

EMSA Consolidated Annual Activity Report 2014

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Assessment by the EMSA Administrative Board

The Administrative Board's assessment covers three main areas: strategic achievements, operational achievements and the management of the Agency. The assessment takes into account the relevant legal, strategic, and resource framework, as well the applicable annual work programme.

a) Strategic achievements

The Administrative Board appreciates the structure of the CAAR2014, and notably the representation of both the legal basis and the multi-annual perspective throughout "Part I Achievements of the year".

Each activity is clearly linked to the relevant articles of the Agency's Founding Regulation, establishing the consistency of the activities with the tasks assigned to the Agency by the legislator. In addition, alignment with the Agency's 5-year Strategy is highlighted through the references for each activity to the relevant multi-annual strategic objectives.

In 2014 EMSA added value for Member States and the Commission in each of the four strategic areas of activity of the Agency, as set out in its 5-year strategy:

- **Standards, Rules and Implementation:** EMSA enhanced its work in cooperation with Member States and the Commission for the development and implementation of EU safety standards and regulations in the maritime sector.
- **Monitoring, Surveillance and information sharing:** EMSA continued to provide reliable and efficient information services for the benefit of the EU maritime cluster and, where appropriate, for the use of other communities.
- **Environmental challenges and response:** EMSA continued to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime and offshore sector.
- **Information, knowledge and training:** EMSA provided support, shared best practices and distributed information within the maritime cluster.

b) Operational Achievements

In each of the strategic areas, more than 50 key institutional stakeholders both in and beyond the EU benefitted substantially from EMSA products and services.

Standards, Rules and Implementation:

All EU ship-safety initiatives and relevant negotiations at IMO were supported by EMSA's very proficient technical expert assistance, while the effort of EMSA in the programme of visits and inspections has fed into the Commission's valuable initiatives to assess and fine-tune maritime legislation. Special emphasis was given to passenger ship safety related initiatives. (Activities 2.3, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5)

Monitoring, Surveillance and information sharing:

The process of data integration and incorporating new data sources and technologies continued to add value for a fast growing number of end-users showing increasing interest in tailor-made services. The maturation of the IMDatE platform was a remarkable key achievement for the data integration process. On the whole, the Agency's systems are a genuine pivotal part of Member State monitoring, information and surveillance systems, and benefit a steadily expanding list of other EU agencies and bodies where exemplary synergies with EMSA have been identified. These synergies translate into substantial cost savings for the EU. (Activities 2.1, 2.2, 2.3, 2.4, 4.5, 5.2)

Environmental challenges and response:

Services for the prevention of, preparedness and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations have become even more adaptable and flexible in order to increasingly reflect regional capacity, requirements and risk. The ongoing high priority dialogue on air pollution between the key stakeholders – the Member States, the Industry and the Commission – received unique and tailored technical support from the Agency. The very swift development and launch of THETIS-S to support the implementation of the Sulphur Directive was one of the highlights. (Activities 2.3, 4.6, 4.7, 5.1, 5.2, 5.3)

Information, knowledge and training:

Member State growing demand for specialised training, e-learning or ad-hoc technical assistance from EMSA is evidence of the Agency's added value in this area, as is the Commission's increasing reliance on EMSA for the implementation, in the maritime safety field, of EU policies regarding candidate and potential candidate countries, and neighbouring countries, channelled through the IPA, SAFEMED III and TRACECA II projects. (Activities 2.1, 2.2, 2.3, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.8, 5.1, 5.3)

The Administrative Board also appreciates the side-by-side representation of planned and actual output for each activity, allowing for comparison of objectives and results and the conclusion that the Work Programme 2014 was implemented appropriately.

c) Management

The resources (staff and budget) used by the Agency are in line with the activities developed in the Work Programme 2014. The increasingly significant weight of project financed activities in the Agency's portfolio is noted. Variations between planned and actual resources were marginal and justified, and correspond to the flexibility needed for the efficient management of resources and tasks during the course of 2014.

The overall execution is acceptable. However, the Administrative Board takes note of the commitment execution of 94.78% in 2014, below the 95% target of the Commission, resulting in the penalty applied by the Commission on Draft Budget 2016.

The Key Performance Indicators used by the Agency to measure the continuity and quality of the EMSA external services have met their respective targets overall. Cases in which targets have not been met have been duly justified.

Based on information outlined in Parts II, III and IV of the CAAR2014 and on the work of the Administrative and Finance Committee throughout the year, the Administrative Board notes and welcomes the Agency's exhaustive and thorough approach to the follow-up of the outcome of audits by the various auditing bodies through a closely monitored action plan which is firmly on track; as well as the fact that the desk review audit carried out in January and February 2015 has not led to any preliminary findings by the European Court of Auditors.

Furthermore, the Administrative Board notes that measures are in place to maintain an appropriate risk and control environment and provide an appropriate level of assurance. Building blocks of assurance leading to the Declaration of the Authorising Officer are in place, as are measures to address any serious management and control weaknesses identified. The reservation introduced and communicated to the European Court of Auditors concerning the ownership of APM equipment and pre-fitting under the call option system, following the unforeseen bankruptcy of one of EMSA's contractors, as well as the conclusion that the reservation did not have an impact on the declaration of assurance, have been noted.

Conclusion

The Administrative Board of the European Maritime Safety Agency concludes with satisfaction that the Agency's objectives were met in accordance with the relevant annual work programme and the overall multi-annual strategic framework. The European synergies created by EMSA are a good basis for helping to address the current and future challenges for the Coast Guards and Maritime Authorities of the EU Member States such as the migration situation in the Mediterranean, within the context of EMSA's mandate in accordance with its Founding Regulation (EC) No 1406/2002.

Done at Lisbon, 2 June 2015

Signed



Frans Van Rompuy
Chairman of the Administrative Board

Introduction

The legal, strategic and resource framework for the activities of the European Maritime Safety Agency in 2014 contained several new elements compared to previous years, notably the new legal basis following the revision of the Agency's Founding Regulation, which came into force in March 2013; the updated 5-year Strategy as approved by the Administrative Board in November 2013; the Commission's Communication on programming of human and financial resources for decentralised agencies 2014-2020 (COM (2013)519); and Regulation (EU) 911/2014 on the multiannual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and to marine pollution caused by oil and gas installations, which entered into force in mid-2014 and was applicable from 1 January 2014.

This Consolidated Annual Activity Report for 2014 provides a detailed account of the actions carried out in accordance with the above framework.

Part I reports on the achievements of the year. Information is provided per activity, focusing on the added value of each activity with respect to higher level objectives. Budget and staff resources devoted to each activity are indicated, in terms of both "planned" and "actual" inputs, and performance targets and results are provided.

Parts II, III and IV focus on the management of the Agency and the building blocks of assurance.

Annex VII contains the dedicated report on the multi-annual funding of the Agency's pollution preparedness and response activities.

I trust this report will demonstrate that the Work Programme 2014 was well implemented, that the Agency was well managed, and that its key asset – its staff – was and remains committed to providing real benefits to the Commission and the Member States and contributing to our joint endeavour: a safe, clean and economically viable maritime sector in the EU.



Markku Mylly
Executive Director

Safer seas, quality shipping, efficiency of maritime transport and cleaner environment and 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) 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'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, ships' monitoring and enforcement;
- 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 seas 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.

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

The Year in brief

The general framework for EMSA for 2014 was set by the revision of the EMSA Founding Regulation, which came into force early 2013, and the budgetary constraints that applied for 2014.

The Work Programme 2014 was the first work programme drawn up in accordance with the new legal basis of the Agency, one of the novelties of which was the introduction of the concept of “ancillary” tasks, alongside “core” tasks, which enhanced the possibility for both the Commission and the Member States to take full advantage of the well-established and recognised expertise and tools of the Agency.

At the same time, under the new multiannual financial framework 2014-2020, and in line with the Commission’s Communication on programming of human and financial resources for decentralised agencies published in mid-2013, staff reductions and budgetary cuts became applicable in 2014 and were taken into account in the corresponding work programme.

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

Visits and inspections were carried out as requested by the Commission to monitor the implementation of EU legislation in the fields of maritime safety, maritime security and the prevention of pollution by ships, and to improve the efficiency and effectiveness of the measures in place. The Administrative Board notes in particular the risk-based prioritisation across the inspection programme to support the monitoring of EU Recognised Organisations, which focused in 2014 on the merger of two ROs, smaller offices with relatively high workload, re-activation of older cruise ships, block construction across different countries and implementation of the ISM Code; and the establishment of a function to analyse and assess several series of EMSA inspection reports, to assist the Commission in its consideration of the effectiveness of EU maritime legislation.

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

In relation to the **prevention of pollution from ships**, the Agency continued to support the Commission and the Member States in various fields, with a particular focus on the implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards sulphur content of marine fuels, including the development of a new module in THETIS, namely **THETIS-S**, providing a stronger and harmonised monitoring and enforcement electronic tool as well as a common platform for sharing of information and alerts to support proper implementation of the Directive by the EU Member States, Norway and Iceland. Finally the Agency provided technical assistance to the Commission for the implementation of the Ship Recycling Regulation and in particular by drafting guidance notes for the accreditation of Ship Recycling Facilities.

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

Work in the field of **ship safety standards** continued to provide solid technical input to the EU position at IMO level, in particular with regard to the on-going debate on the risk-based damage stability of passenger vessels. Extensive support was also provided in respect of passenger ship safety at EU level, including the **fitness check (REFIT) of EU Passenger Ship Safety legislation**.

Member States uploaded 3722 occurrences in the Agency’s **European Marine Casualty Information Platform (EMCIP)**; a 60% increase over 2013. The data in EMCIP was used to support work including the REFIT exercise and “EMSA 3”, and to publish the first Annual Overview of Marine Casualties and Incidents.

Grouping training activities in one section, responsible for all trainings including Port State Control Officers' trainings and core skills for accident investigator courses led to a more consistent use of the available resources. A substantial number of **training** activities took place in 2014 for Member States as well as for candidate and potential candidate countries. In addition the Agency continued offering trainings and other technical activities within the framework of **SAFEMED III** and started providing technical assistance within the framework of **TRACECA II**.

The Agency is recognised as a **European platform for exchange of knowledge and best practices** between maritime safety and pollution response experts from the Commission, EU Member States, EFTA/EEA Member States and candidate as well as potential candidate countries: 61 different workshops and working groups were organised with 1689 participants from all over Europe. Moreover, in terms of Commission Implementing Regulation (EU) n° 651/2011 in July 2011, EMSA ensured the Secretariat of the Permanent Co-operation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector.

In the field of **maritime information systems**, 2014 was a pivotal year for the Agency in terms of developing a more unified and coherent approach to service delivery. This was underpinned by the continuous reinforcement and improvement of existing vessel traffic and satellite monitoring systems (SafeSeaNet, THETIS, EU LRIT CDC, LRIT IDE, IMDatE and CleanSeaNet), supplying quality services in a timely manner.

The analysis of the SafeSeaNet ecosystem (i.e. SafeSeaNet, LRIT, CleanSeaNet and IMDatE) within the context of the Common Information Sharing Environment concept concluded that EMSA's systems already exchange much of the most relevant information for the maritime domain. Revisions to Annex III of Directive 2002/59/EC (Vessel Traffic Monitoring) as amended, adopted in 2014, support the role of SafeSeaNet as an interoperable platform combining data from other systems. This builds on the existing **Integrated Maritime Data Environment (IMDatE)**, which was fully operational during 2014. IMDatE combines information from all of the Agency's maritime applications as well as other external sources, providing Member States and EU bodies with a tailor-made maritime traffic picture. Member States use these integrated maritime services for the purposes of maritime safety and security, fisheries control, defence, customs, general law enforcement, and marine environment protection. Cooperation with EU bodies included provision of services to Frontex (border control), EFCA (fisheries monitoring), and EUNAVFOR (anti-piracy).

As requested by the Commission and the Member States, the Agency provided technical support with regard to the implementation of the **Reporting Formalities Directive** (Directive 2010/65/EU), in particular for the development of business rules, data mapping of the formalities covered by the Directive, and guidelines for National Single Windows (NSW). In parallel, the Agency developed a NSW prototype¹, and provided technical assistance to three Member States for implementing the Directive and developing their NSW solutions.

CleanSeaNet, the near-real-time satellite-based oil spill and vessel detection service, continued to provide regular services to coastal States. The **EU LRIT Cooperative Data Centre (EU LRIT CDC)** has fully met the IMO performance requirements, while the **LRIT International Data Exchange (LRIT IDE)** provided services to more than 60 LRIT Data Centres all over the world.

¹ This was done as part of a Delegation Agreement between the European Commission (EC) and EMSA, as a result of Action 3.1 of the Commission Implementing Decision of 12.3.2012 concerning the adoption of the Integrated Maritime Policy work programme for 2011 and 2012.

THETIS, which was extended with a stand-alone module (THETIS-S) catering for the provisions of the Sulphur Directive, provides a powerful tool to support Member States (and not only PSC authorities); combining port call information from Paris MoU members, inspection data from Port State Control and the ro-ro ferry surveys, inspection data from national authorities responsible for the implementation of the Sulphur Directive, while storing information from the Recognised Organisations and accredited laboratories (for fuel sampling) at ship level.

Finally, **EQUASIS** continued its valuable contribution to the shipping industry by providing accurate and reliable ship safety and environmentally related information. In 2014 the agreement with the MeD MoU was finalised and the latter has been added to the existing data providers. Discussions for incorporating Riyadh MoU as a data provider are still on going.

In the area of pollution preparedness and response, four new contracts were signed for **Oil Spill Response Vessels** in the North Sea (2), the Atlantic (1) and the Black Sea (1), and drills continued to ensure that quality of the service - the capability of the vessel, specialised equipment and crew - is at an appropriate level in accordance with criteria developed by the Agency.

Following the approval of the **Action Plan for Response to Marine Pollution from Oil and Gas Installations** by the Administrative Board in November 2013, EMSA began to implement the actions outlined therein. This included improvement projects for dispersant spraying operations for two contracted vessels, the selection and procurement of dispersant stock, and the launch of a procurement for an aerial dispersant application service.

The **implementation of the Hazardous and Noxious Substances (HNS) Action Plan** continued, including a HNS workshop, the renewal of the Marine Intervention in Chemical Emergencies network (**MAR-ICE**) service for a period of three years, and the development of Marine Chemical Information Sheets (**MAR-CIS**).

Key conclusions

The Agency implemented the Work Programme 2014.

PART I - Achievements of the year

2. Traffic monitoring and information on ships and cargoes

2.1 EU VESSEL TRAFFIC MONITORING²

SafeSeaNet is the Union vessel traffic monitoring and information system³. The central system, operated by EMSA, enables the exchange of data between national systems managed by maritime authorities across Europe. SafeSeaNet functioned well throughout the year, tracking over 17,000 ships transiting EU waters on a daily basis, in real-time.

The specifications for version 3 of SafeSeaNet were finalised, and a beta version for testing by Member States was available from November 2014. The SafeSeaNet High Level Steering Group approved the Mandatory Reporting System Guidelines and, in order to simplify incident reporting requirements for Member States, agreed that SafeSeaNet will forward pollution related information to the Common Emergency Communication and Information System (CECIS), the a web-based alert and notification application enabling real time exchange of information between participating states and the operational hub of the EU Civil Protection mechanism. The process of amending VTMIS Directive (2002/59/EC) was brought to a positive conclusion with the adoption of Directive 2014/100/EU in October 2014. Throughout the year, EMSA supported Member States and the Commission on SafeSeaNet related activities including workshops, meetings and training sessions.

Through a Delegation Agreement with the Commission, the Agency implemented Action 3.1 of the EU Integrated Maritime Policy Work Programme. To demonstrate how SafeSeaNet could support the Member States' obligation to establish a National Single Window, the first prototype was developed in collaboration with six Member States. In parallel, a study to assess the future evolution of SafeSeaNet to support the Common Information Sharing Environment (CISE) and other maritime communities was completed. The study confirmed that the SafeSeaNet ecosystem already exchanges much of the most relevant operational data for a range of user communities.

The Integrated Maritime Data Environment (IMDatE) platform reached maturity during 2014. It now has the operational and technical capability to integrate and correlate data from the SafeSeaNet Ecosystem (SafeSeaNet, LRIT, CleanSeaNet) as well as from external sources. Effective and efficient integrated maritime services (IMS) were provided to 243 users representing 57 organisations from 14 Member States. IMS services continued to be provided to several EU bodies, including Frontex, EFCA, and EU NAVFOR. A more permanent structure to assist the Maritime Analysis and Operations Centre – Narcotics (MAOC-N) was also established.

EMSA continued to receive, store, and distribute satellite AIS data provided by the Norwegian Coastal Administration and through a commercial contract that was in place until August 2014. Additionally, as a result of the cooperation with the European Space Agency (ESA), EMSA started receiving a global feed of satellite AIS data as part of the ESA-EMSA SAT-AIS initiative, and provided it free of charge to IMDatE users.

² This section covers SafeSeaNet, IMDatE, Maritime Surveillance, cooperation with Frontex, Satellite AIS and Blue Belt.

³ Directive 2002/59/EC adopted by the Parliament and the Council on 27 June 2002 (as amended by Directives 2009/17/EC and 2011/15/EC) established a Community vessel traffic monitoring and information system “with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships”.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 1.3, 2.2(a), 2.2(c), 2.2(d), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h), 2.4(i), 2a.2(d) and 2a.3(a)

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 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)

	Planned Input	Actual input	Outcome
Commitment appropriations in EUR	7,630,770	6,994,433	<p>SafeSeaNet is fully operational, covering the whole EU coastline and providing information as defined in the VTMS Directive (2002/59/EC) as amended. The information in the system covers four key areas: 1) ship position (e.g. AIS, LRIT, MRS); 2) ship pre-arrival, arrival and departure information (e.g. estimated time of arrival, actual time of arrival and departure, persons on board); 3) cargo (for vessel carrying dangerous or polluting goods); and 4) any accident or incident posing a potential hazard to shipping, threat to maritime safety, the safety of individuals or the environment.</p> <p>This information system assists search and rescue bodies, pollution response centres and vessel traffic services in accessing information on the cargo (dangerous or polluting goods), and by providing information on the relevant incidents/accidents affecting ships navigating in EU waters. It facilitates port logistics and provides overall information on vessel traffic to public authorities, representing a fundamental tool to assist in vessel tracking, including information on possible incidents/accidents of ships as well as hazardous or polluting goods along the EU coastline.</p> <p>The Agency will operate and maintain the central SafeSeaNet application. In parallel, in cooperation with the Commission and the Member States, it will complete the technical specifications necessary for the Member States to start their technical implementations for the National Single Window as required by the Reporting Formalities Directive (2010/65/EU) and the exchange of relevant information through the central SafeSeaNet. Member States and EMSA shall complete their technical developments by 1 June 2015.</p> <p>Progress on the Integrated Maritime Data Environment (IMDatE) will facilitate improved data integration (the exchange of data between information systems) and data</p>
Payment appropriations in EUR	7,802,660	7,054,528	
Staff	24 AD, 10 AST, 3 SNE, 3 CA	26 AD, 10 AST, 3 SNE	
<i>Project Financed by Frontex under the MARSURV 2 SLA</i>	<i>pm</i>	<i>2 CA committed 4,110,071 paid 2,255,626</i>	

Objectives	Output
<ol style="list-style-type: none"> 1. Assistance to the Commission for the monitoring of implementation of Directive 2002/59/EC as amended. 2. Maintaining SafeSeaNet V.2 fully operational, including the Geographical Interface and interface with THETIS, and all Member States fulfilling reporting obligations of Directive 2002/59/EC as amended. 3. Development of the Integrated Maritime Data Environment, which includes <i>inter alia</i> integrated ship position information, a common interface and common user management, a satellite-AIS data processing centre and new value added services. 4. At least two workshops and two trainings for SafeSeaNet users. 5. Support to the Commission and the Member States (through the eMs and the associated sub-groups) for the implementation of Directive 2010/65/EC on reporting formalities (functional and technical specifications for the national single windows and the exchange between Member States). 6. Support to the Commission and the Member States in finalising the technical specifications of SafeSeaNet V.3 (modifications required by Directive 2010/65/EU for the exchange of the information through the central SafeSeaNet). 7. Implement and test SafeSeaNet V.3 modifications of the central SafeSeaNet application. 8. Development for upgrade of the application agreed with Member States and the Commission, in particular in relation to Incident Reports. 9. Development of the “vessel database” pilot project giving users the possibility to access the database in a request/response mode. 10. Continue the implementation of the action “evolution of SafeSeaNet” of the Integrated Maritime Policy (or otherwise the so-called IMP demonstrator). 11. Assistance to the Commission, in drafting the Impact Assessment support study for the revision of Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system. 12. Support the Commission in the further definition and implementation of the Blue Belt concept and the establishment of the eManifest. 13. Reception, storage and distribution of 	<p style="text-align: right;">fusion (combining data from different sources).</p> <ol style="list-style-type: none"> 1. EMSA supported the Commission through, amongst other actions: <ul style="list-style-type: none"> ▪ assisting in six visits to Member States. ▪ providing a technical secretariat for the SafeSeaNet High Level Steering Group (HLSG). ▪ providing individual Member State data quality reports. 2. The SafeSeaNet central system was operational throughout the year. The Mandatory Reporting System Guidelines were adopted by the SafeSeaNet HLSG and the new Incident Report framework was implemented by additional Member States. 3. The IMDatE platform was further developed to include: new functionalities such as the Enhanced Search and Rescue Surface Picture tool (SURPIC); additional sources data such as Satellite AIS; analysis of vessel movements around potential spills; and automated behaviour monitoring. The satellite-AIS data processing centre was developed within IMDatE. 4. Two workshops and three training sessions were organised for SafeSeaNet users. 5. EMSA supported the Commission and the Member States during three eMS meetings and two sub-group meetings (Customs, and Data Mapping and Functionalities). EMSA drafted the associated technical papers and provided the secretariat for the sub-group meetings. 6. SafeSeaNet Version 3 specifications were agreed by SafeSeaNet HLSG. Slight amendments were made based mainly on Member State feedback. 7. A SafeSeaNet V.3 Beta release was made available to Member States for preliminary testing in November. 8. Specification of SafeSeaNet V.3 covers minor upgrading of Incident Reports. SafeSeaNet V.2.08 was released covering changes requested by Member States, the integration of EMSA identification management system and single sign-on. 9. The vessel database was made available for testing in September. The pilot phase is planned to last one year. 10. A prototype of a National Single Window system was developed in collaboration with six participating Member States. Two versions of the system were tested operationally. 11. EMSA provided technical and operational support to the Commission throughout the legislative process regarding the revision of Directive 2002/59/EC. Directive 2014/100/EU amending Annex III, which was published on 28 October. 12. The Blue Belt pilot project service was moved to the SafeSeaNet production environment. EMSA followed the work of DG TAXUD in developing initiatives to implement the Blue Belt environment and provided technical advice to DG MOVE on possible ways forward. 13. EMSA continued to receive, store, and distribute satellite AIS data provided by the Norwegian Coastal Administration and by a commercial provider, as part

<p>satellite AIS data.</p> <p>14. Technical pilot projects and services related to maritime surveillance (e.g. MarSurv, EUROSUR).</p> <p>15. Provide initial operations and image related data for the Agency's maritime surveillance activities.</p> <p>16. IMDATE platform operational.</p>	<p>of the ESA-EMSA SAT-AIS initiative.</p> <p>14. & 15. Integrated Maritime Services continued to be provided to EFCA; the number of users continued to increase from EFCA itself and EU Fisheries Monitoring Centres.</p> <p>A similar service was set-up for the Maritime Analysis and Operations Centre – Narcotics (MAOC-N). The associated Cooperation Agreement was signed on 12 August 2014.</p> <p>Under the EMSA-Frontex Service Level Agreement on 'the provision of services for the implementation of surveillance tools within EUROSUR', development of the associated services continued.</p> <p>Through the Technical Cooperation Agreement, EMSA continued to provide EU NAVFOR with the agreed service for counter-piracy operations.</p> <p>16. The IMDatE platform was operational throughout the year. The number of users continued to increase with around 200 unique users coming from various communities, including maritime safety and security, environmental monitoring, border control, defence, fisheries monitoring and law enforcement.</p>
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Performance Indicators		Target 2014	Result 2014
SafeSeaNet system operational	percentage per year availability of central SSN system	99%	99.74%
	hours maximum continuous downtime of central SSN system	<12	04h:30min
	reports per year (AIS)	1800 million	2.535.383.428
	notifications per year (Port +, Incident reports, MRS)	3.5 million	5.347.059
SafeSeaNet system reporting performance	percentage of Member States' requests to SSN delivered on time according to SSN system requirements	99%	99.99%
SafeSeaNet client satisfaction	number of requests for information to SSN	3.5 million	1.613.720 ⁴
IMDatE platform availability	percentage per year availability of IMDatE platform	95%	99.47%
MarSurv availability	percentage per year availability of MarSurv services (EU NAVFOR, EFCA)	95%	99.47%

⁴ The KPI is below target due to a changed use of the system by certain Member States.

2.2 EU LRIT Cooperative Data Centre and LRIT IDE

The Long Range Identification and Tracking (LRIT) system, consisting of the European Union Cooperative Data Centre, the International Data Exchange, the LRIT Ship Database, and LRIT Consumption Tool, was fully operational during the whole year. Several developments were carried out (see details in Objectives Outputs below), allowing an improved data processing and availability to end users.

Legal Basis				
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 				
Multi-annual strategic objectives				
<ul style="list-style-type: none"> 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) 				
Planned Input		Actual Input		Outcome
Commitment appropriations in EUR	3,283,233	3,247,301		<p>The Agency will deliver, as part of its operational service, LRIT information to EU Member States and requesting third parties in accordance with the amended SOLAS Convention, Chapter V. The system will allow the tracking of ships directed to EU ports, ships flying the EU flag as well as ships moving along EU coasts.</p> <p>In addition, the Agency will operate and maintain the IDE providing data exchange between all LRIT DCs in accordance with IMO requirements.</p>
Payment appropriations in EUR	3,561,507	3,327,370		
Staff	8 AD, 7 AST	6 AD, 7 AST		
Objectives		Output		
<ol style="list-style-type: none"> Continued operations and on-going maintenance of both systems at EMSA. Upgrading of the ship database. Support to Member States Quality of the service maintained. Preparation for integration of LRIT data with other data streams. 		<ol style="list-style-type: none"> New EU CDC and LRIT IDE releases were deployed covering system resilience/security and web interfaces. The EU CDC was transferred to the EMSA ICT infrastructure. A new LRIT Consumption Tool was deployed, facilitating the billing of EU CDC Participating States and other Data Centres. A new LRIT Ship Database release was deployed to be compatible with the EMSA "Single Sign On" interface. An operational helpdesk was provided to EU CDC users. Three training sessions were held. The LRIT IDE Operator (EMSA) supported the LRIT Coordinator (IMSO) in performing audits of other LRIT Data Centres. LRIT IDE Operator provided technical support to Contracting Governments and IMO including validated testing activities carried out by LRIT Data Centres. The "IMO 30-day Quality of Service" target for EU CDC was maintained above requirements (99% timely data delivery) throughout the year. The percentage of ships reporting correctly in the EU CDC continued to increase. The annual IMO performance indicators for LRIT IDE were fulfilled. There were only minor observations for correction from IMSO audits of the EU CDC and IDE. The Annual Disaster Recovery exercise with the United States Coast Guard was completed successfully (IDE). LRIT data is included in the data sets available through the IMDatE platform, in accordance with user access rights. 		

Performance Indicators		Target 2014	Result 2014
EU LRIT DATA CENTRE			
System operational	percentage per month availability	99%	99.53%
	hours maximum continuous downtime	<12	00h:33min
EU DC reporting performance	percentage position reports delivered according to IMO requirement (periodic reports: 15 min; polls: 30 min)	99%	99.45%
Web user interface	percentage per year of availability to users	95%	99.72%
LRIT IDE			
System operational	percentage per year availability of LRIT IDE	99%	99.90%
	hours maximum continuous downtime of LRIT IDE	<12	07h:00min

2.3 THETIS

THETIS is a single window information system combining port call information from Paris MoU members, data provided by the Recognised Organisations and inspection data from Port State Control and the ro-ro ferry surveys. As a complement to the main system, the Mobile Client application provides a stand-alone version to Port State Control officers to allow creation of inspection reports without connection to the main system.

THETIS-S is a dedicated module of THETIS in support of the implementation of the Sulphur Directive (1999/32/EC as amended). Through the use of this module robust and harmonised monitoring and enforcement of the Directive is provided. The module also serves as common platform for sharing of information and alerts between Member States.

Throughout 2014, THETIS was kept operational on a continuous uninterrupted basis including the provision of dedicated users' assistance. Finally through continuous monitoring, maintenance and enhancement of the system, data were available to users in an uninterrupted way.

All Paris MoU PSC authorities repeatedly praised the added value of the system. By now it is established that THETIS is an essential tool for harmonised monitoring and targeting of ships calling in EU and Paris MoU ports. THETIS has become pivotal in daily PSC operations of the Member States since it also serves as common platform for reporting inspections and sharing of information and alerts to ensure the proper implementation of the international conventions and EU legal acts by ships.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2.(b) 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> 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) 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. (C2) To continue developing its role as forum for discussion of best practises. (D5) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,890,055	1,665,885	The Agency operates the Port State Control information system in line with Directive 2009/16/EC, 1999/35/EC and the Paris MoU text, introducing a new inspection regime supported by a new information system. Operations are supported technically and operationally by a helpdesk. Data import from external systems such as the databases of the Recognised Organisations in accordance with Regulation 391/2009/EC is ensured.
Payment appropriations in EUR	1,886,718	1,781,211	
Staff	5 AD, 1 AST, 1 SNE	5 AD, 1 AST	
<i>Project Financed - THETIS-S</i>	<i>pm</i>	<i>committed 94,756 paid 72,626</i>	
Objectives		Output	
1. Database 'New Information System' (THETIS): operational and under continuous enhancement to meet new requirements.		1. The system has been operational throughout the year. Enhancements have taken place as planned, with the addition of a whole new element in support of the Sulphur Directive.	
2. Interface with SafeSeaNet: operational		2. Accurate and timely provided Portcall information for the whole year was available in THETIS.	
3. Cooperation with Paris MoU and Member States to supervise, verify and validate the operation and further		3. Various Paris MoU meetings have been briefed on	

enhancement of the system.		developments, and input for changes has been accommodated. For the Sulphur module a whole new community has been established to channel user requirements towards development.	
4. Training to Member States of the Paris MoU.		4. Training has been provided on 'ad hoc' basis and in the context of the Paris MoU seminars held by EMSA. For the Sulphur community a dedicated training was organised in December 2014.	
Performance Indicators		Target 2014	Result 2014
System operational	percentage per year availability	96%	99.64%
	hours maximum continuous downtime	<6	1h:14m
Helpdesk Service	average time in working hours for feedback on requests for user support	<3	2h:10m
	average time in working hours for feedback on requests from the public and other unregistered users	<4	0h:54m
Links with third party systems	percentage availability for data imports at the THETIS side	90%	99.41%

2.4 MARITIME SUPPORT SERVICES

During 2014, the Maritime Support Services (MSS) undertook a number of tasks, including:

- Providing a 24/7 service helpdesk to users of all the vessel traffic monitoring and surveillance systems hosted by the Agency.
- Continual monitoring of maritime applications hosted at EMSA, facilitating early incident management, and high availability and performance standards.
- Monitoring the data quality in, and the performance and continuity of, the national SafeSeaNet systems.
- Providing a first point of contact, within the context of EMSA's Contingency Plan, for Member States whenever (operational) assistance was required. The Contingency Plan was launched on eight occasions. In parallel, the MSS produced 12 'Maritime Emergency Reports' for EMSA/Commission regarding incidents of EU interest.

In addition, since October 2014 MSS has been providing 18 EU member states with a weekly list of ships that departed from Ebola affected countries, and which have subsequently been detected in and around EU waters. At the request of member states, the MSS also provides near-real-time early warnings whenever notifications are received that ships from Ebola affected countries are bound for EU ports.

Legal Basis			
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> ▪ 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) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,809,098	1,719,884	Users of EMSA's vessel traffic monitoring and maritime monitoring systems (SafeSeaNet, LRIT and CleanSeaNet) and pollution response capacities (stand-by oil spill response vessels, satellite images and expertise) benefit from timely and appropriate helpdesk and monitoring services.
Payment appropriations in EUR	1,813,878	1,631,944	
Staff	8 AD, 3 AST, 3 SNE	7 AD, 3 AST, 2 SNE, 2 CA	
Objectives		Output	
<ol style="list-style-type: none"> 1. Availability of the Maritime Support Services 24/7 (helpdesk, application monitoring and first level incident management, and contact point in case of emergencies). 2. Permanent data quality improvement and compliance with vessel and incident reporting requirements in SafeSeaNet, LRIT and CleanSeaNet. 3. Support operation of vessel traffic monitoring and maritime surveillance pilot projects. 		<ol style="list-style-type: none"> 1. The MSS was available 24/7, without any interruption. 2. The MSS verified and reported on the consistency and quality of data provided by Member States to SafeSeaNet. In parallel, the MSS supported Contracting Governments of the EU LRIT Data Centre regarding the integration of relevant ship data as well as monitoring the associated ship reporting requirements. The MSS also verified the completeness and quality of over 3,100 CleanSeaNet images/deliverables. 3. The MSS assisted in developing and revising application monitoring procedures for various releases and new services as well as undertaking the associated monitoring of their performance and availability. 	
Performance Indicators			Target 2014
Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests		<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions		<8
			Result 2014
			00h:13min
			00h:24min

3. Visits and inspections to monitor the implementation of EU legislation

3.1 CLASSIFICATION SOCIETIES

Inspecting Recognised Organisations (ROs) is a core task of the Agency. In 2014, EMSA carried out 20 inspections of ROs, including one ship visit, in line with the Work Programme 2014.

The locations and scope of the inspections were determined on a risk-basis, taking into account the activity of individual offices (e.g. a particular type of work or unusually high productivity), inspection history, results of Member States' monitoring activities, the Commissions' assessments and industry developments. The Head Office of DNV - GL and two of its major offices in the Far East were inspected, with a focus on the on-going merger process.

Where possible, remote auditing techniques were used prior to inspections, and inspections were combined in order to minimise mission costs.

Attention was given to the implementation of corrective actions following previous EMSA inspections and Commission assessments. There was a continued focus on training, use of surveyors and auditors and on the implementation of ISM related work by the ROs.

Findings stemming from inspections, triggered voluntary corrective actions, the implementation of which will be verified in the next round of inspections.

EMSA also maintained and improved an internal IT tool used to record, track, follow-up and analyse inspection and assessment findings.

The preparation of RO End-of-Cycle inspection reports and draft assessments reports continued during 2014, based on the programme agreed with the Commission taking into account the current RO inspection cycles. The submission of reports to the Commission has proceeded as planned, providing an improved basis for the Commission to finalise its assessments. EMSA also provided the Commission with recommendations for the evaluation of the corrective action plans submitted by the ROs in response to the Commission's assessments.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> 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) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	2,012,875	1,926,577	Based on the reports submitted by the Agency, the Commission should be able to make the relevant assessment and as a result take policy decisions and/or request corrective measures of Recognised Organisations or Member States authorising them, in order to improve the overall quality of the certification work undertaken by those companies.
Payment appropriations in EUR	2,012,875	1,821,079	
Staff	10 AD, 2 AST, 2 SNE	10 AD, 2 AST, 1 SNE	

Objectives		Output	
<ol style="list-style-type: none"> On behalf of the Commission, 18-22 inspections of Recognised Organisations, both offices and visits to ships. Upon request of the Commission, initial inspections of classification societies following any new request for EU recognition. Upon request of the Commission, provide technical assistance in the assessment of the implementation of Article 10.1 of Regulation (EC) No. 391/2009, as well as 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. Support to the Commission in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC, including end-of-cycle inspection reports to assist in the preparation and follow-up of the assessment of Recognised Organisations. 		<ol style="list-style-type: none"> Twenty inspections were carried out, including one ship visit. The inspections took place in Europe, China, South Korea, the Middle East, Japan and the United States. Twenty-one reports were produced and following EMSA's request, voluntary corrective action plans were provided by the ROs in all cases. These will be considered by the Commission for its assessment. In 2014 EMSA was not requested by the Commission to carry out inspections of classification societies for which EU recognition was requested. EMSA was not requested by the Commission to provide technical assistance related to Article 10.1 or to the follow-up of the assessment of the Quality Assessment and Certification Entity. Four end-of-cycle reports and draft assessment reports were produced to increase the efficiency of the Commission's assessments. Follow-up of non-conformities arising from the Commission's assessments were integrated into the inspections. 	
Performance Indicators		Target 2014	Result 2014
Inspections	number of all types of inspection per year ⁵	18-22	20
	percentage of planned inspections completed	100%	111.1% ⁶
Reports	number of reports per year	18	21
Findings	number of findings ⁷		320
End-of-cycle inspection reports	number of reports per year	4-6	4
	percentage of planned reports completed	100%	100%

⁵ Visits to ships and initial inspections following new recognition requests are included in this figure.

⁶ Achievement is measured against the bottom of the number range.

⁷ This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.2 STCW

The Agency continued to carry out inspections of the maritime education, training and certification systems in third countries. In 2014, inspections were carried out in Cape Verde, Australia, Algeria, Sri Lanka and Tunisia, together with a further follow-up inspection in the Philippines. In addition, the Agency started a second cycle of visits to Member States, the scope of which included the amendments to Directive 2008/106/EC on the minimum level of training of seafarers introduced by Directive 2012/35/EU and giving effect to the Manila amendments to the STCW Convention.

The integration of the new cycle of visits to Member States has seen a reduction in the number of inspections of third countries to maintain the total number of planned inspections and visits at the same level as previous years. The follow-up inspection in the Philippines has been managed with existing resources.

EMSA also evaluated the corrective action plans submitted by six third countries in response to EMSA's inspection reports and the responses to the Commission's assessments from three third countries. The corrective actions taken by the inspected countries have led to significant improvements in their systems.

The EMSA developed and managed STCW Information System was enhanced to accommodate the changes introduced by Directive 2012/35/EU to the structure of data to be communicated by Member States on certificates and endorsements issued to seafarers. The system is now ready to receive such data from Member States and to compile reliable statistics on seafarers at EU level, for the benefit of policy makers and the industry.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.4(e), 2.4(h) and 3 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> To support the Commission and the Member States in improving ship safety. (A1) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,466,855	1,509,620	Based on the reports submitted by the Agency, the Commission should be able to take policy decisions and/or request corrective measures of third countries or Member States, in order to improve the overall quality of seafarers and the correctness of their certification in line with the STCW Convention or Directive 2008/106/EC respectively.
Payment appropriations in EUR	1,471,355	1,344,602	
Staff	7 AD, 1 AST, 1 SNE, 1 CA	6 AD, 2 AST, 1 SNE, 1 CA	
Objectives		Output	
<ol style="list-style-type: none"> 5 inspections of third countries. 2-3 visits to Member States. Maintain the STCW Information System. 		<ol style="list-style-type: none"> 6 inspections of third countries were carried out; 7 inspection reports were sent to the Commission. 3 visits to Member States were carried out; 2 reports were sent to the Commission. The planned availability of the STCW-IS has been exceeded. 	

Performance Indicators		Target 2014	Result 2014
Inspections and visits	number of inspections and visits per year	7-8	9
	percentage of planned inspections and visits completed	100%	128.6% ⁸
Reports	number of reports per year	7-8	9
STCW Information System	percentage per year availability	95%	99.8%
Findings	number of findings ⁹		274

⁸ Achievement is measured against the bottom of the number range.

⁹ This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.3 IMPLEMENTATION OF PSC DIRECTIVE

Port State Control is one of the most effective instruments to verify that ships comply with international safety and pollution prevention regulations. Port State Control inspections need to be carried out in a harmonised way to ensure equivalent safety standards and to avoid distortion of competition. At the request of the Commission, the Agency visits Member States' competent authorities and their ports to verify the appropriate implementation of the PSC Directive (2009/16/EC as amended).

The Agency also assists the EFTA Surveillance Authority in monitoring the implementation of the Port State Control Directive by Norway and Iceland, through dedicated visits to those States.

Moreover, before every visit, a detailed analysis is performed on all available data related to the PSC performance of the respective Member State. This analysis is shared with the visited Member State, with the Commission and in aggregated and anonymized format with the Member States associated in the Paris MoU.

All planned visits were performed in accordance with ex ante agreed timeline between the Agency and relevant Member States.

The Commission and the EFTA Surveillance Authority, through the reports, were able to assess Member States' compliance with the legislation and could undertake actions where necessary.

From a more general perspective, Member States welcomed the findings identified during visits and implement corrective actions in order to comply with the provisions of the Directive thus verifying that ships calling to their ports comply with international safety and pollution prevention regulations.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), 2.3(d) and 3 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> 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) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	331,776	422,117	Provide information to the Commission on the implementation of the PSC Directive 2009/16/EC by Member States, enabling the Commission to assess Member States' compliance with the legislation and undertake actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Norway
Payment appropriations in EUR	331,776	403,447	
Staff ¹⁰	2 AD	2 AD, 1 SNE	

¹⁰ Staff are also involved in the implementation tasks as described in Chapter 4.1 (Port State Control).

			and Iceland. The desktop analysis will provide an early indication of the level of implementation among the Member States.
Objectives		Output	
<ol style="list-style-type: none"> 1. 3-5 visits to Member States. 2. 1 visit to an EFTA/EEA State. 3. Desktop analysis of implementation of Directive 2009/16/EC at the request of the Commission 		<ol style="list-style-type: none"> 1. During 2014 five Member States have been visited. 2. During 2014 one EFTA State has been visited. 3. Detailed desktop analyses are produced before the actual visits. Results are provided to the Commission, to the respective Member State and in aggregated and anonymised format to the Member States associated in the Paris MoU. 	
Performance Indicators		Target 2014	Result 2014
Visits	number of visits per year	4-6	6
	percentage of planned visits completed	100%	150% ¹¹
Reports	number of reports per year	4-6	6
Findings	number of findings ¹²		51

¹¹ Achievement is measured against the bottom of the number range.

¹² This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.4 MARITIME SECURITY

In 2014, the Agency continued to assist the Commission in monitoring Member State implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility security, as part of the second cycle of inspections of National Administrations responsible for maritime security. Additionally, EMSA continued to provide technical assistance to EFTA Surveillance Authority in respect of ship security. The number of inspection missions increased slightly compared to 2013, whereas the number of individual inspections was reduced compared to previous years. This was mainly due to a continuing focus on the more complex and time-consuming inspections of National Administrations and Recognised Security Organisations. An additional factor has been the extension of EMSA's remit to include providing assistance in respect of inspections of port facilities; EMSA's security officers have participated in a number of such inspections as observers and on-the-job training.

EMSA's reports highlighted observations identified during the inspections, provided recommendations and information on the implementation by the Member States of their maritime security measures, procedures and structures and assisted the Commission for its replies to the corrective action plans proposed by some Member States. EMSA has continued to prepare Country Reviews prior to the inspections of some of the national administrations, presenting synopses of information available on the implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility security, to help the Commission in the planning and conducting of inspections.

Furthermore, EMSA provided technical input for future inspections in the field of ship security for consideration by the Commission.

EMSA continued to participate in the MARSEC (Maritime Security) Committee and in the Stakeholders' Advisory Group on Maritime Security chaired by the Commission.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b) 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> Adding value from visits and inspections (Strategic Action Area). 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	583,115	472,878	Provide the Commission and the EFTA Surveillance Authority with objective, reliable and comparable information on the outcome of the inspections, to enable them to evaluate the effectiveness of existing measures and to take appropriate action in relation to the Member States' implementation of the relevant maritime security legislation.
Payment appropriations in EUR	583,115	459,250	
Staff	3 AD, 1 AST	3 AD	
Objectives		Output	
<ol style="list-style-type: none"> Upon request of the Commission, provide assistance for inspections of Member States' national security systems. Upon request of the EFTA Surveillance Authority, provide assistance for inspections of Norway and Iceland. 		<ol style="list-style-type: none"> EMSA provided assistance in 11 missions, during which 18 individual inspections were carried out including 7 ships, 7 Member State administrations and 4 RSOs. In support of the administration inspections, two country reviews were sent to the Commission for planning the respective inspections. 12 inspection reports were sent to the Commission. EMSA provided assistance in 2 missions, and reported on one ship inspection to the EFTA Surveillance Authority. 	

Performance Indicators		Target 2014	Result 2014
Inspections	number of missions per year	10-15 ¹³	13
	percentage of planned missions completed	100%	130% ¹⁴
Reports	number of reports per year	15-20 ¹⁵	13 ¹⁶
Number of findings ¹⁷			52

¹³ This figure is the number of missions expected to be undertaken by the Agency, during which one or more individual maritime security inspections will be carried out.

¹⁴ Achievement is measured against the bottom of the number range.

¹⁵ More than one report may be prepared by the Agency following an inspection mission, for example if more than one Member State is inspected.

¹⁶ Two inspection missions did not lead to an inspection report being produced by EMSA. Furthermore, in two cases two inspection missions were combined in a single report.

¹⁷ This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection.

3.5 MONITORING IMPLEMENTATION OF EU MARITIME LEGISLATION

EMSA continued the agreed cycles of visits to Member States to assist the Commission and the EFTA Surveillance Authority in their assessment of Member States in achieving a convergent and effective implementation of Union maritime law. In 2014, visits were carried out in respect of four EU Directives: on the registration of persons sailing on board passenger ships (Directive 98/41/EC), on Vessel Traffic Monitoring and Information Systems (Directive 2002/59/EC) in respect of the amendments introduced by Directive 2009/17/EC, on marine equipment (Directive 96/98/EC) and on accident investigation (Directive 2009/18/EC). Additionally, the EFTA Surveillance Authority specifically requested that elements of Directives on specific stability requirements for ro-ro passenger ships (2003/25/EC) and on safety rules and standards for passenger ships (2009/45/EC) be addressed during one of the visits.

Visits are conducted in full cooperation with the Member States, which benefit from an impartial external view of their operational implementation and enforcement of Union law, taking into account local and regional concerns. The visits provide the Member States with an opportunity to better plan resources, assess training requirements and review any gaps and shortcomings, as appropriate, in order to improve the level of compliance with Union law. This enhances cooperation between the Commission and Member States towards achieving consistency and meeting common targets. Furthermore, the visits collected information important for the horizontal analyses to be conducted once a full cycle of visits has been completed.

EMSA also prepared a paper on current practices for visits to Member States and suggestions for future improvements, to facilitate discussions in the Agency's Administrative Board on the methodology for EMSA's visits to Member States that it must adopt under Article 3(1) of the revised Founding Regulation.

On places of refuge, EMSA also acted as Secretariat to the Correspondence Group developing EU Operational Guidelines on Places of Refuge, hosting meetings leading up to presentation of the final draft of the Guidelines in October 2014, and produced a final report from the Table Top Exercise on Places of Refuge.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(b) and 3 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> To support the Commission and the Member States in improving ship safety. (A1) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,025,341	994,232	Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the EU.
Payment appropriations in EUR	1,025,341	1,024,643	
Staff	5 AD, 2 AST	5 AD, 2 AST	
Objectives	Output		
1. 2-3 visits to EU Member States focusing on Directive 98/41/EC on the registration of persons sailing on board passenger ships.	1. 2 visits to EU Member States were undertaken and 2 reports were sent to the Commission.		
2. 1 visit to an EFTA State focusing primarily on the registration of persons sailing on board passenger ships (Directive 98/41/EC).	2. 1 visit to an EFTA State was undertaken and a report sent to the EFTA Surveillance Authority.		
3. 6 additional VTMIS visits to EU Member States concerning issues not addressed in the visits already undertaken.	3. 6 additional visits to EU Member States were undertaken and 7 reports were sent to the Commission.		
4. 2 visits to EU Member States to monitor the implementation of the MED mechanisms.	A final report of the Table Top Exercise on Places of Refuge was produced.		

<p>5. 5 visits to EU Member States to monitor the implementation of Directive on the investigation of accidents in the maritime transport sector (2009/18/EC).</p> <p>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.</p>		<p>4. 2 visits to EU Member States were undertaken and 3 reports were sent to the Commission.</p> <p>5. 5 visits to EU Member States were undertaken and 3 reports were sent to the Commission.</p> <p>6. No requests for assistance to verify the implementation of other legislative acts were received.</p>	
Performance Indicators		Target 2014	Result 2014
Visits	number of visits per year	16-17	16
	percentage of planned visits completed	100%	100% ¹⁸
Reports	number of reports per year	16-17	16
Number of findings ¹⁹			99

¹⁸ Achievement is measured against the bottom of the number range.

¹⁹ This is not an indicator of the Agency's performance. The evolution of this indicator over time is intended to generate a picture of the performance of the inspected entities and of the need for the particular type of inspection

3.6 HORIZONTAL ANALYSIS & RESEARCH

When a cycle of visits or inspections has been concluded, or when deemed appropriate, such as mid-cycle, the Agency analyses its reports with a view to identifying horizontal findings and general conclusions on the effectiveness and cost-efficiency of the measures in place. These analyses are intended to facilitate discussions with the Commission and Member States, to draw relevant lessons and disseminate good working practices.

Two horizontal analyses were completed by EMSA in 2014, the first covering the full cycle of visits concerning Directive on the minimum level of training of seafarers (2008/106/EC), and the second looking at the outcome at approximately mid-cycle of the visits to Member States concerning the requirements on places of refuge in the VTMS Directive (2002/59/EC) as amended.

At the request of the Commission, a preliminary analysis of the reports of the six visits to Member States carried out to verify their monitoring of Recognised Organisations concerning Directive on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (2009/15/EC), has also been carried out.

The Agency also started an interim horizontal analysis on the cycle of visits to Member States on accident investigation (Directive 2009/18/EC), with a view to its completion in the first half of 2015.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> 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) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	291,776	292,252	Provide advice to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation. The overall objective is to assess and improve the level of maritime safety and the prevention of pollution by ships in the EU.
Payment appropriations in EUR	291,776	279,764	
Staff	2 AD	2 AD	
Objectives		Output	
<ol style="list-style-type: none"> Carry out 2-3 Horizontal Analyses and report to the Commission with indications of possible improvement actions Support the Commission in its assessment of the results of the visits 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, etc.) Conduct analyses of research projects to assist the Commission, upon request, with 		<ol style="list-style-type: none"> Two horizontal analyses were completed. A preliminary analysis of the six visits to Member States concerning their monitoring of ROs was completed at the Commission's request. No requests were received from the Commission to analyse research projects. 	

preparatory work for updating/developing legislation.			
Performance Indicators		Target 2014	Result 2014
Analyses on the basis of full or interim inspection cycles	number of horizontal analyses per year	2-3	2
	percentage of planned analyses completed	100%	100 % ²⁰

²⁰ Achievement is measured against the bottom of the number range.

4. Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' Maritime Authorities and with the Commission

4.1 PORT STATE CONTROL

EMSA continued to support the Commission in its participation in all the structures of the Paris MoU providing technical assistance to the Commission or the Paris MoU Task Forces on the implementation of the Inspection Regime.

In addition the Agency continued to host and support RuleCheck, a restricted information system for PSC Officers and the e-learning platform MaKCs. PSC officers had direct access through RuleCheck to EU legislation, IMO and ILO Conventions and Paris MoU documents in their up-to-date editions, while with the use of the e-learning platform MaKCs, PSC officers were offered dedicated courses to facilitate the learning on the different areas to be inspected on board ships.

Finally in 2014 RuleCheck was further developed to provide access to SAFEMED beneficiary countries and developed dedicated courses for distance learning addressing the needs of PSC officers within the Mediterranean MoU.

RuleCheck and MaKCs were kept operational on a continuous uninterrupted basis. Finally through continuous monitoring, maintenance and enhancement of the systems, both information and training courses were available to users in an uninterrupted way.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(d) and 2.4(h). 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> 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 become a reliable source of information and statistics for the EU on maritime matters.(D4) Support EU Strategies on regional sea basins. (D1) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,277,099	955,447	<p>The Agency is contributing to the setting-up of the Port State Control system in line with the port State control Directive (2009/16/EC), introducing a new inspection regime based upon a new information system.</p> <p>The Agency is working towards harmonising Port State Control in and by Member States, by developing and organising common training and common PSC tools. This will contribute to a more harmonized level of PSC in the European Union, establishing a more unified level of maritime safety.</p>
Payment appropriations in EUR	1,292,099	993,825	
Staff	4 AD, 1 SNE	4 AD, 1 SNE	
Objectives		Output	
<ol style="list-style-type: none"> Management and enhancement of harmonised training tools for Port State Control Officers. Management and elaboration of 'RuleCheck'. Keeping up-to-date the publication of banned vessels and company performance. Providing statistics upon request. 		<ol style="list-style-type: none"> The existing courses available in MaKCs were revised in order to align them with the latest IMO and Paris MoU developments as well as to embrace the needs of the Mediterranean MoU. <p>A course on the Maritime Labour Convention, 2006 was developed to facilitate the enforcement of living and working conditions on board ships.</p>	

<p>5. Supporting the Commission in the implementation of Directive 2009/16/EC on Port State Control</p> <p>6. Participation in all technical meetings and working groups of the Paris MoU, and certain policy meetings, on behalf of the Commission.</p>		<p>2. RuleCheck content was updated with the latest EU, IMO, ILO and Paris Mou relevant document and accommodated to host the MedMou users' community.</p> <p>3. The publication of banned vessels and company performance was kept up-to-date.</p> <p>4. Statistics were provided upon request.</p> <p>5. The Agency supported the Commission in the implementation of the port State control Directive (2009/16/EC).</p> <p>6. Relevant meetings and working groups of the Paris MoU were attended by EMSA experts on behalf of the Commission.</p>	
Performance Indicators		Target 2014	Result 2014
RuleCheck user response	number of system errors per year	<10	2

4.2 ACCIDENT INVESTIGATION

EMSA continued to manage and develop the European Marine Casualty Information Platform (EMCIP) with the support of Member States through the EMCIP User Group. The Agency published the first edition of the Annual Overview of Marine Casualties and Incidents and continued its cooperation with EUROSTAT on the use of safety statistics. Data within EMCIP were also used to support the fitness check (REFIT-Regulatory Fitness) of EU legislation on Passenger Ship Safety and the EMSA 3 study on damage stability of passenger ships.

The Agency hosted the 4th meeting of the Permanent Cooperation Framework (PCF) where Member States and the Commission discussed cooperation on data acquisition and sharing, the follow-up of Safety Recommendations, exchange of confidential information and training of accident investigators. Issues related to Early Alerts, classification of Marine Injuries, Voyage Data Recorder (VDR) and content of Interim Safety Investigation Reports were also discussed.

EMSA also supported the Commission in the implementation of the Accident Investigation Directive (2009/18/EC) and continued its training of accident investigators from EU Member States and SAFEMED countries.

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)
Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ 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)

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	963,162	928,073	Activities are aimed at further developing the accident investigation capabilities of Member States and the ability to collect and compare investigation data at EU level.
Payment appropriations in EUR	963,162	858,551	
Staff	3 AD, 1 AST, 1 SNE	3 AD, 1 AST, 1 SNE	
Objectives	Output		
1. Supporting the Commission in the implementation of Directive 2009/18/EC	1. EMSA supported the Commission in the implementation of the Accident Investigation Directive (2009/18/EC) as requested.		
2. Providing the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) N° 651/2011.	2. One PCF meeting was organised in July. Secretariat of the PCF was provided by the Agency. One Working Group on Training of Accident Investigators was led by the Agency.		
3. Running and enhancing the Marine Casualty Information Platform (EMCIP).	3. A total of 45 organisations, mainly accident investigation bodies and maritime administrations, were connected to EMCIP. A user group meeting was held and further improvements to the system were developed and implemented including an enhanced integrated quality control for occurrences notified by the users, a data sharing scheme, a single-sign-on for all applications and a second major upgrade of the EMCIP Portal.		
4. Checking EMCIP data quality through acceptance procedure.	4. Data for 3510 notifications and 90 investigations were		
5. Providing operational support, if requested by the relevant Member States in investigations related to serious or very serious maritime accidents (provided that there is no conflict of interest).			
6. Analysing individual accident investigation reports with a view to identifying lessons to be learnt at EU level.			

<p>7. Starting the development of abstract data analysis resulting from casualty investigations and proposing to the Commission appropriate Safety Recommendations.</p> <p>8. Compiling an annual overview of marine casualties and incidents on the basis of data provided by the Member States, in accordance with Article 17 of directive 2009/18/EC.</p>	<p>analysed in accordance with the EMCIP acceptance scheme.</p> <p>5. No operational support was requested.</p> <p>6. Due to lack of resources this task was re-prioritised to 2015.</p> <p>7. Casualty data was used to support several projects upon request of the Commission, such as EMSA 3 (damage stability on passenger ships), fire on board ferries and REFIT of passenger ship legislation.</p> <p>8. The first edition of the Annual Overview of casualties and incidents covering the period 2011-2013 was published.</p>
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Performance Indicators		Target 2014	Result 2014
EMCIP meetings	number of meetings per year	1	1
Accident Database	number of occurrences notified in EMCIP during the year	3500 ²¹	3722
PCF meetings	number of meetings per year	1	1

²¹ This target is based on experience of the previous years and is not a measure of the performance of the Agency.

4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)

Technical assistance in the fields of maritime safety, security and the prevention of and response to marine pollution by ships was provided to EU Members States and to candidate and potential candidate countries. A higher number of training sessions, seminar and exchange of best practices were organised than those foreseen in the 2014 plan. Regional events in two EU Members States were organised.

Through the technical assistance provided by EMSA, beneficiaries had the opportunity to have access to updated information on selected technical subjects and benefit of the exchange of information and best practices both with the Agency and other stakeholders with a clear added value in terms of effectiveness and harmonisation of standards.

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b) and 2.5
Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ 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)

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	952,463	1,333,286	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.
Payment appropriations in EUR	952,463	1,167,760	
Staff	2 AD, 1 AST, 2 SNE, 1 CA	2 AD, 1 AST, 2 SNE, 1 CA	To support the process of approximation to EU maritime safety "acquis" for candidate and potential candidates.
<i>Project Financed – IPA</i>	<i>pm</i>	<i>committed 72,003 paid 72,003</i>	
Objectives	Output		
1. Up to 14 training sessions for Member States on the range of topics covered by all fields of EMSA's mandate.	1. 20 training sessions/seminars/exchange of best practices were organised for the benefit of the EU Members States, Iceland and Norway. The main subject of the events was decided in cooperation with the stakeholders' focal points for training and cooperation through the Consultative Network for technical		

<p>2. Up to 6 sessions for training/technical assistance for officials from Croatia²², Turkey and the Western Balkans related to EU-legislation and EMSA activities.</p>	<p>Assistance (CNTA) that meets once per year. 517 staffs from the EU MSs, Norway and Iceland attended and evaluated very positively the training provided.</p> <p>2. 9 training sessions/ seminars/exchange of best practices were organised for the benefit of the candidate and potential candidate countries (Albania, Bosnia-Herzegovina, FYROM, Montenegro, Serbia and Turkey). The events were attended by 93 participants. The technical assistance to candidate and potential candidates was financed by DG ELARG through a Contribution Agreement that ended on September 2104 and covered also Croatia.</p>		
Performance Indicators		Target 2014	Result 2014
Training for Member States	number of MS training sessions per year	14	20
	number of MS experts attending per year	290	517
Training for accession countries	number of AC training sessions per year	6	9
	number of AC experts attending per year	80	93
Client Satisfaction	result of customer survey	positive	positive

²² Croatia continued to be provided with technical assistance under the IPA contribution agreement until September 2014.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

The Agency supported the Commission and the Member States in IMO meetings by reviewing the meeting submissions and providing technical input for the EU positions, particularly focused on passenger ship safety.

EMSA 3, the study assessing the acceptable and practicable risk level of passenger ships related to damage stability, continued its work. Interim reports were delivered in 2014 and the first elements of this study have been presented to stakeholders.

The Agency also supported the Commission in the fitness check (REFIT – Regulatory Fitness) of EU Legislation on Passenger Ship Safety. Assistance was given for the consultation with Member States and analysis of the EU passenger ship fleet.

EMSA provided technical support to the Commission for the Marine Equipment Directive (96/98/EC) and the 10th and 11th amendments of the Annex A of this Directive were completed. The Agency coordinated the relevant work of the technical experts and delivered the appropriate documents to the COSS meeting.

The Agency continued to follow the work of the MarED Technical Secretariat for Notified Bodies, participating in meetings and providing support to stakeholders, and continued to manage the contracts for the related database and technical secretariat.

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 2.4(h)
Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ 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)

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,550,215	1,535,679	The Agency contributes to the safety of ships and marine equipment at European level by closely monitoring the standards development. It also ensures the functioning of the internal market by assessing safety problems and/or market distortions.
Payment appropriations in EUR	1,545,715	1,434,087	
Staff	7 AD	7 AD	
Objectives	Output		
1. Monitoring of the work at IMO in the field of Maritime Safety Standards and technical support to the Commission.	1. EMSA monitored the technical developments in IMO concerning ship safety standards and marine equipment. EMSA experts participated in the technical evaluation of IMO submissions and provided technical assistance in the preparation of submissions to IMO. They also participated in various IMO meetings.		
2. Technical support regarding RoPax ship stability, ISM code and Goal Based Standards developments.	2. EMSA provided significant support to the ongoing activities related to passenger ship stability and to development of new safety standards.		
3. Assistance for the revision of Directive 98/18/EC on safety rules and standards for passenger ships.	3. Technical assistance for the revision of Directive 2009/45/EC (former Directive on safety rules and standards for domestic passenger ships - 98/18/EC) was given in view of an amendment of the technical annex of the Directive, but also within the REFIT exercise of the passenger ship safety legislation initiated by DG MOVE. Both actions should be completed in 2015.		
4. Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis) and to the revision of the Directive.	4. Working with the Commission and the national experts, EMSA provided technical support for the		
5. Examination of submissions under article 13 of the Marine Equipment Directive.			
6. Upgrade of the MARED database.			
7. Management of the alert system foreseen by			

the MRA signed between EU and USA.		<p>drafting and adoption of the MED annual amendment.</p> <p>5. In 2014, EMSA worked on some Article 13 cases (e.g. equivalence), delivering support to the Commission for further discussion in COSS.</p> <p>6. EMSA continued to ensure management of the MARED database of approved equipment.</p> <p>7. The Agency continued to monitor the alert system for safety issues concerning marine equipment under the EU-USA Marine Equipment Mutual Recognition Agreement (MRA+), but no activity was reported this year.</p>	
Performance Indicators		Target 2014	Result 2014
MARED Database	percentage per year availability of MARED DB	97%	99.49%

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

The Equasis information system presents safety and quality-related information on the world's merchant fleet with a particular focus on information on port State control inspections, class and P&I cover. The information is supplied by several port State control regimes and various industry-based organisations. The data is accessible freely on the Internet. Equasis collects and disseminates quality and safety-related factual information on the world's merchant fleet provided by holders of such information. The number of individual users per year is an evidence of the added value of the project for the shipping industry. In addition and through the latest developments, contributing states will also be benefited through the newly introduced advanced profile.

EMSA is hosting the Management Unit of Equasis thus responsible for the day to day operation of the system (including help desk), preparation of biannual meetings of the Editorial Board and the Supervisory committee, the accreditation of data providers and the publication of annual statistics on the world's fleet.

In 2014 the Agency further developed the MARINFO information system to produce analyses based on recently acquired sets of parameters as well as ad hoc support to intra Agency and Commission requests for data and statistics.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, and 2.4(d) 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> To support the Commission and the Member States in improving ship safety. (A1) 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 become a reliable source of information and statistics for the EU on maritime matters. (D4) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR ²³	1,354,416	726,028	Reliable and compatible data support the Agency's tasks in preparing and making use of up-to-date and validated information on maritime safety.
Payment appropriations in EUR	1,350,416	687,395	
Staff	2 AD, 1 AST, 1 SNE, 1 CA	1 AD, 1 AST, 1 SNE, 1 CA	
<i>Project Financed – EQUASIS</i>	<i>pm</i>	<i>committed 448,680 paid 274,320</i>	

²³ The budgetary figures include forecasted revenue from Equasis entered in 2014 budget as p.m.:

EUR 448,000 are included in commitment appropriations and in payment appropriations as expected contribution from the States Parties to the Equasis Memorandum.

Objectives		Output	
<ol style="list-style-type: none"> 1. Management of Equasis. 2. Publishing the sixth annual statistical report on the world merchant fleet in Equasis. 3. Production of statistical products (regular or <i>ad hoc</i>), as well as analyses, services and publications, for internal and external use, as appropriate. 4. Enhancement of the MARINFO database through a new framework contract for data services entering into force from 1 January 2012. 5. Supporting projects related to calculation of air emissions from ships based on AIS data. 		<ol style="list-style-type: none"> 1. The management of Equasis was ensured. 2. The 2013 annual statistical report on the world merchant fleet in Equasis were published in September 2014. 3. Reliable and compatible data to support the Agency's tasks were provided by preparing and making use of up-to-date and validated information on maritime safety. 4. An access tool was developed and provided to members of the staff for the consultation of MARINFO's data for the support of the Agency's tasks. 5. Estimates of air emissions (on the basis of previous studies) were provided in support of implementing acts foreseen by the Sulphur Directive (1999/32/EC). 	
Performance Indicators		Target 2014	Result 2014
Availability of the system	percentage per year availability of Equasis	99.5%	99.9%
Users	number of users per month	30 000	32 659
Contributors	number of contributing members	8	9

4.6 PREVENTION OF POLLUTION BY SHIPS

In 2014, the Agency provided technical and scientific assistance to the Commission and Member States on a number of environmental legislative acts in the area of prevention of pollution by ships that were under discussion, being implemented, adopted or entering into force in 2014. In addition, the Agency continued to provide technical and scientific assistance to the European Sustainable Shipping Forum (ESSF) and its five subgroups mainly focusing on the scrubber technology, alternative fuels (LNG) and implementation of the Sulphur Directive (1999/32/EC).

During 2014, EMSA provided technical and scientific assistance to Member States for the appropriate implementation of Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels.

More in particular, the Agency assisted the Commission in drafting the text of the Implementing Acts in relation to the frequency and methodology of fuel sampling. In addition the Agency developed a dedicated module of THETIS in support of the enforcement of the Sulphur Directive (THETIS-S)²⁴, organised a workshop and a training session and finalised an inspection guidance booklet for Sulphur Inspectors. With regard to Regulation (EU) 1257/2013 on Ship Recycling, the Agency assisted the Commission with a number of actions which included inter alia a feasibility study for the inspection of ship recycling facilities and the development of guidelines on the implementation of provisions in the Regulation. As for what concerns the Monitoring, Reporting and Verification system (MRV) Regulation, the Agency provided technical assistance to the Commission during the final deliberations with the Council and the EP, in particular to the articles related to PSC and the development of the EU MRV database. Finally the Agency was extensively involved in the evolution of the ESSF and the subjects it has been focussing on.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)

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 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)
- 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)

²⁴ THETIS-S was developed under a cooperation agreement between EMSA and DG ENV. The development was funded by DG ENV.

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,084,874	822,965	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.
Payment appropriations in EUR	1,084,874	789,990	
Staff	6 AD, 1 SNE	5 AD	
Objectives		Output	
<p>1. Port reception facilities:</p> <ul style="list-style-type: none"> – Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC. – Assisting the Commission and the Member States in matters related to, and impacting upon, the implementation of Directive 2000/59/EC. – Analysing international instruments aiming to clarify legal and technical aspects for the delivery and reception of ship-generated waste and cargo residues, including a close monitoring of on-going discussions at IMO and other international fora (e.g. ISO standards on port reception facilities and on the segregation of waste on board ships). <p>2. Greenhouse gases:</p> <ul style="list-style-type: none"> – Providing technical assistance to the Commission in the field of air emissions, following the adoption of the revised MARPOL Annex VI. – Providing technical assistance to the Commission on the Proposal for a Regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport. – 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 the international developments, notably in relation to the Energy Efficiency Design Index and its extension to additional ship types. <p>3. Air emissions:</p> <ul style="list-style-type: none"> – Providing technical assistance to the Commission and 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, including a number of actions such as development of guidance manuals for control, sampling and analysis, reporting, emission monitoring and enforcement measures including penalties. 		<p>1. Port Reception Facilities:</p> <ul style="list-style-type: none"> – Technical advice to the Commission during the tender process and the completion of the interim report of the “Ex-Post evaluation of the Directive 2000/59/EC on port reception facilities for ship generated waste and cargo residues” was provided. In order to help address issues and harmonise the implementation this Directive, at the request of the Commission, EMSA also drafted the guidance for the implementation of Directive 2000/59/EC on Port Reception Facilities, covering Articles 5 (the requirement to have Waste Reception and Handling Plans), Article 7 (the delivery of ship generate waste) and Article 9 (Exemptions). <p>2. Green House Gases:</p> <ul style="list-style-type: none"> – Technical assistance to the Commission and the MSs was provided at international level (IMO) through active participation in discussions over MARPOL Annex VI - Chapter 4 (Regulations on Energy Efficiency for Ships), including the Energy Efficiency Design Index (EEDI) framework and its extension to additional ship types; the collection and reporting of ship fuel consumption data (i.e. international MRV); and the development of further mandatory/voluntary technical and operational measures for enhancing energy efficiency of international shipping. – Technical assistance to the Commission during the deliberations on the Regulation on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (EU MRV) was ensured; <p>3. Air Emissions:</p> <ul style="list-style-type: none"> – Technical assistance to the Commission and the MSs at international level (IMO) was provided, actively following MARPOL Annex VI discussions in relation to exceptions, equivalents, SOx and fuel oil quality. (Regulations 3, 4, 14 and 18). – Technical and administrative support to the Commission and the EU Member States during the implementation of the Sulphur Directive (2012/33/EU) amending Council Directive 1999/32/EC) and the Implementing Acts supporting this Directive was ensured. – EMSA acted as technical secretariat within the ESSF Sub-Groups on Exhaust-Gas Cleaning Systems ‘scrubbers’, LNG and Implementation, providing relevant technical presentations and drafting/preparation of pertinent guidelines. – Technical evaluation support on the deliverables from the ongoing “Study on the completion of an EU framework on LNG-fuelled ships and its relevant fuel provision infrastructure” in all the four contracted lots, whilst actively participating in the progress and 	

<ul style="list-style-type: none"> - Providing technical assistance to the Commission and Member States on the development of alternative fuelling (LNG) and abatement technologies (scrubber) as required by directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. - Providing assistance to the Commission on the implementation of the Staff Paper "Pollutant mission reduction from maritime transport and the Sustainable Waterborne Transport Toolbox" accompanying the Commission proposal amending Directive 1999/32/EC on the use of low sulphur marine fuels and for the operation of the European Sustainable Shipping Forum (ESSF) and its sub-groups. <p>4. Ship recycling:</p> <ul style="list-style-type: none"> - Contribute to the work of the Commission on the implementation of the EU regulation on ship recycling. - Assisting the Commission with negotiations at the IMO regarding the development of relevant guidelines and other international developments. <p>5. Ballast water:</p> <ul style="list-style-type: none"> - Contributing to the implementation of the IMO Convention by following and contributing to the development on various issues, notably sampling for compliance and risk assessment, ensuring consistency between regional approaches in Europe and helping Member States ratify the Convention. <p>6. Anti-fouling systems:</p> <ul style="list-style-type: none"> - Providing technical assistance to the Commission and the Member States, as appropriate. <p>7. Other:</p> <ul style="list-style-type: none"> - Monitoring and advice on international and EU developments related to other environmental issues. 	<p>stakeholders meetings was ensured.</p> <ul style="list-style-type: none"> - Organisation of two workshops and one training session for the MSs, one for the SAFEMED III project, and one for the IPA Countries on Air Emissions. <p>4. Ship Recycling:</p> <ul style="list-style-type: none"> - Technical assistance to the Commission in relation to the implementation of Regulation EU 1257/2013, was provided through: <ul style="list-style-type: none"> ▪ the development of a questionnaire for the EU MS on their interpretation of the Ship Recycling Regulation; ▪ during the development of guidelines regarding the requirements necessary for ship recycling facilities to be included in the European List; ▪ during the development of guidelines regarding the requirements necessary for the submission of applications by ship recycling facilities located in third countries to the European List; ▪ in the definition of the tender specifications on a study on the feasibility of a financial instrument to facilitate safe and sound ship recycling; ▪ active participation in the IMO Working Group on Ship Recycling Guidelines (Guidelines on the development of Inventory of Hazardous Materials) ship recycling conferences and meetings for stakeholders/MS. - A Study was carried out on the feasibility and costs of the revision of applications submitted by ship recycling facilities located in third countries for inclusion in the European List and the planning, performance and reporting on on-site inspections to these facilities. <p>5. Ballast water</p> <ul style="list-style-type: none"> - Technical support to the Commission was provided: <ul style="list-style-type: none"> ▪ during discussions within HELCOM, OSPAR and the other regional seas initiatives; ▪ during discussion in the Paris MoU and IMO on PSC Guidelines for the BWM Convention; ▪ in developing positions with respect to developments at IMO and for bi-lateral EU discussions with non-EU Countries (e.g. Japan, South Korea). - Two training events, one on ballast Water Sampling for the MSs and one on Implementation of the Ballast Water Convention under the SAFEMED III project were offered. <p>6. Anti-fouling systems:</p> <p>A questionnaire on the implementation of the Commission Regulation 782/2003 on the prohibition of Organotin compounds (TBT) on ships, as supplemented by Regulation 536/2008/EC was developed.</p>
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4.7 LIABILITY AND COMPENSATION

EMSA supported Member States in the area of implementation of the Directive on the insurance of shipowners and the Regulation on the liability of the carriers of passengers, primarily by developing a questionnaire on the implementation of the insurance of shipowners for maritime claims Directive (2009/20/EC) which was submitted to the Member States and analysing the replies, and by organising related workshops and training, as well as in the area of implementation of the Directive on ship-source pollution (2005/35/EC) by producing a Manual on prosecuting ship-source pollution and by hosting related workshops and training.

The Agency codified the provisions of the Directive on the insurance of shipowners for maritime claims (2009/20/EC) and drafted a questionnaire aiming to assist both the Commission, with its Article 8 obligations towards the European Parliament and the Council, and the Member States, by creating a common ground to share information, experience, difficulties and best practices regarding the implementation of the said Directive.

Replies were analysed by the Agency and a draft report to the Commission was to be drafted in early 2015.

Legal Basis
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(b), 2.2(d), 2.4(h)
Multi-annual strategic objectives
<ul style="list-style-type: none"> To assist Member States in the implementation of the new rules in the field of ship related pollution. (C5)

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	150,888	146,126	Through its activities the Agency contributes to a better understanding of the regulatory system regarding maritime liability and compensation and better implementation of EU rules in this field.
Payment appropriations in EUR	150,888	139,882	
Staff	1 AD	1 AD	
Objectives	Output		
<ol style="list-style-type: none"> Support the Commission and Member States in matters regarding maritime liability and compensation. Increase knowledge on the implementation and effects of international conventions and relevant EU legal instruments in this field, including the Directive on ship-source pollution. 	<ol style="list-style-type: none"> Technical assistance was provided to the Commission to meet its reporting obligations towards the European Parliament and the Council, on the application of Directive 2009/20 on Insurance of Shipowners for Maritime Claims. A Questionnaire was drafted and distributed to all Member States and an analysis of the replies was performed. 		

4.8.SAFEMED III and TRACECA II

Technical assistance in the fields of maritime safety, security and the prevention of and response to marine pollution was provided to SAFEMED III beneficiary countries on a regional basis through training sessions, seminars, pilot projects, studies, etc. Tailor-made technical activities were organised to meet the specific needs of each single beneficiary. A high number of technical events and activities than those foreseen in the 2014 plan were organised.

The EU Member States have been widely involved in the technical assistance through the participation of experts to selected seminars and activities.

In addition, following the approval by the Administrative Board of the Grant Agreement with the Commission for the management of TRACECA II Maritime Safety and Security project, in June 2014 EMSA started to implement actions contributing to maritime safety and marine pollution prevention/preparedness and response standards in the Black Sea and Caspian Sea by providing the beneficiary countries with technical assistance including familiarisation with some EMSA's operational tools like the CleanSeaNet.

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 2.5
Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ 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)

Planned Input	Actual Input	Outcome
<i>Project Financed by DG DEVCO</i>		Through the implementation of the project the Agency contributes to achieving an improved level of quality of the Beneficiary countries maritime administrations in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.
<i>SAFEMED III</i>	<i>pm</i> <i>committed 640,653</i> <i>paid 457,720</i>	
<i>Staff</i>	<i>1.8 CA</i>	
<i>TRACECA II</i>	<i>pm</i> <i>committed 143,771</i> <i>paid 93,036</i>	
<i>Staff</i>	<i>1.2 CA</i>	
Objectives	Output	
<ol style="list-style-type: none"> 1. Up to 5 technical meetings per year (Seminars, workshops, training sessions) - Implementation of SAFEMED III project (timeframe: 2013-2015) 2. Up to 4 activities per year (Studies, technical support, etc.) 	<ol style="list-style-type: none"> 1. The technical assistance provided by the Agency to SAFEMED III beneficiary countries (Algeria, Jordan, Israel, Egypt, Lebanon, Libya, Morocco, Palestine and Tunisia) through the Grant Contract 2012/308-813 resulted in 16 training sessions and seminar delivered and attended by 202 staffs from the beneficiaries maritime administration. 2. 10 technical activities other than meetings have been finalised during 2014 and have contributed to raise awareness and enhance the standards of the beneficiaries in the field of maritime safety, maritime security and marine pollution prevention/preparedness and response. 	

Performance Indicators		Target 2014	Result 2014
Implementation SAFEMED Project	number of training sessions per year	5	16
	number of activities per year	4	10
	number of ENP experts attending per year	50	202
	result of customer survey	positive	positive

5. Pollution preparedness, detection and response

5.1 NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS

EMSA undertook pollution preparedness and response activities as planned. The main activities in 2014 included:

- Maintaining the service level of the stand-by oil spill response operational contracts, primarily through monitoring and evaluating performance of the contracted vessels during quarterly drills, acceptance drills and during international exercises;²⁵
- Acceptance of the vessels contracted in late 2013 for entry into operational service in the North Sea, Northern Atlantic coast, Adriatic Sea and Aegean Sea.
- Procurement for replacement of contracted capacity expiring late 2014/early 2015 for the Channel and Southern North Sea (two contracts), Bay of Biscay and Northern Black Sea. Four new contracts were successfully signed end 2014.
- Implementation of improvement projects to upgrade the response capacity of three vessel arrangements based in Southern Baltic, Bay of Biscay and Southern Black Sea.

During 2014 a number of actions were implemented in order to address the new EMSA mandate to respond to marine pollution caused by oil and gas installations. Main actions included:

- Award of two contracts, which will be fully operational in early 2015, to add dispersant spraying capability to already contracted vessels and establish dispersant depots associated with the network of response vessels in the Mediterranean Sea basin.
- Preparatory work to establish a new Equipment Assistance Service (EAS) aiming at the provision of specialised stand-alone oil spill response equipment by the Agency.

Legal Basis

- Regulation (EC) N° 1406/2002 as amended, Art.1.2, 2.3(d) and 2.5

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)

²⁵ More details on these operational activities can be found in the 2014 Drills and Exercises Report

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	17,966,396	16,885,639	The Network of Stand-by Oil Spill Response Vessels offers a European tier of pollution response resources to top-up the response capacities of EU Member States when protecting their coastlines from marine pollution.
Payment appropriations in EUR	18,043,459	16,928,562	
Staff	12 AD, 4 AST, 1 SNE, 1 CA	11 AD, 4 AST, 1 SNE, 2 CA	
Objectives		Output	
<ol style="list-style-type: none"> 1. Re-tendering the lots of the Northern Black Sea, Atlantic and North Sea for the expiring and not renewable stand-by oil spill response service contracts in 2014 and 2015. 2. Managing the stand-by service contracts including supervision of vessel and equipment performance as well as crew capability for oil pollution response. 3. Organising the participation of EMSA contracted oil spill response vessels in regional and/or national at-sea response exercises. 4. Providing expertise to Member States or the Commission in case of an incident. 5. Implementing improvement projects to upgrade the pollution response capacity of the Network. 		<ol style="list-style-type: none"> 1. Four contracts were signed at the end of 2014 for the replacement of response capacity in the Northern Black Sea, Bay of Biscay, and Channel and Southern North Sea (two contracts). 2. EMSA monitored the performance of 61 quarterly drills and 10²⁶ acceptance drills for (re)entry into operational service of (re)contracted vessels as well as acceptance of improvement projects. The following vessels were accepted by the Agency for operational service in 2014: <ul style="list-style-type: none"> ▪ <i>Mersey Fisher</i> and <i>Thames Fisher</i> (pool of vessels, North Sea, one vessel fully equipped); ▪ <i>Forth Fisher</i> and <i>Galway Fisher</i> (pool of vessels northern Atlantic coast, one vessel fully equipped); ▪ <i>Aktea OSRV</i> and <i>Aegis I</i> (back-up) Aegean Sea. 3. 12 EMSA contracted vessels participated in 10 operational at-sea exercises organised by EU Member States. 11 notification exercises also took place. 4. The vessel <i>Alexandria</i> was mobilised and contracted by Cypriot authorities as a preventive measure due to the threat of pollution from the tanker <i>Morning Glory</i>. 5. Three main improvement projects were implemented: <ul style="list-style-type: none"> ▪ Installation of a “weir boom” system on board the <i>Ria de Vigo</i> (Bay of Biscay), ▪ Installation of a “weir boom” system on board the <i>Enterprise</i> (Southern Black Sea), ▪ Installation of a “high capacity skimmer” on board the <i>OW Copenhagen</i> (Southern Baltic). 	

²⁶ For one new contracted vessel (*Marisa N*, Adriatic Sea), the Acceptance Test failed due to technical issues and a partial repetition of the test was requested. Test to be conducted in January 2015.

Performance Indicators		Target 2014	Results 2014
Anti-pollution stand-by vessel network	number of fully equipped vessels	18	17 ²⁷
	geographical coverage	All regional sea basins of Member States	All regional sea basins of Member States
New vessels pre-fitting	number of newly contracted vessels pre-fitted	4	3 ²⁸
Drills and exercises	number of drills per year	68	71
	number of operational exercises per year	10	12
	number of notification exercises per year	10	14
Response to requests	mobilisation time in hours	24	27.5 ²⁹

²⁷ Due to the late entry into service of one vessel, the number of fully equipped vessels and number of newly contracted vessels pre-fitted is below target.

²⁸ Ibid.

²⁹ KPI not on target. The vessel Alexandria from the shipping company Petronav was mobilised on 15 March. On the way to port to discharge the cargo, the vessel grounded and an extensive survey of the bow was requested by the Classification Society. Despite this unforeseen event, mobilisation time was only slightly off target, at 27.5 hours.

5.2 CLEANSEANET AND ILLEGAL DISCHARGES

The CleanSeaNet service continued to support Member States' oil spill monitoring activities. Over 2,000 images were delivered during the year for the routine monitoring of EU coastal waters. An upgraded release was implemented providing new functional features for end-users, mainly to support polluter identification, as well the capability to handle additional satellite products in support of maritime surveillance services.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> 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) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	4,573,716	4,452,824	The Agency provides a satellite image based service to support coastal States and the Commission in their efforts 1) to identify, trace and track illegal discharges and polluters, 2) to respond to large scale marine pollution incidents through monitoring, and 3) in support of additional maritime monitoring projects as requested. The CleanSeaNet service provides a sustainable basis upon which users can extend their activities targeting illegal discharges in European waters.
Payment appropriations in EUR	4,768,716	4,864,946	
Staff	6 AD, 1 AST	6 AD, 1 AST	
<i>Project Financed – CSN Greenland</i>	<i>pm</i>	<i>committed 280,000 paid 92,523</i>	
Objectives	Output		
<ol style="list-style-type: none"> Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges and polluting vessels. Provide assistance to EU Member States and the Commission in case of accidental spills. Enhance the CleanSeaNet service with models and oceanographic information. Provide training to EU Member States on CleanSeaNet. Organise meetings of the EMSA CleanSeaNet User Group. Develop activities with enforcement authorities to stimulate an effective follow- 	<ol style="list-style-type: none"> Satellite images and alerts were provided as planned and at the required level of quality. Of 2,521 images delivered, a total of 2,630 possible oil spills were detected. The figures for the previous year (2013) were 2,547 images and 2,176 possible oil spills detected. EMSA provided additional support to a number of aerial surveillance operations e.g. CEPCOs. A special agreement was signed with the Kingdom of Denmark to provide monitoring of the waters of Greenland for oil spill detection. All emergency requests were supported with satellite images and operational assistance. The service has been enhanced with the integration of one oil spill drift modelling tool SeaTrackWeb for the Baltic Sea. A second oil spill drift modelling tool for the North Sea is expected in 2015. Basic and advance training sessions were provided in 		

up to CleanSeaNet detections.		line with users' requests.	
		5. The User Group meeting was held, with positive feedback on the quality of the service.	
		6. EMSA maintained close cooperation with the enforcement community. CleanSeaNet support was provided to the aerial surveillance training organised under the umbrella of the CTG-MPPR. The training course explicitly included information on legal elements related to the use of evidence, and was attended by law enforcement officials.	
Performance Indicators		Target 2014	Results 2014
Satellite images	number of images ordered and analysed per year	2000	2521
Assistance for accidental spills	percentage response rate to assistance requests	100%	100%
CSN-DC operational	Percentage per year availability of CSN	97.5%	98.9%

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

EMSA continued its Cooperation and Information activities as planned with the annual meeting of the Consultative Technical Group on Marine Pollution Preparedness and Response (CTG MPPR) held in October, back-back with the Vessel User Group Meeting and a training session on SafeSeaNet. Four expert exchanges were organised under the EMPOLLEX programme during 2014. Under the umbrella of the Rolling Work Programme, a training workshop on Marine Pollution Surveillance was held at EMSA and the Technical Correspondence Group on Dispersants met in February. Work on harmonisation of dispersant testing and approval procedures continued.

The information service in case of maritime incidents involving chemicals (MAR-ICE) continued, and was extended for a further three years. 2014 was the first year that MAR-CIS datasheets - MARine Chemical Information Datasheets providing information to help identify and prioritize hazards in the initial stage of incidents involving chemical substances - were also made available to Member States by MAR-ICE. Datasheets for 56 additional substances were developed and the seawater solubility was determined for four substances. Stored in a database, the information on the behaviour of the chemical substances in seawater and the existing safeguards on board of the ship can be searched, viewed and exported with a graphic user interface.

Following the approval of the 'Action Plan for Response to Marine Pollution from Oil and Gas Installations' by the Administrative Board in November 2013, the Agency started the implementation of the new activities defined in the plan, as well as adaptations to existing services. This included the signature of a Contract for the purchase of dispersant and the launch of a tender for aerial dispersant application services.

More details on the Agency's work on anti-pollution measures are provided in Annex VI of this report.

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.3(d)
Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ 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)

	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,125,148	1,084,966	Activities of the Agency in this field are aimed at supporting the preparedness structures and response capabilities of Member States with regard to marine pollution incidents, as well as at disseminating best practice and exchanging 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 their treatment in the marine environment in order to assist Member States dealing with spills involving hazardous and noxious substances.
Payment appropriations in EUR	1,104,148	916,756	
Staff	4 AD, 1 SNE	4 AD, 1 SNE	

Objectives		Output	
<p>1. Coordinating CTG MPPR meeting/workshops/EMPOLLEX and implementing the CTG MPPR Rolling Work Programme.</p> <p>2. Developing and updating marine pollution preparedness and response related information, studies, reports and inventories.</p> <p>3. Maintain the network of specialised chemical experts (MAR-ICE Network).</p> <p>4. Develop datasheets of chemical substances for marine pollution response.</p> <p>5. Supporting activities of Regional Agreements, the IMO and other relevant bodies/organisations where appropriate.</p> <p>6. Implementation of the activities related to the <i>Action Plan for marine pollution from offshore oil and gas installations</i> as approved by the Administrative Board.</p>		<p>1. Organised and held annual CTG-MPPR meeting; 3.5 day surveillance training workshop; work of TCG Dispersants continued including meeting of full correspondence group; completed four EMPOLLEX exchanges; held a 1.5 day HNS workshop, including a table-top exercise.</p> <p>2. Enhancement of phase 1 of DUET was completed; published the revised Inventory of National Policies Regarding the Use of Oil Spill Dispersants in the EU Member States, 2014.</p> <p>3. The MAR-ICE service was extended for three years by contract amendment (until October 2017).</p> <p>4. Fifty-six MAR-CIS datasheets were developed; seawater solubility of four substances were determined; the MAR-CIS software tool was updated.</p> <p>5. Participation in IMO subcommittee meeting (PPR), HELCOM Response meeting and OTSOPA meeting. Organised and held annual Inter-Secretariat meeting.</p> <p>6. Signature of Framework Contract in Cascade for dispersant; 200 tonnes purchased and delivered to Cyprus and Malta, additional 200 tonnes ordered for delivery in February and March 2015; tender launched (December) for aerial dispersant application service; the 'Incident Response Contract – Airplane' was finalised and translated.</p>	
Performance Indicators		Target 2014	Result 2014
Cooperation, coordination and information			
Coordination of the CTG MPPR	Number of CTG MPPR meetings and workshops	4	5
Development of studies/reports	Number of studies/reports/decision support tools	2	3
HNS operational support			
Response requests to for assistance to MAR-ICE	percentage of responses within 2 hrs.	>75%	100%
	percentage of responses within 4 hrs.	<25%	0%
Developing datasheets	number of datasheets produced	50	56

6. Horizontal activities

6.1, 6.2, 6.3 AND 6.4 OVERHEAD/HORIZONTAL TASKS

Management team

The Agency's management team aims to develop a competitive and resource-efficient European body. In this role, during 2014, the Executive Director was directly supported by three Heads of Department, a Policy Advisor, the Accounting Officer and the Internal Audit Capability.

In order to respond both to the political support with the "Athens declaration" of 7 May 2014 of the EU Ministers of Transport and to the challenges of a growing demand for integrated service, the structure of the Department C "Operations" has been adapted. Moreover, redeployment of staff has been optimised in order to reach synergies in the development, testing, operation and maintenance of maritime applications. This addressed also the need to formalize and implement the relevant procedures linked with the main ITIL components: design, transition and operation, aligning the existing teams according to a service oriented approach.

The EMSA 5-year Strategy was adopted by the Administrative Board at the end of 2013. It contains four strategic goals with the overall aim of promoting a safe, clean and economically viable maritime sector. It expresses the vision of the EMSA Administrative Board and sets the direction for the Agency's activities until 2018.

In order to gauge how EMSA is perceived now and provide a qualitative benchmark against which progress can be assessed in the future and assess how well is EMSA meeting its strategic goals, during the summer 2014 the Agency launched a stakeholder survey articulated around the four strategic goals contained in the Strategy.

At the close of the survey in September 2014, 618 respondents had provided a total of 2293 responses, spread across the four strategic goals.

The overall perception of EMSA's progress towards the achievement of the strategic goals is 70 %, with no significant difference of the perception of EMSA's progress between the four themes.

Respondents were also asked to assess EMSA's strengths and weaknesses. The results show particular appreciation for the Agency's professionalism and technical expertise. Transparency came out slightly weaker than the other abilities.

The option to comment was used by a number of respondents, providing some insight into specific areas of interest.

The Agency is in the process of preparing a detailed action plan aiming at monitoring the three high-level quality indicators identified from the survey.

The Agency is also continuously aligning its procedures and structure of documents with requirements deriving from the revised EMSA Financial Regulation. Both in planning and reporting documents, changes have been introduced in 2014 focusing on significant achievements and added value with respect to higher level objectives and the strategic dimension of activities. Further modifications are being introduced this year with higher emphasis on horizontal reporting, completing the transitional period for the entry into force of Article 47 of the EMSA Financial Regulation. These changes are reflected in particular in the present document.

Furthermore, the Agency developed SHAPE (Shared Allocation Planning and Execution tool) a common system for planning and monitoring budgeted activities, including contract management and follow-up of the financing decision, allowing further reduction of administrative workload.

The Agency has continued its active participation in various working groups of the Performance Development Network of EU Agencies, aiming at an effective implementation of Roadmap on the follow-up of the Common Approach on EU decentralised agencies endorsed by the European Parliament, the Council and the Commission in July 2012.

Human resources

EMSA implemented an internal mobility policy and related tools in order to respond more effectively to the increased workload and staff cuts and to identify the expertise currently available in the Agency. A Human Capital Database was created as an internal management and redeployment support tool, outlining job families and career paths.

Supporting electronic tools in the field of HR were further developed or created. Moreover, the centralisation of mission reimbursements in a small dedicated team provided opportunities for further efficiency gains.

Through the implementation of staff development policy, a wide variety of trainings were made available to staff mainly in the fields of ICT systems and applications, Lead Auditor, Quality Systems to Oil Spill and HNS preparedness and response. E-learning and Online Development opportunities are offered allowing greater flexibility and contributing to the employees' satisfaction.

Following the Reform of the Staff Regulations, implementing rules were adopted and developed.

Legal and financial affairs, Facilities and Logistics

Ex-ante verification of all budgetary and legal commitments and other financial operations was carried out, thus ensuring legal and financial assistance and advice. Manuals, guidelines and templates were maintained and updated as relevant. In addition, helpdesks assistance and in-house trainings were provided. An electronic tool was developed in order to streamline administrative procedures in relation to contract management and verification. Ca. 9,000 verification files were handled and 82 procurement procedures were supported.

The main focus in the field of Facilities and Logistics was to improve the safety of the building by implementing the Safety Manual and procedures regarding fire prevention and evacuation, and completed several projects related to the fitting out of EMSA premises.

Operations support (ICT)

All objectives were achieved due to continued maintenance and development of EMSA's advanced ICT Platforms and further rollout of advanced ICT Service management procedures, resulting in scalable, reliable and available hosting platforms for EMSA business units and performant Corporate ICT Services to all staff.

Legal Basis
<ul style="list-style-type: none"> ▪ Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19
Multi-annual strategic objectives
<ul style="list-style-type: none"> ▪ Continuously align EMSA with institutional standards and rules ▪ Obtain best value for money from the Agency's assets and from EU family joint resources ▪ Achieve efficiency gains, streamline organisational structures and build flexibility, agility ▪ Further develop effective, innovative and results oriented solutions ▪ Ensure good corporate governance and transparency

	Planned Input	Actual Input	Outcome
Management Team/Bureau of the Executive Director ³⁰	12 AD, 8 AST, 2 CA	7 AD, 8 AST, 1 CA	The functions mentioned should further structure and facilitate the working practices and projects of the Agency to enable staff with the allocated
Human Resources	2 AD, 5 AST, 6 CA	2 AD, 5 AST, 4 CA	
Legal and Financial	5 AD, 3 AST, 7 CA	5 AD, 3 AST, 7 CA	

³⁰ This number includes the Executive Director and his staff, Heads of Department and their staff, Heads of Horizontal Units as well as the data protection, audit and accountancy functions.

Affairs, Facilities and Logistics			resources to work towards meeting the objectives in an efficient and cost-effective manner in line with the Financial and Staff Regulations.
Operations Support (ICT):	2 AD, 9 AST, 2 CA	1 AD, 8 AST, 1 CA	
Objectives		Output	
<p><i>Management team</i></p> <ul style="list-style-type: none"> - Work programme, including staff and budget planning. - Action Plan for Pollution Preparedness and Response - 5 year Strategy implementation. - Annual report and accounts. - Multi Annual Staff Policy Plan. - Preparation of meetings of the Administrative Board, decisions, minutes. - Regular monitoring of on-going projects. <p><i>Human resources</i></p> <ul style="list-style-type: none"> - Management of the establishment plan (new recruits, turnover, etc.). - Management of staff related budget. - Implementation of rights and obligations of EMSA staff members. - Implementation of Staff Development Policy. - Improvement and updating of e-HR tools. - Implementation and improvement of existing HR policies related to career development. - Preparation of Implementing Rules to the Staff Regulations. - Implementation of the National Experts on Professional Training programme and traineeship policy. - Reimbursement of Missions. <p><i>Legal and financial affairs, Facilities and Logistics</i></p> <ul style="list-style-type: none"> - 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. <p><i>Operations support (ICT)</i></p> <ul style="list-style-type: none"> - Maintaining and enhancing a state-of-the-art Data Centre to host maritime applications. - Providing advanced business continuity and ICT security services. - Providing 24/7 ICT Operations for hosting of maritime applications. - Providing technical expertise to support operational maritime applications. - Providing technical support to the development and rollout of new maritime applications and major 		<p><i>Management team</i></p> <ul style="list-style-type: none"> - Further alignment of the structure of the Work Programme to evolving institutional requirements. - Monitoring the implementation of the annual Work Programme and the Action Plan for Pollution Preparedness and Response. - EMSA Strategic Survey launched aiming to extract qualitative information on EMSA's performance. - Timely submission of the Annual Report and accounts. - Timely submission of the Multi-Annual Staff Policy Plan. - Effective preparation of Administrative Board meetings. - Monitoring of on-going projects - Introduction of supporting electronic tools in the field of planned procurement and budget monitoring aiming at further reduction of administrative workload <p><i>Human resources</i></p> <ul style="list-style-type: none"> - During 2014, EMSA recruited 2 Temporary Agents (one took up duties in 2015). The occupation rate is 98.51% against a target of 202 posts to be implemented on 01.01.16. The turnover for statutory staff for 2014 was 2.99%. - The executed staff related budget amounted to € 19,291,432.12. - The implementation of staff rights and obligations is carried out on a continual basis by the HR Unit. - Staff of the Agency carried out 954.50 days of training in 2014 (not including coaching, mentoring or language training). This means that staff carried out an average of 3.9 days of training. - In 2014 EMSA developed an e-appraisal tool in-house to be used as of 2015 and further developed its mission application. A project was launched to develop a time management application to be used in 2015. - With the amended Staff Regulations which entered into force on 01.01.14 the Agency has adopted various implementing rules in the course of 2014 and will continue to develop and adapt existing ones. The new implementing rules with regard to career development, on appraisal and promotion/reclassification are amongst those and these should be adopted in 2015. - 3 National Experts on Professional Training came to EMSA in 2014 and 12 traineeships took place. - Reimbursement of missions was centralised in a small dedicated team. <p><i>Legal and financial affairs, Facilities and Logistics</i></p> <ul style="list-style-type: none"> - Ca. 9,000 verification files were handled. 	

<p>upgrades to existing ones.</p> <ul style="list-style-type: none"> - 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. 		<ul style="list-style-type: none"> - Ca. 600 helpdesk calls were handled. - Number of commitments a posteriori was stabilised at very low level. - Portion of payments carried out within time limit was stabilised at a high level. - Total number of payment suspensions and suspension period duration dropped slightly. - 82 procurement procedures were supported. - Internal procurement rules and templates were kept updated. - Legal advice was provided to EMSA in various areas as well as ensuring external legal support, when required. - Management of facilities was ensured, further projects related to fitting out premises, well-being of staff and greening were implemented. <p><i>Operations support (ICT)</i></p> <ul style="list-style-type: none"> - Further enhancement of ICT Infrastructure (Firewalls, F5, SANs) was performed during year. - Housing of EMSA Business Continuity Facility (BCF) was re-tendered and BCF was migrated successfully from Porto to Madrid in 4 days. - 24/7 Hosting infrastructure was available for more than 99.9%. - All EMSA maritime applications had a 24/7 availability of > 99%. - There were 56 successful releases to production and 2 unsuccessful releases during 2014. - All Horizontal ICT Service Platforms had an availability of > 99.9% - The EMSA Electronic Document Management System was available more than 99.9% and was used to store 6042 new documents. - All CS platforms were available for > 99.9% with no outages of more than 2 hours. - Fully achieved. 	
-		Target 2014	Result 2014
Establishment plan	execution rate establishment plan (percentage of occupied posts against the Commission's 2018 proposal)	as close as possible to 100% (multi-annual target)	95.65%
Budget	execution rate commitment appropriations	as close as possible to 100%	94.78%
	execution rate payment appropriations	as close as possible to 100%	95.52%

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

EMSA's communication activities involve a variety of tasks aimed at delivering objective, reliable and easy to understand information to the public and any interested party. Day-to-day activities include: updating the website, extranet and intranet; answering external enquiries; supporting EMSA workshops and events; media relations and, where relevant, issuing press releases. Numerous cyclical and one-off publications provide accessible information to a specialised or wider public. Proactive communication at external events also helps to raise awareness of EMSA's role and tasks.

In 2014, EMSA refreshed its corporate identity with an improved graphic design to promote EMSA consistently throughout all communication channels.

The positive relation with the Portuguese authorities has allowed a correct implementation of the Protocol Agreement and Privileges, which is an important for staff and families based in Portugal.

The events cell continued to support the organisation of events as listed below. In addition, the cell contributes to the technical assistance training that is listed separately under activity 4.3.

Legal Basis			
<ul style="list-style-type: none"> Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7 			
Multi-annual strategic objectives			
<ul style="list-style-type: none"> To become a reliable source of information and statistics for the EU on maritime matters. (D4) 			
	Planned Input	Actual Input	Outcome
Commitment appropriations in EUR	1,585,204	1,551,260	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).
Payment appropriations in EUR	1,585,204	1,473,792	
Staff	4 AD, 4 AST, 6 CA	4 AD, 4 AST, 5 CA	
Objectives		Output	
<ol style="list-style-type: none"> Preparing regular publications and completing/updating brochures and leaflets including the new EMSA general brochure in all EU languages. Improving internal communication tools such as intranet Creating/updating electronic information tools (e.g. website and videos). Launching a new visual identity for EMSA. Presenting at meetings, exhibitions and conferences. Implementation of the Protocol Agreement and Privileges. Supporting the organisation of events/meetings in the Agency. 		<ol style="list-style-type: none"> Publications: <ul style="list-style-type: none"> Corporate publications: Work Programme 2015; Annual Report 2013; 5-year strategy Newsletters: EMSA activity monthly release; Training and cooperation; SafeMed. Technical reports, inventories: Annual overview of marine casualties and incidents; Action plan for response to marine pollution from oil and gas; Oil dispersant inventory. Brochures and leaflets: The CleanSeaNet service: taking measures to detect and deter marine pollution; Maritime surveillance in practice: using an integrated maritime data environment; MAR ICE network tri-fold leaflet. Internal communication: <ul style="list-style-type: none"> Internal releases: communication strategy 2014-2020. Website and extranet: <ul style="list-style-type: none"> Website: development of an online form to request EMSA Maritime applications data (April-May 2014); first online strategic survey conducted by EMSA via its website (June 	

		2014).	
		Extranet: development of a new registration system for participants to EMSA events (February 2014).	
		Videos: 2013 highlights (June 2014); Emergency evacuation (December 2014); Innovation in communication workshop (October 2014).	
		4. New visual identity launched in September 2014 and rolled out on multiple platforms (paper and electronic publications, general stationery, internet, intranet, extranet, branded goods, exhibition stands, etc.).	
		5. Presentations: Presentation given at the Heads of Communication and Information Network meeting in October 2014 on the Innovation in communication workshop held in EMSA; Presentations by EMSA staff members given at the European space exhibition in Lisbon.	
		6. Supporting Staff and families in the Implementation of the Protocol Agreement between EMSA and The Portuguese Government.	
		7. 61 workshops and other events organised with 1689 participants; 45 different training sessions with 812 national experts trained.	
Performance Indicators		Target 2014	Result 2014
Publications	number of publications/leaflets/brochures produced per year	14	20.5 ³¹
Events	number of meetings/workshops organised by EMSA per year	40	61
	number of participants at EMSA meetings/workshops per year	1250	1689

³¹ The weighting of the publication is dependent on the man hours involved the production. This can vary from 0.33 for a one-sided A4 page layout to 1.5 for the more lengthy corporate documents.

7. References

7.1 Strategic themes and objectives as outlined in the EMSA 5-year Strategy

EMSA 5-year Strategy - adopted by the Administrative Board in November 2013

Summary of Strategic Themes and Objectives in the 5-year Strategy				
Strategic Theme	Strategic Action Area	Sub-area	Strategic Objectives	Reference
<p>Standards, rules and implementation</p> <p><i>Driver: EMSA shall be a leading EU technical partner in cooperation with EU Member States for the development and implementation of EU safety standards and regulations in the maritime sector.</i></p>	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
Monitoring, surveillance and information sharing <i>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.</i>	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; Blue Belt	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
Environmental challenges and response <i>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</i>	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

<i>sector.</i>	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
Information, knowledge and training <i>Driver: EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.</i>	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

7.2 Legislative references

Legislative References in EMSA CAAR 2014	Short name or phrase
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	-
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
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 (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation 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

Part II – Management

2.1 Administrative Board

The Administrative Board plays a fundamental role in steering the work of the Agency through the adoption of its annual Work Programme, associated Draft Budget and Establishment Plan, the Multi-Annual Staff Policy Plan and the assessment and adoption of the EMSA Annual Report. With the entry into force in January 2014 of the revised EMSA Financial Regulation and the Implementing Rules, the role of the Administrative Board, already reinforced with additional oversight powers and responsibilities with the revision of the Founding Regulation, has been further enhanced, in particular in the areas of delegation agreements, ex-ante and ex-post evaluations, amendment to the annual work programme, planning and reporting, internal audit capability, provisional twelfths in the event of late adoption of the budget, conflict of interest and in case of modification of the establishment plan.

EMSA's Administrative Board met three times in 2014. The Administrative and Finance committee meetings were also held prior to each of the Administrative Board meetings to review financial and technical agenda items in detail and provide its opinion to the Administrative Board in accordance with its mandate. In line with article 6 of the Decision establishing the Committee, the existing mandate of the committee was confirmed, allowing the Administrative Board to focus on strategic orientations for the Agency's activities and discussions on substance.

5-year Strategy

At the end of 2013 the Administrative Board adopted the 5-year Strategy, providing the Agency with the multi-annual strategic framework that reflects the initiatives launched by the EU in all policy areas related to the seas while strengthening Europe's competitiveness and sustainable growth. The Strategy expresses the vision of the Administrative Board and sets the direction for the activities of the Agency over the next five years. During the summer 2014 the Agency launched the EMSA Strategic Survey involving all its stakeholders, responding to the requests of the Administrative Board to develop a qualitative benchmark against which progress can be assessed. The result of the survey show that the overall perception of the EMSA progress towards the achievement of the strategic goals is of 70%. The Agency is developing medium term objectives and action plans to further improve these results, reaffirm its strengths and improve the weaknesses.

Communication Strategy

At its meeting in March 2014, the Administrative Board also adopted the new EMSA Communication Strategy, providing the Agency with an essential tool to respond to the challenges of its growing activities and stakeholder communities. In line with principles and recommendations of the Common Approach of the European Parliament, the Council and the Commission on decentralised EU Agencies, the Communication strategy is coordinated with the activities of other institutions and takes into consideration the broader EU image.

Requests for Assistance

Furthermore, the Administrative Board examined and approved a total of five requests for assistance from Member States, as referred to in Article 2(3), three in mid-2014 which were therefore included in the Work Programme for 2014, in annex to the existing paragraph 4.3.1.(b) "Supporting Members States in the development of national single windows". In the light of the positive results reported both by EMSA and the concerned Member States, the Administrative Board approved the continuation of this assistance and two new requests in November 2014. As a consequence, technical assistance to Finland, Greece, Italy, Malta and Romania under the rules and conditions agreed was reflected in the Work Programme 2015.

The Administrative Board also examined in detail the request for assistance as referred to in Article 2a of the EMSA Founding Regulation submitted by the Commission on EMSA's role in Copernicus Maritime Surveillance Services and authorised the Executive Director to negotiate the relevant Delegation Agreement with the Commission. The negotiations were on-going at the end of 2014 and are expected to be concluded in mid-2015.

Administrative Agreements

The Administrative Board also examined and had no objections to the draft Grant Agreement with the Commission for the management of TRACECA II project for the Black Sea, aimed at providing technical assistance to countries around the Black and Caspian seas. The content and the financial framework were akin to the ongoing SAFEMED III project for South Mediterranean countries, covering similar topics including preparing them for the possibility, introduced by the revision of the Founding Regulation, of these countries requesting EMSA pollution response services.

Visits to Member States

The Administrative Board also set up of a High Level Project Group to review the experience of 10 years of EMSA visits to Member States, with the aim of maximising the value added to both Member States and the Commission of future EMSA visits. Following the brainstorming that had taken place at previous Board meetings, the report produced by EMSA for the June 2014 meeting, a workshop in September 2014 and the written input from Members States (Denmark and Sweden), a possible canvas for the methodology and an accompanying roadmap outlining the calendar for the next stages were proposed to and welcomed by the Administrative Board in November 2014.

Bankruptcy of APM contractor

The Administrative Board was informed at the November 2014 meeting of the recent bankruptcy of the mother company of OW Tankers, an existing EMSA contractor. The impact on the existing contract, equipment and pre-fitting was uncertain at the time but there was an immediate impact on the outcome of the 2014 vessel tenders and notably the Agency's plan to award a second contract in the Channel and Southern North Sea area, in view of the lack of offers for the Northern North Sea and Norwegian Sea. This plan had to be placed on hold.

Budget 2015 - Cut in Payment Appropriations

Finally, on 29 December 2014, the Administrative Board adopted by written procedure a decision adopting the revised Budget 2015, together with the necessary technical adaptations to relevant figures included in the Work Programme 2015. This last minute written procedure was necessary in order to respond to the final figures for the EMSA Budget 2015, as adopted on 17 December 2014 by the European Parliament and that included a cut in Payment Appropriations of over € 3,000,000 for Anti-Pollution Measures. In anticipation of the possible cut, the Administrative Board was informed at the November 2014 meeting that: careful cash management, advancement and postponement of certain payments, was being planned in order to allow the Agency to manage this important cut with no major impact for its activities in 2015; and implications on the payments side of the budget for 2016 would have to be addressed in connection with the preliminary and draft work programmes for that year.

2.2 Major events

Budget 2015 – New structure

A new budget structure was developed during 2014 for the Draft budget 2015, in order to better support the business needs of the Agency. The new structure sought to address the rise in project financed activities and the specific management, monitoring and reporting requirements associated with the funds earmarked for those activities and to rationalize the structure of the budget as whole. The principal changes can be summarized as follows:

- Project financed activities and the financing earmarked for those specific actions (R0 funds) were grouped under a new Chapter 3.0³²;
- Chapter 3.1 was renamed "Information Services and Databases" and enlarged to include within this single chapter activities previously spread in other Chapters (Satellite AIS , Maritime Surveillance, IMDate and Integrated Services). Other streamlining measures such as bringing all Title III Traditional training and workshops together under a new Chapter 3.3 "Trainings and Workshops" or moving non-LRIT items out of Chapter 3.9 "LRIT" were implemented.

This new budget structure also addressed requests from the Administrative Board to have an overview of all project financed projects,³³ and was the first phase of a two-part restructuring to be completed for Draft Budget 2016.

Organisational changes

From an organisational perspective EMSA launched the year with the adoption of guidelines on internal mobility. The purpose of the guidelines is to support the best possible use of existing resources, in terms of staff experience and expertise, in the context of the 2013 revision of the EMSA Founding Regulation, which entrusted new tasks to EMSA; of the applicable financial perspective which put the Agency's budget and staff resources under increasing pressure over the next few years; and participation in the annual exercise for Regulatory Agencies like EMSA aimed at reducing staffing levels in administrative support and coordination functions and reallocating resources to frontline occupational activities.

In order to respond to the evolving business needs and services it is providing to Member States, in particular the combination and integration of increasingly complex systems and services, and in view of the growing demand and political support for the development of such services, notably through the "Athens declaration" of 7 May 2014 of the EU Ministers of Transport, the structure of the Department C "Operations" was adapted and redeployment of staff was optimised in order to reach synergies in the development, testing, operation and maintenance of maritime applications. This addressed also the need to formalize and implement the relevant procedures linked with the main ITIL components: design, transition and operation, aligning the existing teams according to a service oriented approach.

³² Integrated Maritime Policy Project; Technical assistance to the Safemed III beneficiary countries; Frontex SLA; CleanSeaNet services delivered to Greenland; Technical assistance to the Traceca II beneficiary countries; EU funds for the implementation of tasks related to Copernicus; Income from Equasis Member States fees; Cooperation Agreement for the support of the implementation as regards the sulphur content of marine fuels and relevant technical assistance (THETIS-S); and EU funds for candidate and potential candidate countries.

³³ In agreement with the Commission services, further measures have been taken in relation to the budget structure for 2016, with two new Titles added: Title 4 for Anti-Pollution Measures and Title 5 for Project Financed Actions.

Payment Execution 2014

Some factors beyond the control of the Agency influenced the payment execution in Title I for the financial year 2014. The negative impact of the coefficient correction adaptations for Portugal of previous years (2011, 2012 and 2013) generated exceptional financial debts of EMSA staff towards the Agency which were offset against their salaries directly to the 2014 EMSA Title I budget, as follows:

- In 02/2014 payroll: Decrease of coefficient corrector from 85% to 83.1% retroactively from 1 July 2013 until December 2013.
- In 05/2014 payroll: Decrease of coefficient corrector from 85% to 84% from 01.07.2011 to 30.06.2012.
- In 05/2014 payroll: Decrease of coefficient corrector from 85% to 83.5% from 01.07.2012 to 30.06.2013. The corresponding debt of EMSA staff was offset against payment credits of the relevant salary budget lines.

As an approximation, the amount offset against Title I payment credits of the relevant salary budget lines was of 611.000€.

In addition, the coefficient corrector for Portugal, once again, decreased for 2014 from 83.1% to 82.2%, retroactively from 07/2014 until 31/12/2014. As an approximation, the amount offset against Title I salary costs of employees was of 128.000€.

Business Continuity Facility

The EMSA Business Continuity Facility (BCF) was transferred from Porto to Madrid following expiry of the existing contract. The outcome of the new procurement optimized the geographical location, in terms of reduced risk, and enhanced the performance of the data centre.

Synergies with other Agencies

Potential synergies with other Agencies were actively sought in the above-mentioned area, with EMSA hosting the BCF of F4E in Madrid from December 2014, and cooperating with EFCA so that it can use EMSA's business continuity centre in Madrid.

In Lisbon, EMSA and the EMCDDA worked closely to develop cooperation and synergies between the two Agencies with a view to increasing effectiveness, efficiency and save costs given the geographical proximity of the agencies. Three thematic working groups were set up in relation to human resources, infrastructure and ICT and several joint initiatives have already been taken in these domains.

The Agency's SLA with EFCA allowed for the use of EMSA's Internal Audit Capability. Similarly, the Agency's Accounting Officer provided services to the Single Resolution Board.

On the operational level, in the field of maritime monitoring, surveillance and information sharing, EMSA cooperated extensively with several other EU agencies and bodies (EFCA, Frontex, EU NAVFOR, MAOC-N) in order to capitalize on existing expertise and services in mutually beneficial ways (see Part I. Section 2).

2.3 Budgetary and financial management

In 2014, the Agency executed 49,667,471 EUR in Commitment Appropriations (CA)³⁴, representing 94.78% of the total budget of the year, and 49,383,386 EUR in Payment Appropriations (PA)³⁵, amounting to 93.77% of the total budget.

Although the Payment Execution was rated at 93.77% when only counting C1 Funds (appropriations voted in the current budget), after taking into account automatic carry-overs of payment appropriations (C8 Funds, appropriations carried over automatically), the Agency reached 95.52% of payment execution.

The budgetary structure of the Agency was presented in titles: Title 1 and 2 are for Administrative Expenditure and Title 3 is for Operational Expenditure covering the cost of implementation of the Agency work programme (operational projects/activities). Actions in Title 3 can have a multi-annual dimension, extending over more than one financial year. Amid this title, there was “Anti-Pollution measures” with its multiannual funding for the action of EMSA in the field of response to pollution caused by ships and to marine pollution caused by oil and gas installations: 19,675,000 EUR in commitment appropriations of which 93.73% were committed³⁶ in 2014 and EUR 19,926,063 EUR in payment appropriations of which 94.93% were paid in 2014. Related documents on the Multi-Annual Schedule of Payments and specific follow-up on Anti-Pollution measures were regularly being reported to the Administrative Board and the Commission.

To ensure a close follow-up of the activity/project and related budget, the Agency was provided by planning and monitoring tools and processes. This allowed aligning activities with objectives, streamlining costs and improving business practices while assuring a consistent follow-up of work programme and pre-defined objectives.

Sound Financial Management was a cornerstone for the Agency which required effective and efficient internal control and transparency. Each operation was subject to at least one ex ante verification and ex post verifications could be organised on a sample basis using risk analysis.

The Agency kept a low level of transfers (Art.23 & 24 of EMSA FR and Art.10 of EMSA IR) in 2014, 9 in total. All Agency transfers for 2014 were below 10% of the appropriations for the financial year of the budget line from which the transfer is made in the case of transfers from one title to another.

The Administrative Board adopted EMSA Amending Budgets for 2014 (Art.34 of EMSA FR) in order to record extra income generated during the course of the financial year on EU Funds for candidate and potential candidate countries, including SAFEMED III and TRACECA II Projects; Thetis-S; LRIT; Equasis; FRONTEX SLA; CleanSeaNet services to Greenland and Miscellaneous Revenue. These funds could only be loaded once cash payment was received by the Agency in the bank account.

³⁴ Commitment appropriations cover the total cost of the legal commitments entered into during the current financial year - even if such a legal obligation extends over more than one year.

³⁵ Payment appropriations cover expenditure arising from commitments of the current year and/or earlier years, which are due for payment in the current year.

³⁶ A budgetary commitment is money reserved for payments to be executed at a future date.

A number of appropriations were carried forward to 2014, mostly related to the multi-annual operations of the Agency. Out of the 37,376,292 EUR of C8 funds (appropriations coming from previous years) carried forward to 2014, 44% were consumed, 3% were de-committed (reserved appropriations that were cancelled), and 53% were left as open amount to be consumed in the following years.

82 procurement procedures were launched in 2014; out of which 15 were special negotiated procedures referred to in points (a) to (g) of Article 134(1) and points (a) to (d) of Article 135(1) of the Rules of Application. The remaining 67 encompassed open and low value negotiated procedures.

2.4 Human Resources management

With the amended Staff Regulations which entered into force on 01.01.14 the Agency has adopted various implementing rules in the course of 2014:

- Conduct of Administrative inquiries and disciplinary proceedings
- Leave
- Outside activities and assignments
- Determining the place of origin
- Payment of travel expenses; place of employment - place of origin
- Maternity leave and maternity pay for women whose maternity leave begins before the end of their contract
- Removal expenses
- Determining the place of origin
- Grant of the education allowance
- Payment of travel expenses; place of work – place of origin
- Working time
- Part-time work
- Criteria applicable to classification in grade and step on appointment or engagement
- Type of post and post titles

In addition, the Agency has continued to develop new implementing rules in close cooperation with the Standing Working Party on Implementing Rules and the EMSA Staff Committee, which will come into force in the course of 2015.

Internal mobility was further developed in 2014, the number of positions published internally increased significantly. Redeployment has become an important part of the HR policies in order to ensure that the Agency can meet the staff cuts required. 3 AST posts were cut in 2014 from overhead functions: 2 from the creation of Joint secretariats and 1 from HR. In order to respond more effectively to the increased workload, identify the expertise currently available in the Agency, and support an internal mobility policy, the Agency created a Human Capital Database as an internal management support tool. Further to the introduction of this Human Capital Database, the E-profile tool, this has been used by staff.

The Human Resources Unit continues to make efforts to automatize and streamline procedures to enhance its efficiency and effectiveness.

Throughout the year, various taskforces were created in-house to carry out specific projects.

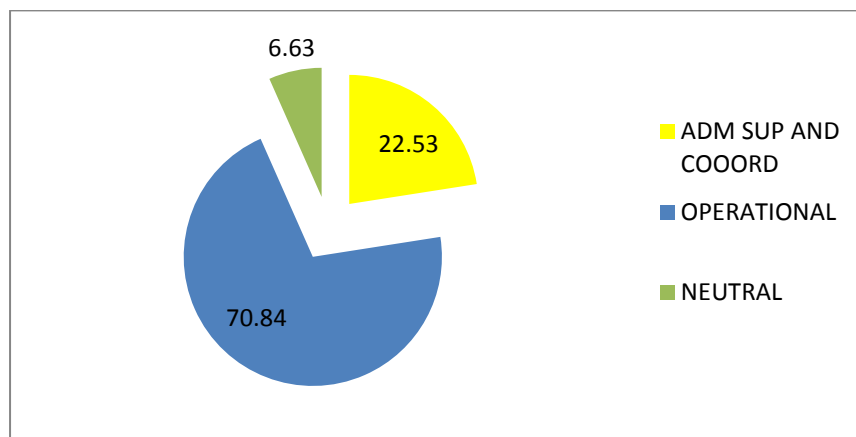
Benchmarking

The Framework Financial Regulation (FFR) establishes the obligation for the Agencies to carry out a benchmarking exercise with the aim of being able to justify administrative expenditure in a more structured way. At this stage, the implementation of these provisions consists of a job screening exercise, which is an essential element of the wider benchmarking exercise, with a focus on the ratio of jobs in the area of administration and coordination. For this purpose, a Working Group was set by the Agencies Network to define a common screening methodology for Agencies. When the exercise is more mature, the methodology will be developed further to cover the full benchmarking exercise.

The methodology is to be applied formally for the first time for the year 2014, based on a snapshot at 31/12/2014.

The methodology developed by the Working Group has been applied to EMSA's situation by identifying a screening type and a screening category for each EMSA post at 31/12/2014.

The results broken down by screening type are as follows:



As can be seen, the total overheads figure (corresponding to the 'corporate category') in EMSA at 31/12/2014 is 22.53%. This figure for overheads in EMSA can perhaps be largely explained due to EMSA's highly operational mandate and the actions aimed at introducing efficiency gains.

The detailed results broken down by screening type and category can be found in Annex IV.

2.5 Assessment by management

The Agency's operational and administrative activities in 2014 were carried out in accordance with the work programme for the corresponding year, with the necessary guidance and support of the Administrative Board. Regular consultations through the Administrative Board meetings and the written procedure mechanism allowed for transparent and constructive exchange of information between the Agency and its governing body.

The Agency focused on delivering core tasks and maintaining a high level of quality alongside the implementation of budget and staff cuts. This was achieved through efficient planning, deployment and monitoring of financial and human resources. Organisational adjustments and development of a new budget structure in view of year n+1, in line with the business needs of the Agency, is expected to continue to have a positive impact on the Agency's performance.

The budget was implemented in accordance with the principle of sound financial management. In particular, on the basis of the cascade of declarations provided in accordance with Annex 1 of the "Procedure for drawing up the CAAR of EMSA" and of the underlying controls and control procedures performed by the staff of the Agency; and supported by the assessment of the effectiveness of the internal control systems presented under Part III, the management has reasonable assurance of the achievement of the five internal control objectives listed under Article 30.2 of the EMSA Financial Regulation:

- (a) effectiveness, efficiency and economy of operations;
- (b) reliability of reporting;
- (c) safeguarding of assets and information;
- (d) prevention, detection, correction and follow-up of fraud and irregularities;
- (e) adequate management of the risks relating to the legality and regularity of the underlying transactions, taking into account the multiannual character of programmes as well as the nature of the payments concerned.

2.6 Budget implementation tasks entrusted to other services and entities

Not applicable. EMSA does not entrust budget implementation tasks to other services and entities.

2.7 Assessment of audit results during the reporting year

During the reporting year the Agency's auditing bodies (IAC, IAS and ECA) did not issue any critical audit recommendations or observations that could lead to a reservation in the annual declaration of assurance.

All recommendations and observations stemming from various audits from years before 2014 have been addressed and there are no pending actions that could have a negative influence on the risks linked to the Agency's activities in 2014.

2.7.1 IAS

The Internal Audit Service (IAS) of the Commission conducted an audit on the Building Blocks of Assurance at EMSA.

The objective of the audit was to assess and provide independent assurance on the design and effective application of the internal control system set up by the management with regard to the process of drawing up the EMSA annual report. This included the Declaration of Assurance of the Executive Director concerning the reliability, authenticity, accuracy and completeness of the information ("true and fair view"), and the various tools ("building blocks") available to support the declaration.

The IAS concluded that the internal control system put in place by the EMSA management provides reasonable assurance regarding the achievement of the business objectives established for the annual report and the underlying assurance building process. However, the IAS pointed out that, at the time of the audit, there was no formalised and documented process of drafting the annual report, leading to the risk that some actors involved in the process might not be fully aware of their responsibilities.

Following the audit, the Agency established an action plan to address all recommendations stemming from the audit report which was subsequently approved by the IAS. In the meantime, the Agency reviewed and documented the process for drafting the annual report in order to provide clear guidelines and a definition of the roles and responsibilities for all actors involved in the process for drafting, assessing and approving the annual report.

2.7.2 IAC

In accordance with Article 38.4 of the EMSA Financial Regulation, the Agency set up an Internal Audit function (Internal Audit Capability or IAC) that is fully dedicated to providing support and advice to the Executive Director and to management on internal controls, risk assessment and internal audit.

The IAC helps the Agency achieve its objectives by bringing a systematic and disciplined approach to building and applying mechanisms to evaluate and improve the effectiveness of risk management and control. The IAC also plays a key role in coordinating the various audits carried out each year at the Agency and providing the follow up of the formulated recommendations.

As all risk identified by the IAC and IAS were fully covered by the different audits conducted by IAS and ECA. Therefore, during 2014 the IAC concentrated on providing assistance to the further development of internal controls and procedures as well as to coordination of the various audits at the Agency.

In line with the EMSA Work Programme 2014, the IAC provided support and consultancy services in several internal control areas:

- Development of KPIs for ICT related operations and services.
- Further development of the Business Continuity Plan
- Enhancing quality assurance
- Review of the implementation of the Internal Control Systems.

As in previous years, the IAC also provided training to EMSA staff on “Ethics and Integrity” (Compulsory training for all EMSA staff members in line with ICS N°2).

2.7.3 ECA

Following its audit for the financial accounts for 2013 the European Court of Auditors issued the opinion that the Agency’s annual accounts were reliable and the transactions underlying the annual accounts were legal and regular in all material aspects. The ECA did not issue any comments or observations.

As regards the follow up of previous observations, the Agency has taken the necessary actions to address previous comments from the Court, notably implementation of accounting procedures and guidelines for internally generated intangible assets.

There are no outstanding actions to be taken in relation to previous comments from the Court.

2.8 Follow up of audits plans, audits and recommendations

The Agency has developed its own action plan where all recommendations issued by Internal Audit Capability (IAC), the Internal Audit Service (IAS) and the European Court of Auditors (ECA) are recorded.

The Agency considers the follow-up on the progress of the action plan on audit recommendations as an important element of its Internal Control System. A quarterly indicator is discussed at the senior management meeting and reported to the Commission. Equally, a detailed overview of the progress of the implementation of the action plans following the different audits is presented to the Administrative and Finance Committee of the Administrative Board at each meeting.

At the end of 2014, 11 out of 16 audit recommendations had been implemented. The total number of 16 audit recommendations includes recommendations made by the IAC, the IAS and the ECA over the last two years.

2.9 Follow up of observations from the Discharge authority

In reply to observations and comments made by the European Parliament in its discharge of 2012, the Agency confirmed that it has implemented all the necessary actions to address previously identified areas for improvement. Upon request of the European Parliament, the Agency also confirms action in following areas:

Reduction of administrative costs: EMSA continuously examines internal administrative processes in order to reduce its administrative costs. Examples of processes recently streamlined include the automatization of several HR processes (leave, CDR ...) and the streamlining of financial monitoring and reporting by using automated tools such as SharePoint.

Conflict of interest policies: The Agency has prepared a consolidated set of guidelines on conflict of interest that has been made available to all EMSA staff. These guidelines complement the rules of the Staff Regulations. The training on Ethics and Integrity which is provided in-house and is compulsory to all staff also contributes to raising awareness on avoiding potential conflict of interest situations. A policy related to Conflict of Interest for members of the Administrative Board was adopted in November 2013. As a result, declarations of commitment and confidentiality are requested from each Board Member or alternate at the beginning of each term of office and entered in a register held by the Agency, accessible to the public. The model declaration is published on the EMSA website

As requested by the European Parliament, the Agency provided to the Parliament a specific status report on the measures taken to prevent conflicts of interest.

Accounting procedures related to internally generated intangible assets: The Agency confirmed that the accounting procedures related to internally generated intangible assets have been implemented and accounting information in respect of the costs for these assets is now reliable.

Part II (b) External Evaluations

There were no external evaluations in 2014. In accordance with the EMSA Founding Regulation, which was last revised in 2013, the next five-year evaluation is planned for 2017 with results available in early 2018.

Part III Assessment of the effectiveness of the internal control systems

3.1 Risk Management

EMSA adopted in 2012 a Risk Management Policy which aims to provide clear guidance on how to analyse and evaluate risks (i.e. identify and assess risks), decide on actions and controls to terminate or mitigate the risks, assign ownership and finally to implement these actions and controls and monitor and review the risk management process.

The Agency has developed a rigorous approach to risk management. This includes a risk register, which covers all identified internal and external risks related to all EMSA's activities and an action plan to reduce the level of each identified risk to an acceptable level. In accordance with the Risk Management Policy the review of the risk register was initiated in 2014 and did not result in any major changes. The risk assessment did not identify any critical risks that could lead to a formal reservation to the Authorising Officer's annual declaration of assurance³⁷.

During 2014 none of the previously identified risks materialised.

3.2. Compliance and effectiveness of Internal Control Standards

Since the start of its activities, and in pace with the growth of the Agency, EMSA has progressively developed and implemented a series of internal measures to ensure that its activities are subject to control and to provide reasonable assurance to management of the achievement of the Agency's objectives.

These internal control measures help to ensure that EMSA's operational activities are effective and efficient while also certifying that all legal and regulatory requirements are met, that financial and management reporting is reliable and that assets and information are safeguarded.

In order to formalise the internal control system, the Agency has implemented a full set of Internal Control Standards (ICS) and minimum requirements which were adopted by the Administrative Board (November 2009). These Internal Control Standards are based on, and fully in line with, equivalent standards established by the European Commission for its own departments.

Examples of measures already in place are: implementation of organisational structures; development of several staff policies and operational procedures; provision of training in various areas; setting of clear objectives and monitoring them through well-developed management reporting and monitoring tools including performance indicators, risk management and business continuity plan. Taken together, these measures constitute the internal control system of the Agency.

³⁷ A risk is considered critical if it could lead to a financial loss of greater than 2% of EMSA's authorised payments of the reporting year for the ABB activity concerned. In addition, the risk must imply a significant reputational impact.

The effectiveness of the Agency's internal control system is subject to an annual assessment by management. Also, several elements of the Agency's internal control system were audited as part of the IAS audit on Building Blocks of Assurance (see II.2.7.1)

One of the key elements of EMSA's internal control system is the control and registration of exceptions to established regulations, policies, (implementing) rules and procedures. An exception is any transaction, financial or operational, which requires an approach that deviates from EMSA's regulations, policies, (implementing) rules and procedures.

A total of 11 of such exceptions were registered during the course of 2014, of which nine ex-ante (approval for a future foreseeable deviation) and two ex-post (approval after the deviation had occurred) exceptions. The areas in which exceptions were reported concerned: financial and procurement issues (nine exceptions), accounting (one exception) and contract management (one exception). Where necessary, corrective actions were carried out or clarifications were given in order to avoid similar situations occurring in the future.

The Annual risk analysis carried out by the Agency's Internal Audit Capability did not reveal any significant risks that could lead to a reservation in the Annual Declaration of Assurance.

In line with the Work Programme 2014 the Agency made special efforts to further develop and implement its Business Continuity Policy³⁸. The update of the Business Continuity Policy included an update of the different annexes and the introduction of a Business Impact Analysis. Since the establishment of the first Business Continuity Plan, an external Business Continuity Facility has been set-up and several critical applications have been "BCF-Certified" by the Agency's ICT Steering Group.

³⁸ In accordance with the BS25999-1:2006 the title of the document changed from "Business Continuity Plan" to "Business Continuity Policy"

Part IV Management assurance

4.1 Review of the elements supporting assurance

On the basis of elements of the internal control systems and the assurance they provide – the building blocks of assurance – the Executive Director was in a position to sign the Declaration of Assurance of the Authorising Officer which accompanies this Consolidated Annual Activity Report. The building blocks of assurance that are normally in place and were available to the Executive Director in 2014 are outlined below:

Monitoring and reporting

Regular unit, department, management and senior management meetings provided ongoing monitoring of the implementation of the work programme throughout the year, drawing on a series of data and exercises including: monthly report on budget, procurement and financial management; quarterly scoreboard - Key Performance Indicators; monthly horizontal indicators; and various progress reporting exercises at unit and department level.

The monthly report on budget, procurement and financial management mentioned above provides information on budget execution per budget line for all fund sources, as well as per unit and budget line; financial and accounting information including transfers, commitments a posteriori, open invoices, guarantees and recovery orders; and procurement information including progress of planned procurement and contracts, negotiated procedures, comparison with other procedures and expiring contracts.

The annual report on budget, procurement and financial management builds on these monthly reports to provide an overview of the performance of the agency in all the above-mentioned areas.

Annual reporting occurs at various organisational levels, and the present Consolidated Annual Activity Report was produced in line with the “Procedure for drawing up the CAAR of EMSA”.

Delegation of powers and declarations of assurance

The Executive Director delegated powers to members of the management team to sign legal acts and make commitments and payments, and the delegated staff members' in turn reported on the use of those powers. In addition, sub-delegation of other powers and responsibilities occurs by virtue of the organisational hierarchy, and the use of these powers, were also reported on.

A cascade of annual declarations, in reverse order to the delegation of powers and to hierarchical “sub-delegation” by virtue of organisational hierarchy, was established in accordance with the “Charter of tasks and responsibilities of authorising officers by delegation” and with Annex 1 of the “Procedure for drawing up the CAAR of EMSA”.

The materiality criteria for formal reservations to the annual declarations of assurance are defined in the “Procedure for drawing up the CAAR of EMSA”.

Certification of the Agency's year-end accounts by the Accounting Officer

The Accounting Officer's certification of the provisional accounts by 31 March 2014 (Art. 98 and 99, EMSA Financial Regulation) provided reasonable assurance to the Executive Director that the accounts present a true and fair view of the financial situation of the Agency.

Other internal control tools

A series of other internal control tools contributed to the Executive Director's reasonable assurance including the assessment of audit results, follow-up and of audit plans, and the follow-up of observations from the discharge authority (as reported under 2.7, 2.8 and 2.9 respectively), reporting on risks and risk management and on the effectiveness and efficiency of the internal control systems, including the registration of exceptions and the annual review of the status of implementation of the Internal Control Standards (as reported under 3.1. and 3.2 respectively).

The work of the Internal Audit Capability, the Internal Audit Service and the European Court of Auditors concerning the Agency in 2014 and the follow-up by the Agency is reported in section 2.7.

The Internal Control Coordinator ensures and assesses, on a yearly basis, the effectiveness of the Agency's key internal control systems, including the process carried out by implementing bodies, if any (Internal Control Standard No. 15). As part of the CAAR, the Internal Control Coordinator signs a statement to the best of his/her knowledge, on the accuracy and exhaustiveness of the information on management and internal control systems. (see Part V)

4.2 Reservations

In relation to the provisional accounts, a reservation was introduced and communicated to the European Court of Auditors concerning EMSA's "title to assets" and notably the "ownership" of APM equipment and pre-fitting under the call option system, following the unforeseen bankruptcy of one of EMSA's contractors. In spite of mitigation measures a residual risk remained to have the assets included in an insolvency procedure and EMSA having to further defend its ownership rights.

For the most recent case, the potential impact in monetary terms is approximately 310,000 EUR gross value / 235,000 EUR net value. However, given the mitigation measures taken - the anticipated exercise of the call option, verification of the absence of register of the equipment as their company assets, direct contract of the storage and insurance and decision to off-set the pre-fitting residual value from the last payments of availability fees following termination – and having already contracted a local law firm specialised in the sector in case of need, the reservation does not have an impact on the declaration of assurance.

4.3 Overall conclusion on assurance

The reservation referred to under 4.2 has no impact on assurance.

Part V Declarations of assurance

Internal Control Coordinator



Declaration of the EMSA Internal Control Coordinator

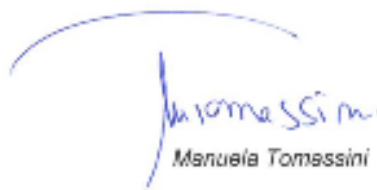
I declare that in accordance with the Commission's communication on clarification of the responsibilities of the key actors in the domain of internal audit and internal control in the Commission, I have reported my advice and recommendations to the Executive Director on the overall state of internal control at EMSA.

I hereby certify that the information provided in Part III of the present Consolidated Annual Activity Report is, to the best of my knowledge, accurate and exhaustive.

Internal Control Coordinator

Lisbon, 24 April 2015

Signed:



Manuela Tomassini



Declaration of the Executive Director

I, undersigned, Markku Mylly, Executive Director of the European Maritime Safety Agency, in my capacity as authorising officer,

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

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

This reasonable assurance is based on my own judgement and on the information at my disposal, such as the results of assessment of internal controls, the work of the Internal Audit Capability, the observations of the Internal Audit Service and the Court of Auditors and the recommendations from the European Parliament's Committee for Budgets for years prior to the year of this declaration;

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

Executive Director

Place Lisbon date 04.5.2015

Signed:

A handwritten signature in black ink, appearing to read 'Markku Mylly', is written over a large, faint circular watermark or stamp.

Annexes – EMSA CAAR 2014

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Annex I. Core business statistics

EMSA Key Performance Indicators 2014

Activity/service/ product	Performance Indicator		2014	
			Target	Results
2.1 EU vessel traffic monitoring				
SafeSeaNet system operational	1	percentage per year availability of SSN	99%	99.74%
	2	hours maximum continuous downtime	<12	04h:30min
	3	reports per year AIS	1800 million	2.535.383.428
	4	notifications per year (Port + Incident reports + MRS)	3.5 million	5.347.059
SafeSeaNet system reporting performance	5	percentage of MS's requests to SSN delivered on time according to SSN system requirements	99%	99.99%
SafeSeaNet client satisfaction	6	number of requests for information to SSN	3.5 million	1.613.720 ³⁹
IMDatE platform availability	7	percentage per year availability of IMDatE platform	95%	99.47%
MarSurv availability	8	percentage per year availability of MarSurv services (EU NAVFOR, EFCA)	95%	99.47%
2.2 EU LRIT Cooperative Data Centre and LRIT IDE				
EU LRIT CDC System operational	9	percentage per year availability of LRIT DC	99%	99.53%
	10	hours maximum continuous downtime of LRIT DC	<12	00h:33min
EU LRIT CDC reporting performance	11	percentage position reports delivered according to IMO requirement (periodic reports: 15 min; polls: 30 min)	99%	99.45%
EU LRIT CDC Web user interface	12	percentage per year of availability to users	95%	99.72%
LRIT-IDE System operational	13	percentage per year availability of LRIT IDE	99%	99.90%
	14	hours maximum continuous downtime of LRIT IDE	<12	07h:00min
2.3 THETIS				
System operational	15	percentage per year availability of THETIS	96%	99.64%
	16	hours maximum continuous downtime	<6	1h:14m
Helpdesk	17	average time in working hours for feedback on requests for user support	<3	2h:10m
	18	average time in working hours for feedback on requests from the public and other un-registered users	<4	0h:54m
Links with 3rd party systems	19	percentage per year availability for data imports at the THETIS side	90%	99.41%

³⁹ The KPI 6 is below target due to a changed use of the system by certain Member States.

2.4 Maritime Support Services				
MSS 24/7 availability	20	average time in hrs for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	<2	00h:13min
	21	average time in working hrs for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	<8	00h:24min
3.1 Classification societies				
Inspections	22	number of all types of inspections	18-22	20
	23	percentage of planned inspections completed*	100	111.1%
Reports	24	number of reports per year	18	21
End-of-cycle reports	25	number of reports per year	4-6	4
	26	percentage of planned reports completed*	100%	100%
3.2 STCW				
Inspections and visits	27	number of inspections and visits per year	7-8	9
	28	percentage of planned inspections and visits completed*	100%	128.6%
Reports	29	number of reports per year	7-8	9
STCW Information System	30	percentage per year availability	95%	99.8%
3.3 Implementation of PSC Directives in Member States				
Visits	31	number of visits per year	4-6	6
	32	percentage of planned visits completed*	100%	150%
Reports	33	number of reports per year	4-6	6
3.4 Maritime Security				
Inspections	34	number of missions per year	10-15	13
	35	percentage of planned missions completed*	100%	130%
Reports	36	number of reports per year	15-20	13 ⁴⁰
3.5 Monitoring implementation of EU maritime legislation				
Visits	37	number of visits per year	16-17	16
	38	percentage of planned visits completed*	100%	100%
Reports	39	number of reports per year	16-17	16
3.6 Horizontal analysis and research				
Analyses on the basis of full or interim inspection cycles	40	number of horizontal analyses per year	2-3	2
	41	percentage of planned analyses completed*	100%	100%

* Achievement is measured against the bottom of the number range

⁴⁰ Two inspection missions did not lead to an inspection report being produced by EMSA. Furthermore, in two cases two inspection missions were combined in a single report.

4.1 Port State Control				
Rulecheck user response	42	number of system errors per year	<10	2
4.2 Accident investigation				
EMCIP meetings	43	number of meetings per year	1	1
Accident database	44	number of occurrences notified in EMCIP during the year	3500	3722
PCF meetings	45	number of meetings per year	1	1
4.3 Technical assistance (training and cooperation)				
Training for Member States	46	number of MS training sessions per year	14	20
	47	number of MS experts attending per year	290	517
Training for accession countries	48	number of AC training sessions per year	6	9
	49	number of AC experts attending per year	80	93
Client Satisfaction	50	result of customer survey	positive	positive
4.4 Marine equipment and ship safety standards				
MARED Database	51	percentage per year availability of MARED DB	97%%	99.49%
4.5 Maritime information, Equasis and statistics				
Availability of the system	52	percentage per year availability of Equasis	99.5%	99.9%
Users	53	number of users per month	30 000	32 659
Contributors	54	number of contributing members	8	9
4.8 SAFEMED III				
Implementation of the SAFEMED Project	55	number of training sessions per year	5	16
	56	number of activities per year	4	10
	57	number of ENP experts attending per year	50	202
	58	result of customer survey	positive	positive
5.1 Network of stand-by oil spill recovery vessels				
Stand-by vessel network	59	number of contracts	18	17 ⁴¹
	60	geographical coverage	All regional sea basins of Member States	All regional sea basins of Member States
New vessels pre-fitting	61	number of newly contracted vessels pre-fitted	4	3 (see footnote 3)
Number of drills and exercises	62	number of drills per year	68	71
	63	number of operational exercises per year	10	12
	64	number of notification exercises per year	10	14

⁴¹ KPIs 59 and 61 are below target due to the late entry into service of one vessel.

Response to requests for mobilisation	65	mobilisation time in hours	24	27,5 ⁴²
5.2 CleanSeaNet and illegal discharges				
Satellite images	66	number of images ordered and analysed per year	2000	2521
Response to assistance requests re. accidental spills	67	percentage response rate to requests for assistance	100%	100%
CSN-DC performance	68	percentage per year availability of CSN	97.5%	98.9%
5.3 Cooperation, Coordination and Information				
Coordination of the CTG-MPPR	69	number of CTG MPPR meetings and workshops	4	5
Development of studies/reports	70	number of studies/reports/decision support tools developed	2	3
HNS operational support: Response to requests for assistance to MAR-ICE	71	percentage of responses within 2 hrs	>75%	100%
	72	percentage of responses within 4 hrs	<25%	0%
HNS operational support: Development of datasheets	73	number of datasheets produced	50	56
6.1, 6.2, 6.3 and 6.4 Overhead/horizontal tasks				
Establishment plan execution rate	74	execution rate establishment plan (percentage of occupied posts against the Commission's 2018 proposal)	as close as possible to 100% (multi-annual target)	95.65%
Budget execution rate - commitment appropriations	75	execution rate commitment appropriations	as close as possible to 100%	94.78%
Budget execution rate - payment appropriations	76	execution rate payment appropriations	as close as possible to 100%	95.52%
6.5 External communication, protocol and events support				
Number of publications/leaflets/brochures produced	77	number of publications/leaflets/brochures produced per year	14	20.5 ⁴³
Events	78	number of meetings/workshops organised by EMSA per year	40	61
	79	number of participants at EMSA events per year	1250	1689

⁴² KPI not on target. The vessel Alexandria from the shipping company Petronav was mobilised on 15 March. On the way to port to discharge the cargo, the vessel grounded and an extensive survey of the bow was requested by the Classification Society. Despite this unforeseen event, mobilisation time was only slightly off target, at 27.5 hours.

⁴³ The weighting of the publication is dependent on the man hours involved the production. This can vary from 0.33 for a one-sided A4 page layout to 1.5 for the more lengthy corporate documents.

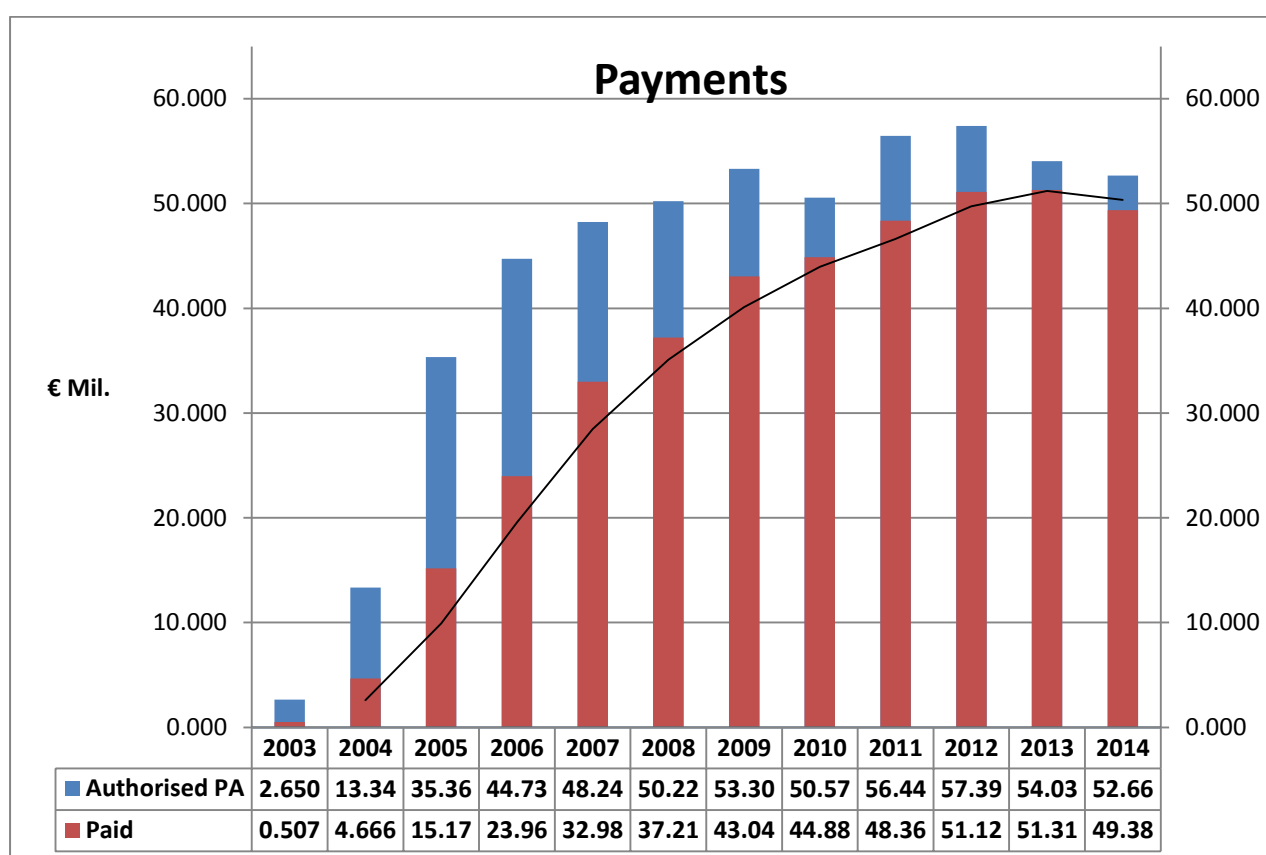
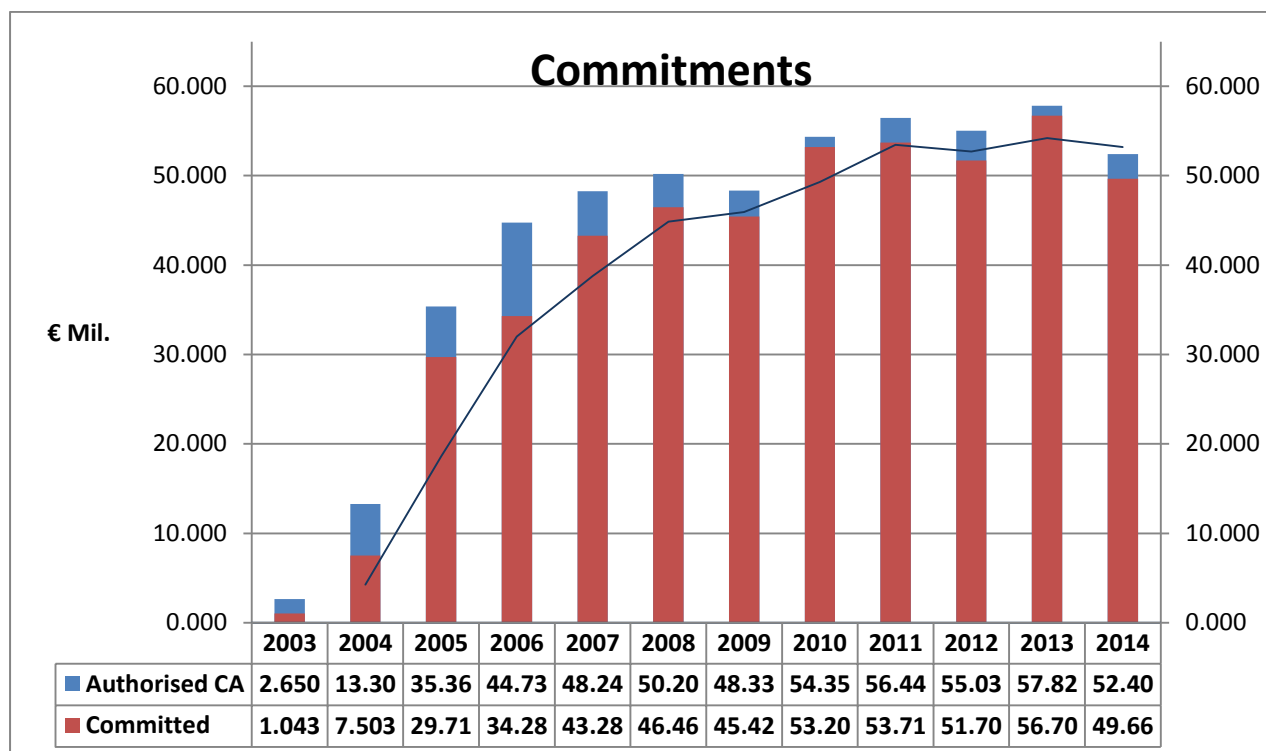
SLA's - Operational Agreements active in 2014 and 2015

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
Ministère de l'Ecologie - Direction des affaires maritimes	EQUASIS - IT services	27-Feb-09	n/a
IMSO	LRIT Services Agreement EU CDC	27-May-09	Ongoing
CFCA - FRONTEX JTWG	Joint Technical Expert Working Group	26-Nov-09	26-Nov-15
European Space Agency (ESA)	Cooperation for the use of space based systems and data in support of maritime activities	11-Dec-09	n/a
European Space Agency (ESA)	Use of space based Earth observation for enhancing maritime safety	02-Jul-10	02-Jul-15
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 European Maritime Safety Agency 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
ExactEarth	Provision of space base AIS services use by the MARSURV service	28-Jul-11	30-Apr-15
EUNAVFOR - Athena Atalanta	Delivery of an integrated maritime monitoring service	06-Apr-11	Automatic annual renewal
CEDRE - CEFIC	MAR-ICE service (Network of chemical expert for HNS marine pollution)	17-Oct-08	16-Oct-17
DG ELARG	Preparatory measures for the participation of potential candidates countries	27-Oct-11	26-Sep-14
Italian Coast Guard	Service Level agreement between the Italian Coast Guard and the European Maritime Safety Agency for the hosting, maintenance and operation of the Mediterranean AIS Regional Server and its connection with SafeSeaNet	18-Feb-10	8-Oct-15

DG MOVE	Implementation of the actions "Evolution of SSN" of the Integrated Maritime Policy	31-Aug-12	30-Aug-14
European Fisheries Control Agency (EFCA)	MARSURV-3 Monitoring Services	17-Dec-12	Automatic annual renewal
DG DEVCO	Contract for the implementation of Safemed III	21-Dec-12	20-Dec-15
IMSO	LRIT Services Agreement IDE	20-Mar-13	Ongoing
Frontex	Provision of services for implementation of Concept of Operations within EUROSUR	30-Apr-13	30-Apr-16
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
TRACECA II	Grant agreement with the European Commission for the management of TRACECA II Maritime Safety and Security project	16-Jun-14	16-Jun-17
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
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
DG ECHO	Working arrangement on cooperation in the framework of maritime emergencies, including marine pollution preparedness, monitoring and response	13-Nov-2014	n/a

Annex II. Statistics on financial management

Evolution of budget execution



Negotiated procedures

In 2014 the following negotiated procedures based on articles 134(1) (a) to (g), 135(1) (a) to (d) of COM RAP were launched:

Reference number	Project	Status
Negotiated procedure <u>without</u> publication of Contract Notice: Art. 134(1)(a)-(g)		
NEG/02/2014	Overhauling and guarantee extension for High Capacity NorMar Skimmer	Awarded
NEG/11/2014	Amendment N°5 to Contract N° EMSA 09-NEG/1/2009 (Lot 1 Northern Baltic Sea) for the participation to an oil recovery in ice equipment demonstration.	Awarded
NEG/12/2014	Maintenance of the CSN data centre after 4 May 2014	Awarded
NEG/13/2014	Complementary study to EMSA/OP/10/2013 on an additional “small” ship design	Awarded
NEG/14/2014	Improvement project with contractor Petronav - Dispersants capability for vessel Alexandria	Awarded
NEG/15/2014	Improvement project with Tankship - Dispersants capability for vessel Balluta Bay	Awarded
NEG/30/2014	Development of the SaVoir software	Awarded
NEG/34/2014	Online access to the EDS	Awarded
NEG/38/2014	COSMOSKYMED Licences	Initiated
NEG/41/2014	Corrective and evolutive maintenance of the IMDATE	Awarded
NEG/45/2014	Contract amendment n°1 to FWC 2011/EMSA/OP/08/2011 SafeSeaNet	Initiated
NEG/47/2014	Setting-up seaborne dispersant capability on board of the Bahia Tres	Awarded
NEG/50/2014	Terrasat licenses	Launched
NEG/57/2014	Additional dissemination of results of stability studies	Awarded
NEG/67/2014	Provision of transportation, temporary storage, overhauling and commissioning of the selected OSR	Initiated

The table below illustrates the number of procurement procedures launched and contracts awarded following completion of special negotiated procedures (within the scope of articles 134(1) (a) to (g) and 135(1) (a) to (d) of COM RAP) in 2014. For the purpose of comparison, cancelled procedures were not taken into account.

Type of procedure	2014
NEG based on art 134 RAP	15
NEG based on art 135 RAP	0
Total Special NEG	15

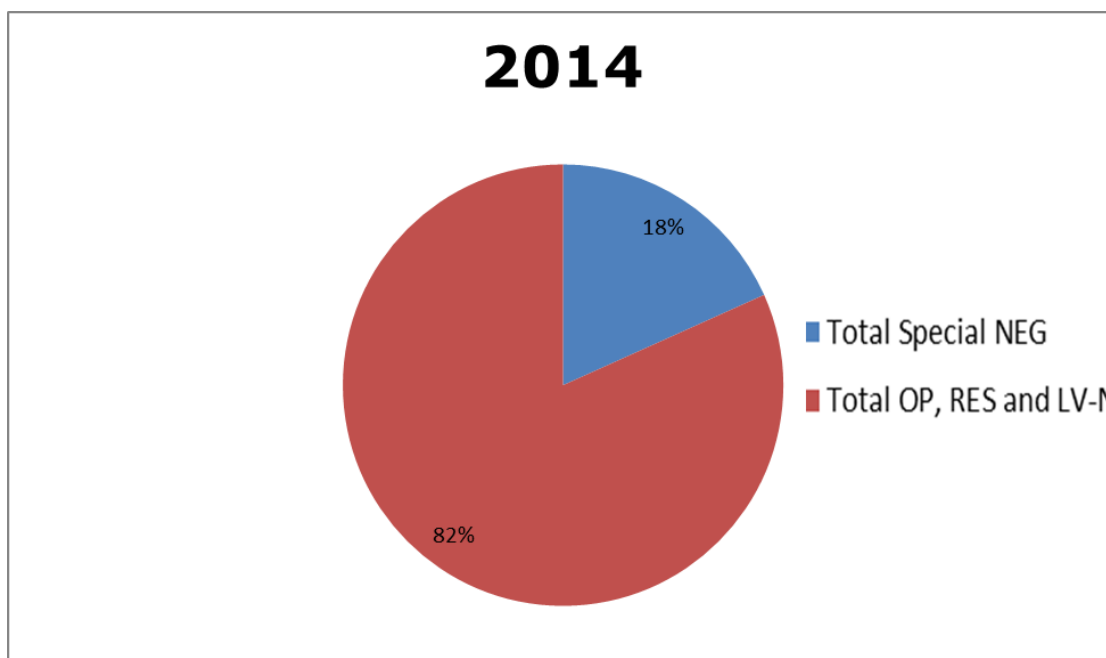
Contracts awarded following open, restricted and low value negotiated procedures. For the purpose of comparison, cancelled and on-going procedures were not taken into account. Contracts awarded in 2014 following open, restricted and low value negotiated procedures launched in 2014 are taken into account.

Type of procedure	2014
Open (O)	17
Restricted (RES)	0
Low value negotiated (LV-N)	50
Total OP + RES+ LV-N	67

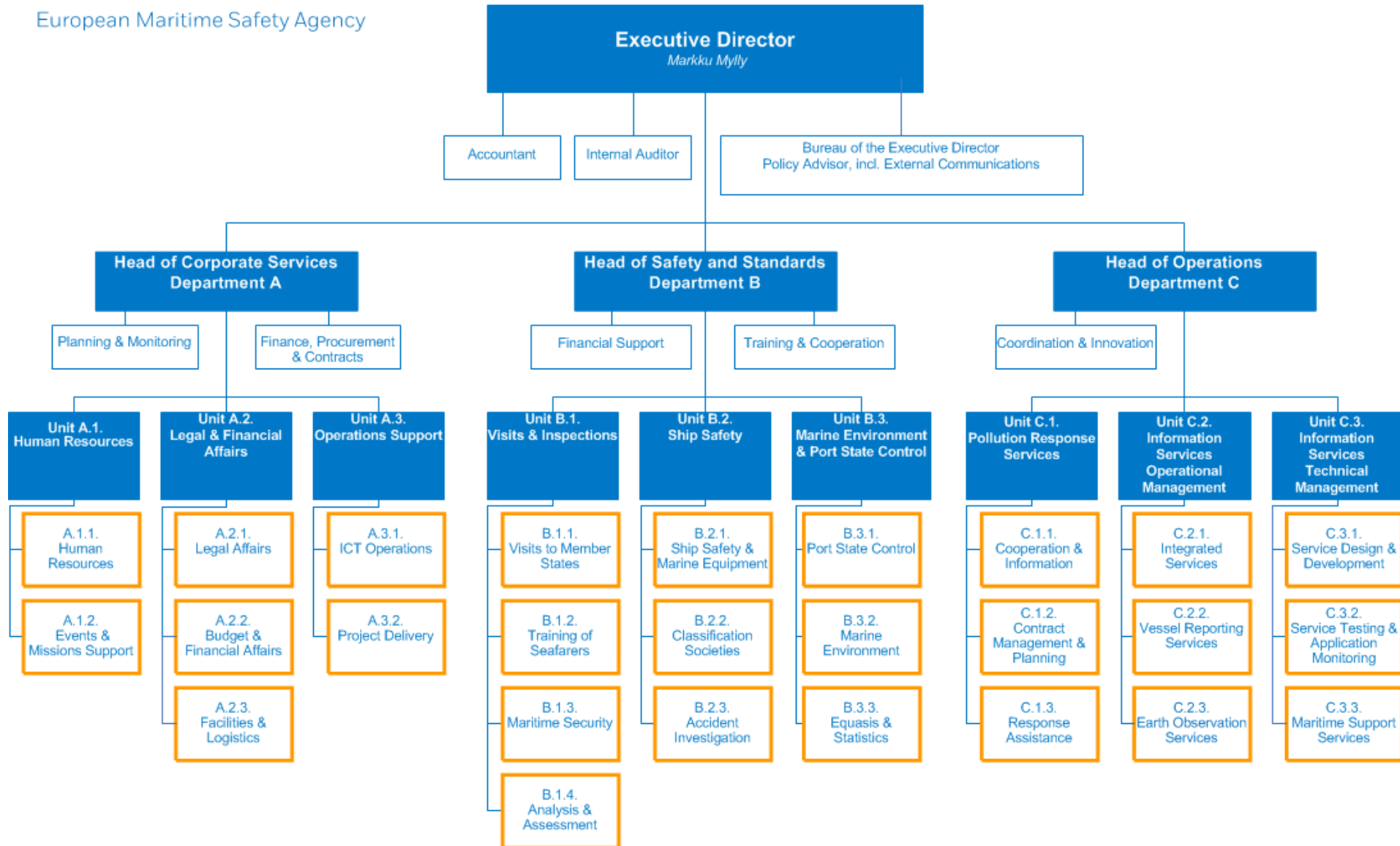
The table below illustrates the comparison between the number of contracts following special negotiated procedures and the number of contracts following open, restricted and low value negotiated procedures for above 1000 Euro launched in 2014.

Type of procedure*	2014
Total Special NEG	15
Total OP + RES+ LV-N	67

Ratio between contracts awarded following special negotiated procedures with the number of contracts awarded following open, restricted and low value negotiated procedures for low value above 1000 Euro is demonstrated in the graph below.



Annex III. Organisational chart



Annex IV. Establishment plan and additional information on Human Resources management

Establishment plan 2014

Function Group and Grade	2013 Authorised		2014 Authorised	
	Permanent	Temporary	Permanent	Temporary
AD16				
AD15		1		1
AD14		1		1
AD13	1	3	1	3
AD12	1	9	1	9
AD11		11		11
AD10	1	17	1	17
AD9		25		28
AD8	1	23	1	24
AD7		24		24
AD6		19		20
AD5		9		4
Total AD	4	142	4	142
AST11				
AST10		1		1
AST9				
AST8		1		1
AST7		1		1
AST6		3		5
AST5		15		17
AST4		20		19
AST3		19		17
AST2		7		3
AST1				
Total AST	0	67	0	64
Total AD + AST	4	209	4	206
Grand Total	213		210	

Entry level for type of post

Key functions (examples)	Type of contract	Function group, grade of recruitment	Function is dedicated to administration support or policy (operational) or mixed
CORE FUNCTIONS			
Head of Department (level 2)	TA	AD13	Operational
Head of Unit (level 3)	TA	AD9, AD10, AD11 or AD12, related to the mandate and dimension of the Unit	Operational
Head of Sector (level 4)	TA	AD8	Operational/Support/Mixed
Senior Officer	TA	AD8	Operational
Officer	TA	AD6 or AD7 depends on the functions that will be allocated	Operational
Junior Officer	TA	AD5	Operational
Senior Assistant	TA	AST10	Operational
Junior Assistant	TA	AST1 or AST3 depends on the functions that will be allocated	Operational/Mixed
SUPPORT FUNCTIONS			
Head of Administration (Level 2)	TA	AD12	Support
Head of Human Resources (Level 3)	TA	AD9	Support
Head of Finance (Level 3)	TA	AD9	Support
Head of Communication	TA	AD8	Mixed
Head of IT (Level 3)	TA	AD10	Mixed
Senior Officer	TA	AD8	Support
Officer	TA	AD6	Support
Junior Officer	TA	AD5	Support
Webmaster- Editor	TA	AST3	Mixed
Secretary	CA	FGII	Support
Mail Clerk	CA	FGI	Support
SPECIAL FUNCTIONS			
Data Protection Officer	TA	AD8	Mixed
Accounting Officer	TA	AD8	Mixed
Internal Auditor	TA	AD8	Mixed
Secretary to the Director	TA	FG II	Mixed

Results of the screening exercise

Job type (sub) category	Year N-1 (%)	Year N (%)
<i>Administrative support and Coordination</i>		22.53%
<i>Administrative support</i>	n/a	16.03%
<i>Coordination</i>	n/a	6.50%
<i>Operational</i>		70.84%
<i>Top Level Operational Coordination</i>	n/a	3.37%
<i>Programme Management & Implementation</i>	n/a	50.45%
<i>Evaluation & Impact assessment</i>	n/a	12.66%
<i>General Operational</i>	n/a	4.36%
<i>Neutral</i>		6.63%
<i>Finance/Control</i>	n/a	6.63%
<i>Linguistics</i>	n/a	0%

Annex V. Human and financial resources by activity

Planned and Actual Resources 2014	Planned HR					Actual HR					Planned Financial		Actual Financial	
	MANPOWER					MANPOWER					TOTAL ALLOCATED COSTS COMMITMENTS	TOTAL ALLOCATED COSTS PAYMENTS	TOTAL ALLOCATED COSTS COMMITMENTS	TOTAL ALLOCATED COSTS PAYMENTS
	Temporary Agents		END	CA	TOTAL	Temporary Agents		END	CA	TOTAL				
	AD	AST				AD	AST							
2.1 EU vessel traffic monitoring (SafeSeaNet, maritime surveillance, satellite AIS, IMDATE and FAL)	24	10	3	3	40	26	10	3		39	7,630,770	7,802,660	6,994,433	7,054,528
2.2 EU LRIT Data Centre and LRIT IDE	8	7			15	6	7			13	3,283,233	3,561,507	3,247,301	3,327,370
2.3 New Information System for PSC (THETIS)	5	1	1		7	5	1			6	1,890,055	1,886,718	1,665,885	1,781,211
2.4 Maritime support Services (in AR 2012 still spread in 2.1, 2.2, 2.3)	8	3	3		14	7	3	2	2	14	1,809,098	1,813,878	1,719,884	1,631,944
3.1 Classification Societies	10	2	2		14	10	2	1		13	2,012,875	2,012,875	1,926,577	1,821,079
3.2 STCW and social dimension	7	1	1	1	10	6	2	1	1	10	1,466,855	1,471,355	1,509,620	1,344,602
3.3 implementation of PSC Directives in Member States and EFTA	2				2	2		1		3	331,776	331,776	422,117	403,447
3.4 Maritime Security	3	1			4	3				3	583,115	583,115	472,878	459,250
3.5 Monitoring implementation of EU maritime legislation	5	2			7	5	2			7	1,025,341	1,025,341	994,232	1,024,643
3.6 Horizontal analysis of inspection reports and research	2				2	2				2	291,776	291,776	292,252	279,764
4.1 Port State Control	4		1		5	4		1		5	1,277,099	1,292,099	955,447	993,825
4.2 Accident investigation	3	1	1		5	3	1	1		5	963,162	963,162	928,073	858,551
4.3 Technical assistance (training and cooperation)	2	1	2	1	6	2	1	2	1	6	952,463	952,463	1,333,286	1,167,760
4.4 marine equipment and ship safety standards (including IMO)	7				7	7				7	1,550,215	1,545,715	1,535,679	1,434,087
4.5 Maritime Information, Equasis and statistics	2	1	1	1	5	1	1	1	1	4	1,354,416	1,350,416	726,028	687,395
4.6 Prevention of pollution by ships	6		1		7	5				5	1,084,874	1,084,874	822,965	789,990
4.7 Liability and compensation	1				1	1				1	150,888	150,888	146,126	139,882
6.5 Communication, Protocol, Missions & Events support	4	4		6	14	4	4		5	13	1,585,204	1,585,204	1,551,260	1,473,792
5.1 stand-by oil recovery vessel network	12	4	1	1	18	11	4	1	2	18	17,966,396	18,043,459	16,885,639	16,928,562
5.2 CleanSeaNet and illegal discharges	6	1			7	6	1			7	4,573,716	4,768,716	4,452,824	4,864,946
5.3 Coordination, cooperation and information (APM, HNS)	4		1		5	4		1		5	1,125,148	1,104,148	1,084,966	916,756
6.1 Management/bureau/horizontal tasks	12	8		2	22	7	8		1	16				
6.2 Human Resources	2	5		6	13	2	5		4	11				
6.3 Legal and Financial Affairs, facilities and logistics	5	3		7	15	5	3		7	15				
6.4 Operations support (ICT)	2	9		2	13	1	8		1	10				
6.1, 6.2, 6.3 and 6.4 Total Overhead/horizontal tasks	21	25		17	63	15	24		13	52				
SUBTOTALS	146	64	18	30	258	135	63	15	25	238				
TOTAL	210					198					52,908,475	53,622,145	49,667,472	49,383,384
List of Activities - EMSA Project financed (R0 Funds)											Commitments	Payments	Committed	Paid
FRONTEX (see activity 2.1)								2			pm	pm	4,110,071	2,255,626
THETIS S (see activity 2.3)											pm	pm	94,756	72,626
IPA (see activity 4.3)											pm	pm	72,003	72,003
EQUASIS (see activity 4.5)											pm	pm	448,680	274,320
SAFEMED (see activity 4.8)								1.8			pm	pm	640,653	457,720
CSN GREENLAND (see activity 5.2)											pm	pm	280,000	92,523
TRACECA (see activity 4.8)								1.2			pm	pm	143,771	93,063
Total								5					5,789,934	3,317,879

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.

Annex VI. Draft annual accounts

Economic outturn account

(in EURO)

	2014	2013
Revenues from administrative operations	2,711,406	674,302
Other operating revenue	51,432,799	52,134,067
TOTAL OPERATING REVENUE	54,144,205	52,808,369
Administrative expenses	-32,297,930	-32,380,143
All Staff expenses	-17,502,135	-17,021,466
Fixed asset related expenses	-8,036,797	-8,013,648
Other administrative expenses	-6,758,998	-7,345,028
Operational expenses	-22,555,774	-18,271,256
TOTAL OPERATING EXPENSES	-54,853,705	-50,651,398
SURPLUS/(DEFICIT) FROM OPERATING ACTIVITIES	-709,499	2,155,750
Financial revenues	43,855	0
Financial expenses	-320	-1,221
SURPLUS/ (DEFICIT) FROM NON OPERATING ACTIVITIES	43,535	-1,221
ECONOMIC RESULT OF THE YEAR	-665,964	2,155,750

Summary of data provided by the Agency in its annual financial statement.

These accounts are drawn up on an accrual basis and are rounded.

Balance sheet

(in EURO)

	2014	2013
NON CURRENT ASSETS	31,469,227	34,150,479
Intangible fixed assets	7,965,813	6,613,695
Tangible fixed assets	23,213,278	27,186,828
Long-term pre-financing	290,136	290,136
Long-term receivables	0,00	59,821
CURRENT ASSETS	18,248,381	11,525,995
Short-term pre-financing	5,450,331	3,211,857
Short-term receivables	3,964,114	2,269,688
Cash and cash equivalents	8,568,436	6,044,450
TOTAL ASSETS	49,717,608	45,676,474
NON-CURRENT LIABILITIES	110,799	95,331
Provisions for risks and charges	0,00	0,00
Other long-term liabilities	110,799	95,331
CURRENT LIABILITIES	11,166,613	6,474,982
Provisions for risks and charges	0,00	79,000
Accounts payable	11,166,613	6,395,982
TOTAL LIABILITIES	49,717,608	45,676,474
TOTAL NET ASSETS/LIABILITIES	38,440,196	39,106,161

Summary of data provided by the Agency in its annual financial statement.

These accounts are drawn up on an accrual basis and are rounded.

Annex VII - EMSA's Report on the Multi-Annual Funding of the Agency's pollution preparedness and response activities as laid down in Regulation (EU) No 911/2014.

Report on the Multi-Annual Funding of the Agency’s pollution preparedness and response activities as laid down in Regulation (EU) No 911/2014.

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Chapter 1: Report Objective

Regulation (EU) No 911/2014 of the European Parliament and of the Council of 23 July 2014 on multi-annual funding for the actions of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations states, that “In accordance with Regulation (EC) No 1406/2002, the Agency should report on the financial execution of the multi-annual funding of the Agency in its annual report.” This report is presented here.

1.1 Executive summary

The activities of the Agency in the field of marine pollution preparedness, detection and response caused by ships and oil and gas installations are focussed on providing operational assistance and information to Member States. The main services are:

- The provision of operational assistance through the Network of Stand-by Oil Spill Response Vessels and the implementation of the activities described in the *Action Plan for Response to Marine Pollution from Oil and Gas Installations*;
- CleanSeaNet: the satellite based oil spill and vessel detection and monitoring service;
- The MAR-ICE (Marine-Intervention in Chemical Emergencies) Information Service in case of chemical spills at sea;
- Cooperation and coordination with the EU Commission, EU Member States, EFTA/EEA Coastal Countries, Candidate Countries, Potential Candidates Countries, Regional Agreements and other relevant international organisations such as the International Maritime Organization (IMO);
- The provision of information through publications and workshops.

At the end of 2014, 17 fully equipped vessels and one vessel in the preparatory phase were under contract.

Four stand-by oil spill response vessel contracts were awarded at the end of 2013. Two were to replace existing capacity along the Northern Atlantic coast (James Fisher Everard pool of vessels based in Cobh, Ireland) and in the Aegean Sea (Aktea OSRV based in Piraeus, Greece). The other two contracts were relocating capacity to enhance the response capacity in the Northern North Sea (James Fisher pool of vessels based in Sunderland, UK) and in the Adriatic Sea (Marisa N based in Trieste, Italy). Following a preparation phase, these vessels were accepted for entry into operational service during 2014. However, the Marisa N acceptance could not be completed due to technical issues and had to be postponed to the beginning of 2015.

Following the procurement for the Channel and Southern North Sea, Atlantic Coast and Northern Black Sea, four new contracts for stand-by oil spill response services were awarded at the end of 2014. These new contracted response arrangements will replace existing capacity covered by contracts expiring at the end of 2014/beginning of 2015. Following a preparatory phase, these vessels are expected to enter into operational service by mid-2015.

In 2014, 61 drills were conducted on board EMSA contracted vessels, to ensure a high level of preparedness. In addition, 10 acceptance drills related to entrance of new contracted vessels in service and/or improvement projects were conducted.

To further strengthen the operational cooperation with Member States and marine pollution Regional Agreements⁴⁴, 12 EMSA contracted vessels participated in 10 operational exercises covering all European seas.

In addition, 11 notification exercises aiming at the signature of 14 Incident Response Contracts with different EMSA's contractors were conducted.

Following a technical assessment of operational needs and opportunities to upgrade the response capacity of the Network, three new improvement projects were implemented. In order to accomplish these projects, the framework contracts concluded with different companies in 2011 for the purchase of oil pollution response equipment were used.

In 2014, there were six requests by Member States for operational support during specific accidental spills and emergencies, all of which included requests for additional CleanSeaNet images, and one of which involved the activation of an EMSA contracted vessel. On 15 March, the vessel *Alexandria*, contracted through the shipping company Petronav, was mobilised by Cypriot authorities as preventive measure due to the threat of pollution from the tanker *Morning Glory*, a stateless vessel with stolen cargo coming from Libya, which was at anchor off Limassol, Cyprus. Armed forces boarded and took control of the *Morning Glory*, ending the pollution threat on 17 March 2014.

With the entry into force of Regulation (EU) No 100/2013 and the adoption of the "Action Plan for Response to Marine Pollution from Oil and Gas Installations" EMSA began its implementation. This included the launch of a tender for the procurement of aerial dispersant application services and the conclusion of a framework contract for the provision of dispersants, including the purchase of limited stockpiles for selected locations that lack resources.

Furthermore, contracts were awarded to add dispersant spraying systems to already contracted vessels, which will be fully operational early 2015.

CleanSeaNet, the satellite oil pollution and vessel detection monitoring service, provides daily monitoring over European waters to detect and deter marine pollution. In addition, the Agency also supports periodic operations or exercises such as Coordinated Extended Pollution Control Operations (CEPCO) and 'Tour d'Horizon'⁴⁵ aerial

⁴⁴ 'Regional Agreements' refer to the agreements signed by countries around a particular sea area to plan for pollution preparedness and coordinate responses in case of a large-scale marine pollution incident. The EU has an official role in some, but not all, of these. Regional Agreements have been developed for all the sea areas along the European coastline: the North Sea (Bonn Agreement), the Baltic Sea (HELCOM), the Mediterranean (the Barcelona Convention), the Black Sea (Bucharest Convention for which EMSA has observer status), and the North East Atlantic (Lisbon Agreement, not yet in force).

⁴⁵ The Bonn Agreement Contracting Parties have adopted a plan for all coastal states to conduct periodic and random surveillance flights for the detection of spillages in the offshore oil and gas industry areas in the North Sea. Irrespective of the main aim, all other suspected polluters are also to be identified and reported. These surveillance flights are entitled 'Tour d'Horizon Flights'.

operations for platform monitoring in the North Sea. During 2014, EMSA provided satellite support to six emergency response operations.

The Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), established in 2007, continued its work in 2014 with its annual meeting, updating the Rolling Work Programme activities and organising one training course on marine pollution surveillance with participants from national administrations.

The MAR-ICE (Marine-Intervention in Chemical Emergencies) Network, which provides expert information and advice during hazardous and noxious substance (HNS) spills was renewed for three years. Activation procedures were practiced during a workshop on HNS, which included a table top-exercise.

Funding of Actions

The Budgetary Authorities provided EMSA with EUR 19.9 million in commitment and EUR 20.1 million in payment appropriations for its pollution preparedness and response task for 2014⁴⁶. In terms of budget execution, 93.5 % was achieved for commitments and 94.8 % for payments.

Budget execution for anti-pollution measures was challenging in 2014 due to unforeseen events outside the Agency's control. The main reasons were the withdrawal of one ship owner following the contract award for an oil spill response vessel, and the bankruptcy of another company that had been awarded a vessel contract.

The table below provides an overall summary of commitments and payments:

	Commitments	Payments
TOTAL allocation	19,884,979.96	20,127,032.65
TOTAL utilisation	18,591,555.96	19,086,306.70

Table 1 Overall summary of commitment and payment appropriations

⁴⁶ In addition to budget allocated in 2013, € 317,188.96 were assigned as C4 funds in CA and PA and € 15,424.25 were assigned as C5 funds in CA

Chapter 2: Introduction

Following the sinking of the oil tanker *Prestige*, the Agency was given, in 2004, additional tasks in the field of marine pollution preparedness and response. The initial framework for such activities was described in the Action Plan for Oil Pollution Preparedness and Response⁴⁷ and the Action Plan for Hazardous and Noxious Substances Pollution Preparedness and Response⁴⁸. With the adoption of Directive 2005/35/EC as amended on ship-sourced pollution⁴⁹, the task of monitoring spills was elaborated and incorporated into the Action Plan.

Furthermore, following the *Macondo* incident and with the entry into force of Regulation (EU) No 100/2013, amending the Founding Regulation (EC) No 1406/2002, EMSA's mandate for operational assistance was enlarged to also include response to marine pollution caused by oil and gas installations. The framework for this new task was described in the Action Plan for Response to Marine Pollution from Oil and Gas Installations⁵⁰. The activities identified and defined in Action Plans are updated annually and approved by EMSA's Administrative Board as part of the annual Work Programme. The Agency's activities build upon existing cooperation frameworks and the mandate of Regional Agreements.

Regulation (EU) No 100/2014 reserves a financial envelope for the implementation of these tasks for the duration of the current 2014-2020 Financial Perspectives⁵¹. Following the provisions of this Multi-annual Funding (MAF) framework, a dedicated section is to be included in the Consolidated Annual Activity Report concerning the financial execution of the Agency's detailed plan for its pollution preparedness and response activities. This is the first annual report under the new MAF and covers the year 2014. EMSA's activities under this umbrella are presented, and described in more detail in three categories:

- Operational Assistance;
- Cooperation and Coordination; and
- Information.

In the event of an oil or chemical spill from any source, various socio-economic and environmental resources will be put at risk of contamination. The individual importance of such resources and the associated prioritisation for their defence during an incident is clearly within the competence of the affected Member State and may be detailed in their national contingency plan.

⁴⁷ EMSA Action Plan for Oil Pollution Preparedness and Response as adopted by the Agency's Administrative Board in October 2004. It can be downloaded from the EMSA website: www.emsa.europa.eu

⁴⁸ EMSA Action Plan for HNS Pollution Preparedness and Response as adopted by the Agency's Administrative Board in June 2007. It can be downloaded from the EMSA website: www.emsa.europa.eu

⁴⁹ Directive 2009/123/EC of 21 October 2009 amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements (OJ L280, 27/10/09).

⁵⁰ EMSA Action Plan for Response to Marine Pollution from Oil and Gas Installations as adopted by the Agency's Administrative Board in November 2013. It can be downloaded from the EMSA website: www.emsa.europa.eu

⁵¹ A financial perspective is a seven-year spending framework of the European Union.

Chapter 3: Operational Assistance

EMSA provides three main operational assistance services to coastal States with regard to marine pollution preparedness and response:

- The network of stand-by oil spill response vessels distributed along the European coastline and tasked to recover oil from the sea surface;
- Provision of additional resources to respond to marine pollution from oil and gas installations;
- CleanSeaNet, the satellite based oil spill and vessel monitoring and detection service; and
- Pollution response expertise to provide operational and technical assistance for oil and HNS incidents.

3.1 Network of Stand-by Oil Spill Response Vessels

The network of stand-by oil spill response vessels, which provides an at-sea oil recovery service, has been built up and maintained through annual procurement procedures starting in 2005. Accordingly, 2014 saw two main activities in relation to the network, namely:

- Bringing into operation the four arrangements (awarded at the end of 2013) to establish new capacity for the Adriatic Sea and Northern North Sea as well as replacement of existing capacity in the Aegean Sea and Atlantic North;
- Securing replacement capacity for expiring contracts for the Atlantic Coast, Channel and Southern North Sea and Northern Black Sea through a public procurement procedure.

Associated activities included:

- Maintaining the service level for operational contracts primarily through:
 - Monitoring and evaluating vessel/equipment/crew performance during quarterly drills;
 - Participation of the contracted vessels in operational at-sea exercises organised in cooperation with EU member states and/or Regional Agreements;
- Identifying and implementing appropriate technical improvements to the network, and developing projects to upgrade the management of the service as a whole.

It is worth reviewing the key considerations behind this particular service to coastal States. Mindful of the principle of 'subsidiarity' and the roles and responsibilities of Member States, this operational service should be a 'logical part' of the marine pollution response mechanisms of coastal States requesting support, i.e. it should 'top-up' the national response capacity of the affected Member State. It is clear that Member States have the primary responsibility regarding response to pollution incidents in their waters. Consequently, the State requesting assistance will have the EMSA resources at its disposal under its operational control. Importantly, the network of pollution response vessels is provided in a cost-efficient manner. Assistance will be channelled to requesting

states through the Emergency Response Coordination Centre (ERCC) of the European Commission in Brussels.⁵²

In the field of marine pollution response, the 'tiered response' approach founded on cooperation and mutual support reflects the spirit of the International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC 1990), as ratified by the majority of coastal Member States. Accordingly, EMSA pollution response vessels can be seen as a 'European tier' to provide assistance to coastal States on the basis that these Agency resources are:

- A 'reserve for disasters' to assist Member States responding to an incident beyond national capabilities;
- Under the operational command of the affected Member State;
- Provided in a cost efficient manner;
- Utilise 'state of the art' large-scale at-sea oil recovery technology.

Using the experience acquired from previous major oil spills, the most appropriate approach at the European level is to remove the spilt pollutant from the marine environment using mechanical at-sea oil recovery techniques. The main concept of the service, provided through the Agency, is to ensure the availability of commercial vessels (for example bunker and product tankers) to carry out at-sea oil recovery services following a request for assistance from a coastal State.

Such vessels are 'pre-fitted' and certified for oil recovery operations by an appropriate Classification Society (Recognised Organisations in accordance with Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations). Following a spill, and the associated request for assistance from an affected Member State, a vessel ceases its normal commercial activities and is transformed rapidly into a fully operational spill response vessel.

3.1.1 Status of the Network of Stand-by Oil Spill Response Vessels

The current network provides at-sea oil recovery services from vessels based in all the regional seas of Europe. It should be noted that all vessels are at the disposal of all Member States regardless of their actual area of operation. At the end of 2014 EMSA maintained contracts for 17 fully equipped stand-by oil spill response vessels available, upon request, to assist coastal States in oil spill recovery operations.

The map in Figure 2 shows the distribution of vessels and equipment stockpiles around Europe. More technical and operational specifications of all the contracted services are available on the Agency website www.emsa.europa.eu.

Two fully equipped vessels for the North Sea, one for the Bay of Biscay and one for the Northern Black Sea, operating for EMSA under contracts, expired at the end of 2014/beginning of 2015. Their contracts were replaced in 2014 within the framework of the Agency's annual Work Programme. More specifically, negotiated procedures

⁵² The Emergency Response Coordination Centre (ERCC) is the heart of the Community Mechanism for Civil Protection. It is operated by DG Humanitarian Aid & Civil Protection (DG ECHO) of the European Commission and accessible 24 hours a day. It plays key coordination role during emergencies.

following publication of a contract notice in the Official Journal of the European Union (OJEU) were finalised covering the following geographical areas:

- English Channel and Southern North Sea (two re-contracted vessels);
- Atlantic Coast (one re-contracted vessel);
- Northern Black Sea (one newly contracted vessel).

In parallel, three vessel arrangements contracted at the end of 2013 successfully completed the preparatory phase and became fully operational in 2014:

- The *Aktea OSRV* and *Aegis I* (back up vessel), based in Piraeus, Greece, providing response capacity in the Aegean Sea;
- The tankers *Forth Fisher* and *Galway Fisher* (pool of vessels, only one can be fully equipped) based in Cobh, Ireland, providing replacement capacity in the Atlantic North;
- The tankers *Thames Fisher* and *Mersey Fisher* (pool of vessels, only one can be fully equipped), based in Sunderland, UK, providing response capacity in the Northern North Sea.

In addition, the vessel *Marisa N*, based in Trieste, Italy, contracted to provide a new response capacity in the Adriatic Sea, was undergoing the preparatory phase of the contract, to be completed in January 2015.

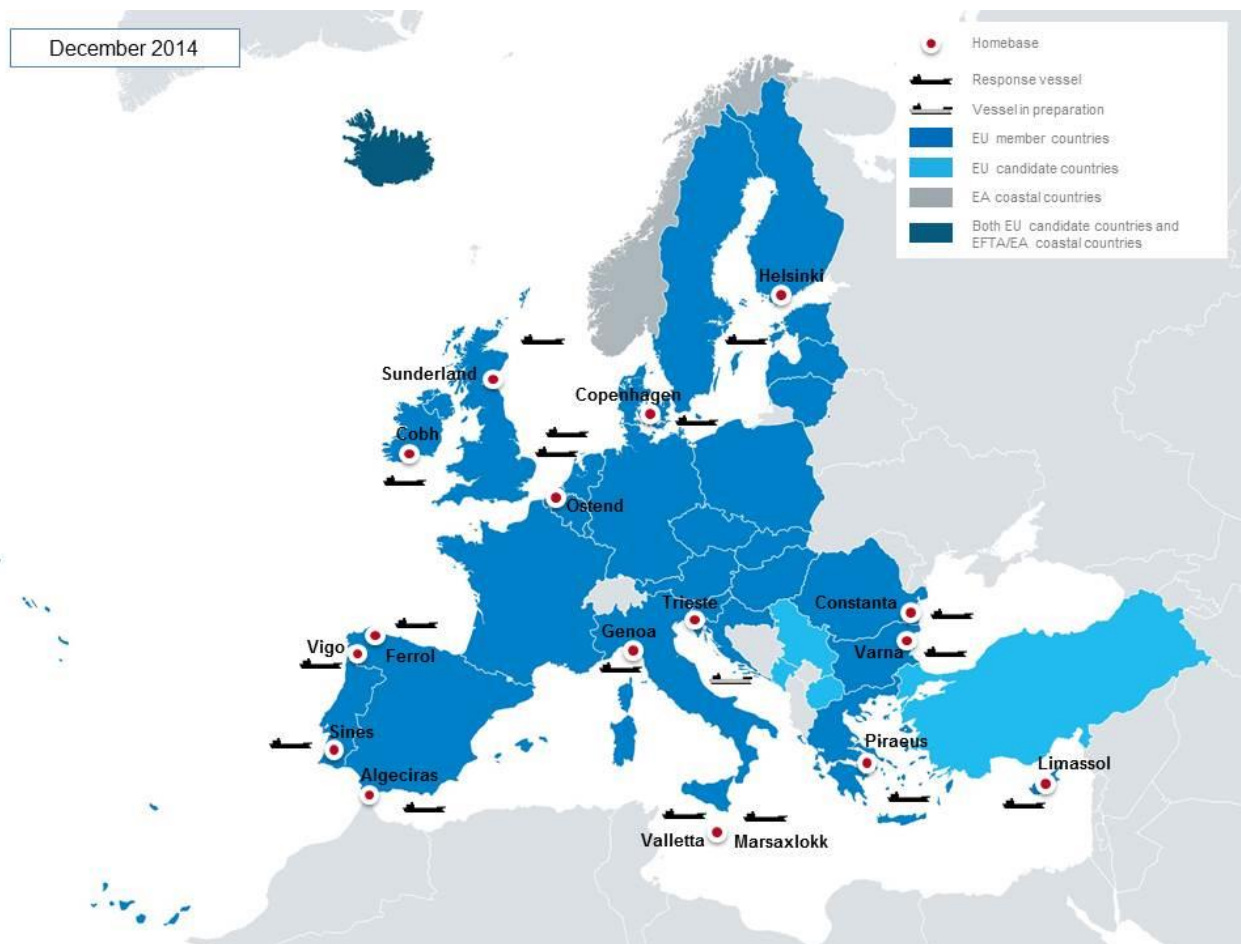


Figure 2 The EMSA Network of Stand-by Oil Spill Response Vessels at the end of 2014

Detailed information on the contracted vessels and the areas covered at the end of 2014 can be found in the table below:

Contractor/Contract N°/Area	Ship/s	Comment
Arctia Icebreaking Ltd VAC 09/NEG/01/2009 Lot 1 Northern Baltic Sea	<i>Kontio</i>	In service for the whole year 2014
OW Tankers A/S VAC NEG/01/2011 Lot 1 Southern Baltic Sea	<i>OW Copenhagen</i>	In service for the whole year 2014
DC Industrial S.A. VAC 08/NEG/03/2008 Lot 2 North Sea	<i>DC Vlaanderen 3000, Interballast 3</i>	In service for the whole year 2014
James Fisher Everard Ltd VAC 07-NEG/01/2007/Lot 1 Atlantic Coast	<i>Forth Fisher, Mersey Fisher, Galway Fisher</i> (possibility to mobilise 2 vessels simultaneously)	Contract expired on 20/04/2014
James Fisher Everard Ltd EMSA/NEG /1/2013 Lot 2 Atlantic North	<i>Galway Fisher, Forth Fisher</i> (pool of vessels, 1 vessel fully equipped)	Vessels re-entered into service on 13/06/2014
James Fisher Everard Ltd EMSA/NEG/1/2013 Lot 1 Northern North Sea	<i>Mersey Fisher, Thames Fisher</i> (pool of vessels, 1 vessel fully equipped)	Vessels entered into service on 14/08/2014
Ibaizabal VAC NEG/01/2012 Lot 3 Bay of Biscay	<i>Monte Arucas</i>	In service for the whole year 2014
Remolcadores Nossa Terra S.A. VAC 08-NEG/07/2008 Bay of Biscay	<i>Ria de Vigo</i>	In service for the whole year 2014
Mureloil VAC NEG/1/2012 Lot 1 Southern Atlantic Coast	<i>Bahia Tres</i>	In service for the whole year 2014
Naviera Altube EMSA NEG/1/2011 Lot 4 Western Mediterranean Sea	<i>Monte Anaga</i>	In service for the whole year 2014
Ciane EMSA/NEG/34/2012 Western Mediterranean Sea	<i>Brezzamare</i>	In service for the whole year 2014
Tankship EMSA NEG/1/2011 Lot 2 Central Mediterranean Sea	<i>Balluta Bay</i>	In service for the whole year 2014
SL Ship Management Ltd EMSA NEG/1/2012 Lot 2 Central Mediterranean Sea	<i>Santa Maria</i>	In service for the whole year 2014
Castalia EMSA/NEG/1/2013 Lot 4 Adriatic Sea	<i>Marisa N</i>	Preparation Phase. Acceptance planned for early 2015

Environmental Protection Engineering S.A. VAC 07-NEG/01/2007 Lot 3 Aegean Sea	<i>Aktea OSRV</i> <i>(Aegis I as a back-up vessel)</i>	Expired on 22/02/2014
Environmental Protection Engineering S.A. EMSA/NEG/1/2013 Lot 3 Aegean Sea	<i>Aktea OSRV</i> <i>(Aegis I as a back-up vessel)</i>	The vessels re-entered into service on: Aktea - 13/03/2014 Aegis I - 22/05/2014
Petronav EMSA NEG/1/2010 Lot 1 Eastern Mediterranean Sea	<i>Alexandria</i>	In service for the whole year 2014
Bon Marine Ltd EMSA NEG/1/2011 Lot 5 Black Sea	<i>Enterprise</i>	In service for the whole year 2014
Grup Servicii Petroliere VAC 08-NEG/03/2008 Lot 1 Black Sea	<i>GSP Orion</i>	In service for the whole year 2014

Table 2 Summary of the contracted vessels and areas covered at the end of 2014.

3.1.2 Service development

3.1.2.1 Equipment Assistance Service (EAS)

EMSA developed the concept of a new Equipment Assistance Service (EAS), which was approved by the Administrative Board in November 2014. The objective of this service is to provide specialised oil spill response stand-alone equipment in order to facilitate the inclusion of Vessels-of-Opportunity in the response chain, and to supplement Member States capacities with specialised equipment when needed.

This programme makes EMSA's equipment use more flexible and can add capacity because equipment can be transported to spill locations quicker than vessels from distant sea areas. Following the conclusion of two procurement procedures for the purchase of new specialised equipment not existing in EMSA inventories and for the provision of the relevant services in 2015, the EAS will be implemented in 2016.

3.1.2.2 Guidelines for Authorising the Use of EMSA's Pollution Response Services by a Responsible Party

These Guidelines aim at defining the conditions under which EMSA can grant authorisation for the use of EMSA pollution response resources by a ship owner or oil and gas installation operator or their contractors. These include defining a methodology to calculate daily rates for EMSA oil pollution response equipment and contracted oil recovery vessel when used by a response party. These guidelines were adopted by the Agency Administrative Board at its 38th meeting on 26 March 2014. In 2014, the phasing-in of the implementation of these guidelines has started with the establishment of price lists for specialised equipment items and equipped vessels based on the formula enclosed in the Guidelines and EMSA's audited balance sheets. One other essential task will be to further develop contractual terms and conditions for the use of EMSA pollution response resources by a private company.

3.1.2.3 Vessel Users Group (VUG)

The 4th Vessel User Group meeting took place on 23 October 2014 at EMSA's premises in Lisbon, Portugal. The main topics discussed during the meeting focused on the review of the terminology of the Incident Response Contract for vessels (IRC-V) and the update of the EMSA Network Mobilisation "User Guide", in order to be more user-friendly and to better addresses the use of EMSA's pollution response toolbox.

The next Vessel User Group Meeting will take place on 21st October 2015.

3.1.3 Maintaining the Service: Drills and Exercises

3.1.3.1 Drills

In order to maintain the appropriate level of readiness during the Stand-by Phase of the contracts, the companies and vessels concerned carry out different types of activities. The primary activity is the vessel/crew drills, which take place on a quarterly basis. Each drill verifies that the capability of the vessel and specialised equipment, and the skill of the crew, is at an appropriate level.

These drills are primarily an internal event between the Agency and contractors, however, Member State representatives and journalists have taken part in or attended such drills, and the Agency encourages such participation.

In 2014, a total of 61 quarterly drills were performed by the vessels under contract to the Agency. Additionally, ten acceptance drills related to entrance of new contracted vessels in service and/or improvement projects were conducted. The acceptance drills are of particular importance as they are the major milestone for new vessels to enter into the stand-by phase of a contract.

Table 3 Summary of acceptance drills

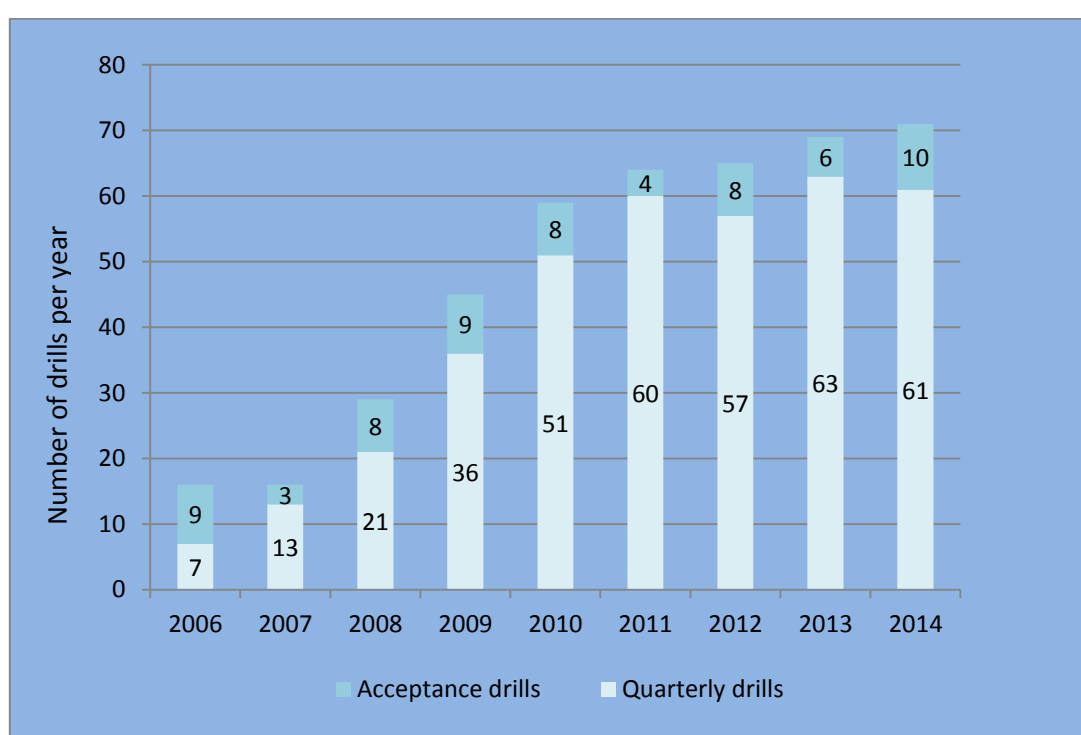


Figure 1 Quarterly and acceptance drills 2006-2014

Detailed information regarding drills conducted by EMSA contracted vessels in 2014 can be found in the “Network of Stand-by Oil Spill Response Vessels - Drills and Exercises Annual Report 2014” available online at <http://www.emsa.europa.eu/oil-recovery-vessels/opr-documents/opr-reports.html>.

3.1.3.2 Exercises

In addition to the abovementioned drills, a range of exercises were conducted. These types of event are, in addition to being a useful method of maintaining pollution response skills, an important tool for identifying potential areas that could be improved. At-sea operational exercises in particular greatly assist the integration of EMSA’s resources within the response mechanisms of Member States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units. In the course of 2014, 12 EMSA

stand-by oil spill response vessels participated in at-sea operational exercises, organised in cooperation with EU Member States and/or Regional Agreements, in the Baltic Sea, North Sea, Bay of Biscay, Atlantic Coast, Mediterranean Sea, Aegean Sea and Black Sea.

At-sea operational exercises in chronological order in 2014:

Name	Date	Location	Participating Parties	EMSA vessel/s
OIL IN ICE	27/03/2014	Kotka, Finland	Finland, EMSA	<i>Kontio (arctic skimmer)</i>
NEMESIS, CYPRUS	10/04/2014	Cyprus	Cyprus, Israel, Greece, USA, EMSA	<i>Alexandria</i>
BALEX DELTA 2014	11/06/2014	Ventspils, Latvia	Denmark, Estonia, Finland, Latvia, Lithuania, Poland, Sweden and EMSA	<i>OW Copenhagen</i>
GALICIA 2014	18/06/2014	Ria de Arousa, Spain	Spain, EMSA	<i>Ria de Vigo</i>
ORSEC BISCAYE 33	19/06/2014	Arcachon, France	France, EMSA	<i>Monte Arucas</i>
MALTEX 2014	03/09/2014	Valetta, Malta	Malta, EMSA	<i>Santa Maria, Balluta Bay</i>
RAMOGEPOL	17/09/2014	Elba Island, Italy	Italy, France, Spain, Monaco, EMSA	<i>Brezzamare</i>
MASTIA 2014	25/09/2014	Cartagena Roads, Spain	Spain, EMSA	<i>Monte Anaga</i>
MANCHEX 2014	30/09/2014	Calais, France	France, EMSA	<i>Thames Fisher</i>
POLLEX 2014	02/10/2014	Vlakte van de Raan, The Netherlands	The Netherlands, Belgium, EMSA	<i>DC Vlaanderen 3000 Interballast 3</i>
10 Exercises			16 Member States	12 Vessels

Table 4 Summary of international exercises

Detailed information regarding international exercises with participation of EMSA contracted vessels can be found in the “Network of Stand-by Oil Spill Response Vessels - Drills and Exercises Annual Report 2014, available online at <http://www.emsa.europa.eu/oil-recovery-vessels/opr-documents/opr-reports.html>.

3.1.4 Improvements to the Network Service

Three technical improvement projects launched in 2013 were successfully completed in 2014:

- Upgrade of the response capacity of the *OW Copenhagen*, contracted from OW Tankers, for the area of the Southern Baltic Sea. A high-capacity skimmer was added to the equipment arrangement. The new equipment entered into service according to schedule, on 25/06/2014.
- Upgrade of the response capacity of the *Ria de Vigo*, contracted from Remolcanosa, for the area of the Bay of Biscay. A weir boom was added to the equipment arrangement. The new equipment entered into service according to schedule, on 26/06/2014.



Figure 2 Weir boom deployed from the Ria de Vigo during sea trials

- Upgrade of the response capacity of the Enterprise, contracted from Bon Marine, for the area of Black Sea. A weir boom was added to the equipment arrangement. The new equipment entered into service according to schedule, on 26/02/2014.

In order to accomplish two of these projects (the addition of the weir booms), the framework contracts concluded in 2011 with different companies were implemented. Accordingly, specific contracts for the supply of oil pollution response equipment have been signed between EMSA and the equipment suppliers. For the third project, a high capacity skimmer purchased in 2012 for a contract unexpectedly not renewed by the contractor was transferred to an existing contract. The transfer required launching a procurement procedure for the equipment overhaul and delivery.

3.2 Response to Marine Pollution from Oil and Gas Installations

In order to effectively carry out the new task of responding to marine pollution caused by oil and gas installations, EMSA drafted the 'Action Plan for Response to Marine Pollution from Oil and Gas Installations' to establish the framework for its pollution response activities.

The main activities to prepare for EMSA's potential intervention in the field of response to pollution from oil and gas installations were identified in the Action Plan as follows:

- Adaptation of the network of stand-by oil spill response vessels:
The geographic distribution of vessels shall be revised, where necessary and possible. In addition, equipment could be purchased or appropriately modified to be suitable for response to oil spills from oil installations.
- Monitoring and evaluation tools, including adaptation of the CleanSeaNet service:
The satellite monitoring service shall also be used for oil and gas installations within the limits of the currently available number of images; additional images shall be provided only during emergencies. In parallel, EMSA shall explore suitable tools for the monitoring and evaluation of spill hazards (primarily atmospheric gas plumes), taking into account the particularities of the spill and the environmental conditions.

- Use of oil dispersants:

EMSA launched and concluded an open procedure for a framework contract in cascade for the purchase of dispersants, which was awarded to two companies. Subsequent to the signatures of the framework contracts, EMSA has purchased limited dispersants for stockpiles. These were delivered in December 2014 and January 2015, in line with the priority areas described in the Action Plan.

The dispersant can be applied by aircraft and vessel-mounted dispersant spraying systems.

In addition, the Agency launched a Competitive Dialogue (CDI) procedure for aerial dispersant application services. Although two companies indicated their interest to participate in the procurement procedure, it became evident that the anticipated timing was not feasible. As a consequence, EMSA cancelled the CDI procedure and re-launched the procurement as an Open Procedure in December 2014, including a revised time schedule.

- Provision of specialised equipment:

Following the adoption of the Equipment Assistance Service (EAS) by the Administrative Board in November 2014, EMSA is developing suitable contractual arrangements to provide its oil pollution response equipment for use on suitable vessels of opportunity. Furthermore, the Agency is planning the purchase additional pollution response equipment to be used as stand-alone, whether for mechanical recovery, dispersant application or in-situ burning.

3.3 CleanSeaNet Satellite Service for Oil Spill Monitoring

3.3.1 Introduction

CleanSeaNet, the European satellite based oil spill monitoring and vessel detection service, was launched in 2007. The service was set up to support Member States' actions to combat deliberate or accidental pollution in the marine environment in the framework of Directive 2005/35/EC (amended by Directive 2009/123/EC) on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences and in particular Article 10.

The service, based on the near real time⁵³ analysis of Synthetic Aperture Radar (SAR) satellite images, is available to 27 coastal States, including all European Union coastal States, as well as Turkey, Iceland, Norway and Montenegro. When a spill is detected, a pollution alert is sent to national authorities. The alerts are available within 30 minutes of the satellite acquiring the image. The national authority then decides how to respond to the alert from CleanSeaNet. The service supports the identification of polluters by combining CleanSeaNet images with vessel traffic information.

In cases of accidental pollution, coastal States can request support from the service in the form of additional images including high resolution optical images and monitoring of major spills over time.

⁵³ For satellite images covering 400 km by 400 km, the analysis is provided in maximum of 30 minutes. For images of different dimensions the time varies slightly. CleanSeaNet data centre has the capacity to acquire satellite images of up to 1400 km long.

3.3.2 CleanSeaNet detections in 2014

In 2014, on the 2,521 images delivered, a total of 2,630 possible oil spills were detected (1,565 Class A spills and 1,065 Class B spills).

Given the limitations of radar detection for the identification of spills, it is important to note that CleanSeaNet does not detect 'oil spills' but 'possible oil spills'. Other substances with a similar effect include, for example, fish or vegetable oil, ice, algae, and other lookalikes.

CleanSeaNet detections are separated into two classes:

- Class A - the detected spill is most probably oil (mineral or vegetable/fish oil) or a chemical product;
- Class B - the detected spill is possibly oil (mineral/vegetable/fish oil) or a chemical product.

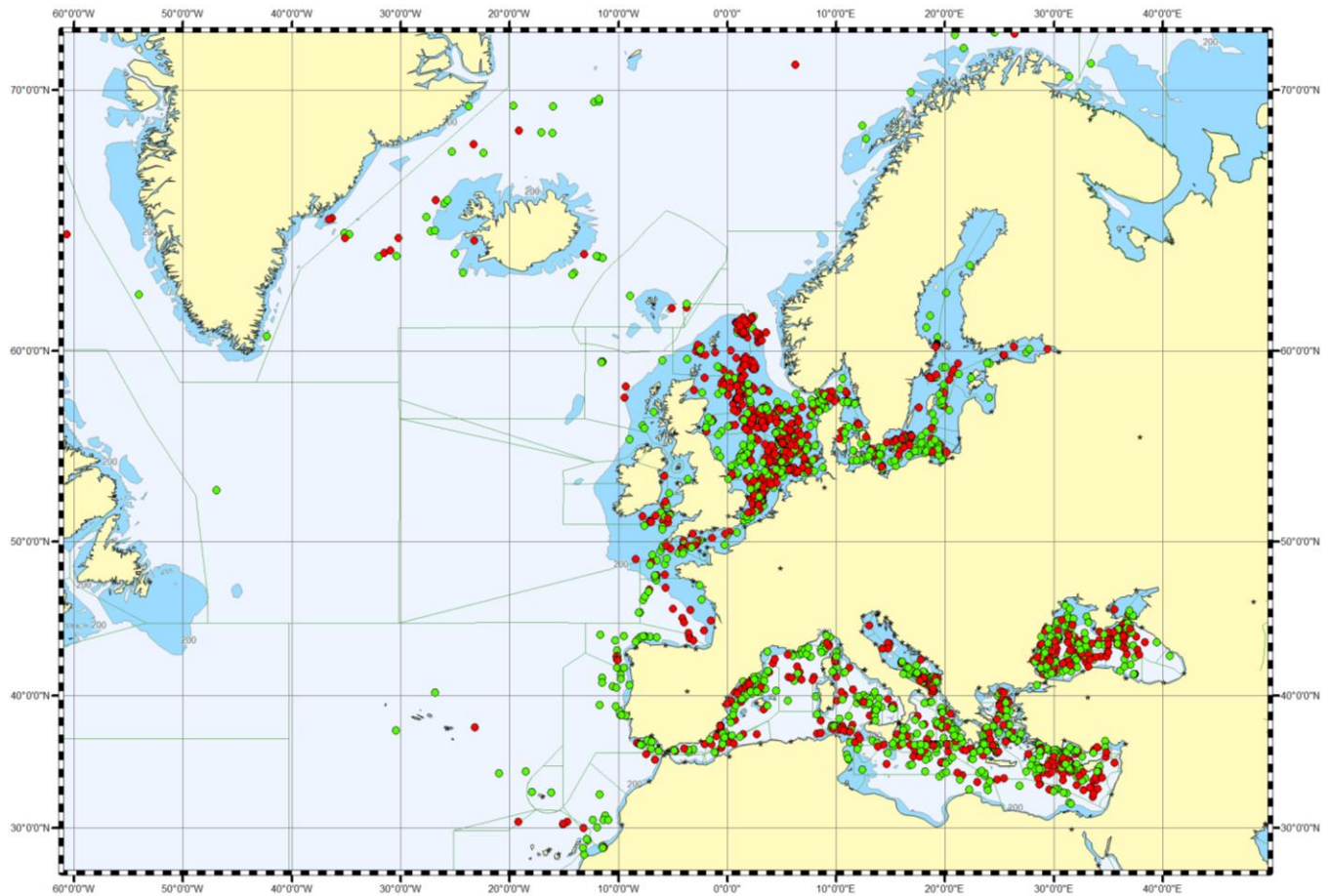


Figure 3 CleanSeaNet 2014: map of possible spills detected (Red: Class A; Green: Class B)

The overall trend has been a reduction in the number of possible spills detected per million km² (1,000 km x 1,000 km) monitored. The decrease was sharp from 2008 to 2010 and continued steadily between 2010 and 2013. There was a slight increase in 2014: 4.26 possible spills were detected per million km² (1,000 km x 1,000 km) monitored. However, it should be noted that a high number of possible spills were detected in the North Sea (see map in Figure 3), many of which are from oil and gas installations. Regulations regarding discharges from vessels and from installations differ: a radar detection of ship-source pollution indicates a breach of law, but this is not necessarily the case for discharges from platforms.

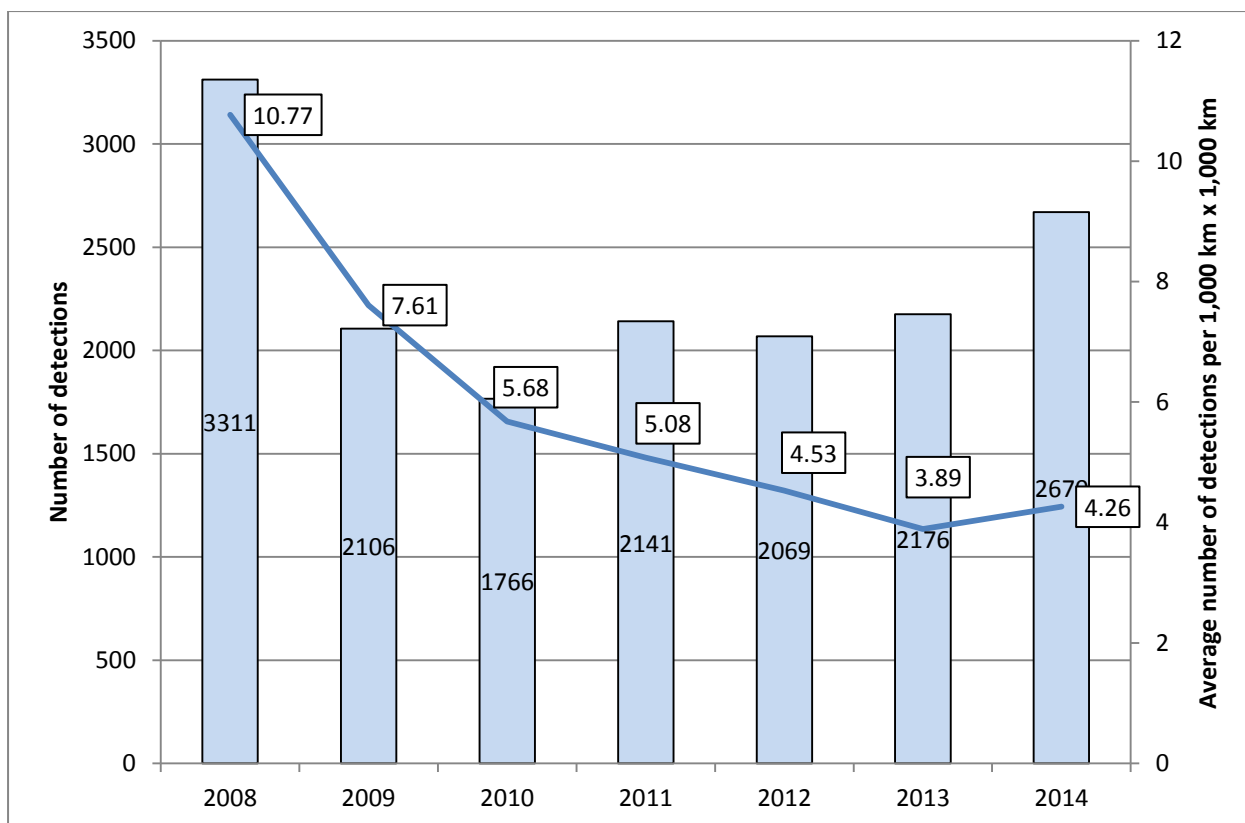


Figure 4 CleanSeaNet 2008 – 2014: trends in possible pollution detected

3.3.2.1 Support to Aerial Surveillance operations

Countries that are members of the Bonn Agreement conduct aerial surveillance operations at regular intervals to monitor oil and gas platforms in the North Sea. In 2014, EMSA supported nine “Tour d’Horizon” operations with the involvement of seven countries. Images are typically ordered along the flight tracks, but during two of the operations, the aircraft routing was planned to validate the satellite observations. 64 images were delivered, and a total of 84 possible spills were identified and communicated to the aircraft crews or national centres supporting the operations.

In 2014, the Agency also provided additional satellite-monitoring support during Coordinated Extended Pollution Control Operations (CEPCO); these are multilateral joint operations organised to monitor ship-source marine pollution in high-density traffic areas. Two mini CEPCO operations were supported: one organised by Finland on 26 May (one image) and one organised by Sweden on 7 October (three images).

Four operational pollution response exercises were supported by CleanSeaNet images: Balex Delta, organised by Latvia; OSCARMED, organised by France; Mediterranean Decision Support System for Marine Safety (MEDESS-4MS) Project exercise, organised by the project partners (lead partner: Department of Merchant Shipping, Cyprus); Cartagena, organised by Spain.

Finally, the Agency also provided additional satellite images for a bunkering operation in Ireland in July, at the request of the Irish Coast Guard (two images ordered), and for an operation undertaken by Maritime Analysis and Operations Centre – Narcotics (MAOC-N) in January (one image ordered).

3.3.3 CleanSeaNet service improvements

In 2014, EMSA renewed the framework contracts with CleanSeaNet service providers. The Earth Observation data centre (EODC – ex-CleanSeaNet data centre) was upgraded to accommodate improvements brought by these new contracts.

Preparations were undertaken during the year for the integration of Sentinel-1 the European Space Agency's constellation of two SAR satellites. Sentinel 1A was launched in 2014, and will become the major source of radar satellite data for CleanSeaNet in 2015.

EMSA has been further developing cooperation in the fields of oil spill modelling through the exchange of EMSA CleanSeaNet oil spill detection data and numerical modelling results of detected spills.

3.4 Support to Coastal States and the Commission for Accidental Spills and Emergencies

In 2014, six requests for additional support from EMSA's CleanSeaNet service were received from coastal States addressing accidental spills and emergencies. One of these requests also included the mobilisation of an EMSA contracted oil spill response vessels.

3.4.1 *Elland grounding, Bulgaria, February 2014*

One COSMO-SkyMed image was ordered on 08 February 2014 to support the monitoring of the grounded cargo vessel *Elland* in the Bulgarian alert area. There was concern that fuel from the ship engine might spill.

3.4.2 *Morning Glory, Cyprus, March 2014*

Satellite images were requested to support the monitoring of the commercial tanker *Morning Glory*, which had apparently been seized and loaded with crude oil at rebel-controlled Es Sider Oil Terminal (Libya). The tanker, considered stateless after it was disavowed by North Korea (the flag of which it was flying), left Es Sider on 10 March 2014, heading towards Cyprus, following threats from the Libyan government. By 14 March, the *Morning Glory* was at anchor southeast of Limassol, Cyprus. During the period 10-16 March, EMSA estimated the possible location of the ship and acquired images to detect the ship's position and monitor any potential oil spills. Two COSMO-SkyMed and one Radarsat-2 images were ordered.

On 15 March, the Cypriot department of Merchant Shipping informed the Agency of their intention to mobilise a vessel from the EMSA network as preventive measure due to the threat of pollution from the tanker. The EMSA network vessel *Alexandria* (contracted from the shipping company Petronav), was mobilised on that day. The vessel arrived at the place of delivery (Vassilicos Port) at 18:30 on 16 March. However, on 16 March, in international waters off Cyprus, U.S. forces boarded and took control of the *Morning Glory* tanker at the request of both the Libyan and Cypriot governments. Consequently, on 17 March the *Alexandria* was demobilised and returned to Limassol port.

3.4.3 *Detection close to Larnaca Airport, Cyprus, April 2014*

Following the detection of a 5 km spill located approximately 25 nautical miles from the international airport of Larnaca, reported by a civil airliner and confirmed by a Cyprus police helicopter, Cyprus requested the delivery of an additional satellite image over the area. One Radarsat-2 image was ordered to monitor the spill.

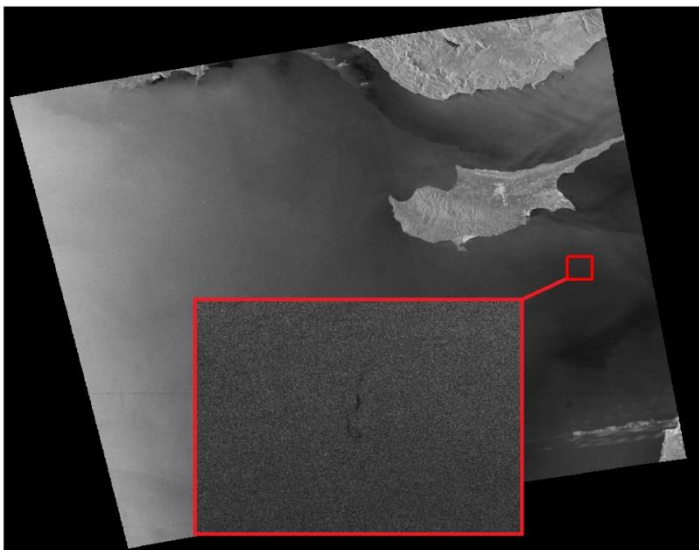


Figure 5 CleanSeaNet Radarsat-2 image, Cyprus, 8 April 2014

3.4.4 Costa Concordia, Italy, July 2014

Support was requested to monitor the progress of the Costa Concordia convoy from Giglio Island to Genova Harbour. One Radarsat-2 image was ordered

3.4.5 Baltic Sea monitoring, Sweden, August 2014

Due to a large wildfire raging in Sweden, the Swedish Coast Guard air surveillance resources were used to monitor the fire. Additional satellite images were therefore requested during this period to assist the Coast Guard with this special task. Six Radarsat-2 images were ordered.

3.4.6 Sundarbans Reserve, Bangladesh, December 2014

On December 9, the tanker *Southern Star 7*, carrying approximately 92,000 gallons of bunker oil, was rammed by a cargo vessel in the Sela River, at the entrance to the Bangladesh Sundarbans Reserve, southeast of the river port of Mongla. The collision occurred inside the Chandpai dolphin sanctuary. The ERCC activated the emergency contingency plan at EMSA, and on 22 December requested SAR images over the area of incident. Six Radarsat-2 images were delivered.

Chapter 4: Cooperation and Coordination

4.1 Introduction

The work of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) continued in 2014. EMSA also continued its cooperation with the pollution response experts of EU Member States, EFTA/EEA coastal Countries, EU Candidate Countries, the Regional Agreements Secretariats (Bonn Agreement, HELCOM, REMPEC, Black Sea Commission and Lisbon Agreement), the Commission (DG ECHO) and, on behalf of the Commission, with the International Maritime Organization (IMO).

4.2 Activities with regard to Cooperation

4.2.1 Cooperation within the Consultative Technical Group for Marine Pollution Preparedness and Response

The CTG MPPR provides an EU level platform for Member States to contribute to the improvement of preparedness and response to accidental and deliberate pollution from ships. The CTG MPPR is intended to facilitate and strengthen the exchange of information, views and opinions, share best practice and define the current and future priority actions in this field among the EU national experts, as defined in its Rolling Work Programme. This is done through dedicated workshops, training, technical studies, guidelines and reports.

The status of ongoing priority actions and planned activities was reviewed at the 9th CTG MPPR meeting held on 22 October 2014. There was support to continue with the Group's four ongoing projects, listed below, providing added value at European level. A new proposed action with regard to establishing an expert group to address issues related to hazardous and noxious substances (HNS) was also approved by the Group. It was agreed that the next CTG MPPR meeting should be held in February 2016, subject to submissions of suitable contributions by Member States in advance.

With regard to the ongoing CTG MPPR projects, the following actions were undertaken in 2014:

1. The Technical Correspondence Group on Dispersants (TCG Dispersants) continued its work on the harmonisation of dispersant testing and approval procedures in Europe with a dedicated meeting held in February 2014. Subsequently, the group continued updating the document *Overview of national policies regarding the testing and approval of oil spill dispersants in the EU/EFTA countries*, outlining the specific test procedures in France, Norway and the United Kingdom, to identify key principles behind each national approach and define possible next steps.
2. The fourth training course on marine pollution surveillance systems was held in September 2014 for delegates from the EU Member States, EFTA/EEA coastal countries and EU Candidate Countries. The training course, which aims to facilitate the exchange of practical experience and knowledge among national administrations and enable networking among operational counterparts from different European countries, was well attended by surveillance aircraft operators with limited to medium experience, as well as by junior investigators.
3. Following the publication of the Version 2 of the Claims Management Guidelines, the Claims Management Working Group met at EMSA to address further developments, and to prepare the third Claims Management workshop for experts from the EU Member States, EFTA/EEA coastal countries and EU Candidate Countries, which was held at EMSA in May 2014. The workshop aimed at facilitating the exchange of experiences on cost recovery and claims management among national claims handlers, as well as practicing the use of the 'EU States Claims Management Guidelines' with a dedicated table-top exercise.
4. The EMSA Marine Pollution Expert Exchange Programme (EMPOLLEX) was launched to promote the exchange of best practices and to enhance contacts, networking and cooperation between Member States in the field of marine pollution. In 2014, four exchanges took place under the EMPOLLEX Programme, with very positive feedback received from the experts undertaking the exchange, as well as from the operational centres hosting the experts. It was decided to continue with the Programme in 2014/2015 with participating

states indicating in advance the number of planned exchanges by the end of the previous year to allow EMSA to budget appropriately.

4.2.2 Cooperation with other organisations

EMSA also continued cooperating with Regional Agreements and the International Maritime Organization (IMO). The IMO re-organised its plenary meetings in 2013, as a result of which, the Oil Pollution Preparedness, Response and Cooperation Hazardous and Noxious Substances (OPRC-HNS) Technical Group was discontinued as a separate group. From 2014, the work of the Group is now undertaken under the umbrella of the Pollution Preparedness and Response subcommittee (PPR), which meets annually. EMSA participated in the in the first session of this subcommittee during the relevant days.

With respect to the Regional Agreements, the Agency also provides technical support to the European Commission, as part of the European Union delegation to the technical and operational meetings of these Agreements. For example, EMSA participates in the annual Operational, Technical and Scientific Questions Concerning Counter Pollution Activities (OTSOPA) meetings of the Bonn Agreement, in the HELCOM Response Group, and is also a member of the HELCOM Informal Working Group on Aerial Surveillance (IWGAS), which meets once a year. EMSA contributes to these meetings by submitting papers, participating in discussions and also by involvement in the various operational exercises organised around Europe.

Representatives from the Bonn Agreement and Black Sea Commission Secretariats, REMPEC, the Lisbon Agreement, the Copenhagen Agreement as well as the Chairpersons of the technical working groups OTSOPA and HELCOM Response, along with DG ECHO and EMSA representatives met in Helsinki in February 2014 for the 10th annual Inter-Secretariat meeting. These meetings focus on exchanging information on marine pollution preparedness and response activities and projects undertaken within the various Regional Agreements, while promoting the dissemination of best practices in this field.

Chapter 5: Information

5.1 Introduction

As part of its support to EU and EFTA/EEA Member States, EU Candidate Countries and the EU Commission, the Agency continued collecting and disseminating information in the field of marine pollution preparedness and response to oil and chemical spills.

5.2 Activities with regard to Hazardous and Noxious Substances (HNS)

5.2.1 MAR-ICE Network: Information Service for Chemical Emergencies

The MAR-ICE service was created in 2008 in response to EMSA's HNS Action Plan which identified the establishment and maintenance of a network of experts, to support and advise the Member States during the response to a chemical spill. In 2014, the MAR-ICE service was used on three occasions. The service will continue through 2017 based on an extension of the existing agreement signed in 2014 between the three MAR-ICE parties (Cedre, Cefic and EMSA). Member States experts had the opportunity to activate the service, use and test the information provided by the MAR-ICE Network during a table-top exercise organised by EMSA on 1 October 2014 (see below).

5.2.2 MAR-CIS datasheets (MARine Chemical Information Datasheets)

The MAR-CIS datasheets provide information for the initial stage of incidents involving chemical substances. Questions such as 'How will the substance spread in seawater?', 'What are the existing safeguards on board of the ship?', 'How to control the situation?' need to be answered in order to identify and prioritise the hazards and associated risks before deploying the emergency response teams. The information is stored in a database and it can be searched, viewed and exported with a graphic user interface installed locally. Since the beginning of 2014, the datasheets have been available to Member States via the MAR-ICE service.

5.2.3 HNS workshop addressing key challenges of chemical marine pollution response

On 1-2 October 2014, EMSA organised a workshop to address the key challenges of chemical marine pollution response. The event was attended by EU Member State HNS experts, industry representatives and Regional Agreement Secretariats. The main objectives were: 1) to familiarise participants with existing services at EU level in support of maritime chemical incident response (such as the MAR-ICE Network, MAR-CIS datasheets, and SafeSeaNet incident and HAZMAT reporting) through a dedicated HNS table-top exercise, and 2) to discuss with national administrations and industry representatives the main challenges in this field.

5.2.4 Environmental data for predicting the trajectory and fate of oil and HNS spills

EMSA acquired access to online wind and current forecast information that automatically feeds existing in-house modelling software to predict the trajectory and fate of oil and chemical spills. The objective is to guarantee the continuous operation of the modelling software as it provides critical information for mobilising and optimising the deployment of pollution response means. This type of information is commonly used as decision support tool applied during drills, exercises, training and contingency planning. The information is intended for EMSA management and the European Commission upon request.

5.3 Activities with regard to dispersants

5.3.1 Inventory of national policies regarding the use of oil spill dispersants

As part of the Agency's tasks to "maintain a list of the public and, where available, private pollution response mechanisms and associated response capabilities in the various regions of the Union..." as defined by Regulation (EU) No 911/2014, EMSA published the "*Inventory of national policies regarding the use of oil spill dispersants in the EU Member States*". The document reports to information related to the year 2013, and it was published on the EMSA website in October 2014.

5.3.2 New version of DUET

Following the release of an updated version of EMSA's Dispersant Usage Evaluation Tool (DUET) software in 2013, EMSA started working on improving the tool. DUET is a numeric model that simulates oil spills and dispersant applications. It estimates the water concentrations of naturally - and chemically - dispersed oil and

dissolved hydrocarbons, as well as the surface area impacted by floating oil. During 2014, the graphic user interface was improved.

5.4 2015 INTERSPILL Conference and Exhibition

The Agency continues to support the major marine pollution conference and exhibition event in Europe, INTERSPILL, as a member of the event's Steering Committee⁵⁴, recognising the importance of sharing spill response experience and disseminating best practice. In 2014, EMSA continued its work to prepare the next Interspill Oil Spill Conference and Exhibition event.

⁵⁴ Since 2007, EMSA has been a party to the MoU between the event's Steering Committee members to organise the conference and exhibition on a "not-for-profit" basis.

Chapter 6: Total Expenditures for Pollution Preparedness and Response Activities⁵⁵

	Commitments	Payments
Network of Stand-by Oil Spill Response Vessels	11,396,628.33	12,283,818.07
Contract 2010 (Mediterranean East, Aegean Sea, Atlantic Coast, Mediterranean West)	0.00	1,184,473.65
Contracts 2011 (Black Sea, Bay of Biscay, Western Mediterranean Sea, Southern Baltic Sea, central Mediterranean Sea)	0.00	2,972,647.95
Contracts 2012 (Bay of Biscay, Atlantic, North Sea, Central Mediterranean Sea)	0.00	2,132,272.99
Contracts 2013 (Western Mediterranean Sea, Adriatic Sea, Aegean Sea, Atlantic North, Northern North Sea, Renewal North Baltic)	0.00	3,312,337.05
Contracts 2014 (Atlantic Coast, Black Sea North, North Sea / Channel - 2 Lots)	11,391,920.23	2,616,994.83
Associated activities (Tender Clarification Meetings)	4,708.10	4,708.10
Other (e.g. Storage of Equipment, Labelling Services and Consultancy Services)		60,383.50
Platforms	1,229,920.00	454,007.32
Maintaining the Service: Drills and Exercises	337,831.68	337,831.68
Exercises 2014	337,831.68	337,831.68
Improvements to the Network Service	1,546,052.86	1,607,615.83
Improvements 2013 to the existing arrangements	0.00	545,315.50
Improvements 2014 to the existing arrangements	1,546,052.86	1,062,300.33

⁵⁵ The figures in this report are based on preliminary figures available for 2014. They are subject to verification and confirmation as part of the final accounts of the Agency, which will be checked by the Court of Auditors. Therefore, the final figures may deviate from the figures presented in this report. These figures include C4 and C5 commitment and payment appropriations.

Earth Observation (CleanSeaNet)		
Earth observation licenses and services (Total)	3,048,231.53	3,611,857.45
Earth observation product licences	1,643,284.00	1,560,418.30
Earth observation product processing and added value services - oil spill and vessel detection	1,404,947.53	2,051,439.15
Support to CleanSeaNet Users (Total)	47,044.29	47,782.17
CleanSeaNet User Group meetings	16,073.25	16,073.25
CleanSeaNet User trainings and workshops	30,971.04	31,708.92
CleanSeaNet Service Developments (Total)	485,248.92	406,987.75
Earth Observation Data Centre (ex-CleanSeaNet Data Centre) maintenance and running costs	98,000.00	47,465.70
Earth Observation Data Centre improvements	59,292.90	159,676.03
CleanSeaNet services improvements	250,000.00	97,500.00
CleanSeaNet services support tools	77,956.02	102,346.02
Cooperation and Coordination	177,541.60	119,052.09
CTG, TCG and VUG Meetings	53,708.48	24,089.88
Other Meetings	123,833.12	94,962.21
Information	205,056.00	130,274.85
Related missions of EMSA Staff	118,000.00	85,702.19
TOTAL allocated	19,884,979.96	20,127,032.65
TOTAL utilised	18,591,555.96	19,086,306.70