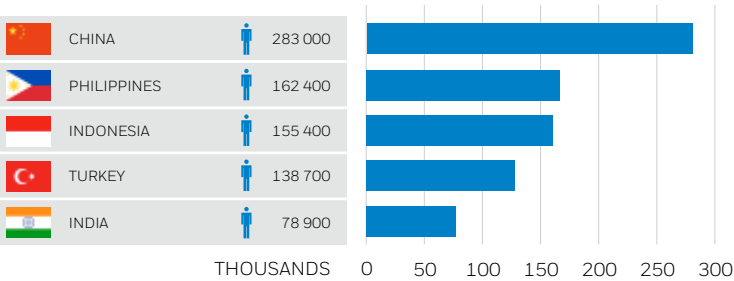
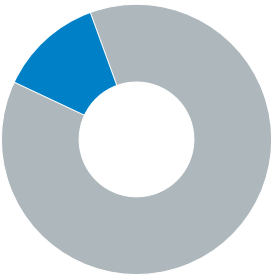


EU MARITIME CLUSTER IN FIGURES

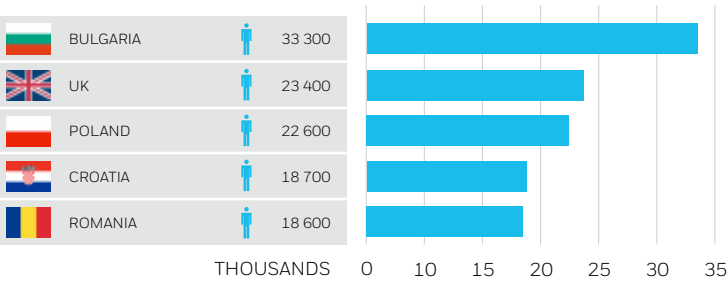
TOP 5 SEAFARER SUPPLY COUNTRIES WORLDWIDE



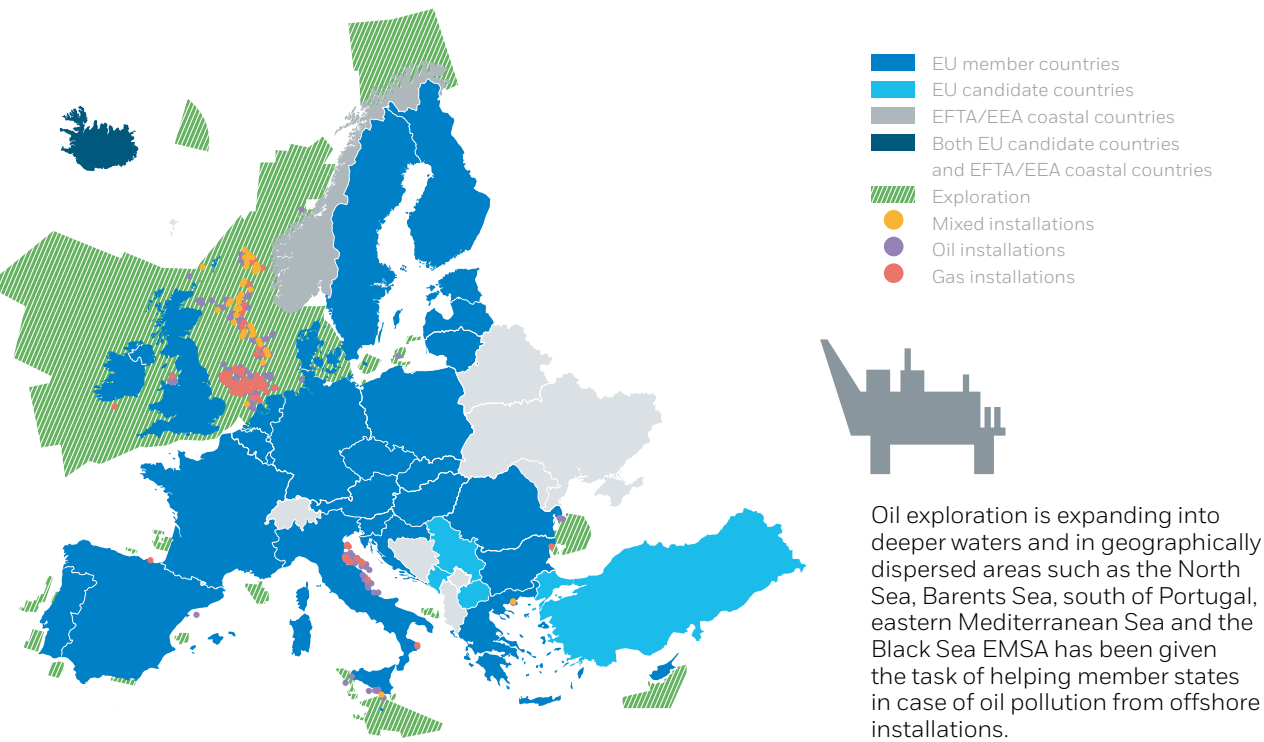
SHARE OF EU SEAFARER SUPPLY COUNTRIES IN THE TOP 20 WORLDWIDE



TOP 5 SEAFARER SUPPLY COUNTRIES IN THE EU



OFFSHORE INSTALLATIONS IN EUROPEAN WATERS



EMSA’S LEGAL FRAMEWORK

EMSA’s role lies firmly within the EU regulatory framework that deals with maritime safety issues.

Regulation (EC) No 1406/2002, establishing EMSA, is the legal basis that defines the tasks of EMSA and is the framework for developing the EMSA strategy. The most recent amendment of this Regulation (Reg. (EU) 100/2013) entered into force on March 2013. This amendment broadened the range of activities undertaken by the Agency within the scope of existing “core tasks”, and introduced the potential for “ancillary tasks” to be assigned to the Agency under certain conditions in order to use its expertise and tools for other EU activities related to the Union maritime transport policy. As a result a new set of activities categorised as “core tasks” shall be executed by the Agency. The principle impact of the revision of the Founding Regulation is the geographical extension of cooperation, response and monitoring tasks to different sets of third countries¹; the extension of response tasks to marine pollution from oil and gas installations; and the possibility of using the Agency’s recognised expertise and tools for ancillary tasks including the support to the establishment of a European maritime transport space without barriers, thus extending benefits to related policy areas.

Following the revision of the Founding Regulation, the main task-fields covered by the Agency are:

- assist the European Commission,
- work with Member States,
- facilitate cooperation between the European Commission and the Member States.

The regulatory context in which EMSA operates has also evolved since the last strategy. The third maritime safety package is now fully in place, following its adoption in 2009, and the Agency has a key role to play in monitoring and supporting its implementation. Efforts geared towards the implementation at EU level of international conventions such as the MLC (ILO Maritime Labour Convention) and the Manila amendments to the STCW Convention as well as the phasing in of international and European legislation on the reduction of emissions from shipping, have gathered pace. Further involvement to assist the Commission and the Member States in these areas is expected.

¹ For training and cooperation: States applying for accession to the Union, to European Neighbourhood partner countries and to countries taking part in the Paris Memorandum of Understanding on Port State Control. For pollution response: countries sharing a regional seas basin with the EU.