



**EMSA**

**FACTS & FIGURES**

**2014**

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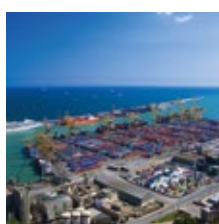
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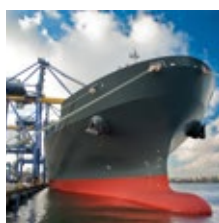
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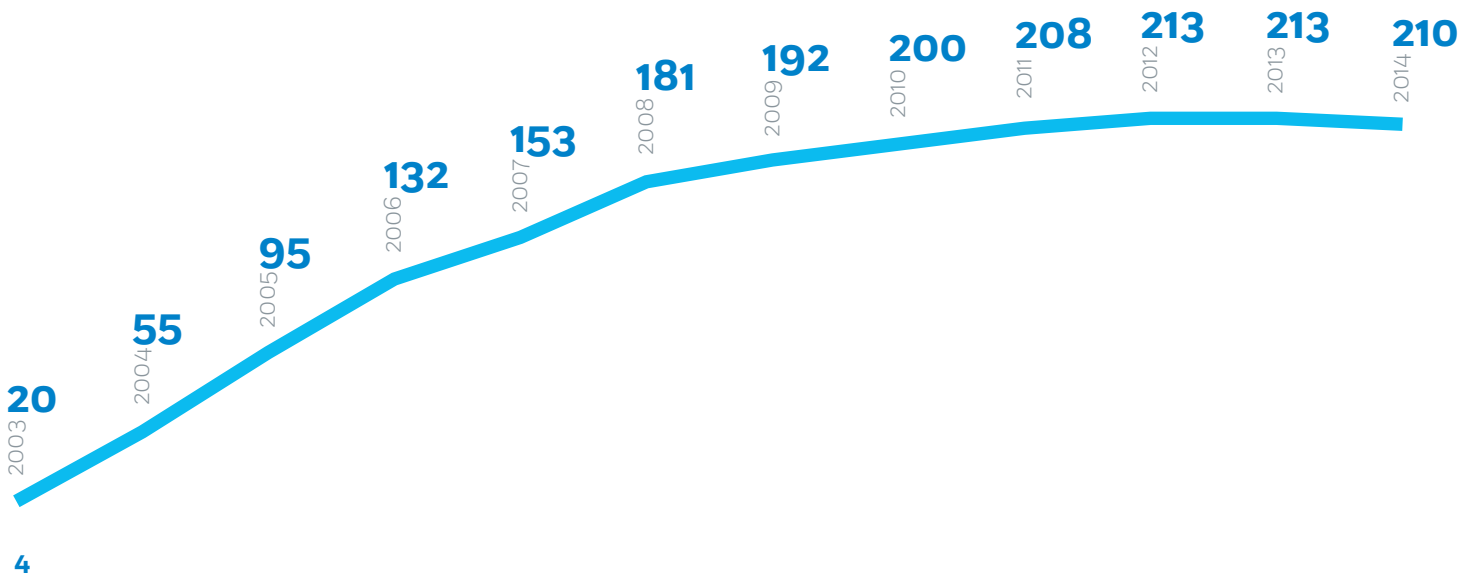


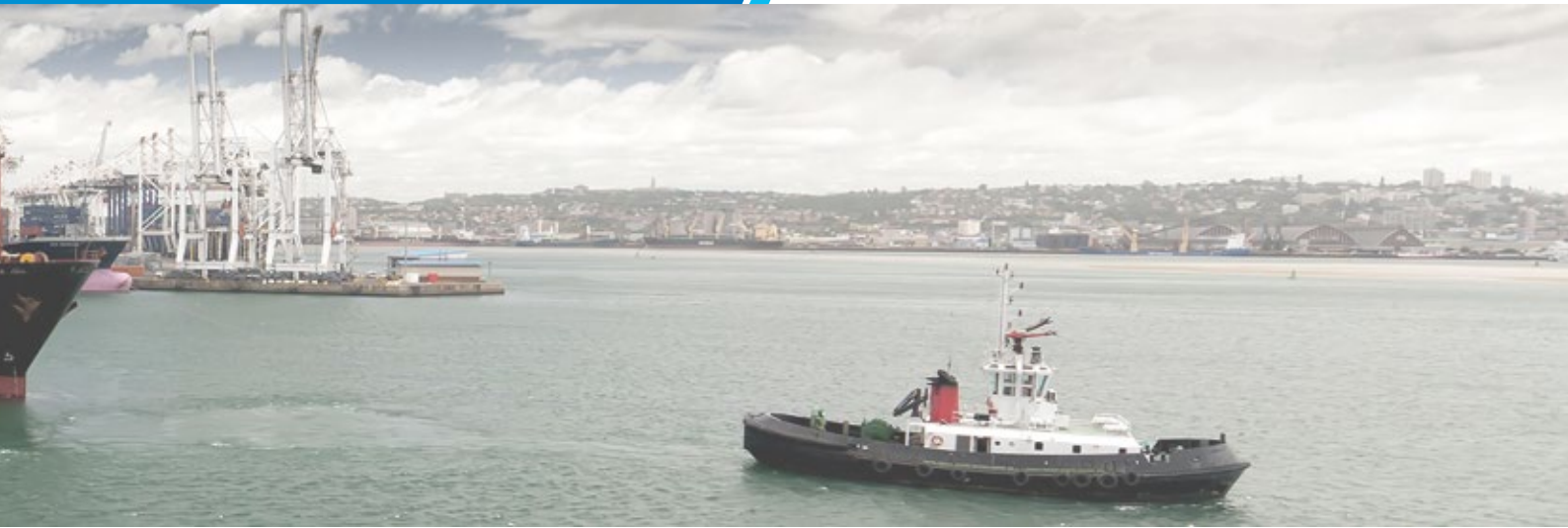
## FOREWORD

EMSA facts and figures 2014 is a new publication for our Agency. It is designed to present a distilled version of the Consolidated Annual Activity Report, presenting salient points clearly and concisely. While the Consolidated Annual Activity Report demonstrates very comprehensively how EMSA implements the tasks set out in the Work Programme, this publication gives a more compact and illustrative account of the year's achievements.

We fully acknowledge that these achievements—the value of our contribution towards greater safety at sea—depend on our ongoing collaboration with our partners: the European Commission, European Fisheries Control Agency, European Space Agency, Frontex, Maritime Analysis and Operations Centre for Narcotics and EU Navfor, as well as each EU member country, Iceland, Norway, and the Mediterranean Sea, Black Sea and Caspian Sea countries as part of the European Neighbourhood Policy.

### ESTABLISHMENT PLAN FIGURES EMSA statutory staff from 2003 to 2014



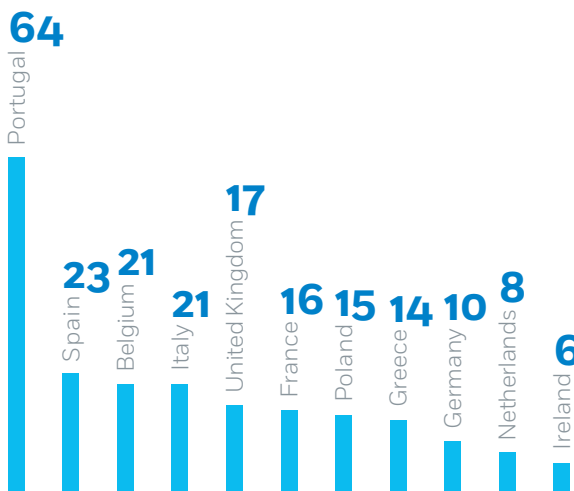


It is worth mentioning that our framework for action underwent several important new developments affecting our activities in 2014. In terms of our legal standing, the revision of our founding regulation came into force in March 2013. Legislation on funding for response to pollution caused by ships and oil and gas installations entered into force in mid-2014. Our 5-year strategy was renewed until 2018 and approved by the Administrative Board in November 2013. Lastly, the European Commission issued a Communication on the programming of human and financial resources for decentralised agencies 2014-2020.

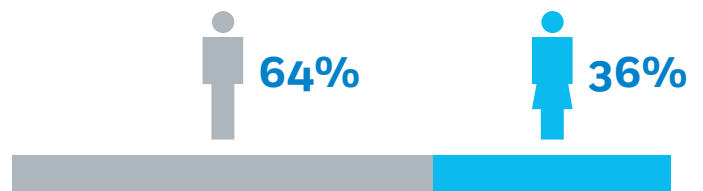
Throughout these changes, we remain firmly committed to our collective efforts towards a safer, cleaner and economically viable maritime sector.

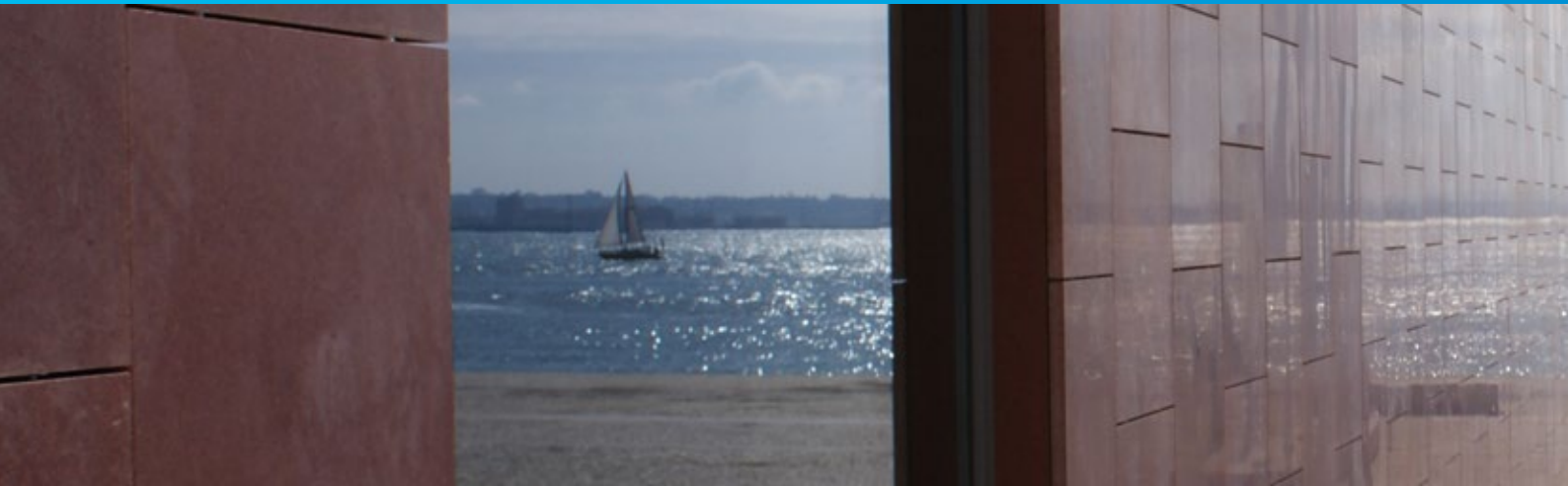
**Markku Mylly**  
Executive Director

**EMSA STAFF BY NATIONALITY 2014**  
Figures include statutory and non-statutory staff



**EMSA GENDER BALANCE 2014**





## DELIVERING ON THE FIVE-YEAR STRATEGY

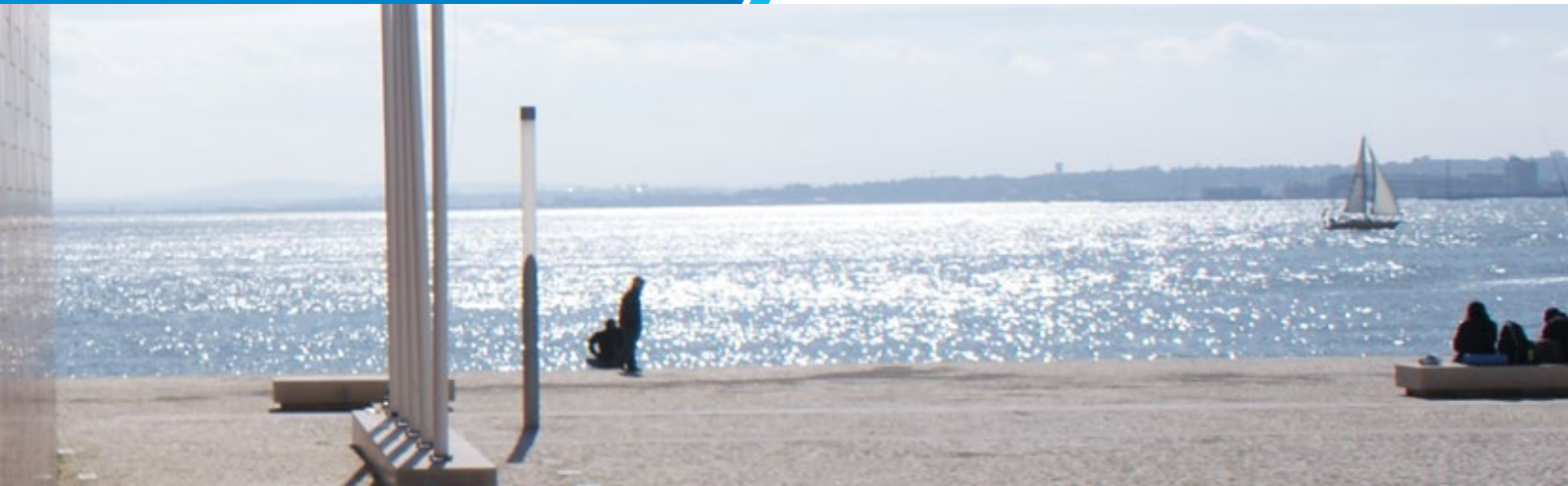
EMSA's 5-year strategy was adopted by the Administrative Board at the end of 2013. It contains four strategic areas of action with the overall aim of promoting a safe, clean and economically viable maritime sector. The 5-year strategy expresses the vision of the Administrative Board and sets the direction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

In order to gauge how EMSA is perceived and provide a qualitative benchmark against which progress can be assessed, EMSA launched a stakeholder survey in the summer of 2014. This survey was based on the four strategic areas of action contained in the 5-year strategy, namely: standards, rules and implementation; monitoring surveillance and information sharing; environmental challenges and response; and, information, knowledge and training.

At the close of the survey in September 2014, 618 respondents had provided a total of 2 293 responses, spread across these four strategic areas. The overall perception of EMSA's progress stood at 70 %, with no significant difference between the four areas.

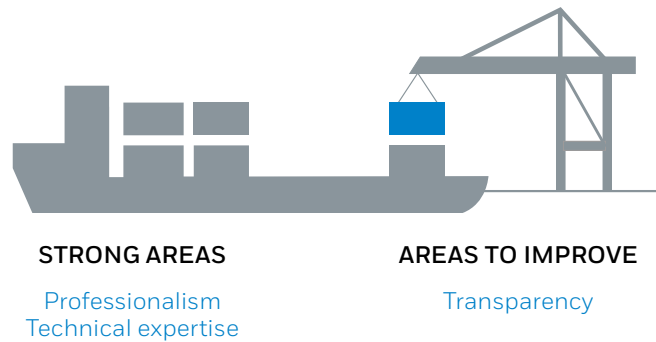
Respondents were also asked to assess EMSA's strengths and weaknesses. The results show particular appreciation for the Agency's professionalism and technical expertise. Transparency came out slightly weaker than the other abilities. The opportunity to comment was taken by a number of respondents, providing some insight into their specific areas of interest.

Following the outcome of the strategic stakeholder survey, the Agency aims to sustain the 70% rate of appreciation of its progress across the four strategic areas by ensuring a high level of performance in all activities over several years. In light of this, EMSA is now in the process of preparing a detailed action plan.



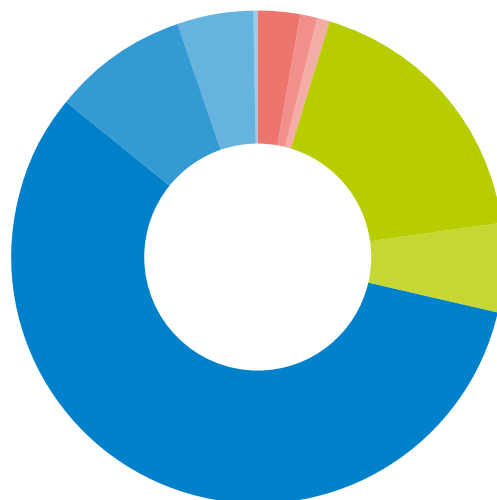
## 2014 STAKEHOLDER SURVEY RESULTS

### OVERALL PERCEPTION OF EMSA'S PROGRESS



### RESPONDENTS' SECTORS OF ORIGIN

618 Respondents  
2 293 Responses



**110 Public**  
65 General Public  
27 R&D  
18 Media

**547 Industry**  
413 Maritime Sector  
134 EMSA Contractors

**1 636 Administration**  
1 315 National Administration  
202 EMSA Staff  
115 EU Institutions/Bodies  
4 Administrative Board

Conducted between June and September 2014

## CHAPTER 1

# TRAFFIC MONITORING AND INFORMATION

## ON SHIPS AND CARGOES





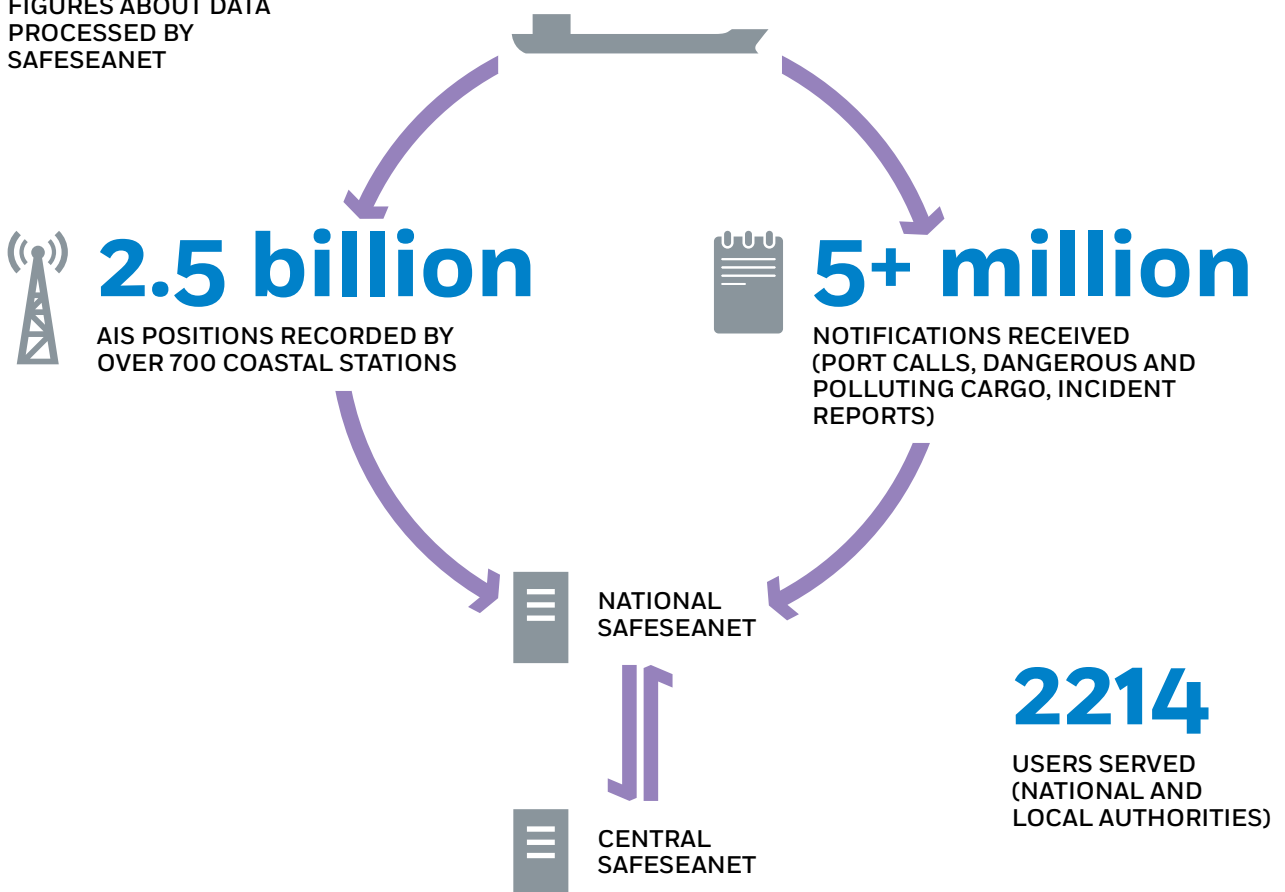
## MONITORING VESSEL TRAFFIC IN EUROPEAN WATERS

Ships transiting EU waters are tracked daily in real-time through SafeSeaNet, the EU's vessel traffic monitoring and information system. The central system, operated by EMSA, enables the exchange of data between national systems managed by maritime authorities across Europe. The information in the system covers four key areas: ship position; ship pre-arrival, arrival and departure information (e.g. estimated time of arrival, actual time of arrival and departure, persons on board); cargo (for vessel carrying dangerous or polluting goods); and, any accident or incident posing a potential hazard to shipping, threat to maritime safety, the safety of individuals or the environment.

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, including information on possible incidents/accidents involving ships as well as hazardous or polluting goods along the EU coastline.

# 2014

FIGURES ABOUT DATA  
PROCESSED BY  
SAFESEANET





## MONITORING EUROPEAN VESSEL TRAFFIC AROUND THE WORLD

The EU LRIT Cooperative Data Centre (EU LRIT CDC) hosted by EMSA disseminates long range identification and tracking information on EU-flagged ships around the world on behalf of all European flag states, and exchanges information with other data centres around the world.

The EU LRIT CDC can provide Member State users with the LRIT information of any third country vessel bound to, or sailing within 1 000 nautical miles of EU waters. The EU LRIT CDC is one of the largest data centres in the LRIT system, tracking over 8 000 ships per day.

Associated to this is the LRIT International Data Exchange which is hosted and operated by EMSA and serves 67 LRIT data centres worldwide.

## INTEGRATED MARITIME SERVICES

Through the Integrated Maritime Data Environment (IMDatE), there is now the operational and technical capability to integrate and correlate data from EMSA applications and external sources. Precise services can therefore be provided responding directly to the specific needs of users.

In 2014, services continued to be provided to Member States as well as EU bodies, including Frontex, EFCA and EU Navfor. A more permanent service was set up for the Maritime Analysis and Operations Centre - Narcotics (MAOC-N) to assist them in their coordination of anti-drug trafficking activities.

## THETIS PORT STATE CONTROL INFORMATION SYSTEM

The THETIS information system allows port state authorities in the EU and Paris MoU countries (Canada, Iceland, Norway and Russia) to manage inspection data in a single window. It enables these authorities to target the right vessels for inspection, assists the European Commission by providing statistics on inspection results, and helps monitor the performance of Member States in relation to their international and European legal obligations.

THETIS-S is a spin-off module set up in 2014 to support the harmonised entry into force of the EU's Sulphur Directive at the beginning of 2015. It also serves as a common platform for information sharing between Member States.

# 22 000

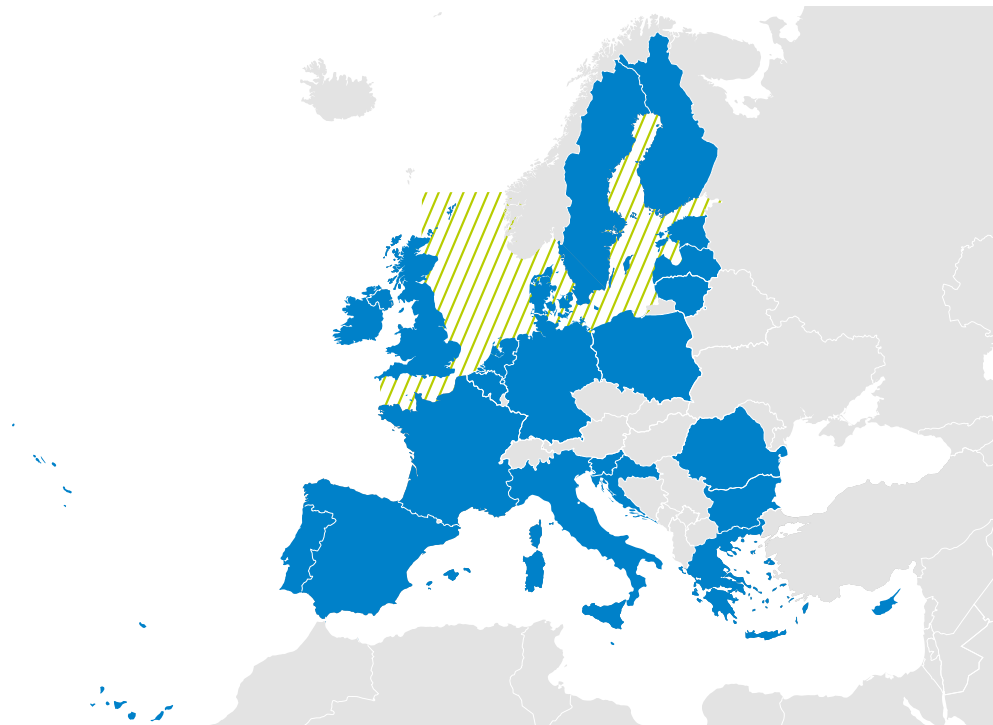
SHIP INSPECTIONS  
RECORDED IN THETIS  
PER YEAR

added by more than  
1 500 authorised users  
from 27 countries

# 2014

CREATION OF THE NEW  
THETIS-S MODULE SUPPORTING

- INTERNATIONAL LEGISLATION  
0.10% sulphur content in SECA areas
- EU LEGISLATION  
0.10% sulphur content in EU ports



## MARITIME SUPPORT SERVICES

The Maritime Support Services (MSS) centre is a 24/7 service helpdesk for users of the vessel traffic monitoring and surveillance systems hosted by EMSA. It provides continual monitoring of these systems, facilitating early incident management and high availability and performance standards. The average feedback time in 2014 stood at 13 minutes for urgent requests and 24 minutes for non-urgent requests. The MSS centre is the first point of contact for Member States whenever assistance is required within the context of EMSA's contingency plan.

In 2014, the MSS centre started providing 18 interested Member States with a weekly list of ships that departed from Ebola affected countries, and were subsequently detected in and around EU waters. On request, the MSS also provided near-real-time early warnings whenever notifications were received that ships from Ebola affected countries were bound for EU ports.

## CHAPTER 2

# VISITS AND INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EU LEGISLATION



## CLASSIFICATION SOCIETIES

Classification societies develop and apply technical standards to the design, construction and assessment of ships. Some 11 classification societies are recognised by the EU and are inspected by EMSA as part of its core tasks. Based on the reports submitted, the European Commission makes the relevant assessments and takes policy decisions and/or requests corrective measures. The overall aim is to improve the quality of the certification work undertaken by the recognised organisations.

In 2014 EMSA carried out 19 inspections of recognised organisations, including one ship visit. The locations and scope of the inspections were determined on a risk basis, taking into account the activity of individual offices, inspection history, results of Member States' monitoring activities, the European Commissions' assessments and industry developments. The Head Office of DNV - GL and two of its major offices in the Far East were inspected, for example, with a focus on the ongoing merger process.

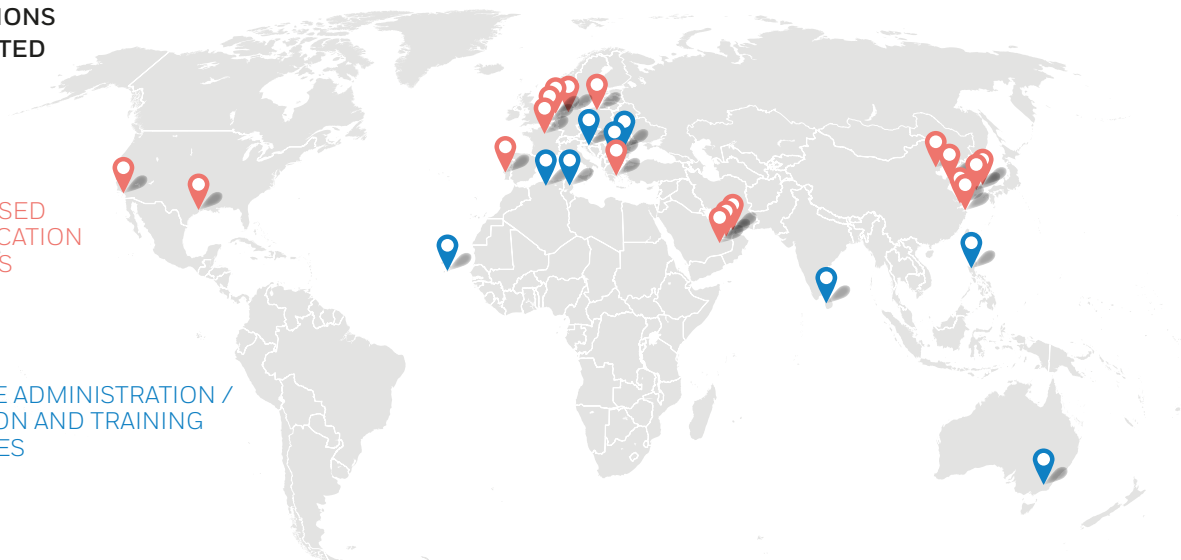
### INSPECTIONS CONDUCTED IN 2014



RECOGNISED  
CLASSIFICATION  
SOCIETIES



MARITIME ADMINISTRATION /  
EDUCATION AND TRAINING  
INSTITUTES

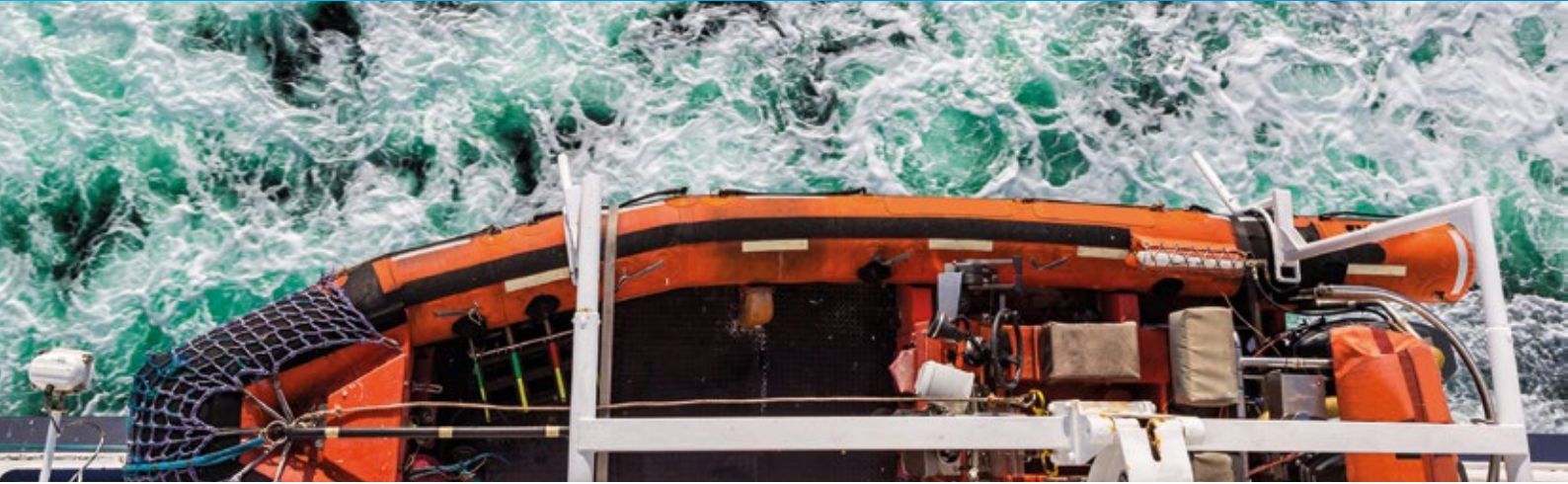


## STANDARDS OF TRAINING

## CERTIFICATION AND WATCHKEEPING

Many EU registered ships are manned by seafarers who are not nationals of EU Member States. To ensure that these crew members are appropriately educated and trained, EMSA carries out inspections of the maritime education, training and certification systems of their country of origin. Compliance is assessed on the basis of the requirements of the International Maritime Organisation's STCW Convention (Standards of Training, Certification and Watchkeeping). At the same time, EMSA also verifies compliance of the education, training and certification of seafarers in EU Member States with the relevant EU legislation. Three such visits took place in 2014.

EMSA also evaluated the corrective action plans submitted by six non-EU countries in response to the inspection reports produced and the European Commission's assessments. The corrective action taken by the inspected countries led to significant improvements in their systems.



## MONITORING THE IMPLEMENTATION OF EU MARITIME LEGISLATION

EMSA assists the European Commission and the EFTA Surveillance Authority in their efforts to achieve a convergent and effective implementation of EU maritime law by conducting visits to Member States, Iceland and Norway.

In 2014, visits were carried out to monitor the implementation of four EU directives:

- 98/41/EC on the registration of persons sailing on board passenger ships
- 2002/59/EC on vessel traffic monitoring and information systems in respect of the amendments introduced by Directive 2009/17/EC
- 96/98/EC on marine equipment
- 2009/18/EC on accident investigation.

Additionally, the EFTA Surveillance Authority specifically requested that elements of two EU directives be addressed during the visits:

- 2003/25/EC on specific stability requirements for ro-ro passenger ships
- 2009/45/EC on safety rules and standards for passenger ships.

As port state control is one of the most effective means of verifying that ships comply with international safety and pollution prevention regulations, EMSA also visits Member States' competent authorities and their ports to verify the appropriate implementation of the EU's port state control directive.

The visits give Member States the opportunity to better plan resources, assess training requirements and review any gaps and shortcomings, in order to improve the level of compliance with EU law. This enhances cooperation between the European Commission and Member States and facilitates greater consistency and shared targets.

## HORIZONTAL ANALYSIS & RESEARCH

EMSA drafts reports for each of the visits and inspections it conducts and then analyses these to identify any common findings and draw general conclusions on the effectiveness of the measures in place.

Two analyses were completed in 2014:

- the first covering the full cycle of visits to monitor the implementation of Directive 2008/106/EC on the minimum level of training of seafarers
- the second looking at the outcome of visits to Member States regarding the requirements on places of refuge in the vessel traffic monitoring and information systems Directive 2002/59/EC (as amended).

This work facilitates discussions with the European Commission and Member States to highlight good working practices and share any lessons learned. On places of refuge, for example, EMSA helped the correspondence group develop operational guidelines which were presented in their final form in October 2014.



## MARITIME SECURITY

Maritime security refers generally to measures taken for protection against unlawful acts such as piracy, armed robbery, terrorism and maritime violence. EMSA assists the European Commission in this area by monitoring the implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility security. It also provides technical assistance to EFTA Surveillance Authority on ship security.

EMSA's inspection reports detail the maritime security measures, procedures and structures of the countries visited and give recommendations where necessary. EMSA then assists the European Commission in its response to the corrective action proposed by the countries concerned. In 2014, 13 missions took place, resulting in 13 reports and 52 findings.

EMSA continues to participate in the European Commission's maritime security committee (MARSEC) and in the stakeholders' advisory group on maritime security chaired by the European Commission.

## CHAPTER 3

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





## ACCIDENT INVESTIGATION

EMSA helps the European Commission and Member States to improve maritime safety by analysing accident investigation reports and producing maritime casualty statistics. The European Marine Casualty Information Platform (EMCIP) run by EMSA is a centralised database where Member States can store and analyse information on marine casualties and incidents. Based on the information extracted from EMCIP, EMSA published the first edition of the Annual Overview of Marine Casualties and Incidents in 2014. Data from EMCIP was also used to support the fitness check of EU legislation on passenger ship safety (REFIT – Regulatory Fitness) and the EMSA 3 study on the damage stability of passenger ships.

EMSA hosts the Permanent Cooperation Framework (PCF) where Member States and the European Commission come together regularly. In 2014 the main topics included 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 European Commission in the implementation of Directive 2009/18/EC and continued its training of accident investigators from EU Member States and SAFEMED III beneficiary countries.

# 2013

KEY FIGURES  
AS REPORTED IN EMCIP  
AND PUBLISHED IN  
2014 IN THE ANNUAL  
OVERVIEW OF MARINE  
CASUALTIES AND  
INCIDENTS



**2 550 accidents**  
**81 very serious accidents**



**2 872 ships involved**  
**54 ships lost**



**754 persons injured**  
**74 fatalities**



**165 investigations**  
**launched**

## MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

EMSA contributes to the safety of ships and marine equipment at European level by closely monitoring the development of safety standards. The focus in 2014 was largely on passenger ship safety.

The EMSA 3 study on the damage stability of passenger ships was taken forward with the first elements of the study being presented to stakeholders.

EMSA also worked alongside the European Commission on its fitness check of EU legislation on passenger ship safety (REFIT – Regulatory Fitness). Assistance was given for a Member State consultation and for the analysis of the EU's passenger ship fleet.

The process of amending annex A of the Marine Equipment Directive was completed in 2014. During this process, EMSA offered technical support, coordinating the work of the experts and delivering the relevant documentation. EMSA also continued to support the work of the MarED technical secretariat for notified bodies which perform conformity assessments based on the Marine Equipment Directive.

## PREVENTION OF POLLUTION BY SHIPS

EMSA provided technical and scientific assistance to the European Commission and Member States throughout 2014 in the area of prevention of pollution by ships as many legislative acts were either under discussion, in the process of being adopted or entering into force. Assistance was given through the European Sustainable Shipping Forum created in 2013 to better address the environmental challenges confronting the EU's maritime transport sector. The work focussed mainly on scrubber technology, alternative fuels such as LNG and the implementation of the Sulphur Directive.

On this topic, EMSA developed a spin-off of an existing information system (THETIS-S) to support the enforcement of the directive, held workshops and training sessions, and prepared guidelines for sulphur inspectors on the frequency and methodology of fuel sampling.

Also of great importance is the implementation of the Ship Recycling Regulation (EU) No 1257/2013 where EMSA has been assisting the European Commission through measures such as a feasibility study for the inspection of ship recycling facilities and the development of guidelines on the implementation of the provisions contained in the regulation.

## EMSA ACTION TO PREVENT POLLUTION BY SHIPS



### Port reception facilities

EMSA provided advice to the Commission on the completion of the "ex-post evaluation of Directive 2000/59/EC on port reception facilities for ship generated waste and cargo residues". EMSA then drafted an interpretive guide to help address issues on the implementation of this directive.



### Ballast water

EMSA provided technical support to the Commission during discussions within regional seas initiatives and international bodies, as well as for bi-lateral EU discussions with non-EU countries. EMSA also offered training events for Member States and stakeholders.



### Air emissions

EMSA followed IMO discussions over MARPOL Annex VI (regulations on exceptions, equivalents, SOx and fuel oil quality), provided support in the implementation of the directive regarding the sulphur content of marine fuels and organised workshops on the topic.

## TRAINING AND COOPERATION

EMSA organised many training sessions, seminars and best practice exchanges over the course of 2014 for participants across the EU as well as non-EU Mediterranean, Black Sea and Caspian Sea countries. Through this form of technical assistance, the beneficiaries were given updated information on selected technical subjects and benefited from exchanges with both EMSA and other stakeholders on the general effectiveness and harmonisation of standards. Altogether, 517 Member State experts received training throughout the year.

The technical assistance provided to SAFEMED III beneficiary countries (Algeria, Jordan, Israel, Egypt, Lebanon, Libya, Morocco, Palestine and Tunisia) resulted in 16 training sessions and seminars delivered and attended by 202 participants.

In June 2014, EMSA started to implement the TRACECA II project in the Black Sea and Caspian Sea by providing the beneficiary countries (Armenia, Azerbaijan, Georgia, Kazakhstan, Moldova, Ukraine and Turkmenistan) with technical assistance including familiarisation with some of EMSA's operational tools such as CleanSeaNet.

EMSA continued to host and support the information system RuleCheck 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 learning on the different areas to be inspected on board ships.

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

## MARITIME INFORMATION

### EQUASIS & STATISTICS

EMSA is responsible for hosting the management unit of Equasis, a valuable source of information on the world's merchant fleet. Information on the safety and quality of the world's merchant fleet is presented through this system with a special focus on port state control inspections, classification societies, and protection and indemnity cover.

The data which can be viewed online free of charge is supplied by port state control regimes and industry-based organisations. In 2014 the service counted a monthly average of 32 659 individual users. EMSA ensures that this system runs smoothly and mans a user helpdesk.

As host of the management unit, EMSA prepares the biannual meetings of the editorial board and supervisory committee, the accreditation of data providers and the publication of annual statistics on the world's fleet.



### Ship recycling

Assistance was provided to the Commission in developing guidelines about the inclusion of ship recycling facilities in the European List and by participating in the IMO working group on ship recycling guidelines. EMSA also provided assistance to Member States in interpreting the ship recycling regulation.



### Greenhouse gases

EMSA assisted the Commission and Member States during IMO discussions over MARPOL Annex VI (regulations on energy efficiency for ships). It also provided support on the regulation regarding greenhouse gases emissions from maritime transport.



### Anti-fouling systems

A questionnaire on the implementation of Regulation (EC) No 782/2003 on the prohibition of organotin compounds (TBT) on ships, as supplemented by Regulation (EC) No 536/2008/EC, was developed.

**CHAPTER 4**

**POLLUTION PREPAREDNESS**

**DETECTION AND RESPONSE**



## NETWORK OF STANDBY OIL SPILL RESPONSE VESSELS

A network of oil spill response vessels is on standby across Europe to reinforce the ability of individual EU Member States to protect their coastlines from marine pollution. EMSA maintains operational contracts for each of the vessels in this network, mainly by monitoring and assessing the performance of the contracted vessels during quarterly drills and international exercises.

The vessels contracted for entry into operation in late 2013 now provide cover in the North Sea, northern Atlantic coast, Adriatic Sea and Aegean Sea. Four new contracts were signed at the end of 2014 to provide cover in the Channel, southern North Sea, Bay of Biscay and northern Black Sea.

In 2014 many measures were taken as part of EMSA's new mandate to respond to marine pollution caused by oil and gas installations. This included the awarding of two contracts to add dispersant spraying capabilities to already contracted vessels, as well as to establish dispersant depots associated with the network of response vessels in the Mediterranean Sea basin. Preparatory work also got underway to set up a new Equipment Assistance Service to provide specialised stand-alone oil spill response equipment.

### EMSA'S NETWORK OF STANDBY OIL SPILL RESPONSE VESSELS (31/12/2014)



**18**  
VESSELS AVAILABLE FOR  
OIL SPILL RESPONSE  
IN EU WATERS



CONTINUOUS  
CAPACITY TO  
RESPOND



**24 hours**

MAXIMUM  
MOBILISATION TIME



## DETECTING AND DETERRING MARINE POLLUTION

EMSA helps to identify, trace and track illegal discharges and polluters through the satellite image-based service known as CleanSeaNet. This monitoring service supports coastal states and the European Commission and offers a solid basis on which to expand illegal discharge related measures

In 2014, over 2 000 images were delivered in the context of routine monitoring of EU coastal waters. CleanSeaNet was also upgraded as the system incorporated the oil spill drift modelling tool SeaTrackWeb for the Baltic Sea. A second drift modelling tool is expected in 2015 for the North Sea.



### 30 minutes

#### NEAR REAL TIME SERVICE

between satellite image acquisition and reporting of detection results to the affected coastal state

### 500x500

#### KM PER IMAGE

making every single image potentially relevant for several coastal states

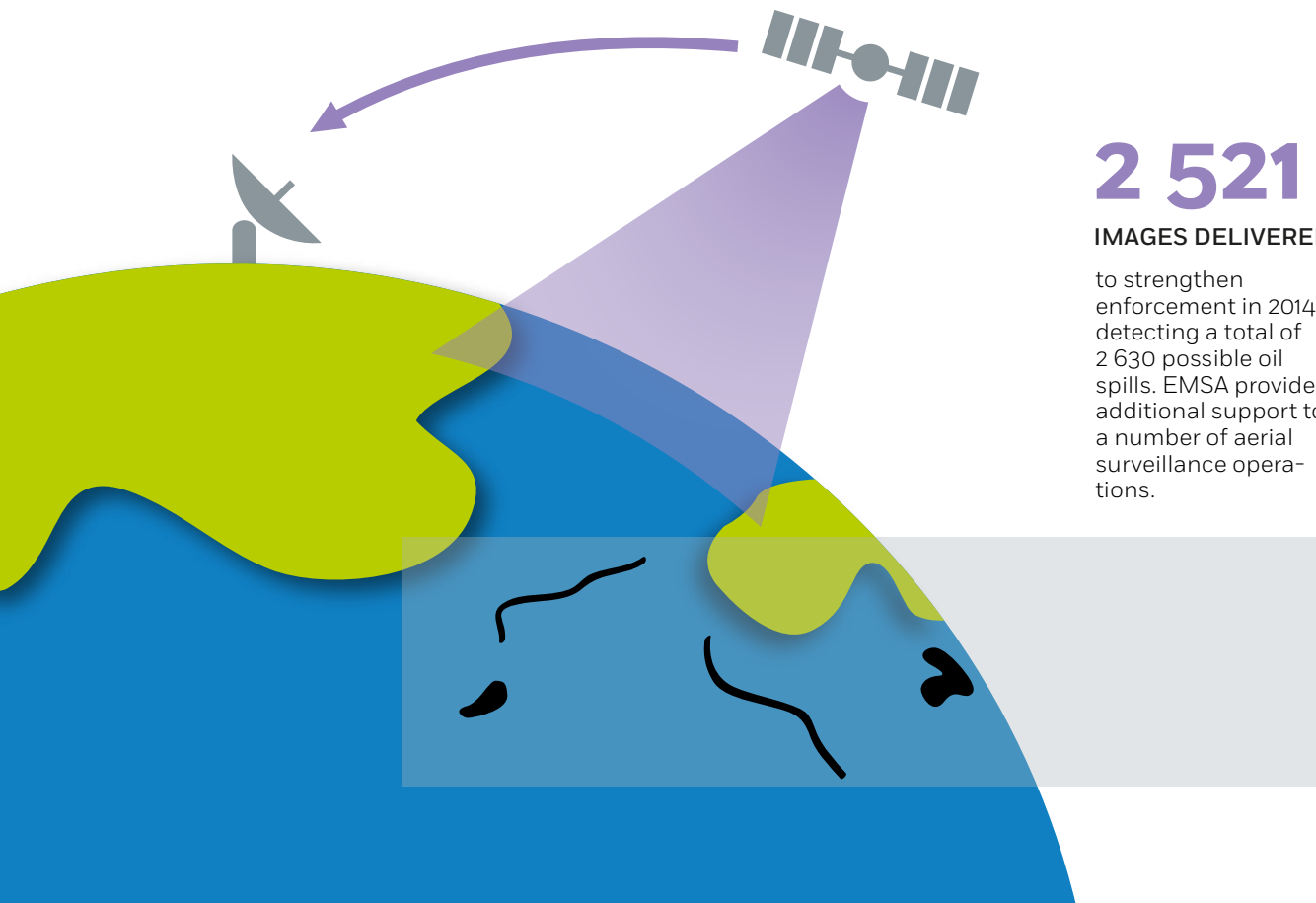
#### TRAINING

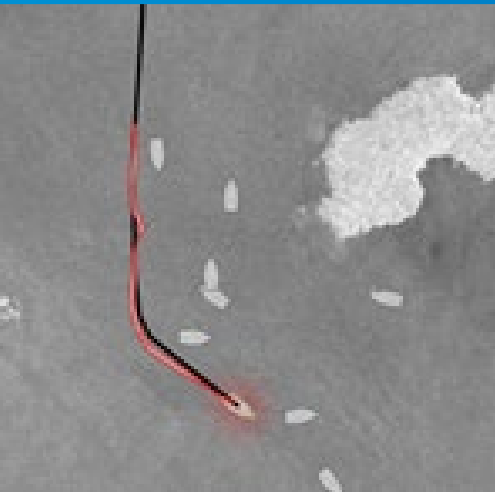
Basic and advanced training sessions were provided, in line with users' requests

### 2 521

#### IMAGES DELIVERED

to strengthen enforcement in 2014, detecting a total of 2 630 possible oil spills. EMSA provided additional support to a number of aerial surveillance operations.





## COOPERATION FOR EFFECTIVE POLLUTION PREPAREDNESS AND RESPONSE

EMSA supports the preparedness structures and response capabilities of Member States for marine pollution incidents. This role involves disseminating best practices and exchanging information between Member States, the Regional Agreements, the International Maritime Organization and other relevant international bodies.

EMSA shares information on chemicals and their treatment in the marine environment with Member States to assist them in dealing with spills involving hazardous and noxious substances. MAR-ICE is a dedicated information service available in the event of a maritime incident involving chemicals which has just been extended for three more years. Special MAR-CIS datasheets are available for 56 additional substances (bringing the total to 213) and the seawater solubility has been determined for four substances.



THIRD PARTY	SUBJECT	START	END
Interspill	Agreement between the European oil spill industry trade associations, IPIECA and EMSA to hold Interspill conferences and exhibitions	7/2/11	open ended
Ministère de l'Écologie - Direction des affaires maritimes	EQUASIS Supervisory Committee - Management of Equasis system	19/6/08	n/a
	EQUASIS - IT SERVICES	27/2/09	n/a
IMSO	LRIT Services Agreement EU CDC	27/5/09	ongoing
	LRIT Services Agreement IDE	20/3/13	ongoing
CFCA - FRONTEX JTWG	Joint Technical Expert Working Group	26/11/09	26/11/15
European Space Agency (ESA)	Cooperation for the use of space-based systems and data in support of maritime activities	11/12/09	n/a
	Use of space-based Earth observation for enhancing maritime safety	2/7/10	2/7/15
Paris MoU	Agreement on updating SafeSeaNet with information on banned vessels/ agreement on EMSA technical database management for THETIS	16/9/10	open ended
Danish Maritime Authority	Hosting, maintenance and operation of the HELCOM and the North Sea AIS Regional Servers and their connection with SafeSeaNet	12/12/14	11/12/15
ExactEarth	Provision of space-based AIS services for use by MARSURV service	28/7/11	30/4/15
EU Navfor - Athena Atalanta	Delivery of an integrated maritime monitoring service	6/4/11	auto renewal
CEDRE - CEFIC	MAR-ICE service (Network of chemical expert for HNS marine pollution)	17/10/08	16/10/17
MARETEC-IST	Cooperation regarding oil spill modelling	15/6/14	14/6/19
Italian Coast Guard	Hosting, maintenance and operation of the Med AIS Regional Server and its connection with SafeSeaNet	18/2/10	8/10/15
MAOC-N	Agreement with Maritime Analysis and Operations Centre - Narcotics	12/8/14	11/8/19
Norwegian Coastal Administration	Hosting, maintenance and operation of the North Atlantic AIS Regional Server and its connection with SafeSeaNet	14/10/14	13/10/15
EFCA	MARSURV-3 monitoring services	17/12/12	auto renewal
Frontex	Implementation of concept of operations with Eurosur	30/4/13	30/4/16
SMHI	Operational capability between oil spill models and CSN DC	21/6/13	20/8/18
JRC - Joint Research Centre	Provision of services for the EMCIP platform	4/12/13	4/12/16
RBINS	Cooperation agreement with Royal Belgian Institute of Natural Sciences	9/12/13	8/12/18
ETSI	MoU with European Telecomms Standards Institute on marine equipment	26/5/14	26/5/17
DG ELARG	Preparatory measures for the participation of potential candidate countries	27/10/11	26/9/14
DG MOVE	Implementation of integrated maritime policy action: evolution of SSN	31/8/12	30/8/14
DG DEVCO	Contract for the implementation of SAFEMED III	21/12/12	20/12/15
	Grant agreement with the European Commission for TRACECA II management	16/6/14	16/6/17
DG ECHO	Cooperation in the framework of maritime emergencies, including MPPR	13/11/14	n/a
DG ENV	Support in the implementation of Sulphur Directive 2012/33/EU (THETIS-S)	3/9/14	2/9/17



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## ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

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

### Get in touch for more information

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