States fees
	THETIS-S	3070 THETIS-S	RO	60,000.00	60,000.00	Cooperation Agreement for the support of the implementation as regards the sulphur content of marine fuels and relevant technical assistance
	Emissions Inventories Project			0.00	0.00	Development of inventories of shipping emissions based on shipping activity data for domestic, short sea and international shipping
	EU Funds for candidate and potential candidate countries			0.00	0.00	EU funds for candidate and potential candidate countries
31	Information Services & Databases	3120 Information Services	C4	4,684,930.51	4,334,444.51	Set up of databases in the field of maritime safety, traffic monitoring systems (including IMDatE), creation of computer infrastructure and development and maintenance of applications. Includes Equasis C1 Funds

TITLE	CHAPTER	AMENDED INCOME BUDGET LINE	FUND TYPE	CA	PA	REMARKS
32	Information & Communication	3210 Operational Translations	C4	230,000.00	245,000.00	Website development, publication of general reports, information and technical dossiers in paper form & internet and translation expenses related to operational activities
33	Operational Workshops & Training			1,311,100.00	1,301,100.00	Experts meetings, conferences and workshops and Training activities for EU Member States (including Port State Control)
35	Studies in support of the Agency's operations			443,210.00	760,750.00	Monitoring & evaluation of maritime safety & prevention of pollution by ships measures
36	Operational missions			665,000.00	665,000.00	Operational missions: visits to Member States, inspections related to classification societies, STCW, Port Reception Facilities, Traffic monitoring Directive, maritime security, etc
38	Anti-pollution measures	3810 At Sea Oil Recovery	C4	21,256,916.92	19,810,913.92	Costs of chartering vessels (with their equipment) to combat large oil spills, provision of satellite imagery (CleanSeaNet), technical assistance, studies & research projects to improve pollution preparedness & response (implementation of action plan)
38	Anti-pollution measures	3820 CleanSeaNet	C4			
39	LRIT		C1	1,567,000.00	1,552,000.00	EU LRIT (Long Range Identification & Tracking of Ships) Data Centre & LRIT IDE
<b>Total Title 3 OPERATING EXPENDITURE (without Anti Pollution Measures)</b>				<b>16,443,394.62</b>	<b>16,400,448.62</b>	
<b>Anti Pollution Measures</b>				<b>21,263,761.74</b>	<b>19,817,758.74</b>	
<b>Total Title 3 OPERATING EXPENDITURE</b>				<b>37,707,156.36</b>	<b>36,218,207.36</b>	
<b>GRAND TOTAL</b>				<b>62,832,881.82</b>	<b>61,343,932.82</b>	





# ANNEX 3

## ANNEX 3.1 LEGISLATIVE REFERENCES

LEGISLATIVE REFERENCES IN EMSA WORK PROGRAMME 2016	SHORT NAME OR PHRASE (WHERE APPLICABLE)
Directive 98/18/EC on safety rules and standards for passenger ships	Domestic Passenger Ship Directive
Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community	"on the registration of persons on board"
Directive 96/98/EC on marine equipment	Marine Equipment Directive
Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels and amending Directive 93/12/EEC	Sulphur Directive
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services	Ropax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues	PRF Directive
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on Port State Control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	
Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC	Reporting Formalities Directive
Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2012/33/EU as regards the sulphur content of marine fuels amending Council Directive 1999/32/EC	
Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	new Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations	
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Regulation on the liability of carriers of passengers
Regulation (EC) No 725/2004 on enhancing ship and port facility security	

LEGISLATIVE REFERENCES IN EMSA WORK PROGRAMME 2016	SHORT NAME OR PHRASE (WHERE APPLICABLE)
Regulation (EU) No 100/2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) No 528/2012 concerning the making available on the market and use of biocidal products	Biocides Regulation
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation
Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC	MRV Regulation
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation (EC) No 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation

## ANNEX 3.2 LIST OF ABBREVIATIONS

AI	Accident Investigation
AIS	Automatic Identification System
BCF	Business Continuity Facility
CHD	Central HAZMAT Database
CSD	Central Ship Database
CSN	CleanSeaNet
COSS	Committee on Safe Seas and the Prevention of Pollution from Ships
CNTA	Consultative Network for Technical Assistance
CTG MPPR	Consultative Technical Group for Marine Pollution Preparedness and Response
DUET	Dispersant Usage Evaluation Tool
DLP	Distance Learning Package
EO	Earth Observation
EODC	Earth Observation Data Centre
EDMS	Electronic Document Management System
ERCC	Emergency Response Coordination Centre
EE	Energy Efficiency
EEDI	Energy Efficiency Design Index
EAS	Equipment Assistance Service
EUNAVFOR	EU Naval Forces - Indian Ocean
EUNAVFOR-MED	EU Naval Forces - Mediterranean
Frontex	European Agency for the Management of Operational Cooperation at the External Borders
EUROPOL	European Police Office
EUROSUR	European Border Surveillance System
EC	European Commission
EEA	European Economic Area
EFCA	European Fisheries Control Agency
EFTA	European Free Trade Association
EMCIP	European Marine Casualty Information Platform
ENP	European Neighbourhood Policy
OLAF	European Anti-Fraud Office
ESSF	European Sustainable Shipping Forum
EU	European Union
EU LRIT CDC	European Union Long Range Identification and Tracking Cooperative Data Centre
Empollex	Exchange programme for marine pollution experts
EEZ	Exclusive Economic Zone
GUI	Graphical User Interface
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
IPA	Instrument for Pre-Accession Assistance
IMDatE	Integrated Maritime Data Environment
MARSURV	Integrated maritime monitoring service

IMS	Integrated Maritime Services
IFCD	Interface and Functionalities Control Document
SOLAS 74	International Convention for the Safety of Life at Sea (1974)
ILO	International Labour Organization
IMO	International Maritime Organization
IMSO	International Mobile Satellite Organization
ISM	International Safety Management
LNG	Liquefied natural gas
LRIT	Long Range Identification and Tracking
LRIT IDE	LRIT International Data Exchange
MarED	Marine Equipment (Directive) Database
MAR-CIS	Marine Chemical Information Sheets
MAR-ICE	Marine Intervention in Chemical Emergencies
MAOC-N	Maritime Analysis and Operations Centre – Narcotics
MARINFO	Maritime Industry Information Infrastructure
MaKCs	Maritime Knowledge Centre systems
MMSI	Maritime Mobile Service Identity
MSC	Maritime Safety Committee
MSS	Maritime Support Services
MoU	Memorandum of Understanding
MRV	Monitoring, Reporting and Verification
MRA	Mutual Recognition Agreement
NSW	National Single Windows
PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PRF	Port Reception Facilities
PSC	Port State Control
PSCOs	Port State Control Officers
PCZ	Preferred Conservation Zone
QACE	Quality Assessment and Certification Entity
ROs	Recognised Organisations
REFIT	Regulatory Fitness and Performance programme (EC)
RPAS	Remotely Piloted Aircraft Systems
ROPAX	Roll-on/roll-off passenger
SSN	SafeSeaNet
SAT-AIS	Satellite detected Automatic Identification System
SLA	Service Level Agreement
STAR	“Ship Tracking, Awareness system and Reporting” project
STCW	Standards for Training, Certification and Watchkeeping
SECAs	Sulphur Emission Control Areas
VHF	Very High Frequency
VDS	Vessel Detection System
VTMIS	Vessel Traffic Monitoring and Information Systems
VDES	VHF Data Exchange System







## ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

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

[emsa.europa.eu](http://emsa.europa.eu)

### Get in touch for more information

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