



European
Maritime
Safety
Agency

Activity Report 2005



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European Maritime Safety Agency Activity Report 2005

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Foreword: Brian Wadsworth and Francis Vallat



Having been re-elected as Chairman and Vice-Chairman of the Administrative Board of EMSA from 2006 until the beginning of 2009, it is our pleasure to introduce the Agency's Annual Report for 2005. We thank our colleagues on the Board for their much valued guidance and support throughout the year and look forward to continuing to work with them for the next three years. It is a great strength of our Agency that its Board comprises so much valuable experience and expertise, from so many national administrations. We have much to learn from each other and EMSA is a tremendous forum for sharing knowledge.

We have clearly moved on from a developmental to a fully operational phase, although the Agency's tasks and resources (both human and financial) continue to evolve. Throughout this process, EMSA will still have to face - at least for a while - the challenging double task of becoming fully operational in all its activities, while simultaneously completing the build-up of its complement, comprising teams of dedicated professional staff, coming from all over Europe.

We have been looking forward to the construction of a permanent home for the Agency in the historic port area of the city of Lisbon. Much planning and preparation has gone into the Agency's move from its initial home in Brussels, and it is very pleasing to record that the Board was able to approve the 2005 Annual Report during our first meeting at the Agency's new temporary headquarters building in Lisbon, to which a number of EMSA staff have already relocated. Our thanks are due to Willem de Ruiter and his team for managing the transfer so effectively, without interruption to the Agency's day-to-day business: we are delighted to be settling down in Lisbon. This is a great milestone in the Agency's development.

During 2005, EMSA has been active across many different fields, all connected with maritime safety and security and the protection of the marine environment. These activities included assessments of EU-recognised Classification Societies, seafarer training and certification arrangements in countries supplying crews for EU registered vessels, monitoring Port State Control arrangements in Member States and assisting with training for PSC Inspectors, developing shared databases for vessel traffic monitoring (Safe Sea Net) and incident reporting, monitoring the Notified Bodies which assess standards for marine equipment and, last but not least, building up an operational capability to provide adapted, stand-by anti-pollution vessels to Member States, in the event of a major pollution incident.

The Board continued to support the Agency's governance and development, taking a series of decisions summarised in section 1.2.2 of this Report. While the Administrative Board is not a forum for policy making, we feed our views into the policy making process and take a keen interest in EMSA's effectiveness, with a view to adding value to the duties and activities of national maritime administrations across the EU. It is satisfying to see all of the preparatory work in building up the Agency's capabilities now bearing fruit in the results of audits, inspection visits, technical advice, seminars and a growing range of shared services which national administrations can call upon to support their day-to-day work, or in response to accidents or pollution incidents.

In conclusion, we particularly wish to thank the Government of Malta for generously hosting our March Board meeting. Our visit to Malta culminated in a trip to Valetta, where we witnessed the refitting of one of EMSA's oil recovery support vessels, now on standby to help respond to pollution incidents in the Mediterranean at the request of national administrations, should the need arise. There can be no more visible sign of EMSA's potential to add value in achieving our shared goals of safer shipping and cleaner seas.

Brian Wadsworth
Chairman

Francis Vallat
Vice Chairman

Introduction: Willem de Ruiter



The Annual report is an opportunity to reflect on what work has been carried out over the previous year. As with many organisations, the European Maritime Safety Agency is still very much on a learning curve and must take into account the work of previous years, as well as new initiatives that have begun.

The challenges of 2005 have been widespread, from the maritime safety tasks to the day-to-day running of the organisation; I feel it is safe to say that regardless of experience, there is always something new to learn and that at this stage we still have a long way to go. This is borne out by the new tasks that are being entrusted to the Agency by the EU Regulatory Authorities, such as those mentioned in the foreword by the Chairman and Vice-Chairman of the report below.

The continued growth of the Agency's mandate has a corollary, the ongoing tasks that have yielded initial results from the work carried out over the last two years. These results have different natures as their objectives are diverse. Some of the results arise from tasks where the Agency was involved in assessing Member States or Recognised Organisations and that have led to changes in law. Other deliverables have included specific reporting on technical subjects of interest to the relevant EU authorities often with global implications for improving maritime safety.

There is evidence of a positive improvement of maritime safety; it has been observed that ships are getting safer and that our seas are getting cleaner. There is a general quality drive from all actors, but this requires a sustained effort. EMSA is an integral part of that process, which has been driven by the Member States, the European Parliament and the European Commission. The Agency's role concerns not only preventative

measures but does include, should the need arise, the at-sea recovery of oil spills. The Agency's oil pollution response vessels are at the disposal of EU Member States and were the result of an innovative approach to financing that, with limited resources, will make additional means available and make a difference to future incidents. The impact of this cannot be underestimated and the extension of the coverage of EMSA oil pollution response vessels will continue in 2006.

This level of consistency goes beyond the way the Agency functions, but is spread throughout the EU Member States. As much as the networks that EMSA has established through workshops, seminars, assessment visits and training sessions feed knowledge into the Agency, knowledge is also diffused across the European Union, promoting a common culture of maritime safety through the exchange of knowledge and know-how by the relevant experts.

To conclude, EMSA in 2005 continued to be at the service of the EU Member States, the EU institutions and ultimately all those who benefit from seaborne transport. I would like to thank EMSA's Administrative Board for its continued support and my staff for their efforts. We shall continue to steer this course in the years to come.

Willem de Ruiter
Executive Director

Section 1

The Agency in 2005

Overall, 2005 was a year of challenges and expansion for the Agency. Generally good progress was made which could not have been achieved without the excellent support received from the Commission, the European Parliament, the Council, directly from the Member States and finally from various industry bodies.

The report is divided into three sections describing in more detail the progress made by EMSA in its second full year of operation. The first presents the main achievements of the Agency in 2005 as an organisation, the second describes the work undertaken in the maritime safety area in relation to the requirements of the 2005 Work Programme, and the final section gives an overview on progress made concerning building infrastructure and administrative capacity.

1.1 INTRODUCTION AND SUMMARY

The European Maritime Safety Agency, established as part of the second Erika legislative package, aims to be an active driver towards the improvement of maritime safety in the European Union.

The Agency's first task is to provide technical and scientific advice to the Commission in the fields of maritime safety, prevention of pollution and response to pollution caused by ships, in the continuous process of updating and developing new legislation, monitoring its proper implementation and evaluating the effectiveness of the measures in place. To this end, the Agency has to work closely with the Member States' maritime administrations. The Agency has also been given certain operational tasks, in particular, in the field of pollution response.



The Agency contributes to the evaluation of the effectiveness of Community legislation by providing the Commission and the Member States with objective, reliable and comparable information and data on maritime safety and on ship-sourced pollution.

This annual report aims to present the work undertaken by the Agency during 2005, and includes the description of the tasks that have been carried out that were required to enable the continued build up of EMSA since its establishment in 2003. The European Maritime Safety Agency is a young organisation and still in its development phase, 2005 was only the second full year of its existence.

The priorities identified in the Agency's Work Programme 2005 included inspection missions to classification societies to assess the quality of their work, visits to Member States, providing technical support to the European Commission for the preparation of the third maritime legislative package, continued work with the Member States on technical issues and the continued development, collection and analysis of data and data platforms. Certain new tasks were also initiated, namely oil pollution response, the assessment of training certification of seafarers from third countries among others.

The visits to Member States were made possible following the decision of the EMSA Administrative Board of 25th June 2004. These visits concerned mainly Port State Control monitoring.

Support to the Commission was given extensively for the third maritime package in three different ways. In the first instance, contributions were given following assessments of the current practices to clarify and improve the application of

the relevant legal instrument. The second type of contribution for the third package was the result of technical analyses that involved discussions, through workshops with the Member States and experts from industry. Finally, EMSA was also able to provide valuable input to the Commission for the third package by using the expertise and knowledge of its staff to help determine and analyse the impact of the proposed measures.

The continued development, collection and analysis of data and data platforms took on many aspects. Projects included areas such as the continued development of SafeSeaNet, the design of the European Marine Casualty Information Platform, the development of the oil pollution equipment classification manual, and the setting up of a database of approved training institutions and seafarers certificates to name but a few.

Concerning the training and certification of seafarers, in accordance with the requirements of Regulation 724/2004/EC, EMSA completed two studies and defined an audit and assessment methodology for the training systems in third countries. The first audits were carried out in 2005. These actions, undertaken in support of the Commission, aim to assess the standard of education systems of institutions supplying seafarers to EU flagged vessels in accordance with Directive 2001/25/EC.

Another task that began in 2005, that provides technical support to the Commission, concerned the assessment of the implementation of the ISPS code in Community ports. The work involved includes establishing the correct protocols, collecting data and defining an audit methodology.

In support of Member States the new task of oil pollution response saw an extensive amount of activity.

EMSA concluded contracts for oil recovery vessels that will be available to top up Member States response capabilities following a major oil spill. This is a major step forwards and is described in more detail in chapter 2.5. Two substantial manuals were developed to assist oil pollution officers in the decision-making process when responding to an incident.

Other areas that have also seen a continued progress concern the Agency's relocation to Lisbon and further administrative development.

1.2 ACHIEVEMENTS OF EMSA AS AN ORGANISATION IN 2005

1.2.1 Relocation to Lisbon

At the beginning of 2005, negotiations were carried out with the Portuguese Authorities concerning the final seat of the Agency in Lisbon. Bearing in mind that the original plan was to move a small number of Agency staff to Lisbon by the summer of 2005, it soon became clear that this would cause practical difficulties for both the hosts and the Agency.

These difficulties concerned the separation of staff, the issues associated with the management of a staggered move in terms of logistics and infrastructure and the availability of suitable offices in these short delays.

It was then decided, following the agreement of the plans for the final location and the commitment given by the Portuguese Government to have the final building ready for inauguration by 2007, that the move of the entire Agency would be accelerated.

The status of this was reported regularly to the Administrative Board, who noted with satisfaction

the progress made since the meeting of 1st June with the responsible Portuguese Secretary of State with regard to the relocation of EMSA to Lisbon and the delivery of the final EMSA Headquarters in November 2007. This was enshrined in the additional protocol to the Memorandum of Understanding signed between the Portuguese government and EMSA on 28th July 2004. This additional Protocol sets out the conditions for the EMSA move to temporary offices and the agreements between the Portuguese Government, EMSA and EMCDDA of the revised time schedule. It also paved the way for the high-level steering group and the necessary working groups to be set up in order to coordinate the required actions in order to complete the final headquarters building of both Agencies.

The changes in timetable were endorsed by the EMSA Administrative Board and were notified to the Budgetary Authority; the European Parliament and the Council, who gave its assent.

The proposed solution was a full move of the EMSA staff and equipment to temporary offices in the EXPO area. The Administrative Board was given an overview of the latest developments leading to the signature of an agreement with Administração do Porto de Lisboa, S.A (APL) for a temporary building in Lisbon as of April 2006. These offices would provide not only the required office space for EMSA staff, but also meeting room facilities that would, for once, allow EMSA to host larger events such as Administrative Board meetings and workshops on its own premises.

Furthermore, the welfare of the EMSA staff also had to be addressed. Consequently, the Administrative Board adopted a social measure in order to facilitate multilingual tuition for children of EMSA Staff in Lisbon.

Finally, as the current rules do not foresee the reimbursement of removal costs of National Detached Experts moving from Brussels to Lisbon, a decision was taken to reimburse these costs.

This was in order to avoid penalising Seconded National Experts (SNEs) working at EMSA in Brussels, who would have had to, under the existing system, bear their own removal costs twice.

The Portuguese Government also made provisions to assist EMSA staff arriving in Lisbon. The setting-up of a helpdesk was agreed to in order to welcome the newcomers and explain what administrative steps would be required for registration of staff and their family, as well as day-to-day practical help for settling-in.

The plans of the temporary location and the final location were also agreed, and the buildings are pictured below.

1.2.2 Summary of Board Decisions

EMSA's Administrative Board met three times in 2005. Here is a summary of the decisions taken:

10 March 2005

During its tenth meeting, the Administrative Board:

- Adopted the Preliminary Work programme 2006
- Adopted the Preliminary Draft Budget 2006
- Was informed of the situation regarding the relocation to Lisbon
- Agreed on the setting up of EMSA's Staff Committee
- Took note of the Financial statement for 2004
- Adopted a decision updating EMSA's Establishment Plan 2005
- Adopted a decision upgrading the rules for reimbursement of Seconded National Experts



14 June 2005

During its eleventh meeting, the Administrative Board:

- Gave a positive Opinion on the Financial Statement of the Agency for 2004
- Adopted the EMSA 2004 Annual Report
- Took note of an update from the Executive Director on the progress made so far on the execution of the 2005 Work Programme
- Took note of an update on the Call for Expression of Interest for 'Stand-by Oil Recovery Vessels' and gave the Agency a mandate to continue and enter into the tender phase for the chartering of pollution response vessels.
- Gave the Executive Director a mandate regarding the relocation of the Agency in Lisbon to explore options for temporary offices for the whole Agency under the condition that there is a guaranteed deadline for delivery of the final headquarters.

- Adopted a social measure for providing multi-lingual tuition for children of EMSA Staff in Lisbon
- Took note of the current situation regarding the implementing rules of the new Staff Regulation
- Took note, under any other business, of a presentation by the Commission's representative of the proposed regulation with regard to the multi-annual financing of the pollution response task of EMSA.

28 November 2005

During its twelfth meeting, the Administrative Board:

- Was informed of the Court of Auditor's Positive Opinion regarding the EMSA accounts for 2004

- Was informed of the latest developments – since the last meeting - regarding the EMSA activities in 2005
- Was informed of the outcome of the call to tender for 'Stand-by Oil Recovery Vessels'
- Adopted the EMSA Work Programme 2006
- Adopted the EMSA 2006 budget
- Was informed of the state of play regarding the Agency's relocation to Lisbon
- Took a decision to confirm a first series of rules for the Agency to implement the new Staff Regulation
- Agreed on a decision to reimburse removal costs to Lisbon for Detached National Experts
- Re-elected Mr Brian Wadsworth and Mr Francis Vallat as Chairman and Vice Chairman of the EMSA Administrative Board for a 3 year period.



Section 2

Work achieved in 2005 – Operational tasks

2.1 INTRODUCTION

2005 can be described as a busy year for EMSA due to the high level of activity that was required from the 2005 Work Programme and on additional tasks that arose. During the year, EMSA carried out 40 assessments, compiled over 50 reports, visited 36 countries, trained 250 officers from national administrations, as well as organised 25 workshops and technical meetings.

These activities covered the broad range of maritime safety areas that EMSA is involved in. This section will break down in more detail how EMSA has been occupied during 2005. It is split according to horizontal tasks, where EMSA has primarily been working with and on behalf of the European Commission, and areas where the Agency has been involved with implementing EU policy working with the Member States.

2.2 HORIZONTAL TASKS

2.2.1 Technical and scientific assistance to the Commission

(a) Monitoring the implementation of Community legislation: visits to Member States

EMSA is required to carry out visits to Member States and their relevant maritime administrations in line with its mandate. At the 25th June 2004 meeting of the EMSA Administrative Board, a policy for EMSA visits to Member States was adopted in accordance with Art.3 of the EMSA Regulation 1406/2002/EC. Through this adoption, the framework for future visits to Member States was established. It is considered important that the visits are carried out on basis of the guidelines set out for each topic in order to make them consistent in their preparation, execution and to ensure that the findings of the visits may be comparable between Member States.

The purpose of the visits is to monitor the implementation of Community legislation in the Member States. Following such visits a report is submitted to the Commission and copied to the Member State concerned. The monitoring of the visits policy was further strengthened in 2005 by the recruitment of an assessment coordinator.

The priority in 2005 for visits concerned Port State Control. The evaluation of the implementation of security measures according to the requirements of Regulation 725/2004/EC also began in 2005. Finally, following the provisions of Art. 20 of Directive 2002/59/EC concerning places of refuge, visits were reinitiated aiming at evaluating the situation in the Member States that joined the EU in 2004.

(b) Preparing new initiatives: new maritime safety legislative package

The Commission presented a new maritime safety legislative package on November 23rd 2005. Following the first consultation meetings with Member States and industry by the Commission, EMSA was requested to support the Commission with technical assistance for the development of these and other legislative proposals.

EMSA's support role, following the initial consultation, has shifted from preparation to providing technical responses to any enquiries that have arisen out of preparatory meetings with Member States, and during the examination of the Commission proposals by the Council Shipping Working Group.

This was done in particular for the development of a new inspection regime for Port State Control (95/21/EC); the proposed Directive on Accident Investigation; the proposed Directive on flag state responsibilities; the update to the Directive on Monitoring of Recognised Organisations and the update of the Vessel Traffic Monitoring Directive.

The type of work required to do this is as follows, using Port State Control as an example. EMSA carried out two studies with an estimate of the impact of the new Port State Control Inspection Regime as envisaged by the proposal amending the existing legislation on Port State Control, particularly analysing the individual inspection burden of each Member State. The first study was based on 2003 movements and was welcomed in May 2005 by the annual Committee meeting of the Paris MOU on Port State Control. An improved analysis based on fresher and more accurate data was successfully provided in November 2005 to the Paris MOU Technical Evaluation Group and subsequently – as impact assessment of the new legislative PSC proposal – to the EU Member States within the activity of the Council Shipping Working Group.

To complete the cycle, EMSA was asked to assist the Commission by providing technical expertise during the meetings of the Council Shipping Working Group's sessions discussing the 3rd maritime safety package that began in December 2005.

Other areas of this type of action included Vessel Traffic Monitoring where EMSA provided support to the Commission by delivering expertise and comments for the update of the 2002/59 Directive on traffic monitoring, including elements for the impact assessment, taking into account the discussions at IMO of the LRIT initiative by representing the Commission both in the correspondence group and during the session working groups.

EMSA provided as well important technical input to the Commission in the preparation of the proposed Directive on Flag State responsibilities. During 2005, EMSA carried out a survey of the 25 European Maritime Administrations and established a report detailing how the EU Member States have organised their maritime administrations

and how the respective competent bodies have implemented their obligations under the International Conventions and EU legislation, relating to Safety at Sea and Pollution prevention from ships.

(c) the international framework

IMO

EMSA provided technical assistance to the Commission concerning Community policies related to the International Maritime Organization (IMO) and regional organisations, such as HELCOM, and participated at their meetings. This also allowed EMSA experts to be involved in the debates concerning the topical issues related to the various fora.

EMSA staff attended the IMO meeting for ship Design and Equipment (DE) and Maritime Safety Committee (MSC) on behalf of, and as support to, the Commission. Relevant to EMSA's tasks in the field of accident investigation, EMSA participated in the Flag State Implementation (FSI) Correspondence Group preparing the review of the IMO Code. This also included attending the relevant FSI Sub-Committee meetings where reporting and technical support was provided to the Commission. EMSA attended, in the context of Directive 2002/59 on traffic monitoring, the IMO LRIT initiative meetings.

Finally, EMSA services also represented the Commission at IMO in the working groups at MEPC dealing with environmental issues. EMSA participated in the industry forum, where all the industries and IMO discussed the best method to enforce MARPOL 73/78 annex I, II, IV and V as transposed into Community Law under Directive 2000/59/EC.

EMSA was also present during other technical meetings organised by international and regional organisations. A summary of this participation is in Annex I.

Paris MOU

During 2005 the Agency represented the Commission in the major Paris MOU task forces dealing with, among other issues, the current information system, the production of Paris MOU statistics, the design of the future inspection regime and the future training system. In particular EMSA attended the meetings of the Paris MOU Advisory Board and the annual Paris MOU Committee. Additionally, EMSA was a very active member of the work of a newly established expert group charged to define the requirements for the future information system of the organisation. EMSA also hosted and attended meetings of the Technical Evaluation Group on behalf of the Commission.

The Agency also represented the Commission in the course of three visits to new entrant countries which had required adherence to the Paris MoU.

HELCOM

EMSA assisted the Commission with the coordination of the related issues prior to the relevant HELCOM meetings and by representing the Commission services at their technical meetings namely those dealing with port reception facilities, transit guides, deep sea routes for tankers and AIS implementation.

2.2.2 Working with Member States

The enlargement of the European Union has increased the need for harmonisation of the different approaches to maritime safety by the Member States in some well-defined areas. In order to enable a degree of convergence, EMSA has been able to provide information and technical assistance to the administrations of new Member States and Candidate Countries.

In order to carry this out, EMSA organised meetings and workshops with the experts from the Member and Candidate Countries in order to respond to their requests for training in the fields of Port State

Control, Port Reception Facilities, Classification Societies, Marine Equipment and Vessel Traffic Monitoring Information Services (VTMIS).

Eleven training sessions were organised in 2005. EMSA operated through existing EU instruments available in the field of technical co-operation such as TAIEX. The Agency also monitored and participated in specific projects related to new Member States and Candidate Countries on maritime safety and prevention of pollution by ships. As a result, a total number of 200 officers of the maritime administrations of the aforementioned countries benefited from these activities during the year. The type of training provided is explained below.

Assistance to Member States in the field of PSC Training

In 2005 EMSA recruited high-level expertise and started working on the new training regime as envisaged by the proposal amending the existing legislation on Port State Control. The purpose of the project was to advise and tutor local staff on any questions with regard to the application of the Paris MOU and of the PSC Directive that could be raised under real conditions. In particular initial work was undertaken on the proposals to introduce a training system to ensure that the competence of the inspectors is verified before authorizing them to carry out Port State Control Inspections and to periodically re-validate this competency.



Preliminary work was also undertaken with respect to the development of a computer-based distance learning package which would cover all the PSC related aspects. To ensure that this met both the Commission and the Port State Control Officer (PSCO) requirements, preliminary work was carried out in co-operation with the Commission and the Paris MOU.

Work with acceding countries - Bulgaria and Romania

In May 2005 EMSA was granted a multi-beneficiary programme to assist the participation of Romania and Bulgaria in EMSA work in 2005 and 2006 as concluded by an agreement with the Commission (2005/100-827). This allowed for their participation in a number of meetings and training actions organised by EMSA. The Agency also provided support to DG TREN in the preparation, execution and follow-up of four peer reviews during 2005 for Romania and Bulgaria covering all aspects of a Flag State administration's role and responsibilities.

VTS operator training

In 2005, upon request of the last acceded Member States, the Agency organised induction training for VTS operators (5 days course). The training sessions were delivered by a contracted U.K. training institute.

VDR training in Black Sea area

The course aimed to develop the fundamental skills and knowledge required to enable the effective use of VDR information for the purpose of accident investigation for investigators from Acceding and Candidate Countries. Two training sessions were delivered in 2005 for the last acceded Member States with a coastline on the Baltic Sea and the Mediterranean Sea.

Workshops with the Member States

Other activities with the Member States were organised by EMSA in the form of workshops. Workshops organised by EMSA have a varied nature. The first type of workshop usually is organised in order to discuss a common problem that has been raised. These subjects are often new issues that have arisen as a result of the progress of international debates, understanding new technologies or to make progress on the implementation of legislation in areas that have to be developed. For this type of meeting, EMSA invites experts from Member States and relevant organisations to present the issues in order to arrive at a common understanding.

MEMBER STATE WORKSHOPS

Date	Subject	Participation
18/01/05	Strengthening the methodology for the assessment of Recognised Organisations.	43
27-28/01/05	Vessel traffic monitoring – future developments	57
16-17/02/05 +15-16/11/05	Workshop on Accident Investigation methodology (x2) with the Member States, looking at best practice and future challenges.	62+57
30/06- 01/07/05	Oil Pollution Response - Oil spills: Reflections on the response chain – presentation of equipment and techniques.	50
29/09/05	Presentation and assessment of maritime training systems in third countries	38
14-15/12/05	Oil Pollution Response - The use of oil spill dispersants in European waters	46

The second type of workshop is a technical meeting organised by EMSA concerning the regular follow-up of community projects that are already underway. During these meetings, EMSA presents areas that need further discussion on how to progress, the tools to do this and the collection of additional queries from the Member States. Member States

themselves report back on how they are progressing and raise any issues that need to be shared with their counterparts. These issues can concern solutions on the development of systems that have been found, problems identified with a specific part of a project that needs fuller attention and the general discussion and sharing of experiences.

TECHNICAL MEETINGS

Date	Subject	Participation
14-15/06/05+ 25-26/10/05	Safeseanet (x2) – Follow-up of the project with the Member States	52+57
06/09/05	Phasing out of single hull tankers – Progress report with	16
07/09/05	Safeseanet ICD Working Group	10
07/10/05	Interspill steering committee for oil pollution response	16
18/10/05	Incident Response Contract meeting for oil pollution response	25
16/11/05	Meeting with Regional Agreements on oil pollution response	13

The final type of workshop organised by EMSA are training and information actions designed to help Member States stay updated on the latest developments and techniques that members of national administrations need to know to allow them to carry out their tasks. These training actions aim to give practical experience in a number of

different areas, some well-established, others very new. The expertise offered by the participating representatives also allows for a fruitful exchange of practical knowledge that enables EU Member States to learn from each other so that EMSA can develop best practice in the specific fields.

TRAINING ACTIONS

Date	Subject	Participation
25/26-10/05	Training on EMCIP database for Member States	12
21-22/11/05	VTMIS Mediterranean	20
07/12/05	SafeSeaNet Training	24
24-28/10/05+ 4-11/11/05+ 14-18/11/05	VTS operator training (X3)	9+9+8
5-9/12/05+ 12-16/12/05	ISM auditor training	9+9
14-15/12/05	Training of officers on the use of SIRENAC, EU directive (95/21/EC)	11
07-08/12/05	Places of Refuge – Directive 2002/59/EC – Training for Accession and Candidate Countries	8

2.2.3 Development and cross-fertilisation of databases

The main objective of creating, accessing, cross-fertilising and analysing databases is to identify potentially dangerous ships entering Community waters and to highlight areas where further improvements could be introduced in the Community framework of maritime safety and pollution prevention.

A central part of the concept is to have different specialist databases that can provide specific information about a vessel, or group of vessels, in a fast and accessible way. The cross-fertilisation process will be to take information from one source and combines it with information from another. This aims to provide a complete picture concerning the vessel or group of vessels.

During 2005, a report outlining the relevant issues to be taken into consideration for the development and cross-fertilisation of maritime safety databases with suggestions of possible future actions was submitted to the Commission.

In addition, the Agency participated in the work of Equasis on behalf of the Commission as the co-chair of the Supervisory Committee. EMSA also participated in the Editorial Board of Equasis as a data provider, as the agency is now providing the list of banned vessels to Equasis. EMSA was also active in supporting the Equasis Management Unit in preparing descriptive statistics to get an overview derived from the available data. A draft was presented to the members of the Supervisory Committee and the Editorial Board, and was considered useful in helping shape future policy for the Equasis members.

2.2.4 Accident/Casualty investigation

In 2005 EMSA began the process of building a European Marine Casualty Information Platform. The Platform will be database-driven and form a European network for the exchange of casualty-related information. Work was carried out with a contractor to develop the European Marine Casualty Information Platform (EMCIP), including the in-house production of a complete classification of relevant data fields.



EMSA will, in consultation with Member States, develop the formats and procedures necessary to populate the database. The planned EMCIP structure and data content were explained to Member States' experts and a first pilot test of the EMCIP front end was undertaken by Member States' operators, after an EMSA training session.

EMSA, in close contact with the investigation authorities of the Member States, has conducted an inventory and analysis of existing principles and practices in marine casualty investigation and is continuing to develop draft guidelines for a common methodology. Consultation with Member States' experts were organised in the course of 2005. In support of this work, two workshops on marine casualty investigation were held, one that included the presentation of the approach and the foreseen content of EMCIP and the other presenting the draft guidelines for a common methodology for accident investigations.

These guidelines were the result of the Agency analysing casualty investigation reports and other casualty-related data in 2005. A study of detailed data on casualties and investigation structures across Europe was carried out with the support of a contractor. The initial draft elements for guidelines were prepared and provided to Commission and Member States experts for first comments in order to define a common methodology in accident investigation and the inventory on principles and practices was kept up to date.

Regular technical meetings with Member States' experts, in the form of a consultative group structure with clear Terms of Reference and Rules of Procedure, were prepared for 2006 with the objective to:

- further support the preparations methodology guidelines,
- analyse reports, identify issues of common interest and support the preparation of recommendations

2.3 SPECIFIC TASKS RELATING TO THE IMPLEMENTATION AND MONITORING OF THE COMMUNITY ACQUIS IN THE FIELD OF MARITIME SAFETY

2.3.1 Classification Societies

According to Directive 94/57/EC as amended, EU-recognised Recognised Organisations (ROs) shall be assessed at least once every 2 years. The assessments shall cover both head offices and selected regional offices and may include visits to specific ships to assess the performance of the Recognised Organisations. All ROs, already having EU recognition, must be assessed against all criteria in the amended directive at least once every two years.

At present there are 12 EU-recognised organisations. The process to phase all recognised organisations into the two-year cycle started in 2004. Assessments planned for 2005 included the head offices of at least six recognised organisations. However, based on the experience gained previously, the work placed a greater emphasis on regional offices, plan approval offices and local survey stations. While the assessments carried out continued to focus on headquarters and regional offices of recognised organisations, the inclusion of ship visits was seen as an important element to provide a more complete picture of the performance of the ROs. Consequently, EMSA organised visits to individual ships that had been detained due to class-related deficiencies to obtain information on the performance of the Recognised Organisation in question in addition to the one usually obtained during the visits to the recognised organisation itself. In 2005 a total of 18 assessments were carried out covering 9 Recognised Organisations, namely:

RO	Date	Place	Office Type	Report submission date
KR	31/01/2005 02/02/2005	Daejeon	Head Office	31/03/2005
KR	04/02/2005 05/02/2005	Busan	Branch Office	31/03/2005
BV	02/02/2005	Busan	Branch Office	07/03/2005
BV	03/10/2005 05/10/2005	Istanbul	Regional Office	28/10/2005
GL	03/02/2005 04/02/2005	Busan – Ulsan	Branch Office	23/02/2005
RINA	03/02/2005 05/02/2005	Busan	Branch Office	07/03/2005
ABS	25/04/2005 26/04/2005	Piraeus	Branch Office	29/07/2005
ABS	27/04/2005 29/04/2005	Dubai office	Branch Office	29/07/2005
ABS	21/05/2005 27/05/2005	Houston	Head Office	29/07/2005
CCS	14/07/2005 - 15/07/2005	Hamburg	Branch Office	22/08/2005
RS	12/09/2005 16/09/2005	St. Petersburg	Head Office	08/11/2005
RS	06/12/2005 07/12/2005	Rostock	Regional Office	27/01/2006
LR	05/10/2005 06/10/2005	Istanbul	Regional Office	28/02/2006
LR	07/10/2005 10/10/2005	Piraeus	Regional Office	28/02/2006
LR	14/11/2005 16/11/2005	London	Head Office	28/02/2006
RINAVE	13/12/2005 15/12/2005	Lisbon	Head Office	27/02/2006

These assessments included head offices, regional offices, survey stations/site offices at shipyards and visits to new building projects. In practical terms, an assessment covers a period of 6-10 weeks and includes the preparatory phase, the assessment and the reporting phase. On current practice, an average assessment requires a team of 3 assessors. In order to perform the assessment cycles effectively, two operational teams of assessors are required. In 2005 the second assessment team became fully operational. In order to further improve the preparation of assessments and the general information gathering,

EMSA assessors developed and started to test a pilot project for the continuous monitoring of all recognised organisations by identifying, evaluating and using the data and information sources available. The system was in place and working by the end of the first half of 2005.

The assessments resulted in 14 substantial reports including reports on visits to ships, in some cases combining head office and regional office assessments, being sent to the European Commission.

As indicated in the 2005 Work Programme, EMSA continued to cooperate and arrange meetings with recognising and authorising Member States at regular intervals, in order to draw from their experiences in working with recognised organisations. This was also the case in order to prepare for the assessment of the recognised organisations.

During a workshop held in January 2005 with all EU Member States, agreement was reached on a pilot project for visits to ships. These started on 1st March 2005. In the course of 2005 EMSA was called in to visit ships in accordance with the agreed working practices in 5 cases. EMSA received information in line with the pilot project in a further 3 cases.

Another workshop was held in April with the recognised organisations in order to discuss a proposal for a performance criteria scheme. The results of these discussions were communicated to the Commission in order to provide technical support for the dedicated COSS sub-committee meeting where the same proposal was presented to the EU Member States.

EMSA also initiated a tender for a study on the implementation of the civil liability provisions in the Directive as input to the Commission report that will address this issue, which is due to be submitted to the Council and European Parliament by mid-2006. By the end of 2005, all 12 RO's had been assessed in accordance with the 2 year cycle.

2.3.2 Training and certification of Seafarers

This task (see Regulation 724/2004/EC that amends Regulation 1406/2002) includes in particular inspection of the training and certification systems of the third countries that supply seafarers to ships flying an EU flag. The relevant certificates of competency issued by these countries are to be recognised in accordance with Directive 2001/25/EC on the minimum level of seafarers, as amended,

and the STCW Convention. Approximately 40 third countries have received EU recognition of their training and certification systems.

In order to prepare this task, EMSA commissioned two studies in 2005. The first study addressed the development of a methodology to be used during the assessments. The study team worked with the Agency towards the development of the methodology and the methods required for gathering information about maritime education and training (MET) systems in the countries that provide the majority of the seafarers to the EU fleet. The methodology is currently used during the assessments and will be further enhanced as a result of the experience gained during the assessments. The information and data obtained in the third countries is being used in the preparation and planning of the assessments.

The aim of the second study was to explore the current training capacity of established MET providers in major seafarer supplying nations. It also examined the different methods put in place by the maritime administrations for the issuance of certificates and diplomas of competency. The results of the study will continue to form the basis of information used during the preparatory work for the inspections, as well as during the on-site visits.



As a follow-up action, EMSA organised a workshop with the objective of presenting the methodology to be used during the assessments. The 25 Member States plus Romania and Bulgaria were invited. A number of Member States gave presentations on experiences gained assessing maritime education and training systems. The proposed methodology was well received by the participants.

Two countries' training systems were assessed during 2005, namely Croatia and Turkey.

The breakdown of these visits is as follows:

- In Croatia the assessment team visited the maritime administration and three maritime education and training (MET) institutes.
- In Turkey, the assessment was very comprehensive and included visiting six agencies of the maritime administration and five maritime education and training (MET) institutes.

Comprehensive reports on the findings of the assessments about the maritime education, training and certification systems of both countries were drafted and submitted to the Commission. Furthermore, using the information that had been collected on third countries that are recognised by the Member States, EMSA began populating a database containing in particular approved training institutions and the number of certificates issued by such institutions, as requested by the Commission.

2.3.3 Maritime Security

EMSA was requested to provide the Commission with technical assistance in the performance of the inspection tasks assigned to it on the basis of Regulation 725/2004/EC enhancing ship and port facility security where the ISPS Code has been transposed into Community legislation. In accordance with this, the assistance provided by EMSA to the Commission is currently restricted to the ship, the responsible ship operating companies and the Recognised Security Organisations

that are authorised to undertake certain security-related activities in this context.

In 2005, EMSA assisted the Commission's inspection services in developing a methodology for inspections and for the analysis of data collected on Recognised Security Organisations (RSO's), shipping companies and ships. In addition, an inspection plan and the rules of procedure for inspection were prepared by the Commission with the assistance of EMSA.

At the end of 2005 EMSA was requested to assist the Commission in carrying out the inspections of maritime security in the Member States. Three inspections were carried out, namely The Netherlands, Sweden and Poland.

2.3.4 Port State Control

The contribution to the work in relation to the Paris MOU activities consisted of the participation on behalf of the Commission in the different meetings of the Paris MOU bodies. The Agency also participated in the annual Committee meeting, where technical support to the Commission delegation was provided. EMSA also contributed to the work of the 10 task forces (e.g. dealing with information system, evaluation of PSC statistics and new inspection policy) operating under the Paris MOU and reported to the Commission services on progress made.

It is generally recognised that a detailed statistical analysis of the results of PSC inspections provides a good insight into the level of compliance with international safety requirements. Such information is of great importance to policy makers. The European Commission and the Paris MOU therefore attribute great importance to the production of statistics on the safety standards of the vessels calling within the European region and to the improvement of the relevant analysis. EMSA has strengthened its statistical and IT capacity for this purpose and will thus be able to

provide a major input to the development of the new PSC information system.

As one of the major tasks in 2005 within the port State control area, EMSA began to monitor the effectiveness of the implementation of the port State control system assessing data on ship's movement and inspections carried out by EU member States. Following the recruitment of staff, EMSA was in the position to perform this monitoring activity in more depth by visiting Member States to verify levels of compliance, quality and effectiveness of the PSC system implemented by the various competent authorities. To perform this task properly, an assessment methodology and a detailed preparation for the visits was developed by EMSA.

During 2005, the Port State Control systems in Belgium, the Netherlands, Germany, Portugal, Ireland, Italy and Finland were assessed. Every assessment included preparation, visits and reporting. Each visit was performed by a team of at least 3 assessors who spent three days in the head offices and up to two/three days in local districts when actual inspections were witnessed. During these 7 assessments, 15 local offices were visited and 15 inspections on board ships witnessed.

The assessment reports have been compiled within 20 working days from the visits and sent in parallel to the Commission and the maritime administration of the Member State concerned. As a follow-up to the assessments, and as part of its mission in assistance to Member States the Agency co-operated with the Paris MOU to hold a two-day workshop on the use and functioning of the Port State Control information system.

The tasks undertaken as general assistance to the Commission included the ongoing duty of administering and update a list of banned vessels as required by the PSC Directive including a continuous analysis of the implementation of the measure.

2.3.5 Ship Safety Standards

The main areas of activity for 2005 within the scope of Ship Safety Standards included the continuation of ongoing tasks and work in areas that have been identified as requiring action. This comprised the monitoring of developments and follow up for the following Directives, Regulations and their amendments:

- Passenger ship safety (Directive 98/18/EC)
- Safety of ro-ro passenger ferries and high-speed passenger crafts in regular service (Directive 99/35/EC)
- Specific stability requirements for ro-ro passenger ships (Directive 2003/25/EC)

In the framework of Directive 99/35/EC on the safety of ro-ro passenger ferries and high speed passenger crafts operating in regular service, a survey regime had been set up whose operational procedures are similar to the ones applied by the PSC officers. In 2005 EMSA managed the database on ferry surveys as set up by the Commission in the context of the above directive, including the development of proposals to improve the performance of the database and the operational procedures to record survey reports in the system. Furthermore, it will continue to evaluate the information contained in the database in order to advise the Commission on the implementation of the Directive.

In 2005, EMSA continued to monitor developments at IMO. Reports were prepared at the request of the Commission assessing the safety of large passenger ships in the Maritime Safety Committee (MSC). Following a further request from the Commission and the Member States, EMSA carried out all the necessary preparatory work e.g. organising a workshop and drafting papers setting out the final common position of the Commission and Member States on the issue of safety of bow doors for ro-ro ferries. The new approach to rule making for ship construction (Goal-

based construction standards) was under IMO consideration following the joint initiative by Greece, Bahamas and IACS. EMSA monitored the developments of this initiative and participated in the relevant IMO meetings.

2.3.6 Marine Equipment

Following the activities initiated in 2004 by the Agency within the scope of the Marine Equipment Directive (Directive 96/98/EC and amendments on Marine Equipment), the main areas of activity for the Agency in 2005 included the continuation of ongoing tasks together with work on new tasks that have been identified as requiring EMSA's attention.

The ongoing tasks of EMSA encompassed the monitoring of the work of the Notified Bodies (organisations assigned by the Member States to carry out the conformity assessment procedures referred to in the Marine Equipment Directive) and attending the bi-annual meetings of the MarED group. The MarED group is the co-ordination group for the Notified Bodies, EMSA continued to manage the database of EU approved marine equipment, (<http://www.mared.org/>), and provide it with a technical secretariat.

As a result of recent developments in International Conventions, standards and regulations for marine equipment, an update to the technical annexes of the Directive was required. EMSA began work on updating the reference standards for equipment listed in the Directive. In conjunction with this, EMSA

proactively began monitoring the development and evolution of the international standards that underpin marine equipment certification, specifically, the work of IMO, CENELEC and other organisations. This was done in order to ensure the accuracy and consistency of the standards that are listed in the annexes of the Directive and to provide an up-to-date reference of applicable standards for the Member States and industry. A reference tool will be made available to the concerned actors in 2006.

With regards to the implementation of legislation, two other areas where the Agency provided support to the European Commission should be noted. Concerning Article 13 of Directive 96/98/EC, where, in the event of objections raised by Member States over equipment that has been certified under the MED, EMSA provided technical assessments to the Commission in order to resolve the cases. The other follow-up action dealing with the implementation of the Directive related to the collection of the Member States' Audit reports of their respective Notified Bodies. The Member States are required to carry out audits of their Notified bodies at least every two years in order to monitor their performance. Based on the situation at the end of 2005, the result of this exercise will likely lead EMSA to bring forward some recommendations to the Commission, while working with the Member States, on additional checks that need to be carried out in order to ensure a consistent and uniform application of the Marine Equipment Directive.



Finally, in 2005, the Agency was involved in monitoring the implementation of the mutual recognition agreement (between the EU and the US) that came into force in July 2004. The areas of activity involved resolving issues related to pieces of equipment that were covered by the MRA+ by setting up the two-way alert system and preparing the update to the technical annexes of the MRA+. This is similar to the update of the Directive, insofar that the list of products covered and relevant equivalent standards between the EU and the USA need to follow the developments at the international level. EMSA will also participate actively in the Joint Technical Committee in order to assess how the agreement is working in practice.

2.3.7 Ship Reporting

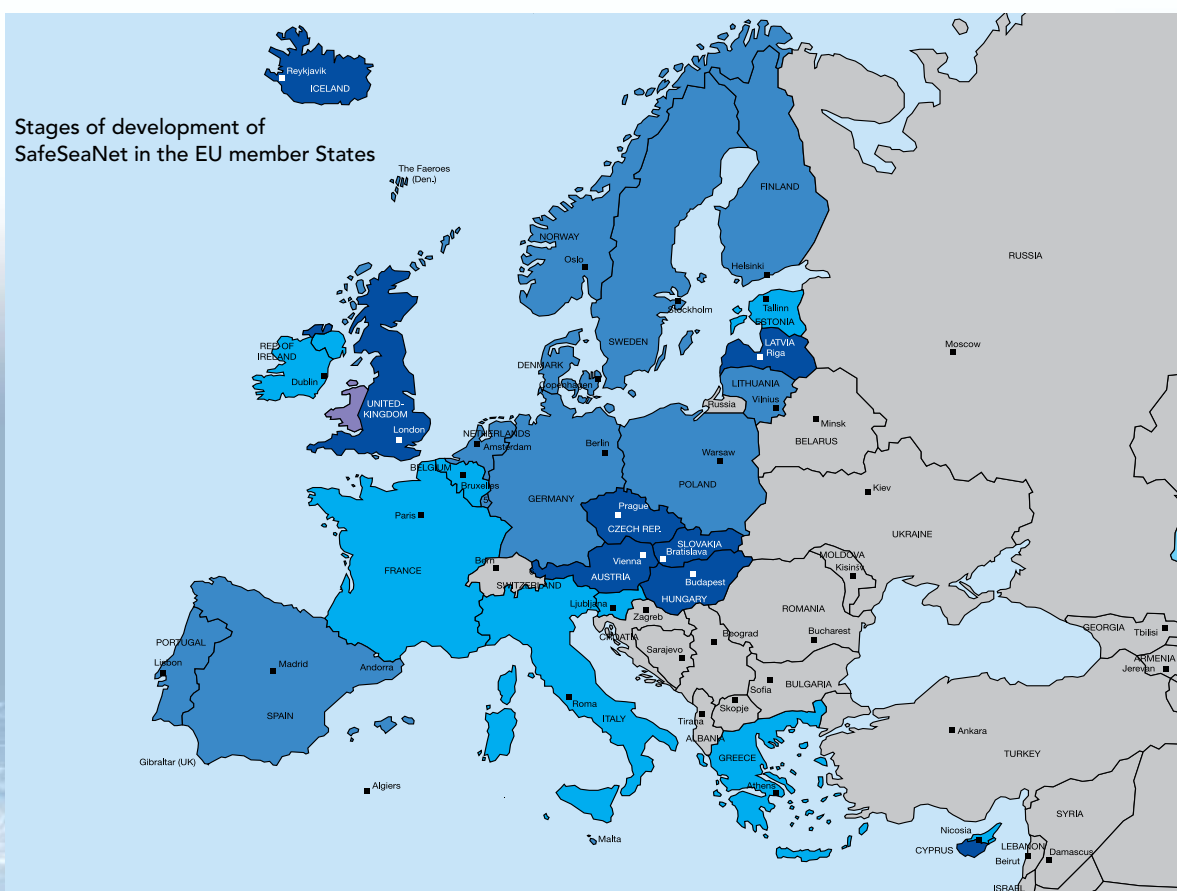
SafeSeaNet

In view of implementing Directive 2002/59/EC on traffic monitoring, the Commission initiated the development of a European-wide communication system that is able to track and follow ships and the

information regarding their cargo (in particular when hazardous substances are being transported). This system, called SafeSeaNet (SSN), aims to facilitate the identification of vessels and action to be undertaken by authorities after an incident or accident. The operational responsibility of SafeSeaNet was transferred from the Commission to EMSA in late 2004.

At the end of 2005, eleven countries were using the traffic monitoring system SSN (NL, NO, ES, PT, LT, SL) or were ready to use it (ML, FI, SW, PL, DE). Another 8 countries were testing the system on the training environment (BE, GR, IT, LI, IR, EE, DK). Progress was also made in countries such as France, where the connection to the national ship reporting system to SafeSeaNet was being finalised, and the UK to develop their own system compatible with SSN.

The map below shows the status of the Member States in SSN at the end of 2005:



The five landlocked EU Member States; Hungary, Luxembourg, Czech Republic, Slovakia and Austria, were also associated to the SSN work as they will be connecting to the system as data requesters. Bulgaria and Romania were invited to the training sessions and the SSN working group. More than 11 000 ships, 260 000 notifications and 1 700 requests were registered in December 2005 in the production site.

In order to review and continue the development of the system, EMSA held regular meetings with the Member States. Special assistance will be provided by EMSA to the new Member States in order to fully apply the SafeSeaNet requirements.

EMSA organised three workshops with the "Permanent SSN experts working group" in support of the system implementation at EU level, defining its working procedures and to examine the possibility to integrate other applications and functionalities.

The "single window concept" was also promoted and this was discussed during meetings with the main seaports and the European Sea Ports Organisation (ESPO), and with relevant other bodies (Marsec committee, Protect, Customs, etc.)

Finally, one training action for operators of SafeSeaNet was organised at EMSA on 7th December 2005. A new contract was signed to ensure that the system support for maintenance and further developments would be provided. A Service Agreement with the Data Centre of the European Commission in Luxembourg was signed to ensure the hosting of the system would remain at the highest standards.

Shore-based traffic monitoring infrastructure

In view of the development of a comprehensive EU vessel traffic monitoring and information system, EMSA cooperated closely with national

administrations on the issue of the development of traffic monitoring shore-based infrastructures and the facilitation and cooperation between these in view of their interconnection before the end of 2008.

Concerning the monitoring of the development of national infrastructures, EMSA held a workshop in January 2005 with the participation of experts from all the Member States to present the state of play in the development of traffic monitoring infrastructures. Coordination at technical level is necessary to ensure the simultaneous development and interconnectivity of such infrastructures. A contract for the development of a database including a geographical information system (GIS) presentation to record the Traffic Monitoring infrastructures was signed in December 2005.

With regards to promoting the exchange of information and interconnectivity between traffic monitoring infrastructures, EMSA was associated to the work done in the Baltic and North Sea regions for the development of regional networks. A workshop with the experts from the Member States, the acceding countries and the candidate countries of the East Mediterranean basin was held in November 2005. The objective of the workshop was to discuss the development of their national traffic monitoring infrastructures in a proper and harmonized way in order to ensure satisfactory interaction between their systems as required by Art.9 of EU Directive 2002/59/EC.

Further analysis will be provided as a contract to develop a whole range of possible technical solutions for the interconnection of the national traffic monitoring systems was signed in 2005.

Detection of single hull oil tankers

Another action undertaken within the framework of vessel traffic monitoring concerned the detection of single hull tankers carrying heavy

grades of oil. A pilot project was launched in June 2005 with Finland and Norway. In September, EMSA organised a meeting with the Baltic Member States and the HELCOM Secretariat to present the results of the experiences of Finland and Norway and to explore the possibility of extending the pilot project application for the whole Baltic.

Building on the positive results, an automated version of the project, supported by the HELCOM server, was discussed with some Baltic Member States and it was agreed to launch a further pilot project. Similar initiatives are planned for other maritime regions, namely the Atlantic and the Mediterranean.

2.3.8 Liability and Compensation

EMSA, in 2005 provided technical assistance to the Commission in order to define and develop policies concerning liability, insurance and compensation for damage caused by ships in a number of specific topics. These included the liability of shipowners for maritime claims (LLMC), liability of carriers for damage sustained by passengers (Athens Convention), as well as liability for pollution by oil (CLC/IOPCF), bunker oil (Bunkers Convention) and hazardous and noxious substances (HNS Convention).

Special attention was devoted to the issue of liability rules in relation to places of refuge. Following a request from the European Commission, a study was delivered by the Scandinavian Institute of Maritime Law, Oslo to EMSA in September 2004. During the 2005, EMSA has followed the developments of the issue at the international and national levels.

EMSA also monitored the developments at international level with regard to liability and compensation related to various maritime claims. In this context EMSA representatives attended, together with or on behalf of the Commission,

the Legal Committee of IMO and the meetings of the IOPC Fund.

EMSA assisted the Commission in implementing Council Decisions 2002/762/EC and 2002/971/EC to facilitate Member States' efforts to ratify the HNS and Bunkers Conventions, by collecting information, liaising with Member States and starting preparations for a workshop on Bunkers and HNS conventions to be organised at the beginning of 2006.

2.4 SPECIFIC TASKS RELATING TO THE IMPLEMENTATION AND MONITORING OF THE COMMUNITY ACQUIS IN THE FIELD OF PREVENTION OF POLLUTION BY SHIP

2.4.1 Port reception facilities

In September 2004 EMSA launched a study on the availability and use of port reception facilities for ship generated waste in the Community, and this was the main focus of activities for the Agency on this subject during 2005. The result of this study provided EMSA with the information needed to assist the European Commission on the impact of the different cost recovery systems and the waste flow patterns (Art.8.4 of Directive 2000/59/EC). As part of this work, EMSA visited ten ports allowing to collect first hand information. The information gathered was used to draft a report to the Commission regarding the implementation of this aspect of Directive 2000/59/EC, cost recovery systems.

EMSA provided technical assistance to the Commission by drafting a questionnaire for Member States to fill the national evaluation report as provided by Art.17 of Directive 2000/59/EC. This information will be used by the European Commission for its evaluation report to the European Parliament and Council.

Both the study and the questionnaire address the issue of exemptions granted by Member States to certain ships – under certain conditions- for delivery, notification and payments of the fee. The information will also be used by the European Commission for its evaluation report.

Furthermore, EMSA, on behalf of the European Commission, started an assessment of the 160 waste management plans submitted by the Member States. EMSA findings should be submitted to the European Commission in 2006. The results of these analyses led EMSA to raise the subject of notification in the SafeSeaNet working group that may lead to the development of the information and monitoring system as provided by article 12 of Directive 2000/59/EC.

Clean ships

According to article 8.2(c) of Directive 2000/59/EC, environmentally managed, designed, equipped and operated ships which produce reduced quantities of ship-generated waste may obtain a reduced fee in ports. EMSA, in collaboration with the Commission and Member States, studied the difficulties faced by Member States in offering reduced fee for “clean-ships”. A second study¹ related to this matter was launched in 2005. This new study aims to collect information regarding “clean ships”.

The aim is to collate the most exhaustive information available on the topic of ships producing reduced quantities of ship generated waste. The information collected will serve as basis for the Commission to establish, together with the Member States, possible recommendations, common criteria for identifying clean ships and for promoting more environmentally friendly shipping. This study will also give indications on the ports offering a reduced fee policy for “clean-ships”.

EMSA, in collaboration with the interested parties, will work on the identification and establishment of common criteria on “clean-ships” and assist the European Commission in coordinating technical discussions with Member States on the issue. This assignment will be completed in 2006.

2.4.2 Prohibition of organotin compounds of ships

As from 1st July 2003 with the entry into force of Regulation 782/2003/EC, organotin compound based biocides in anti-fouling systems (AFS) were no longer allowed to be applied or reapplied on ships in the European Union. EMSA was requested to investigate to what extent Port State Control inspections, in relation to TBT (Tributyltin), were being carried out on EU-flagged ships in order to monitor the implementation of the Regulation.

EMSA will follow the ratification process of the Anti-Fouling Systems (AFS) Convention adopted at IMO, and assist the Commission to take possible measures in case the AFS Convention would not enter in force as assumed before 1st January 2007.

Further to the report to the European Parliament and the Council on the state of ratification of the AFS Convention and the extent to which organotin compounds are still used on ships not flying the flag of a Member State operating to or from Community ports, EMSA investigated the need to launch a research study on the possible prohibition of TBT coatings on ships flying non-EU flags but visiting Community ports well before the envisaged cutoff date of 2008.

Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships in article 5 states that if the AFS Convention has

¹ Exact title : Study on Ships producing reduced quantities of ships generated waste - present situation and future opportunities to encourage the development of cleaner ships

not entered into force by 1st January 2007, the Commission, shall adopt appropriate measures in order to allow ships flying the flag of a third State to demonstrate their compliance with the European regulation.

In this perspective, EMSA followed the developments at international level in order to provide assistance to the Commission in anticipation of a future EU policy position.

2.4.3 Air emissions

Preparatory work began on EMSA's future role in support of the Commission with regards to amendments to Directive 1999/32/EC on reduction of sulphur content in marine fuel. The Directive states that the Agency is required to: "(...) provide assistance to the Commission and Member States, as appropriate, in monitoring the implementation of this Directive". In 2005, an initial analysis of the specific tasks to be undertaken by the Agency in 2006 was carried out. Areas identified for assisting the Commission's DG Environment to monitor the Directive concern a number of different areas.

The amendments extend the scope of Directive 1999/32/EC to all petroleum-derived liquid fuels used on board ships operating in Member States waters; to remove existing derogations relating to marine gas oil and to give effect to the 1.5 % sulphur limit applicable within SOx Emission Control Areas (SOxECA) agreed through the IMO.

The amended directive also provides for the technical tasks to assess trials and the use of approved abatement technologies as an alternative to low-sulphur fuel, including certification procedures for flag state approval of the technologies and port state criteria for their use.



2.4.4 Ship dismantling

Following the obligations set out by the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal, the subject of ship dismantling is once again being discussed by the Maritime sector. Resolution A.980(24) which amended the IMO Guidelines on ship recycling and Resolution A.981(24) requested the Marine Environment Protection Committee of the IMO (MEPC) to develop a new legally-binding instrument on ship recycling was transmitted to the Basel Convention.

This IMO convention, which is under discussion, aims to become an effective instrument to improve the practices of ship dismantling. The Agency began the task of identifying areas where technical support could be provided to the Commission for its contributions to the work of the IMO Marine Environment Protection Committee and the Inter-sessional Correspondence Group on ship dismantling.

2.5 OPERATIONAL TASKS AND FURTHER ASSISTANCE TO THE COMMISSION AND MEMBER STATES

2.5.1 Pollution Response

In 2004, with the coming into force of Regulation 724/2004 the Agency was assigned an important task in the field of response to pollution caused by ships. At its meeting in October 2004, the Agency's Administrative Board adopted, as the implementation strategy for this new task, the Action Plan for Oil Pollution Preparedness and Response. The Plan identified three main themes for EMSA activities namely operational support, co-operation and co-ordination and information.

Throughout the course of 2005, EMSA successfully implemented all the key elements of its activities in the marine pollution field as identified in the Action Plan. The major achievement, under the operational support theme, was the conclusion of contracts for the availability of additional at-sea oil recovery vessels to support, upon request, via the Community mechanism in the field of civil protection, Member States activities in response to oil spill incidents. All the tasks carried out by the Agency in relation to oil pollution response are presented in the following pages.

Operational Support:

Stand by at-sea oil recovery vessels

A key element of the Action Plan was to make available additional at-sea oil recovery resources to assist Member States responding to large scale incidents. In 2005, EMSA undertook the necessary steps to ensure the availability of additional at-sea oil recovery vessels to carry out such operations.

EMSA has the legal task to provide assistance upon request to coastal states on the following basis:

- The Agency resources should be a "reserve for disasters" to assist Member States responding to an incident beyond national capabilities.

- The Agency resources must be under the command and control of the affected Member State.
- The resources should be provided in a cost efficient manner.
- The resources should be "state-of-the-art".
- The recovery technique should be tailored to spills of heavy grades of oil.
- Using the experience acquired from previous major oil spills, mechanical at-sea oil recovery is the most appropriate technique at the European level to remove spilt heavy oil from the marine environment.

Taking into account the major shipping routes as well as the availability of response equipment, the Action Plan identified four geographical areas for which the service contracts for stand-by oil recovery vessels should be concluded. These areas were the Baltic Sea, the Western approaches to the English Channel, the Atlantic Coast and the East Mediterranean Sea. It should be noted that the vessels are at the disposal of all Member States regardless of the actual geographical base of the individual vessels. Given the general framework for EMSA to support the Member States during large scale incidents and the limitations of the available budget, the Agency applied a public-private partnership approach with the shipping and spill response industries. Such an innovative approach had never before been undertaken at the European level.

The main concept behind this approach was to ensure the availability of commercial vessels to carry out at-sea oil recovery services following a request for assistance from a Member State. Such vessels would be "pre-fitted" and approved as "Occasional Oil Recovery Vessels" by a recognised classification society. Following the occurrence of a spill and a request for assistance from an affected Member State, the vessel would cease its normal commercial activities and be transformed into a fully operational spill response vessel.

Accordingly, the Agency successfully undertook a "two-step" procurement process, open to all commercial parties, to establish 3-year contracts for at-sea oil recovery services.

The first step was a Call for Expressions of Interest which was published in the Official Journal of the European Union on 5th March 2005. To this call 23 expressions of interest were submitted by 18 companies covering all 4 geographical areas. The second step consisted of sending, on 20th July 2005, an Invitation to Tender to those candidates shortlisted requesting their offers to be submitted before 23rd September 2005. After a comprehensive and thorough evaluation process, the Agency was able to award and sign the service contracts on 25th November 2005. Specifically, contracts were concluded for at-sea oil recovery arrangements based in the Baltic Sea, Brest/France and Valetta/Malta.

To develop the format of the service contract, the Agency analysed the modalities of existing relevant contracts including the Commission's Framework Service Contract and BIMCO "Supply Time 89". EMSA then drafted an appropriate service contract for the time chartering of anti-pollution vessels with the support of a maritime legal firm.

The service contract is in fact a two contract system as indicated below:

- A "Vessel Availability Contract" between the contractor and the Agency. The purpose of this Contract is to arrange the economical and technical conditions of the pre-fitting, purchase of equipment and availability of the vessel to react to a request for assistance from a Member State.
- An "Incident Response Contract" between the contractor and the Member State requesting assistance. In order to improve the vessels mobilisation times, terms and conditions for the

provision of at-sea oil recovery resources to Member States have been pre-agreed with the contractors. The draft Incident Response Contract was updated after feedback from the Member States following a national expert meeting specifically held to discuss this issue in October 2005.

Each arrangement has the following main common characteristics:

- The vessel will operate as an oil recovery vessel on the basis of a pre-agreed incident response contract with fixed fees and conditions as developed by the Agency, with input from the Member States, for this purpose;
- The contractor is obliged to respond positively to all requests for assistance to respond to an oil spill, regardless of the spill location;
- The primary oil recovery system is based around the "sweeping arm" concept with a secondary "ocean going boom and skimmer" system also available. The requesting Member State can select which system to use in accordance with the incident characteristics;
- All the specialised oil spill response and associated equipment is containerised in order to facilitate rapid installation onboard the vessels;
- Each vessel has a speed over 12 knots for prompt arrival on site;
- Each vessel is equipped with a local radar-based oil slick detection system;
- Each vessel has a high degree of manoeuvrability required to carry out oil recovery operations;
- Each vessel is able to decant excess water so maximising the utilisation of the onboard storage capacity;
- Each vessel has the ability to heat the recovered cargo and utilise high capacity screw pumps in order to facilitate the discharging of heavy viscous oil;
- The crew will have been trained appropriately regarding the equipment and working under an international command and control structure.

They will be able to provide the service on a 24-hour per day basis;

- Each vessel will be available for participation in at-sea spill response exercises (minimum 1 per year).

More technical and operational specifications of the contracted services are described in the dedicated section of this report as well in the Information Note: "Stand-by Oil Recovery Vessels for Europe" published on 29th November 2005 which is available from the Agency website www.emsa.europa.eu.

Operational Support:

Satellite Monitoring and Surveillance

Directive 2005/35/EC on ship-sourced pollution, which entered into force in September 2005, elaborated the Agency's task with respect to supporting Member States activities in the field of monitoring marine oil spills. Specifically the Directive requires the Agency to "work with the Member States in developing technical solutions and providing technical assistance in relation to the implementation of this Directive, in actions such as tracing discharges by satellite monitoring and surveillance". Accordingly, EMSA is to provide a high-performance monitoring system for marine oil spill detection and surveillance in European waters.

After recruiting appropriate personnel, the Agency began its initial preparatory actions in the last quarter of 2005. Consequently, the basic system design was developed providing the definition of the performance of the planned service to be procured in 2006. Preparation for the dedicated meetings to discuss and adapt the system design to Member States needs was undertaken with the actual meetings with Member States, industry and other relevant organisations to be held at the beginning of 2006.

The Agency appreciates the work carried out by other bodies in this field and the need to follow developments. Accordingly, EMSA participated

in relevant meetings including that of the "European Group of Experts on Satellite Monitoring of Sea-based oil Pollution (EGEMP)" and the REMPEC seminar on "MEDEXPOL 2005: The use of remote Sensing in Oil Pollution Control" to provide the Mediterranean States with "state-of-the-art" information on possible oil spill detection from space and from aircraft.

Co-operation and Co-ordination: Technical and Scientific Assistance

For the implementation of all activities EMSA took in account the numerous initiatives of the relevant Regional Agreements in the field of responding to marine spills of oil and hazardous and noxious substances (HNS). To do this, EMSA compiled inventories regarding pollution response equipment and strategies, provided information and software tools for the use of chemical dispersants, began monitoring the ongoing R&D projects/programmes in the field of marine pollution control and maintained close co-operation with Regional Agreements and other relevant bodies for marine pollution preparedness and response.

The "Inventory of national policies regarding the use of oil spill dispersants in the EU Member States" was a first result of the work of the centre of knowledge. The collection of information started in April 2004 when EMSA distributed a questionnaire to the coastal Member States regarding the national policies on the use of oil spill dispersants. Based on the replies from the competent national authorities, the Agency compiled and published the Inventory in November 2005. This Inventory comprises up-to-date information regarding:

- The usage of dispersants as an oil spill response method in each coastal Member State;
- The testing and approval procedures for oil spill dispersants which are in place in each Member State;

- The means and equipment for dispersant application available in each Member State;
- A list of oil spill dispersants currently approved for use in the EU.

In parallel, the Agency contracted the development of a decision-support operational manual on the applicability of oil spill dispersants. The aim was to provide the Member States with information, guidance and operational support for decision-making. This manual consists of two main elements namely an "Overview" summarising the issues to be addressed and a software tool to assist the determination of the most appropriate dispersant for the relevant incident. It was completed and presented to the Member States at the EMSA workshop on dispersants in December 2005. Following the positive feedback of the Member States the software tool will be further developed.

Another area of work in 2005 consisted of classifying related response equipment, to give technical support and to provide technical expertise for the deployment of oil pollution response equipment. The Agency contracted a study at the end of 2004 on the classification of antipollution equipment. The main deliverable being an "operational manual" for use by EMSA's technical officers in case of a large oil spill. The main goals of this operational manual were to classify and to define the effectiveness of oil spill response equipment and to create a rating system per category of oil spill response equipment in order to select the most suitable equipment for a specific type of oil under specified conditions. This final report consists of:

- An Operational Manual/Classification of oil spill response equipment, and
- a SCORE model-Selecting Oil Spill Response Equipment

These items were presented at a workshop on "Oil Spills, Reflection on the Response Chain" in June 2005 and later distributed in electronic form to the Member States, the Regional Agreements and the Commission.

Co-operation and Co-ordination: Member States and Regional Agreements

As highlighted in the Action Plan for Oil Pollution Preparedness and Response, there are a range of existing frameworks already set up in the field of marine pollution. The Agency should establish an appropriate degree of co-operation and co-ordination with these existing arrangements on issues and activities of mutual interest.

Accordingly, the Agency has been involved in a number of the activities of individual Member States and the Regional Agreements. For example, staff from the Agency have attended as observers or participated in spill response exercises such as BalEx Delta 2005 (Helsinki Convention) and Exercise Mediterranean 2005 (Western Mediterranean Sub-regional Agreement). EMSA has also taken part in national exercises hosted by France, the United Kingdom and Norway. The table below provides a more comprehensive list of the exercises attended and the participant countries.



Dates (2005)	Event Name	Countries Participating
February	UK National Exercise	United Kingdom
February	Ship-based Slick Detection System Demonstration	Netherlands, Italy
May	Exercise Mediterranean 2005	Spain, France, Italy, Monaco
June	Oil on water exercise	Norway
July	Polish–German Anti-Pollution Exercise	Poland, Germany
Sept	BalEx-Delta Exercise	Baltic Countries
October	Remote sensing flight-DEPOL 05	France

In addition, the Agency has attended, as part of the European Community delegation, the most relevant Regional Agreement meetings including Helcom Response, the Bonn Agreement Contracting Parties and OTSOPA meetings and the REMPEC Focal Point Meeting. Various workshops held under the umbrella of the Community framework for Co-operation in the field of accidental or deliberate marine pollution e.g. HELMEPA Workshop on "Contingency Planning in the European Union" were also attended by EMSA.

Another initiative identified in the Action Plan, following suggestions from Member States, was to hold a meeting of the appropriate Regional Agreements secretariats and the chairmen of the relevant working groups. The purpose was to identify practical issues of mutual interest. Such a meeting was successfully held in November 2005 at EMSA and all concerned parties agreed to continue the initiative in 2006.

Where appropriate the issues and conclusions discussed at such national/regional events are integrated into EMSA events. For example, the conclusions of individual Regional Agreement discussions held on the use of chemical dispersants in combating marine oil spills were incorporated in the EMSA Workshop on Dispersants. This allowed participants to have a more informed understanding of issues at the national and regional level across the European Union.

Information and Dissemination of "Best Practice"

All these actions were possible as the Agency began to build up a centre of knowledge specialising in the characteristics of different types of oil and hazardous materials and the most suitable pollution response techniques for dealing with them. In addition to the previous activities the Agency carried out some specific activities regarding the "information" theme as identified in the Action Plan. The most important activity was the development of the Agency website as a source of knowledge on relevant marine pollution issues. All EMSA documents are available through the website including the Action Plan for Oil Pollution Preparedness and Response. In addition there are extensive links to the relevant Member State organisations as well as those of industry and the NGO sectors.

In line with the aim of disseminating "best practice", the Agency decided to support the importance of the Interspill Conference 2006 by becoming members of the event's Steering Committee. The Interspill Conference and Exhibition is the premier event for the marine pollution preparedness and response community in Europe and is regularly attended by several hundred delegates representing the public, private and academic sectors. Interspill is held in a three-year cycle rotating with the International Oil Spill Conference (IOSC) in the USA and the Spillcon in Asia/Pacific.

2.5.2 Safety of Double hull oil tankers

As a follow-up to the "Seminar on Maritime Safety and Double Hull Tanker Design" organised by the European Commission on November 7th 2003, in 2005, the Agency continued the work of the High Level Panel to discuss matters related to the safety of double hull tanker designs. The objective of the Panel is: "To provide a summary report that will contribute towards the goal of safer ships". In addition to EMSA and the Commission, panel members included representatives from tanker owner and operating groups, shipbuilders, international shipping bodies and classification societies.

In 2005 the panel of experts on double hull tankers met twice; in February and at the end of March. Eleven months after the work had begun a draft report was completed. The report contained 8 recommendations concerning the improvement

of the safety of double hull tankers and was supported unanimously by BIMCO, CESA, IACS, ICS, IMO, INTERTANKO, OCIMF and the Commission.

The final report was issued in June and was presented to the COSS Committee on two occasions the first in September and the second in November. The report was received positively by the EU Member States and, as a result, EMSA was requested to establish two correspondence groups of Member States experts to deal with the recommendations with the aim to draft the amendment proposals necessary to get the recommendations adopted by the IMO.

The report was also submitted by the Commission as an information paper to the 24th Assembly of the IMO in December.



Information on EMSA Contracted Stand-by Oil Recovery Vessels

In March 2005, EMSA launched a Tender for Service Contracts for at-sea oil recovery services. Technical requirements for the Tender were as follows:

- The vessel(s) will operate as an oil recovery vessel on the basis of a pre-agreed model contract with fixed fees and conditions as developed by the Agency for this purpose;
- The contractor is obliged to respond positively to all requests for assistance to respond to an oil spill, regardless of the spill location;
- The primary oil recovery system is based around the "sweeping arm" concept with a secondary "ocean going boom and skimmer" system also available. The requesting Member State can select the system in accordance with the incident characteristics;
- All the specialised oil spill response and associated equipment is containerised in order to facilitate rapid installation onboard the vessels;
- Each vessel has a speed over 12 knots for prompt arrival on site;
- Each vessel is equipped with a local radar-based oil slick detection system;
- Each vessel has a high degree of manoeuvrability required to carry out oil recovery operations;
- Each vessel is able to decant excess water so maximising the utilisation of the onboard storage capacity;
- Each vessel has the ability to heat the recovered cargo and utilise high capacity screw pumps in order to facilitate the discharging of heavy viscous oil;
- Other complementary equipment comprises of flashpoint tester, oil/water interface system, gas detection (fixed and portable), sampling mini-lab and portable cleaning machines;
- The crew will have been trained appropriately regarding the equipment and working under an international command and control structure. They will be able to provide the service on a 24 hour per day basis;
- Each vessel will be available for participation in at-sea spill response exercises (minimum 1 per year).

On 29th November 2005, the tender process was concluded when EMSA finalised contracts for the chartering of oil recovery vessels to be stationed in four priority areas around the EU coast.

Of the 12 bids received during the Tendering process, Service Contracts were concluded with three companies to provide oil recovery services across 4 lots as follows:

Lot Number(s)	Area	Company Awarded the Contract	Vessel Name(s)	Oil recovery equipment storage location(s)
Lot 1	The Baltic Sea	Lamor Corporation Ab.	Breeze Kasla Ophelia Otilia Tinka	Copenhagen Helsinki
Lot 2 and 3	The Atlantic & Channel	Louis Dreyfus Armateurs S.A.S.	Ile de Bréhat	Brest
Lot 4	The Mediterranean	Tankship Management Ltd.	Mistra Bay	La Valetta

1.1.1 Baltic Vessels

Vessel	Details
<p>Tinka</p> 	<ul style="list-style-type: none"> • Storage capacity: 1800m3 • Length: 84.05m • Breadth: 13.72m • Depth: 6.00m • Draught: 5.3m • Speed: 13 knots • Heating: 3096kW • Pumping rate: 1225m3/h • Bow thruster: 150kW • Call sign: LAUF5 • IMO Number: 7126152
<p>Breeze</p> 	<ul style="list-style-type: none"> • Storage capacity: 2005m3 • Length: 74.9m • Breadth: 14.0m • Depth: 6.85m • Draught: 5.7m • Speed: 13.5 knots • Heating: 4648Kw • Pumping rate: 1450m3/h • Bow thruster: 270Kw • Call sign: LASV5 • IMO Number: 7427659
<p>Ophelia</p> 	<ul style="list-style-type: none"> • Storage capacity: 6936m3 • Length: 106.2m • Breadth: 15.99m • Draught: 7.17m • Speed: 14.5 knots • Heating: 5202kW • Pumping Rate: 2330m3/h • Bow thruster: 257kW • Call sign: LATF5 • IMO Number: 8010427

Vessel	Details
<p data-bbox="264 577 320 607">Kasla</p> 	<ul style="list-style-type: none"> • Storage capacity: 8639m³ • Length: 124.39m • Breadth: 17.60m • Depth: 8.00m • Draught: 6.28m • Speed: 14.5 knots • Heating: 5270kW • Pumping rate: 2550m³/h • Bow thruster: 650kW • Call sign: LAQQ5 • IMO Number: 7347500
<p data-bbox="264 1077 320 1106">Otilia</p> 	<ul style="list-style-type: none"> • Storage capacity: 9889m³ • Length: 105.0m • Breadth: 18.0m • Draught: 7.925m • Speed: 13.5 knots • Heating: 6823kW • Pumping Rate: 3150m³/h • Bow thruster: 442kW • Call sign: OVIP2 • IMO Number: 8813697

1.2 ATLANTIC AND CHANNEL AREA

- Cable repair vessel on stand-by in Brest.
- The vessel has been transformed to gain the Oil recovery classification.

- Vessel is always crewed and ready for a 30-day operation.
- Maximum response time (if the vessel is engaged in a cable repair operation when requested to attend an oil spill) is 74 hours.

1.2.1 Atlantic and Channel Vessel


Vessel	Details
<p>Ile de Bréhat</p> 	<ul style="list-style-type: none"> • Storage Capacity: 4000m3 • Built: 2002 • Length: 123.9m • Breadth: 23.40m • Depth(1st Deck): 12.00m • Draught: 8.016m • Speed (max.): 15.4 knots • Heating: 1000kW • Pumping Rate: 1125m3/h • Dynamic Position DP2 BV • Electrical Propulsion • Main Power: 17280kW • Bow thrusters: 2x1500kW • Aft thrusters: 2x1500kW • Retractable thruster:1500kW • Anti-Rolling Tanks • Ability to Deploy ROVs • Diesel Oil Capacity: 2100m3 • Bollard Pull:130 tons • Call sign: FOUC • IMO Number: 9247053

1.3 MEDITERRANEAN SEA AREA

- Bunker Tanker located in Malta.
- The vessel will be transformed to gain the occasional oil recovery classification under Lloyds Register.
- Oil pollution response equipment stored at La Valletta.

- Usual commercial activities carried out nearby Valletta.
- Estimated mobilisation time 26 hours.
- Double-hulled with respect to the central tanks.

1.3.1 Mediterranean Vessel

Vessel	Details
<p>Mistra Bay</p> 	<ul style="list-style-type: none"> • Storage Capacity: 1805m³ • Length: 86.03m • Breadth: 13.04m • Depth: 6.29m • Draught : 5.18m • Speed (max.): 12 knots • Heating: 2326kW • Pumping Rate: 1200m³/h • Call sign: 9HQ07 • IMO Number: 8009430

Section 3

Work Programme 2005 – Administrative support

INTRODUCTION

For 2005, EMSA's establishment plan foresaw a significant increase of its statutory positions. This is directly related to the fact that the staff requirement for the execution of the new tasks, as defined in Regulation 724/2004/EC published in March 2004, were not included in the establishment plan 2004, but rather in the establishment plan for 2005.

In order to be able to accommodate this growth in the best possible conditions, the organisation chart was amended at the end of 2004. The subsequent two new units that were created aimed to support the Commission's tasks following one of the priorities of the new Commission, namely the proper implementation of Community legislation.

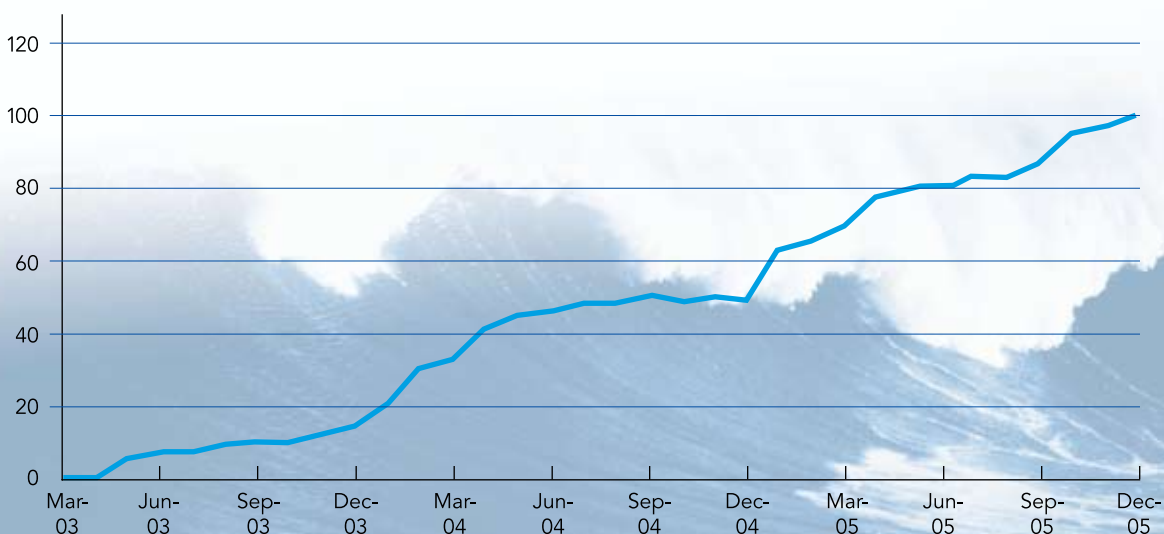
The unit entitled 'Safety Assessments and Inspections' was created. This unit carries out assessments and visits to Member States to

monitor the implementation of Community legislation. Possible deficiencies or shortcomings in national or local systems, national legislation or even European legislation are reported in order to target areas for improving the overall level of maritime safety in the European Union.

A separate unit 'Implementation of EU maritime legislation' has also been put in place to give technical assistance to the Commission, inter alia, when drafting new legislation. Furthermore it will provide assistance to the Commission and Member States for other issues related to the transposition of EU maritime legislation.

The Agency reached 100 staff members at the end of 2005. This had several consequences for administrative support. More services for staff were required in the field of IT-support and the applications of a series of provisions of the new Staff Regulations also were implemented.

Number of staff

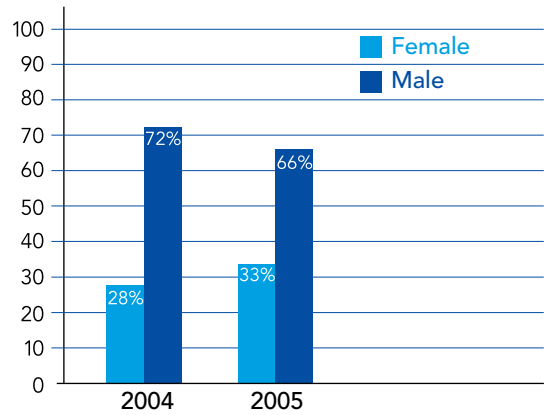


Growing support for staff members was matched with ongoing efforts in the field of recruitment. At the same time, more projects and the associated expenditure led to the strengthening of assistance provided in the field of budget management, in the application of procurement rules and when offering guidance for the correct application of the Financial Regulations by the Agency.

3.1 HUMAN RESOURCES

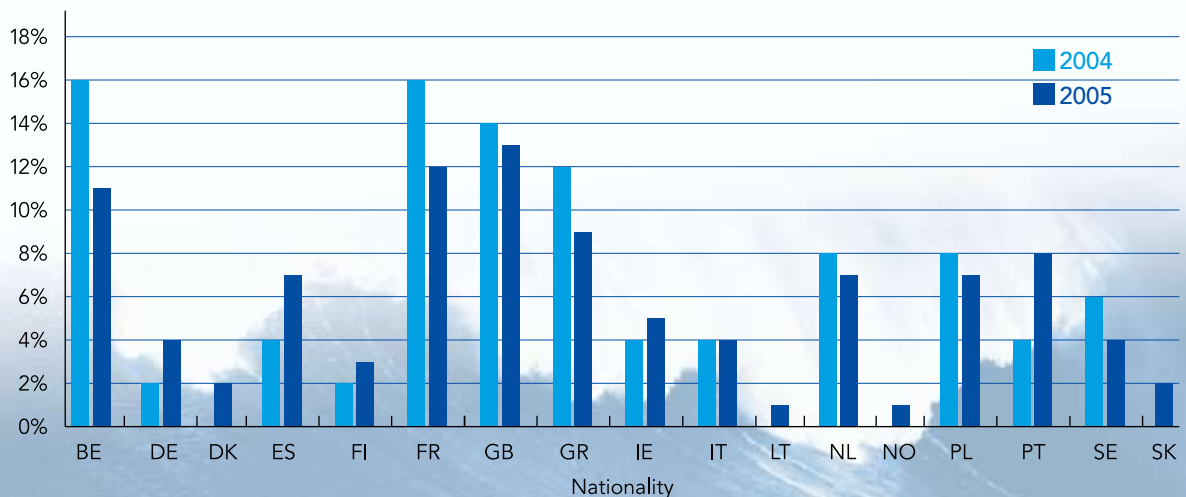
From the introductory paragraph, recruitment constituted a major activity for the Agency during 2005. Besides Temporary Agents, the Agency will also continue to recruit Seconded National Experts. It was one of the Agency’s objectives to encourage women to apply, also for technical positions. It is important to improve the gender balance within the Agency. The gender balance has subsequently shifted compared to the 2004 figures, and female staff numbers have increased significantly in absolute terms.

EMSA gender balance



The process of recruitment has also been affected by the move to Lisbon. Some staff members have chosen not to follow the Agency to Lisbon. Recruitment for their replacements has taken place to fill certain positions and to strengthen the team operating from Lisbon. Furthermore, all new entrants recruited in 2005 due to enter into service in 2006 were recruited straight to Portugal in order to avoid a double move.

EMSA staff by nationality 2004-2005



As in all recently created Agencies a full set of internal procedures and rules were created and implemented. Thus, EMSA developed and implemented its training policy and a career development system. The first round of these assessments took place in the autumn of 2005.

Another objective for 2005 was to launch a policy for training by establishing clear guidelines and creating Individual Training Plans. This was done and taken up by a number of staff members, additionally, language courses were introduced in 2005 for all staff members of EMSA. At the same time, more in-house training activities were developed.

OTHER TABLES CONCERNING THE MAKE UP OF EMSA STAFF:

Seconded National Experts

Nationality	Total	%
ES	1	6%
FI	1	6%
FR	1	6%
UK	4	25%
GR	1	6%
NL	1	6%
NO	1	6%
PL	3	19%
PT	1	6%
SE	2	13%
Grand Total	16	

SNEs continue to play a vital role in the constitution of the Agency

AVERAGE AGE: 40.8 years

Temporary agents

Number of vacancies published in 2005	30
Total number of applicants	1971
Average number of applicants per vacancy	65.7

3.2 INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS

In 2005, EMSA migrated off the Commission’s information and communication technology (ICT) systems and became fully autonomous from an ICT perspective. This involved the installation of many new services – telephony, e-mail, Internet – as well as the migration of both the EMSA web site and the Ferry Surveys Database from the Commission’s data centre in Luxembourg to EMSA’s own servers.

Continuity of EMSA’s main means of communication was the highest priority for this migration. To ensure this, a gradual phasing out of the old Commission phone numbers, fax numbers and e-mail addresses over a period of several months was put in place. In liaison with the IT services of the Directorate General for Transport and Energy, forwarding was put in place to ensure that no e-mails or faxes were lost and the parallel operation of the phone numbers meant the highest level of continuity possible was achieved.

In line with the increasing demands of a growing agency, the ICT team was strengthened in 2005 with



the recruitment of new staff. In particular the creation of a Project Officer for supporting application development for the Operational Units at the end of 2005 was a significant step forward. This is a key element that will act as an enabler for increasing the level of support provided to the Operational systems (e.g. SafeSeaNet), as opposed to the administrative support systems, by the ICT team.

3.3 FINANCE AND ACCOUNTING

From January 1st 2005, the Agency discontinued the use of the cash accounting model in order to adopt the new International Public Service Accounting Standards (IPSAS). By moving to the accrual basis accounting model at IPSAS norms, the Agency will be able to better monitor its assets and liabilities and will be fully aligned with the EU Commission accounting rules for consolidation purposes. This was done for the 2005 accounts and the 2005 financial statement is fully accrual and is using the Commission reporting package.

Adopting these new standards has required a substantial reinforcement of the EMSA invoice management system and will modify the current financial workflow. The Commission faced the same situation and developed a new budgetary application called ABAC Workflow to meet the new regulatory requirements. This application was made available in 2005 by the Commission.

The Agency prepared the transfer to this new budget management system in 2005. The adoption of this new system, which was customised and tested especially for the Agency, the introduction of new accounting standards as well the growing amount of payments handled by the Agency were all key accounting activities for EMSA in 2005.

In terms of financial management, the current set

of financial reports developed with the software Business Objects was strengthened in 2005. The ABAC reporting system that EMSA will use is maintained by the Commission and is much more extensive and robust than the previous reporting system that was available to the Agency.

Finally, the move to Portugal required the adaptation of our financial systems to the Lisbon environment. New suppliers of financial services were secured through a Commission framework contract.

3.4 EXTERNAL COMMUNICATIONS

The activities of the Agency continue to be promoted through a number of different channels to interested parties. Firstly, the EMSA website provides timely information on progress in different areas of the Agency's work and includes items such as technical reports and workshop reports. At the end of 2005, the section on oil pollution response was also substantially enlarged.

As well as appearing on the website, the EMSA monthly newsletter is sent to 500 stakeholders who are specialised in maritime safety, this number is regularly increasing. In the area of electronic publications, press releases on major issues were sent to the relevant sections of the media. These covered issues such as: recommendations for the development of standards for double hull tankers; the contracting of pollution response vessels and the re-location of the Agency to Lisbon.

Information and Communication staff offered support for the design, printing and distribution of hard copy publications as the 2005 work programme and the 2004 annual report. An information kit has been developed in support of workshops organised by the Agency. In line with

the newly developed house style, a flag bearing the EMSA logo has been produced to symbolise the identity of the Agency and its maritime operational activities.

EMSA staff has diffused the work of EMSA by explaining newly developed activities at European and international conferences and other events. In addition, during the year, there were visits to the Agency by groups of stakeholders, such as government and industrial representatives, maritime experts, journalists and students. As a result, in parallel with the growth in its operational activities, media coverage of the work of the Agency has steadily grown and it has now become recognised as an important player in the international maritime safety world.

With respect to information related activities, EMSA continued to operate the Early Warning Alert Mechanism (EWAM), which ensures that EU level decision makers obtain timely and accurate information on accidents and serious incidents which happen in the maritime world.

3.5 STAFF COMMITTEE

Following the Decision of the Administrative Board of 14th June 2005, adopting a Social Measure, Article 3 (2), the election of the Staff Committees took place on 12th October 2005.



Voting taking place for the staff committee

The purpose of the Staff Committee is to represent the interest of the staff vis-à-vis EMSA and maintain continuous contact between EMSA and the staff. The Staff Committee is committed to contributing to the smooth running of the Agency by continuing to provide a channel for the expression of the staff's opinion. The Staff Committee meets at least once per month and communicates with the staff through EMSA intranet and a dedicated e-mail address.

3.6 TEAM BUILDING

The 2005 team building exercise took place in the historic city of Bruges, in Belgium. In continuation of the previous year's theme, the focus was on working together in teams composed of colleagues from different sections of the Agency. This aims to foster the EMSA spirit and to allow colleagues to exchange their knowledge, through a series of practical, sporting and mental challenges, with other members of staff with whom they may have had no previous contact.

As with the previous year's event, part of the day was set aside for the cultural tour of Bruges.



Annex 1

European Maritime Safety Agency (EMSA) Administrative board

Member State	Member	Origin and Position	Alternate	Origin and Position
AUSTRIA	Viktor Siegl	Bundesministerium für Verkehr, Innovation und Technologie Radetzkystrasse 2 A-1031 Wien Austria	Andreas Linhart	Bundesministerium für Verkehr, Innovation und Technologie Radetzkystrasse 2 A-1031 Wien Austria
BELGIUM	Frans Van Rompuy	Directeur-Général Service Public Fédéral Mobilité et Transports Direction Générale Transport Maritime Rue du Progrès 56 1210 BXL	Peter Claeyssens	Conseiller-général Service Public Fédéral Mobilité et Transports Direction Générale Transport Maritime Rue du Progrès 56 1210 BXL
CYPRUS	Serghios Serghiou	Director of Department of Merchant Shipping Ministry of Communications and Works P.O. Pox 56193 3305 Lemesos Cyprus	Andreas Chrysostomou	Counsellor Ministry of Communications and Works Department of Merchant Shipping P.O. Pox 56193 3305 Lemesos Cyprus
CZECH REPUBLIC	Petr Kouril	Head of Maritime Division Ministry of Transport of the Czech Republic P.O. Box 9 Nábřeží Ludvíka Svobody 12/22 110 15 Praha 1	Vladislav Zemanék	Maritime Division Ministry of Transport of the Czech Republic P.O. Box 9 Nábřeží Ludvíka Svobody 12/22 110 15 Praha 1
DENMARK	Jörgen Hammer Hansen	General Director of the Danish Maritime Authority Vermundsgade 38 C DK-2100 Copenhagen	Svend Eskildsen	Director General of the Royal Danish Administration of Navigation and Hydrography Overgaden o. Vandet 62 B Postboks 1919 1023 København K.

ESTONIA	Andrus Maide	Director General of the Estonian Maritime Administration Valge 4 11413 Tallinn Estonia	Renè Sirol	Deputy Director General of the Estonian Maritime Administration Valge 4 11413 Tallinn Estonia
FINLAND	Markku Mylly	Director General of the Finnish Maritime Administration PO Box 171 FIN-00181 Helsinki	Sirkka-Heleena Nyman	Counsellor, Maritime Affairs Ministry of Transport and Communications/ Transport Policy Department PL 31 FIN-00023 VALTIONEUVOSTO
FRANCE	Francis André Vallat	Président de l'Institut Français de la Mer 42, Avenue Montaigne 75008 PARIS	Michel Aymeric	Directeur des Affaires Maritimes et des Gens de Mer 3, Place Fontenoy F-75007 Paris
GERMANY	Felix Stenschke	Leiter der Unterabteilung LS 2 Schiffahrt Ministry of Transport, Building and Urban affairs Robert Schumann Platz 1 D-53175 Bonn	Klaus Grensemann	Leiter des Referates LS 23 Sicherheit des Seeverkehrs Ministry of Transport, Building and Urban Affairs Robert Schumann Platz 1 D-53175 Bonn
GREECE	Dimitrios Bantias	Director for Shipping Policy & Development Ministry of Mercantile Marine Grigoriou Lambraki 150 185 18 Piraeus Greece	Ioannis Kourouniotis	Lieutenant commander (HCG) Hellenic Coast Guard (Maritime Transport attaché) Permanent Representation of Greece to EU Rue Montoyer 25 1000 Brussels

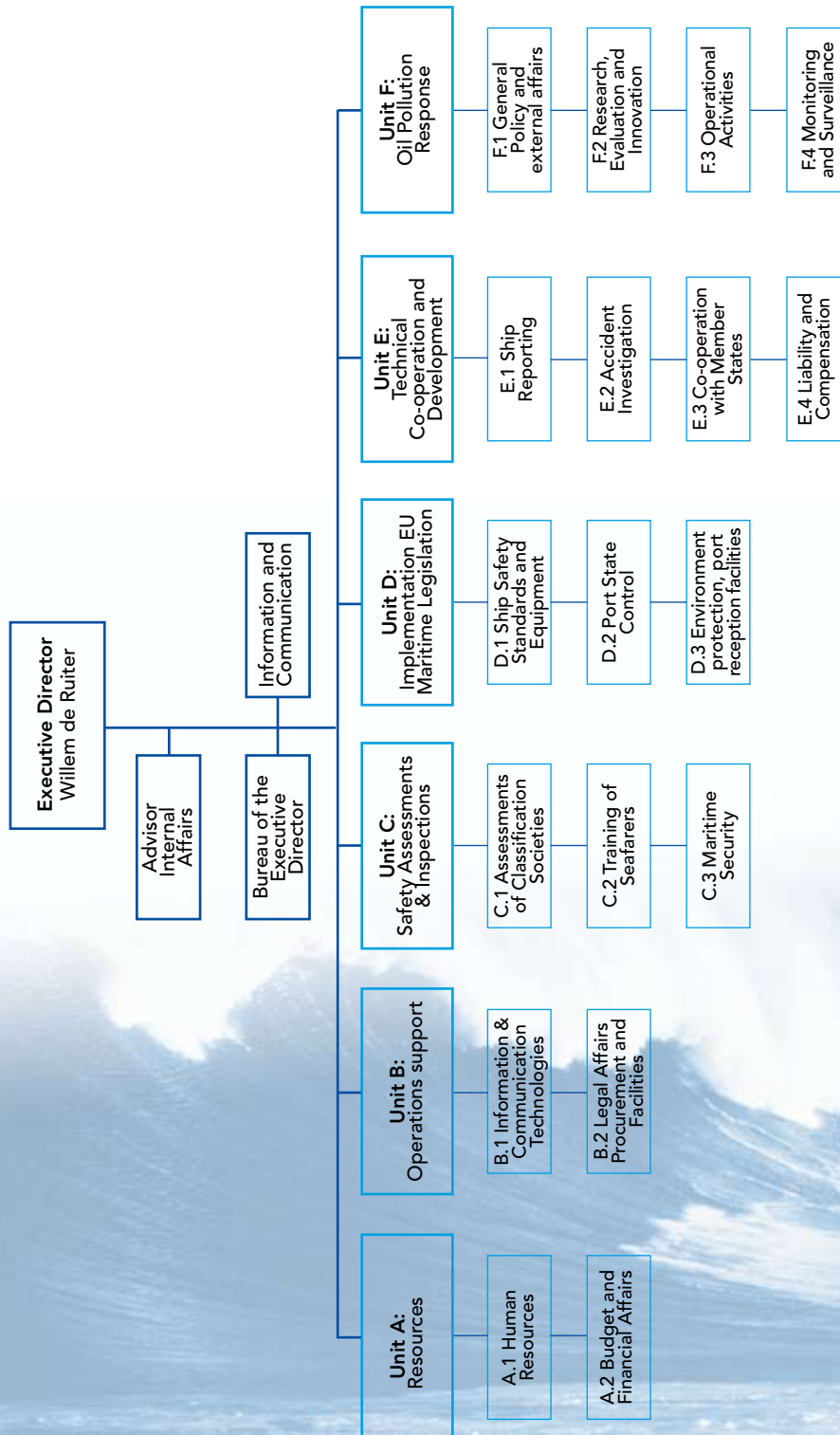
HUNGARY	István Valkar dr.	Head of the Maritime and Inland Waterways Transport Department Ministry of Economy and Transport P.O. Box 111 Margot Korut 85 H-1880 Budapest	Tamás Marton Capt.	Deputy Head of the Maritime and Inland Waterways Transport Department Ministry of Economy and Transport P.O. Box 111 Margot Korut 85 H-1880 Budapest
IRELAND	Maurice Mullen	Director General Maritime Safety Directorate Department of Transport Leeson Lane Dublin 2	Martin Diskin	Principal Officer Maritime Safety Directorate Department of Transport Leeson Lane Dublin 2
ITALY	Massimo Provinciali	Director General of Maritime Transport- Ministry of Infrastructures and Transports Viale Dell'Arte, 16 IT-00144 Roma	Manuela Tomassini	Transport Attaché Permanent Representation of Italy to the EU Rue du Marteau 9 1000 Bruxelles
LATVIA	Aigars Krastiņš	Director Maritime Department Ministry of Transport of Latvia Gogoļa iela 3 LV-1743 Riga	Janis Lagzdons	Head of Port Division Department Ministry of Transport of the Republic of Latvia Gogoļa iela 3 LV-1743 Riga
LITHUANIA	Evaldas Zacharevičius	Director Lithuanian Maritime Safety Administration J. Janonio str. 24 LT-92251 Klaipeda	Robertinas Tarasevičius	Deputy Director Lithuanian Maritime Safety Administration J. Janonio str. 24 LT-92251 Klaipeda

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Annex 2

EMSA Organisation Chart





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