



THE CONSULTATIVE NETWORK FOR TECHNICAL ASSISTANCE (CNTA)

EMSA's training courses for EU/EEA countries are agreed by the "Consultative Network on Technical Assistance" (CNTA). This network meets once per year under the Agency's chairmanship. Here, EU/EEA Member States discuss their training needs and priorities, based on a list of possible topics proposed by EMSA and national administrations. If different sectors of national administrations consider that they need specific assistance in the field of maritime safety, security and pollution prevention, they may channel their requests through their CNTA focal points: an annual training programme is agreed, based on the most popular requests.

The full list of national focal points is available on the EMSA website: <http://www.emsa.europa.eu>

GOING BEYOND BORDERS: EMSA'S TECHNICAL ASSISTANCE TO CANDIDATE AND POTENTIAL CANDIDATE COUNTRIES (IPA)

The EU, and global shipping, does not exist in a vacuum, so it is important to work with partners on the fringes of Europe. The broad spectrum of EMSA's training activities and experiences can be of help to relevant maritime authorities outside the EU Member States.

Regulation 1406/2002/EC enables EMSA to provide technical assistance to candidate and potential candidate countries of the European Union – i.e., Croatia, the Former Yugoslavian Republic of Macedonia (FYROM), Montenegro, Turkey, Albania, Bosnia-Herzegovina, Kosovo under UN Security Council Resolution 1244 and Serbia. EMSA's offering includes, where appropriate, organising relevant trainings in agreement with the European Commission's Directorate-General for Enlargement.

The agreement concerns "preparatory measures for the participation of the candidates and potential candidate countries in EMSA's work" and its main objective is, ahead of a country's possible accession to the EU, to strengthen the compliance with EU legislation in the field of maritime safety, security, and pollution preparedness and prevention.



Training on Flag and Port State in Podgorica

This is achieved by:

- training officers from the IPA maritime and other competent administrations;
- assisting the IPA competent authorities in aligning their national legislation, standards and practices to those within the EU;
- disseminating best practices in the area of maritime safety, security and pollution prevention;
- encouraging closer cooperation between beneficiaries at regional level.

The technical assistance programme for candidate and potential candidate countries has been developed by EMSA to take into account the needs and priorities of each country.

IPA COUNTRIES		
YEAR	N° OF ACTIVITIES	OFFICIALS TRAINED
2008	9	123
2009	11	186
2010	11	236

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# EMSA TRAINING PROGRAMME

PROVIDING TECHNICAL ASSISTANCE AND PROMOTING BEST PRACTICES



# "EMSA TRAINING PROGRAMME" PROVIDING TECHNICAL ASSISTANCE AND PROMOTING BEST PRACTICES

## HELPING YOU TO NAVIGATE YOUR WAY THROUGH THE LABYRINTH OF EUROPEAN AND IMO SHIPPING REGULATIONS

Shipping is of fundamental importance to Europe and the rest of the world. About 90% of the EU trade is transported by sea. More than 3.7 billion tonnes of freight a year are loaded and unloaded in EU ports.

Europe plays a crucial role in shipping. 22 EU Member States are coastal States, and the EEA states, Iceland and Norway, also have extensive coasts. Even the five land-locked countries - Czech Republic, Hungary, Austria, Luxembourg and Slovakia - rely upon maritime transport for trade. Today, nearly all EU Member States have ships registered under their flag. 25% of the world tonnage is registered under an EU Member State's flag. And 40% of the world fleet is managed by EU shipping companies.



*Oil tanker Jahre Viking*

## A COMPLEX REGULATORY FRAMEWORK

Over the years, strict safety rules for shipping have been developed at international and European level. These rules help to prevent sub-standard shipping, to reduce the risk of maritime accidents, and to minimise the impact of shipping on the marine environment. Currently, there are over 40 EU Directives and Regulations dealing with different aspects of maritime safety, security and pollution prevention from ships.

## STRICT RULES REQUIRE WELL-TRAINED PEOPLE TO IMPLEMENT THEM

In order for trade to prosper, there needs to be a level playing field, where everyone plays according to established rules.

This requires effective and harmonised implementation of international and European maritime legislation. Furthermore, sufficient resources – both in terms of quantity and quality – need to be in place to ensure that Member States properly discharge their obligations as flag, coastal and port States. Therefore it is vital that personnel from maritime and other competent administrations are adequately trained to perform their functions – at the central, regional and local level.

## EMSA PROVIDES TECHNICAL ASSISTANCE TO MEMBER STATES

EMSA's founding regulation 1406/2002/EC provides the Agency with the ongoing task to support Member States with technical assistance, including training in fields which are the responsibility of the port State and flag State.

On the basis of this mandate, training has formed an important part of the Agency's activities since the very beginning of EMSA back in 2004.

The beneficiaries of EMSA's training are experts from the EU Member States, plus Iceland and Norway. The overall aim is to assist national administrations in developing a practical approach to the interpretation and implementation of EU/international obligations in European waters.

## WHAT WILL YOU LEARN ON EMSA TRAINING COURSES?

Over the years there has been a continuous increase in the number of officials participating in EMSA training, and in the key areas covered. Courses embrace:

- EU and international maritime legislation;
- Specific technical matters under the responsibility of flag states and port states;
- Promotion of best practices in the implementation of EU or international obligations.

EMSA's training normally involves no costs or registration fees for maritime administrations to enrol participants. One participant per EU/EEA Member State is usually reimbursed by EMSA.

Training sessions are usually delivered in Lisbon, but on the request of individual EU/EEA administrations – where resources allow – EMSA can organise "in-country" training sessions. These training courses are open to officials from the host country, and neighbouring Member States. They typically

have a strong regional flavour, since they are tailored to the reality and the needs of that specific region.



*Training on EU Maritime Legislation in Warsaw*

## PORTFOLIO OF EMSA'S TRAINING ACTIVITIES

The range of topics for EMSA's training is growing, in parallel with developments in European and international legislation. Following the adoption of the Third Maritime Package in April 2009, new training courses have been developed in the fields of:

- maritime accidents investigation;
- flag state implementation;
- monitoring of recognised organisations;
- liability and compensation.

Following international developments, recent additions also include: the Maritime Labour Convention, with possible extension to health-related issues and ILO maritime matters in general; ballast water management; and air emissions.

The yearly EMSA training programme is available on the EMSA website: <http://www.emsa.europa.eu>

MEMBER STATES		
YEAR	N° OF ACTIVITIES	OFFICIALS TRAINED
2008	11	247
2009	15	256
2010	16	307