



European
Maritime
Safety
Agency

Work Programme 2007





European Maritime Safety Agency

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Foreword

As I write this introduction to EMSA's work programme for 2007, I am reminded that maritime safety can never be taken for granted. A severely damaged container ship of 60,000 tonnes - the MSC "Napoli" - lies beached at Lyme Bay on the south-west coast of England. Thankfully, the crew were able to evacuate the ship safely via lifeboats in heavy seas and all were rescued unharmed. The "Napoli" was towed to the nearest suitable place of refuge and some 3,500 tonnes of heavy fuel oil and quantities of lighter grade fuel were successfully recovered, minimising damage to the marine and coastal environments.

Such an incident reminds us of the value of effective search and rescue operations, well-rehearsed, flexible contingency plans and rapid incident response and decision-making. The "Napoli" response also relied critically upon effective co-ordination and joint working between the French and UK maritime administrations, underlining the value of European co-operation. Such arrangements do not just fall into place by accident or good fortune. They derive from considerable investments in skilled personnel and specialised assets, supported by long-term planning and preparation and tested in repeated simulations and exercises.

Even so, the outcome of salvage operations is never certain. The best response teams

and equipment in the world cannot control weather conditions or the behaviour of vessel structures under extreme stress. Preparedness is vital, but prevention will always be the preferred strategy for maritime safety. EMSA is contributing to both, as this Work Programme demonstrates.

Working together, the European Commission and EU Member States have established in EMSA a new and important element in the governance structure for the maritime sector in Europe. We are pursuing added value through co-operation and pooling of resources, to enhance our collective ability to prevent maritime accidents and casualties, and to improve our preparedness, from the Mediterranean to the Baltic. EMSA adds value in three main ways:

→ *by facilitating dialogue and sharing of experience between European maritime administrations, promoting awareness of best practice and fostering greater consistency in the delivery of maritime safety and environmental protection;*

→ *by acting on behalf of the Commission and EU Member States in managing tasks and processes which benefit from consistency and economies of scale (such as audits of Class Societies and inspections of third country seafarer training providers); and*



→ by investing in new services which can sensibly be funded and managed jointly (instead of being duplicated by each maritime state within the EU), of which examples include SafeSeaNet and the supplementary oil pollution response capability.

2007 sees EMSA firmly anchored in our new home in Lisbon, and looking forward to the opening of our dedicated headquarters building, now under construction. While the work programme continues to develop in scope and ambition, the Agency has reached a state of maturity, from which we can look back on many concrete achievements, some of which are summarised in section 1.3. Significant milestones lie ahead, including completion of the new supplementary oil pollution response capability with additional vessels and equipment and the rapid development of the SafeSeaNet system. This will provide a comprehensive maritime information resource for the Commission and Member States - a major step forward and at the same time, a big challenge, given the volume of data to be collected, verified, stored, processed and made available on demand, 24 hours a day.

As we look forward to 2007 and beyond, this is an appropriate point to pay tribute once again to our exceptional Executive Director, Willem de Ruiter, and his dedicated and professional team. I also thank my fellow Board Members for their invaluable support and advice, including my esteemed colleague Francis Vallat, our Vice-Chairman, who has kindly agreed to lead a team of Commission and Member State representatives in reviewing EMSA's development over the past five years. I know that Francis and his team will bring forward valuable ideas to help us meet the challenges of the next five years and beyond.

This year as every year, EMSA's work programme is the product of many hands, from across the European Union and beyond, united by our mission of safe shipping and clean seas - a core element of sustainable development for Europe, today and tomorrow.

Brian Wadsworth
Chairman of the Administrative Board

1 *The European Maritime Safety Agency*

1.1. INTRODUCTION

After the relocation of the Agency in 2006 from its temporary offices in Brussels to Lisbon, 2007 will be the first full year of the Agency at its final seat in Lisbon, Portugal. 2007 will thus be a year bringing greater stability to the organisation. The focus will be on improving working methods in different areas and on streamlining the organization.

During this year the Agency will launch its first evaluation (on the basis of Article 22 of Regulation 1406/2002/EC). The Administrative Board shall commission an independent external evaluation on the implementation of the Regulation, looking at the working practices developed so far.

In the many areas that are covered by the activities of the Agency, as elaborated in this Work

Programme, there is a continued challenge to refine, intensify and to innovate the contribution of EMSA. These aspirations are outlined in this document.

Mission statement¹

The European Maritime Safety Agency has been established for the purpose of ensuring a high, uniform and effective level of maritime safety, maritime security and prevention and response of pollution by ships within the Community.

Objectives

→ The Agency provides the Member States and the European Commission with the technical and scientific assistance needed and with a high level of expertise, in order to help them:

Executive Director Willem de Ruiter addresses the audience at the Agency's inauguration day



- to apply Community legislation properly in the field of maritime safety and prevention of pollution by ships;
 - to monitor its implementation;
 - to evaluate the effectiveness of the measures in place.
- Additional operational means are to be provided to assist Member States and the European Commission to address marine pollution within the Community.

→ **Origin & Tasks**

The concept of setting up a European Maritime Safety Agency (EMSA), as a regulatory agency, originated in the late 1990s, along with a number of other major European level maritime safety initiatives. The setting-up process began at the end of a decade that had seen six major oil pollution accidents and the second of two major ferry accidents in EU waters, culminating in the Erika disaster in 1999. As a result of these and other accidents and incidents, hundreds of EU citizens had died, millions of tonnes of oil had entered EU waters, either accidentally or deliberately, and a significant number of seafarers had been killed or injured. Consequently, EU decision makers decided that it was time to set in place a body of legislation and support which could substantially improve the situation. Within this package, EMSA was created to be a major source of support to the European Commission and the Member States.

The objectives, as mentioned before, are addressed through a matrix of mainly preventative, but also reactive, tasks in a number of key areas. Firstly, EMSA has been tasked with assisting the Commission in monitoring the implementation of EU legislation relating to ship construction and planned maintenance, ship inspection and the deposition

1 - Mission statement and objectives as stated in the founding Regulation 1406/2002/EC

EMSA provisional headquarters at Parque das Nações



of ship waste in EU ports, certification of marine equipment, ship security and training of seafarers in non-EU countries. Secondly, the Agency sets up EU level operational support capabilities which will provide significant added value over time. Significant examples are the SafeSeaNet system, which will ensure effective tracking of vessels and their cargoes, and the EU accident database, which will contain comprehensive records of marine casualties and incidents occurring in EU waters. An important element in this part of the programme is the provision of assistance to new and incoming Member States in transposing and implementing EU legislation.

In addition, an initial oil pollution preparedness and response support capability is being created, including a small fleet of contracted support vessels and oil spill monitoring services by satellite, with the aim of playing a role in an effective system for protecting EU coasts and waters from pollution.

Finally, EMSA will provide technical and scientific advice to the European Commission in the field of maritime safety and prevention of pollution by ships in the continuous process of evaluating the effectiveness of the measures in place, and in the updating and development of new legislation. It will also provide support to, and facilitate co-operation between, the Member States and disseminate best prac-

tice. As a body of the European Union, the Agency sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the European Commission.

→ **Monitoring execution of the Work Programme**

The Agency is managed by its Executive Director, who shall be completely independent in the performance of his duties, without prejudice to the respective competencies of the European Commission and the Administrative Board. The Administrative Board supervises the work undertaken by the Executive Director. Within the Administrative Board there are representatives of all EU Member States, Iceland and Norway (EFTA countries) and observers from Romania and Bulgaria, four representatives from the European Commission (DG Transport and Energy (2), DG Environment and DG Budget) and four representatives of the maritime industry sectors, without right to vote.

The Administrative Board will continue its focus in 2007 on:

- Performance monitoring to help the Agency carry out the tasks outlined in the legislation and achieve the aspirations outlined in its work programme;
- Providing its high level maritime exper-

tise and experience for the benefit of the different maritime safety and pollution prevention activities;

- The 5-year evaluation of the Agency, assessing the impact of the founding Regulation, the Agency and its working practices in establishing a high level of maritime safety and prevention of pollution by ships. The Administrative Board may issue recommendations regarding changes to the founding Regulation, the Agency and its working practices to the European Commission. Both the evaluation findings and recommendations shall, in accordance with Article 22 of the founding Regulation, be forwarded by the European Commission to the European Parliament and the Council and shall be made public.

To achieve the objectives, the Administrative Board will:

- Adopt the Agency's work programme, budget and establishment plan, within its competence in the framework of the Budgetary procedure;
- Adopt the Annual Report with details on achievement of objectives and performance output relating to the principles of cost-effectiveness, efficiency and sound financial management.
- It is planned to have three meetings of the Administrative Board in 2007 (March, June and November).

1.2. WORKING IN A CHANGING ENVIRONMENT

Since the very beginning of the establishment of the Agency there have been substantial changes, effecting the work and challenges for its staff. With the relocation to Lisbon the staff should have now the opportunity to settle. Being at its final location the Agency will have the possibility to set-up permanent structures for its facilities and supplies. Regarding its tasks new challenges will come (see in addition 6.2 Perspectives beyond 2007). Work is ongoing to further develop and refine existing tasks aiming at a higher level of efficiency and effectiveness for maritime safety.

On 23 November 2005 the Commission adopted a package of 7 legislative proposals, commonly known as the 'third maritime safety package'. These proposals were submitted to the Council and the European Parliament for adoption in co-decision and are currently being considered by the EU institutions. In its introductory Communication to the package the Commission indicates in general terms that the proposed measures will generate certain additional tasks for the Agency. The Commission announced in 2006 its intention to submit a proposal amending accordingly the Agency's founding Regulation 1406/2002/EC.

It is to be expected, however, that most of the new activities stemming from the third package will only become operational after 2007 and will therefore have an impact on the resources needed for 2008 or later. Six out of the seven proposals concern Directives, for which Member States normally require an 18 months transposition period. Therefore these measures, even if agreement in co-decision will be reached quickly, would only be implemented in 2008. The third package related activities of EMSA in 2007 would therefore generally be of a preparatory nature. In certain cases this preparatory work may, however, be quite substantial, like for example on Port State Control.

1.3. MAIN ACHIEVEMENTS IN 2006 AND WORK IN PROGRESS

Last year, EMSA went through a crucial period in its continued development. The most visible feature was the relocation from the Agency's temporary offices in Brussels to Lisbon. By the end of the summer, all EMSA staff were settled in Portugal. This was marked by a ceremony inaugurating the new EMSA offices in September. The event was attended by Mr M. Barroso, President of the European Commission, Mr. José Sócrates Carvalho, Prime-Minister of Portugal, Mr J. Barrot, Vice-president of the European Commission and Commissioner

for Transport, Mr. Mitropoulos Secretary-General of the International Maritime Organisation, as well as many other high level dignitaries representing the European Parliament and other EU Institutions, European Union Member States, the Portuguese Government and representatives from the Maritime Industries.

The transition was carried out smoothly, with no interruption of services throughout. This included the ICT services, a technically complicated task, services of Human Resources to staff members and their families, as well as the other activities that the Agency was expected to deliver, which all continued to operate seamlessly. Among these other activities, the double effort to recruit staff required to carry out the growing tasks entrusted to EMSA and to replace staff unable to join the Agency in Portugal progressed.

In the maritime safety area, the inspection work related to classification societies, STCW and other inspection work was performed as planned. The Agency took on the task force leadership for the new inspection regime of the Paris MOU on Port State Control. This task force will work with the Paris MOU to develop the new criteria for targeting and inspecting ships entering European ports. Concerning the qualifications of seafarers serving on EU flagged ships, and following a number of alleged cases of fraudulent practices in certification reported by Member States, a study on training capacities



From left to right, EU vice-president and Transport commissioner Jacques Barrot, Portuguese prime minister José Sócrates, EU Commission president José Manuel Barroso, IMO secretary general Efthimios Mitropoulos and Willem de Ruiter at the EMSA inauguration day.

was carried out to assess the scale of the problem. The report also aimed to provide guidance on identifying actions which could be taken to prevent these practises from continuing.

The accident investigation database started to be operational in September 2006. This database will be populated with accident investigation reports by the Member States and will enable data to be collected and analysed in order to address the causes of incidents. This will provide maritime authorities with information that will enable them to take the appropriate preventative measures. The nature of these measures will depend upon the root causes of accidents, which may be linked to technical issues or human factors linked to ship management and training levels.

The prevention of pollution by ships has also been given due attention in the work of EMSA. Environmental actions included the carrying out of research and delivery of a report on cost recovery systems in EU ports for waste reception facilities. Here the Agency was required to identify the most efficient practices that are currently in place, and to exchange this knowledge between Member States. Ultimately, the goal will be to identify an affective fee collection system for port reception facilities that will encourage ships to discharge waste under the right conditions across the EU. Future technology and incentives for ship owners were

also considered, and an EMSA report on green ships looked at one aspect of these issues. This report identifies the criteria for the design, building and operation of ships that will reduce pollution and harbour fees for operators who take these criteria into account when determining which type of ship to use.

With regards to post-incident preparedness, the Oil Pollution Response vessels that were part of the call for tenders launched in 2005 were identified, fitted, certified and made available to the EU Member States through the Community Mechanism for civil protection. The first phase vessels have an initial geographic coverage of the Baltic Sea, the Atlantic/Channel approaches and the central Mediterranean. The identification of available second phase oil pollution response vessels was made in 2006 following an invitation to tender. These vessels will be made available for oil pollution response in the Eastern and Western Mediterranean and in the Atlantic/Iberian peninsula.

Support to the European Commission's Directorate for Transport and Energy for the implementation of EU legislation was continued in good cooperation with visible progress resulting. The full visits cycle for the established "old" EU Paris MOU Member States in Port State Control was completed giving the first clear overview of how PSC regimes in the EU are performing, as well as issues that are being faced by the

authorities. Inspections of the classification societies that are subject to EU legislation, the inspection of STCW training systems in third countries and the evaluation of the EU Member States operational capabilities for assigning a place of refuge to a vessel in distress were also carried out. In the case of the latter, this completed the full cycle of the evaluations of all EU Member States that began in 2003.

Visits to Member States and inspections by EMSA in 2006

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Work with the Member States, other than through the ongoing activities of EMSA, included setting-up a consultative technical group with the EU Member States for cooperation on accident investigation. A first action by EMSA was to offer services related to the interpretation of information contained in voyage data recorders (VDRs) to the Member States. These services include the provision of training, an emergency hotline and making available a network of experts to assist the Member State's investigators when carrying out their analysis following an incident. Another consultative network for the Member States was also established to provide them with assistance for technical training needs that they have identified. This type of training is considered very useful to main-

tain high levels of competence and skills for officials working for the EU maritime administrations.

Further details concerning the above mentioned activities and other tasks carried out by EMSA in 2006 will be presented in more detail in the 2006 annual activity report. Also in 2006, a general brochure destined to inform the public at large about EMSA's activities was published in all 20 EU languages.

1.4. TASKS

This Work Programme describes, in the following chapters, all the main tasks and the targets set, for 2007. The different tasks are presented, in the next chapters, under the heading of three distinct types of activity:

- Supporting the European Commission with monitoring of the implementation of EU maritime safety legislation and giving technical assistance for new and/or amended legislation;
- Facilitating technical co-operation between Member States and the European Commission;
- Providing Member States and the European Commission with technical and scientific assistance in the field of accidental or deliberate marine pollution by ships and supporting on request the pollution response mechanisms of Member States.

A separate chapter is devoted to the administrative systems that are provided to enable the experts to carry out their tasks. In a concluding chapter the priorities for 2007 are mentioned and the perspectives beyond 2007 are indicated.

Supporting the European Commission with monitoring of the implementation of EU legislation and providing technical assistance for new and/or amended legislation

2.1 HORIZONTAL ASSISTANCE TO THE EUROPEAN COMMISSION

2.1.1 Technical and scientific assistance to the European Commission

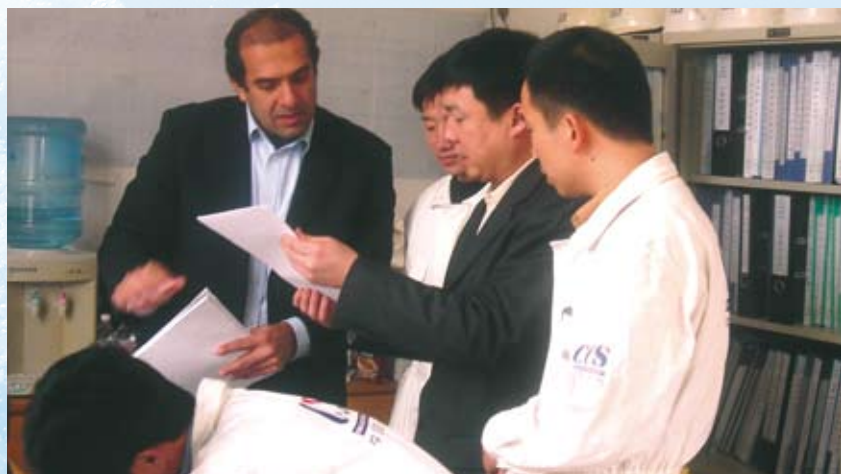
The Agency will continue to assist in the preparatory work for updating and developing Community legislation in the field of maritime safety and prevention of pollution by ships, following the development of international legislation in that field. Furthermore, the European Commission will be assisted in the performance of any task assigned to it by existing and future Community legislation on maritime safety, security and ship pollution prevention, notably legislation applicable to Port State Control, classification societies, vessel traffic monitoring, Flag State rules, the safety of passenger ships, as well as that applicable to the safety, training, certification and watchkeeping of ships' crews.

2.1.2 Monitoring the implementation of European Community legislation

Activities in this field will continue and an European Union wide picture of implementation of relevant maritime legislation should emerge. These monitoring activities will be carried out on the basis of article 3 of the founding Regulation and the visits policy as agreed by the Administrative Board in June 2005. In addition to the monitoring of practical implementation of EU maritime safety legislation, conformity checks will be performed of national legislation

transposing technical annexes regarding safety rules and standards for passenger ships, fishing vessels and marine equipment.

Visits are carried out to Member States and their relevant maritime administrations. Candidate Countries and relevant companies are inspected, assisting the Commission in assessing the implementation of EU maritime safety legislation. Such visits will be conducted on the basis of guidelines developed for each field in close collaboration with the competent Commission services, so that there is a high degree of consistency in their preparation and execution in order to make the associated findings comparable be-



EMSA assesses a classification society in China

tween Member States. In doing so, the Agency will assist the Commission in assessing the implementation and evaluating the effectiveness and impact of existing EU legislation.

In 2007, visits to Member States are foreseen to monitor:

1) The Port State Control Regimes,

The first cycle of visits to monitor the functioning of the PSC regime will be completed in the first semester of 2007 with visits to those Member States that joined the EU in May 2004.

2) The monitoring by Member States of their recognized Classification Societies,

Visits to Member States will be organized to verify their monitoring of the Recognized Organisations they have recognised. At the request of the European Commission EMSA will start a project on how the Member States monitor the Classification Societies to carrying out statutory surveys on their behalf. The project will start with a comprehensive desk study of the monitoring which has been done so far by the Member States. The study started in 2006 on the basis of information forwarded by the Member States containing all their national legislation covering the area. As a result of the study, EMSA will produce a report to the European Commission enabling it to decide on the next step i.e.

Monitoring waste reception facilities in Estonia.

visits to Member States to supplement the information obtained through the desk study.

3) Member States' vessel traffic monitoring and information systems,

The Agency has already been carrying out visits to Member States verifying the implementation and designation of "places of refuge". Following a request by the European Commission, a broader exercise is to be launched in the latter part of 2007, assessing the overall implementation of the Directive by the Member States. This exercise will include –as a first step in 2007- the preparation of a methodology for conducting such visits.

4) The systems of port reception facilities,

The Directive on Port Reception Facilities for Ship-Generated Waste and Cargo residues is in the process of being evaluated. The situation in the Member States will be analysed (on the basis of reports and visits) identifying the problems encountered by national administrations and ports. The objective of these visits is to obtain a clear picture of



the operational implementation of the Directive, for example looking at administrative procedures, national provisions ensuring the implementation of the Directive, operational procedures for waste deliveries and availability of facilities in ports. The overall objective is monitoring the performance of the port reception facilities' systems, and assessing the effectiveness of the measures in place.

5) Education, training and certification systems for seafarers,

Following the adoption of Directive 2005/45/EC, the verification of compliance of the maritime education, training and certification systems will be extended to EU Member States. The methodology will be developed in consultation with the European Commission on the basis of the visits policy as adopted by the Administrative Board in June 2005. This process will be launched with visits to two Member States during 2007.

2.1.3 Statistical services, monitoring and related research

Due to the Agency's growing need for information, to support its operational tasks, 2007 will see an increased demand for statistical services, monitoring and research. EMSA will continue to develop partnerships and methodologies for the production of reliable and comparable relevant maritime information to evaluate and assist the European Commission in monitoring the effectiveness of Community legislation. This work includes the horizontal cross fertilisation of databases and associated research

projects to further EMSA's maritime intelligence.

The Agency's growing reputation as a provider of quality statistical information, will be further enhanced. The cross-fertilisation of various public and private data sources will lead to the production of statistical products, services and publications, in agreement with our partner organisations including EQUASIS, Paris MOU and other international bodies.

The Agency will continue to participate in the work of Equasis on behalf of the Commission as the co-chair of the Supervisory committee and in the Editorial Board of Equasis as a data provider. EMSA will continue to support the Equasis Management Unit in preparing descriptive statistics to get an overview derived from the available data in order to further enhance maritime safety by promoting transparency and quality for the world merchant fleet.

Continued data processing, data extraction and data analysis will be undertaken to assist the European Commission's monitoring of the implementation of EU legislation, especially for Port State Control, the list of banned ships, and other areas of interest such as single hull oil tankers and passenger ro-ro ferries.

In response to ad-hoc requests, statistical search activities will take place. This may in-

clude the development of methodologies to create aggregated information from existing data sources. Aggregated search activities can include transportation of cargoes, ship movements in European waters, vessel characteristics and historical data relating to vessels involved in incidents.

This service role will be further developed, because there is a genuine and growing need for 'maritime intelligence'.

2.1.4 The international framework

In general, technical assistance to the Commission will be provided concerning Community policies related to the International Maritime Organization (IMO), regional organisations, other bodies and neighbouring states. Technical assistance of the Agency should facilitate the European Commission in preparing Community positions in international and regional organisations in the field of maritime safety, ship-sourced pollution and maritime security and to develop cooperation with adjacent countries.

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

2.2.1 Classification Societies

The team inspecting EU-recognised clas-

sification societies or Recognised Organisations (hereafter ROs) will consist in 2007 of a team of 8 assessors to carry out the inspections.

The second cycle of inspections, which started in January 2006, will be completed by the end of 2007. Inspections planned for 2007 include those of at least six ROs where emphasis will be placed on findings and follow-up from the first cycle of inspections. In accordance with the developed approach, focus will be put on regional offices, plan approval offices and local survey stations, including visits to ships taking advantage of the input received from PSC inspections and in accordance with the agreed PSC Pilot project as discussed with Member States in March 2006. In this respect, the methodology will be developed further, placing particular emphasis on risk analysis - thus a "risk profile" is being established for each of the RO's in order to further increase the efficiency of visits.

A workshop will be held in 2007 with a view to exchanging ideas and best practices with Member States on the methods used by them to supervise the statutory work done by recognised organisations on their behalf. This may assist Member States in further developing their capabilities for their own assessments as flag states.

EMSA will continue to cooperate and arrange meetings with recognising (and authorising) Member States. In this respect EMSA will consider to arrange quarterly meetings with the Member States concerned with the upcoming quarterly assess-

ments in order to draw from their experiences in working with the ROs.

A project for the creation of a more comprehensive reporting and data system will be initiated.

In addition to the regular inspections in 2007, EMSA may be asked to carry out special initial and ad hoc inspections related to classification societies for which EU recognition is being requested by one or more Member States, or where there is a request for extension of a limited EU recognition.

2.2.2 Port State Control

Following the outcome of the last Paris MOU Committee in Nantes (09-12 May 2006) and according to the orientation agreed by the Council in the context of the discussion about the recasting of the Port State Control Directive, EMSA has been tasked to develop, in cooperation with Member States and the European Commission, the project for a New Information System

(NIS), which will support the New Inspection Regime for Port State Control. The design and creation of an effective inspection database will be crucial to the implementation of this new inspection regime and the Agency will be responsible for managing and financing the development of the system. The new system will have the capacity to interface with other maritime safety related databases or information systems, being community or national information systems. A tender for its development will be prepared by EMSA with the assistance of experts from the Paris MOU. Options for hosting, operation and ownership of the system will also be considered. The calendar for development will be compatible with the timetable for the entry into force of the proposed revised Directive.

The European PSC system depends firmly on the quality of the network of the competent national authorities. One of the tasks for EMSA in this field will be to enhance the quality of the exchange of information among a number of key databases. EMSA will continue to

Willem de Ruiter signs Equasis MOU, sitting next to Efthimios Mitropoulos, Secretary General of IMO



contribute to Paris MOU activities such as representing the Commission in the Paris MOU bodies as appropriate and analysing useful data from the Paris MOU database SIRENAC. Improvement of operational and technical procedures is crucial to effectively implement the PSC directive.

It is important that national PSC organisations continue to have experienced and competent staff to meet future challenges. It is equally important that these officers of different countries work in practice in a harmonised manner. Against this background, EMSA will cooperate with Member States and the European Commission in developing and promoting a harmonised Community scheme for the qualification and continued training of PSC inspectors, including supporting software (electronic Rule Check) for PSC inspectors to consult all relevant international and European legislation. European-wide seminars for surveyors will be organized for starting Port State Control Officers.

EMSA will continue to monitor the enforcement of the banning provision for multiple detentions. In this context the Agency keeps an up-to-date list of banned vessels on its web site and produces a periodic report considering in detail the effect of ban orders, including changes of ownership, flag and trading patterns, before, during and after the ban was applied. The list of banned vessels and the periodic reports should also be made available through SafeSeaNet.

2.2.3 Education, training and certification of seafarers

During 2007, regular inspections of the maritime education, training and certification systems of third countries will continue in order to verify compliance with the requirements of the STCW Convention, in line with Directive 2005/45/EC. A number of third countries providing seafarers to the EU fleet and located in different regions of the world will be visited by our team of inspectors. It is expected that 8 to 10 third countries will be inspected.

In addition to the regular visits, EMSA may be asked, in line with Directive 2003/103/EC, to carry out ad hoc inspections related to maritime education, training and certification systems in third countries for which EU recognition is being requested by one or more Member States. Such a request will be given priority.

The development of a database, covering a wide range of STCW related issues, started in 2006 and will become operational during 2007. It will provide, inter alia, data on seafarer certificates, endorsements and education and training institutions, as well as records of compliance of national systems and training institutions with the requirements of the STCW Convention. Such a database should facilitate the provision of reliable information, as a tool for the European Commission and Member States helping to ensure a proper implementation of the STCW Convention.

Note: In 2006, in a spirit of transparency, EMSA has started the publication on its website of the list of ins-



EMSA inspection team visits maritime training facilities in the Philippines

pection reports for classification societies and STCW systems in third countries, which were provided and submitted to the European Commission and to the auditee. This practice will be continued in 2007.

2.2.4 Ro-ro ferries

EMSA will continue to administer the ro-ro ferry database for recording survey reports carried out under Directive 99/35/EC. Through the regular analysis of the information from this database, EMSA assists the Commission in monitoring the implementation of the directive. In perspective, EMSA will work with Member States to upgrade the database and harmonise the procedures for providing information. The database will be linked with the port state control inspection database. This will be part of the development of the New Information System for Port State Control mentioned in 2.2.2.

2.2.5 Bulk carriers

Technical assistance will be provided related to the Directive on loading and unloading of bulk carriers in response to a specific request the European Commission is currently preparing.

2.2.6 Maritime security

The European Commission is assisted by the Agency for the inspection of ships, relevant companies and recognized security

organization during visits to Member States to verify the implementation of Regulation 725/2004 on enhancing ship and port facility security. The number of visits grew quickly in 2006. The emphasis was put on inspecting the national maritime security administrations. From summer 2006 onwards, the inspections were extended to include also security inspections of ships.

The inspection programme for 2007 will be proposed by the European Commission. The inspections have so far not included the Recognised Security Organisations and the relevant companies. However, as all the maritime security administrations have been inspected, it is expected that the inspection programme will cover the whole chain.

The tools for carrying out inspections in a systematic and harmonized way will be further refined and completed in 2007, including such elements as inspection methodology, check lists and methodology for the selection of ships to be inspected in the ports.

2.2.7 Ship safety standards

In 2007 the work of IMO in the field of Ship Safety Standards will be monitored. This includes reporting developments in international legislation, by providing comments to the European Commis-

sion in areas of Community interest. This will be accomplished by providing technical evaluation of submissions to the IMO sub-committees in the areas where new legislation is emerging. Additionally and when required, EMSA will provide a technical appraisal of papers submitted to the IMO sub-committees, in the field of Ship Safety Standards. The Commission will be assisted in resolving technical issues which are raised by Member States, for example within the COSS Committee forum and in preparing Community submissions to IMO where appropriate.

The European Commission will be offered technical support for its tasks associated with the development and implementation of EU maritime safety legislation with a particular focus on the safety of Passenger Ships, Tankers, Fishing Vessels and the ISM Code.

In addition, the Commission services indicated that they will request EMSA to provide assistance in evaluating the different national approaches of Member States regarding minimum manning levels on the basis of the Study on Safe Manning levels on merchant ships carried out by the European Commission in 2006 and collect additional information if necessary.

2.2.8 Marine equipment

The remit given by the European Commission to the Agency in this field is to facilitate a better application by Notified Bodies and the marine equi-

ment manufacturing industry of the requirements of the Marine Equipment Directive. The overall goal is to foster the spread of best practice across the EU for the certification of marine equipment that is listed in the annexes of Directive 96/98/EC. As a first step, in monitoring the implementation of the Marine Equipment Directive, EMSA, following the agreement of the Administrative Board, will act in a cooperative manner to further develop a common methodology on inspecting notified bodies by the collection and analysis of audit reports submitted by Member States. The development of the methodology will be carried out with the participation of the European Commission and in close cooperation with the Member States in the context of a reference group who will work according to well defined terms of reference. As part of this, and upon invitation, EMSA may participate in assessments carried out by the Member States with the aim of collecting experience and maintaining the consistency and coherence of auditing and reporting procedures.

The technical examination of submissions under Article 13 procedures of the Marine Equipment Directive by EMSA in support of the Commission will continue, as requested.

In 2007, EMSA will put in place a system for continuous monitoring of essential requirements and testing standards for marine equipment, so that the Commission can update the Directive's technical annexes at least once a year.

EMSA has been requested by the European Commission to examine the technical annexes covering the product scope of the MRA+, signed between the EU and the US, which will have to be updated, reflecting the changes that were studied during the previous year. It is expected that the alert system, also within the framework of the MRA+, will be further developed in close cooperation between the EU Member States' regulatory authorities and their counterparts in the US, the US Coast Guard. EMSA will be the coordination body responsible for this.

More importantly, in 2007 the Agency will assist the European Commission in the preparatory work of the future amendment of the Marine Equipment Directive, foreseen for 2008. This will notably include an impact assessment and the organisation of consultations of stakeholders, including workshops with industry and Member States.

2.2.9 Liability and compensation

In 2007 EMSA will continue to assist the European Commission, as appropriate, in the negotiations at the European Parliament and the Council on the proposal for a Regulation on the liability of carriers of passengers by sea and inland waterways in the event of accidents and on the proposal for a Directive on civil liability and financial guarantees of ship owners.

It will provide, where requested, technical assistance to the Commission and represent or assist it in relation to the proceedings of the IMO (Inter-

national Maritime Organisation) Legal Committee and the International Oil Pollution Compensation Funds (IOPC Fund).

Furthermore, the Agency provides technical advice to the Member States in the process of ratification of the HNS Convention (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea 1996) and the Bunkers Convention (International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001).

2.3 SPECIFIC TASKS RELATING TO THE IMPLEMENTATION AND MONITORING OF THE COMMUNITY ACQUIS IN THE FIELD OF PREVENTION OF POLLUTION BY SHIPS.

2.3.1 Port reception facilities

In relation to the cooperation with Member States and the European Commission, EMSA will study several aspects of Directive 2000/59/EC, such as the exemption regime and the development of a common interpretation of the relevant criteria, the possible development of voluntary common criteria for clean ships, based on the outcome of the "Green Ship study", which is in the process of being finalised.

The development of an information and monitoring system based on SafeSeaNet to identify ships



EMSA is now actively involved in the issue of ship recycling.

which have not delivered their ship-generated waste and cargo residues will also be considered.

2.3.2 Other environmental issues

The European Commission will be assisted with tracking developments related to monitoring of environmental performance of shipping in the context of international instruments in the framework of the International Maritime Organisation. This will include: relevant developments regarding the AFS Convention on the prohibition of organotin compounds on ships, the introduction of appropriate standards for the carriage of vegetal oils (Annex II of MARPOL 73/78), the development of ship emission standards (Annex VI of MARPOL 73/78 on exhaust gases) and the implementation of the Convention in IMO of 2004 to reduce the discharge of invasive species in ballast water.

The issue of ship recycling, as discussed in IMO, ILO, and in the context of the Basel Convention, will be followed actively in close cooperation with the European Commission. The Agency will provide technical assistance to the Commission in the process of international negotiations within IMO for a new Convention on the safe and environmentally sound recycling of ships, as well as the formulation of Community action regarding the dismantling of "end of life ships". This will include providing written contributions on technical issues related to ship recycling(ship construction

and design, surveys and certification, pre-cleaning and decontamination, etc.), as well as assisting the Commission in preparing for and attending relevant meetings. Furthermore, the intention is to study the possible impacts of international and/or European regulation of ship recycling on the EU maritime industry.

With the forthcoming entry into force of Directive 2005/33/EC on sulphur content in marine fuel, the Agency will assist the European Commission in monitoring the implementation of the Directive, including the availability of marine fuels of the required quality. Possibilities will be explored for improving the monitoring of ship emissions within the broader framework of remote sensing and satellite monitoring.

The European Commission services have indicated that they will request EMSA to assist the European Commission in monitoring the proper implementation of Directive 2005/35/EC on ship source pollution and on the introduction of penalties for infringements as from April 2007. Moreover, it will assist the Commission and Member States in developing "accompanying measures" in accordance with Article 10 of the same Directive.

The discussions on Climate changes gain more and more importance in the maritime world, the Agency will assist the European Commission in all matters related to Greenhouse gas from shipping.

Working with Member States and co-operation between Member States and the European Commission

3.1. HORIZONTAL ASSISTANCE

Member States can be provided with technical solutions and technical assistance related to the implementation of Community Legislation, as foreseen in EMSA's founding Regulation (1406/2002/EC). Through comparative analysis of the national implementation measures and dissemination of best practices, the Agency could notably assist Member States to improve the implementation process.

3.2. EU VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEM

By end 2007, all 20 EU coastal States plus Norway and Iceland, will have been connected to SafeSeaNet, managed by the Agency, and benefit from a more robust and reliable system deployed at the beginning of the year. EMSA will hold regular technical meetings with the Member States, to review and continue the development of the system. In 2007 the development of an updated version should be launched, integrating other applications and functionalities into the system, including new notification messages linked to security and waste and new alert messages and messages for the exchange of operational information between member States operational centres and relevant authorities.

The overall objective should be to develop SafeSeaNet as THE network for the collection and exchange of information related to maritime safety, maritime environment and maritime security, taking

into account related systems like customs and VMS, to simplify reporting procedures and move towards the "single window" concept. The current helpdesk will be reinforced and extended to be available to Member States on a 24 hours 7/7 basis.

EMSA will also explore with the European Commission the implications of the development of long range identification and tracking of ships (LRIT) for the implementation of Directive 2002/59 and the scope of the SafeSeaNet system. The international introduction of Long Range Identification and Tracking of ships is based on Resolution MSC 202/81 of the International Maritime Organisation amending the SOLAS Convention (V). The SOLAS regulation should enter into force on 1 January 2008. Ships will be required to transmit LRIT information, as from 31 December 2008.

Recently, the European Commission suggested the establishment of a regional (European) LRIT Data Centre in a consultation meeting with Member States. Subject to the acceptance of the concept of a Regional LRIT data centre, it is the intention of the European Commission to request the Agency to carry out a feasibility study and start setting up a LRIT data centre, which should be operational by 1 July 2008. This potential new task, which remains to be confirmed, has not been part of the budget proposal for 2007 neither of the proposed establishment plan. Although the Agency understands the importance of having a European LRIT data centre, this upcoming request can only be accommodated to the extent that resources can be found.

The development of the traffic monitoring tools will also have to take into account the need to support an effective investigation of ship-sourced pollution through satellite monitoring and surveillance (see paragraphs 2.3.2 and 4.3).

EMSA will promote and pursue further development of traffic monitoring systems and networks, including shore-based infrastructures. The information related to these systems will be regularly updated in a dedicated database developed in 2006. This information will be disseminated and regular workshops will be organised to facilitate cooperation between Member States in view of their interconnection before the end of 2008.

Having in mind the need to ensure European wide coherence and interoperability; EMSA will encourage projects and other initiatives, such as that launched in the Mediterranean, for sharing and exchanging real-time traffic data at regional level and promoting coherent solutions for hosting such systems. A system based upon the mutual and beneficial exchange of information with SafeSeaNet is the ultimate goal.

3.3. ACCIDENT/CASUALTY INVESTIGATION

The newly created European Marine Casualty Information Platform (EMCIP) will be the basis of a European network for the exchange of casualty-related information. The Agency will see to its full operability and work with Member

States on further developing and refining voluntary working arrangements so as to encourage their full participation, including a common data processing mechanism to facilitate the creation of casualty statistics and reporting to IMO.

In close cooperation with the investigative authorities of the Member States and the Commission services, EMSA is developing guidelines for a common methodology based on best practice and feedback which will promote and facilitate co-operation and common standards in marine casualty investigations; in this context possible common standards and solutions for investigator training and qualification will also be explored.

Drawing on the recently started analysis of investigation reports and research of data contained in the EMCIP database, the Agency will be able to conduct analysis of this data in addition to disseminating statistics and information on issues of safety and general matters of investigation methodology that are of Community interest.

The permanent consultative technical group for co-operation in marine accident investigation (CTG CMAI) set up by EMSA in 2006 shall provide the proper environment to progress these developments assuring Member States' technical contribution to the dialogue with the EU Commission, and contribute to the further



EMCIP database will be the basis of an European network for the exchange of casualty-related information

exchange of information, cooperation and assistance among member States and the Agency.

Given the increasing number of vessels equipped with Voyage Data Recorders (VDR) and the importance of the use of VDR data as provided for in Directives 2002/59/EC and 1999/35/EC, the investigation bodies of the Member States will be supported in the downloading and playback of casualty related VDR data by a training/coaching project launched by the Agency.

3.4. TECHNICAL ASSISTANCE TO NEW EU MEMBER STATES AND CANDIDATE COUNTRIES

In 2006 a consultative network for technical assistance and cooperation has been set up with representatives from the 25 EU and 2 EEA Member States. In 2007, training sessions/meetings will be organized on the basis of the recommendations expressed by this network, which will involve officers from the maritime administration of all the EU and EEA Member States.

From the 1st of January 2007 Bulgaria and Romania are expected to become EU Member States; for these two countries, particular technical assistance might be needed to facilitate their accession.

The enlargement of the European Union is a process in constant evolution. One of EMSA's tasks is to provide technical assistance to candidate countries: Croatia and Turkey. Taking into account the evolution of accession negotiations, this could involve performing peer reviews and monitoring visits to maritime administrations in all areas covered by EU maritime legislation. To this end, and to provide the appropriate technical assistance, a specific PHARE project has been developed in cooperation with DG ELARG of the European Commission.

Furthermore ad hoc assistance is provided to the European Commission in monitoring the implementation of specific EU funded projects for neighbouring countries.

Up to 20 training sessions/meetings will be envisaged in the areas as mentioned above.

4 *Providing operational assistance in the field of marine pollution response*

This part of the work programme is the update of the Action Plan for Oil Pollution Preparedness and Response of 2005, as required under article 10(2),k of Regulation 1406/2002/EC as amended. The Work Programme and the Action Plan have to follow the same procedure for adoption by the Administrative Board. Therefore both documents have been integrated.

4.1. INTRODUCTION, UPDATE OF THE 2005 ACTION PLAN

The Agency has been entrusted with tasks in the field of pollution response (through Regulation 724/2004/EC amending the founding Regulation of the Agency). The framework for the implementation of this task is presented in the Action Plan for Oil Pollution Preparedness and Response as approved by Member States and the Commission at the Agency's Administrative Board meeting in October 2004. The general approach established in the Action Plan 2005 was the framework for the pollution response activities described in the Work Programme 2006 and remains applicable to the Work Programme 2007 as well.

An important change for 2007 is the recent advent of the Regulation¹ on multi-annual funding of the Agency's pollution response activities. As has been previously noted by the Administrative Board, the efficient and thorough completion of the tasks is depen-

dent on appropriate financial security and this will be facilitated by multi-annual commitments.

The new Regulation establishes the procedures for and defines the financial contribution of the Community for the funding of this Agency task, on the basis of a multi-annual commitment to be spread over a period of seven years. This corresponds to the Financial Perspectives of the European Union. In line with the Action Plan, the Regulation addresses both oil and hazardous and noxious substance (HNS) marine pollution preparedness and response. The total amount of funding available over the seven year period is €154 million.

Following the approach described in the Action Plan, support to the Member States and the European Commission in this field, as with others, is offered on the basis of co-operation and of supplementing the resources and arrangements that have already been set up at national and regional levels. This reflects the spirit of the OPRC 1990 Convention and the associated HNS-Protocol 2000. Both ad-

1- Regulation 2038/2006/EC of the European Parliament and of the Council on a multi-annual funding for the action of the European Maritime Safety Agency in the field of response to pollution caused by ships and amending Regulation (EC) No 1406/2002.

vocate a “tiered response” system founded on co-operation and mutual support.

The existing structures are recognised as making a significant contribution to the continual improvement of preparing for and responding to marine pollution. Therefore special mention should be made of the Regional Agreements.

EMSA resources are and will be provided on the basis of being a “logical part” of the existing response mechanisms of Member States (and the Regional Agreements). They are available in prin-

One of EMSA's first contracted pollution response vessels



ciple to “top up” the operations and activities undertaken by Member States when responding to incidents beyond the capacity of individual Member States. Such means are made available through the existing Community mechanism in the field of civil protection (established through Decision 2001/792/EC, EURATOM). The resources are at the disposal of all Member States and will be under their command and control during a response operation.

The Agency will implement activities as presented in the Action Plan and the Work Programme 2006. In addition, the priority activities for the Agency in the field of marine pollution response for 2007 are:

- The completion of the network of stand-by availability contracts for at-sea oil recovery services, taking into account the outcome of the tenders of 2005 and 2006, and having the arrangements fully operational, including setting-up a system for at-sea oil discharge support for recovery vessels;
- The implementation of the satellite imagery service to detect at-sea illegal discharges;

4.2. NETWORK OF STAND-BY AVAILABILITY CONTRACTS FOR OIL RECOVERY SERVICES

→ *Introduction and framework*

As described in the Action Plan, at-sea oil recovery is the most appropriate operational response to be taken by the Agency at the European level in

order to supplement the resources of the Member States. During a large scale incident there is a limited time period to intervene in order to minimise the socio-economic and environmental impact, particularly on the coastline.

As stressed by the pollution experts of the Member States, there are huge sea areas and an extensive European coastline to be protected. Accordingly it is necessary to reinforce the EMSA resources in certain areas to be confident that a "vessel contracted via EMSA" can arrive on-site within an appropriate timeframe to assist in mitigating the impact of an oil pollution incident.

The Action Plan indicated that the Agency would require a phasing period to establish its "reserve for disasters". Accordingly, the procurement procedures in 2005 and 2006 established stand-by oil recovery services in the Baltic Sea, Atlantic coast and Mediterranean Sea. Common characteristics to all arrangements include that 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 in European waters, regardless of the spill location.

From a technical perspective, 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. In addition the vessel(s) is equipped with a radar based oil slick detection system and has the ability to heat the recovered cargo and utilise high capacity screw pumps in order to facilitate the discharging of heavy viscous oil. Importantly, the vessel(s) is available for participation in at-sea spill response exercises (minimum 1 per year). More detailed information is provided on the Agency website (www.emsa.europa.eu.int).

→ **Network completion in 2007**

In 2007, the Agency will undertake a number of parallel actions in relation to its network of at-sea oil recovery vessels. This will include continuing to maintain the arrangements contracted in 2005 whilst addressing the implementation of those at-sea oil recovery service arrangements contracted in 2006. This entails a range of activities and an associated significant workload. Such activities include vessel acceptance tests to admit vessels into the stand-by oil recovery phase of the contract as well as vessel and oil recovery equipment inspections in order to ensure technical and operational readiness for oil pollution response action.

In addition, supervision and co-ordination of vessel drills and crew training is necessary in order to achieve and maintain high standards in operating pollution response equipment safely and effectively. In the same vein, and as identified in the Action Plan, the participation in international, regional and/or national at-sea response exercises

is an important activity in maintaining response readiness and facilitating appropriate co-ordination during a large scale multinational incident.

The Agency attaches particular importance to this type of activity and so initiated a number of international at sea response exercises in 2006 in areas where these are not commonly organised involving practical deployment of oil recovery equipment in areas. In addition, EMSA has participated in established annual at-sea exercises such as BaLEX Delta organised by HELCOM in the Baltic Sea. It is the intention to continue its participation in similar activities in 2007.

For the third and final phase (2007), the Agency would like to complete the network of vessels along similar lines to that implemented so far. This would cover new stand-by contracts for oil recovery services for the Atlantic coast and the Black Sea/Aegean Sea (due to the planned accession of Bulgaria and Romania and the high level of tanker traffic passing through this area). The Atlantic coast area remains a priority area for the Agency. It feels very much encouraged by the European Parliament to strengthen its network there and is very grateful for the Parliament's budgetary support for this region.

Amounts allocated for these contracts are based on the 2005/6 contracts and will be valid for a period of three years (2008-2010) with option of being renewed once for a further three years. In principle, the Agency would like to contract in

2007 two arrangements for the Atlantic coast area and two arrangements for the Black Sea/Aegean Sea and one for the Western basin of the Mediterranean Sea.

Having established the network of at-sea oil recovery contracts, the Agency will undertake a periodic review of the resources available in Member States and where the additional means should be based. This could entail availability contracts of a longer timeframe or in different locations.

Being very much dependent on offers from industry, the Agency would need to have flexibility to utilise its resources in the best possible manner. In addition and depending on the financial means available, the Agency will explore the possibility of further optimising existing arrangements.

As a general point, the Agency would very much appreciate the active support of Member States in encouraging their industry, where appropriate, to participate and show their interest in new tenders launched by EMSA. Within the restrictions of the rules of procurement, the Agency remains available to co-operate with Member States on this matter.

→ **Setting-up of at-sea oil discharge support for recovery vessels**

A well known weakness in the "response chain" is the lack of appropriate discharging facilities to receive oil recovered at-sea from either specialised or non-specialised response vessels. In early

2007 a new inventory should be finalized showing all available waste reception facilities in Europe for recovered oil taking at-sea for further processing or disposal. During large scale incidents, there are often insufficient facilities available to cater for all the incoming response vessels at the same time. The result has been a reduction of the efficiency of response vessels as they have had to sail to port where they have had to endure additional delays. This has a significant negative affect during the crucial "window of opportunity" to carry out at sea operations and so mitigate the impact of a spill.

In the light of this problem, "vessels of opportunity" have been used to transfer oil recovered by a response vessel whilst still at sea. The storage vessel then sails to port. As a result, the specialised response vessel avoids sailing to a waste facility on shore to discharge its cargo and is able to continue its at-sea clean-up operation. Such an approach has been utilised in previous incidents with some success.

The Member States pollution experts have indicated the value of at-sea storage or discharge capacity during an incident. It is also recognised that the transfer of viscous oils from one ship to another whilst at-sea is a particular skill requiring specialised equipment and training.

A more tailored arrangement involving vessels with specific equipment for the task of receiving recovered oil from the response vessel will facilitate operations and provide a further impro-

vement in the response chain. Such resources would be initially customised for operations with the EMSA contracted vessels and could be used, if technically appropriate, for other response vessels as determined by the affected Member State.

On this basis, EMSA would like to conclude contracts for transshipment and equipment to facilitate the discharging of recovered oil cargo to increase the overall efficiency of the specialised response vessels. At-sea training and exercises need to be undertaken to optimise such arrangements. Arrangements could be made either with authorities responsible for response operations or with industry. Options need to be explored further. In 2007 the Agency would like to establish arrangements for at least the Atlantic and the Mediterranean Sea regions.

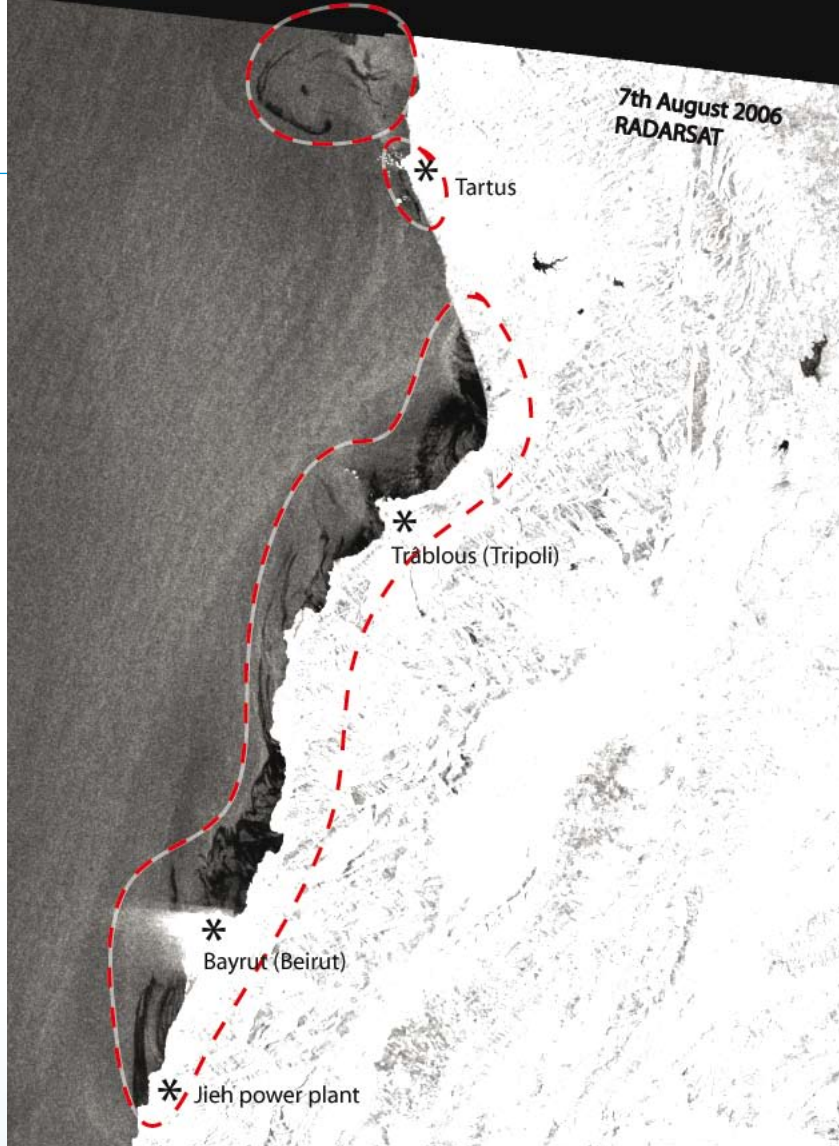
4.3. PROVIDING MARINE POLLUTION SATELLITE MONITORING AND SURVEILLANCE SERVICES

Directive 2005/35/EC on ship-sourced pollution, which was adopted 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, in support of the response chain of Member States to locate illegal discharges and to mitigate the impact of accidental spills.

In 2006 EMSA launched a procurement process for satellite imagery and associated derived information. It is expected that the service will start delivering results (free of charge) to the national authorities in coastal Member States as of the second quarter of 2007. The service implementation requires the setting up of an information interface between the contracted service provider and the users, (the participating Member States, the European Commission and the Agency), and an in-house database and archive. The EMSA database and archive will be established in 2007 to store all satellite images and related service information. These tools will be used for different activities including measuring the performance of the service. First statistical results will be expected one year after the service is operational.

As the service is in support of EU and EFTA Member States strong co-operation will be established and fostered in 2007. Specifically, the planning of the service coverage and the start of operational service (incl. ordering and delivery of satellite images) will be implemented. This will be supported by offering service training to operational users from the Member States.



Satellites are an important tool in pollution detection and monitoring.

As the Agency would like to benefit from existing skills, experiences, research and development in the field of satellite monitoring and surveillance, it has concluded a Memorandum of Understanding with the European Union Satellite Centre (EUSC). Its aim is to conclude by 2007 comparable arrangements with the European Space Agency (ESA) and the Joint Research Centre (JRC) of the European Commission. EMSA will also work in close contact with EGEMP (European Group of Experts on satellite Monitoring of sea-based oil pollution).

To assist Member States response operations in cases of accidental and illicit oil spills, the Agency would like to complement the satellite monitoring service through the provision of fore-casting and hind-casting of the spill trajectory, so-called drift modelling. Further steps will be carried out in relation to identifying the pollution source. Preparatory work

will be undertaken to link spill information with vessel traffic data in the same sea area at the same time. The image interpretation capabilities will be established in 2007. The necessary strategy for linking the detected oil spills to the drift models and to the vessel traffic information (SafeSeaNet) will be developed in 2007 with the objective of this service being available in 2008.

Moreover, in case of accidental marine pollution, the Agency will provide technical and scientific support to the European Commission to analyse the satellite images provided following the activation by the Monitoring and Information Centre (MIC) of the Charter "Space and Major Disasters".

4.4. INCIDENT RESPONSE SUPPORT FOR HAZARDOUS AND NOXIOUS SUBSTANCE POLLUTION (HNS)

From an operational perspective marine pollution preparedness for "chemical" spills is challenging due to the tremendously wide variety of materials that could be spilt in the marine environment as well as the technically limited options available to intervene. Appropriately, the primary concern is that of public health and safety.

As a starting point for its support activities the Agency would like to have a better understanding of the very different behaviour of chemicals in the marine environment and of the available response

options, if any. Based on such an assessment and taking into account the general mandate of the Agency in the field of pollution response and the increasing trade in hazardous and noxious substances (HNS) by sea, support activities could be developed in preparedness for, and response to, "chemical" spills. In 2007 an HNS Action Plan will be developed focusing on those chemical substances that are more frequently transported by sea in large quantities (bulk). The limited knowledge and expertise available in this field should fully be mobilised in this context. Results of projects already carried out in this field will be taken into account.

Possibilities to be explored at a European level within the context of a new Action Plan, meaning establishing support for Member States response actions to an HNS incident, may include:

- Setting up of a pool of stand-by experts, that can be mobilised by a Member State in case of a serious HNS spill. Initial steps on this type of action have already been started by the Commission (DG Environment – Civil Protection), but Member State experts have indicated that there is value in strengthening the existing arrangements.
- Conducting a feasibility study regarding the establishment of a network of at-sea air and water quality monitoring systems. Such systems could be containerised and deployed in the incident area from so called "safe platforms". Presently the availability of this type of response tool is severely limited around the European coastline.

In addition, the cross-fertilization of training programmes on this complex issue may facilitate the building-up of experience and capacity in all Member States.

4.5. CO-OPERATION, CO-ORDINATION AND INFORMATION ACTIVITIES

The Agency has a three pronged approach to implementing its tasks in the field of marine pollution response, namely: operational support, co-operation and co-ordination, and information. Whilst the value of the operational support activities is clear, the importance of the co-operation and co-ordination, and information themes should not be underestimated. In this field a number of activities have been undertaken.

Regarding co-operation and co-ordination, the Agency provides technical support to the European Commission, as part of the Community delegation, during the relevant Regional Agreement meetings. The Agency has taken the initiative of holding informal Regional Agreement inter-secretariat meetings.

The Agency will continue to develop pollution preparedness activities in 2007

These are also attended by the Chairman of the relevant working groups and are aimed at identifying operational and practical issues that could be resolved or improved by addressing them consistently across Europe or through a cohesive approach at the European level. It is the intention of the Agency to maintain this initiative in 2007.

The Community Framework for cooperation in the field of accidental or deliberate marine pollution (Decision No 2850/2000/EC of the European Parliament and Council) will expire at the end of 2006 and will not be renewed by the Commission. This programme has been running since 2000, though cooperation in that field can be traced back to the Council Resolution of 26 June 1978 setting up an action programme of the European Communities on the control and reduction of pollution caused by hydrocarbons discharged at sea.

The present programme aims at covering preparedness actions in the field of accidental or deliberate marine pollution. To date the programme has been administered by the European Commission, specifically DG Environment, assisted by a Management





EMSA understands the importance of promoting maritime safety.

Committee for Marine Pollution (MCMP) consisting of Member States experts.

The European Commission considers that activities launched by EMSA in the field of preparedness do already cover the scope of the programme. The Agency will continue to develop similar preparedness activities as of 2007 within the framework of its mandate as defined by the amended EMSA Regulation. The Agency intends to establish a Consultative Technical Group, composed of experts from Member States, to act in support of these specific activities, meeting at least twice per year.

With regards to technical and scientific assistance and following feedback from Member State experts, the Agency will continue to develop the decision support tools on the applicability of chemical dispersants and the manual on the classification of pollution response equipment.

Previously, EMSA has compiled a number of overviews on different aspects of pollution response at the European level. These include the studies on Member States policies regarding the use of dispersants and the availability of shore based facilities to receive oil recovered at sea. A particularly useful project has been to compile a summary of recent

or ongoing EU funded Research and Development projects related to marine pollution. It is the intention of the Agency to update these "inventories" and develop new ones as appropriate.

All relevant EMSA publications, for example the above mentioned inventories or tender documentation, are available under the pollution response section of the Agency's website. This portal already provides a wealth of information as well as a range of links and access to key publications by other organisations. It is the intention to maintain and develop this important information resource.

Where possibilities arise, the Agency would like to extend its practical cooperation with Regional Agreements. An example of practical and operational co-operation relates to the Bonn Agreement's next Co-ordinated Extended Pollution Control Operation (CEPCO). The aims of the operation are, inter alia, to enhance the enforcement of discharge provisions at sea and to increase the deterrent effect of aerial surveillance efforts. In practice, a CEPCO involves a continuous sequence of aerial surveillance flights over a given sea area with dense traffic. It is the intention of the Agency to provide monitoring and surveillance support to the CEPCO using the EMSA satellite imagery service.

5 *The Agency's Administrative Systems*

To support the operational units of the Agency a number of Administrative Systems have been developed and put in place. In particular, the Agency fully implements and follows the provisions of the EU Financial Regulation and the EU Staff Regulation. Like all EU institutions, it is bound by the principles laid down in those regulations. EMSA's Administrative Systems guarantee that the Agency upholds the principles and rules of good public administration, sound financial management and the protection of the Communities' financial interests. The compliance with the main regulations is monitored on an annual basis by the European Court of Auditors. Since 2006 the internal audit service of the European Commission also carries out audits in the Agency. In 2007, the Administrative Board will be involved as well with the 5 year evaluation exercise on the basis of Article 22 of the founding Regulation 1406/2002/EC.

As in the past, the administrative support is mainly focused on the further development of the existing Administrative Systems in the areas of human resources, legal affairs and procurement, financial and contractual management, information and telecommunication, adapting them to the growing needs of EMSA, whilst keeping these straightforward and efficient.

ICT working processes need further documentation. Guidelines and working procedures will have to be formalized and documented, establishing processes for user and technical support, service support and delivery, as well as systems and appli-

cations operations and maintenance. In addition, a content management system will be introduced. Furthermore, an appropriate electronic management system for Human Resources will have to be identified and such an electronic system will have to be implemented. This will facilitate compliance with the requirements of the Staff Regulations and will help to maintain and to keep up-to-date accurate data in a secure environment. It will also enhance reporting to the management and allow response to external queries in a timely manner.

Following the relocation of the agency from Brussels to Lisbon, the emphasis will be on establishing state-of-the-art facility management, ICT infrastructure and logistics services, not only for the interim office building, but also in preparation of the installation of the Agency in its final premises. The relocation to the final offices is planned to take place by the end of 2007. This relocation will require detailed planning and a significant amount of preparation, which will be carried out, where relevant, in close coordination with the other Lisbon-based EU Agency EMCDDA (European Monitoring Centre for Drugs and Drug Addiction).

Recruitment will continue to be an important activity for the Agency during 2007. Within this area the Agency will carry on to make an active effort to encourage women to apply for vacancies, especially in those areas where women are underrepresented (operational and technical sectors) or at senior or management positions.

Training of new and existing staff will gain importance and will be offered in a more structured manner as of 2007. Following the signature of a Service Level Agreement with the Administrative Services of the European Commission, EMSA staff members will have full access to the Commission's training catalogue. Staff members will be encouraged further to participate in different kind of training activities in order to cope with the increasing complexity of the Agency's tasks and roles. Following the implementation of the Agency's new financial system, special effort will be required to provide further in-depth training to Agency staff for the use of this new system.

Following a request from the European Parliament, in 2006, EMSA took part in a working group with other EU Agencies and the European Commission in order to prepare its multi-annual Staff Policy Plan 2008-2010. In 2007, EMSA will present its multi-annual staff policy plan with the Preliminary Work Programme and Budget 2008 for adoption to the Administrative Board. It should increase transparency regarding staff policies by making it more consistent with other Agencies and EU Institutions. During 2007 the Agency will continue to adopt different implementing rules and decisions needed to give effect to the Staff Regulations of Officials of the European Communities and Conditions of Employment of Other Servants of the European Communities. One of the new implementing rules is aimed at increasing the mobility of staff between Agencies. On the one hand this will allow EMSA to hire staff with acquired skills and experience in EU working procedures and methods, whilst on the other hand staff that has been working for EMSA and has

acquired such experience and knowledge will have the possibility to continue working for other EU Bodies or Agencies.

The relocation of the Agency to the temporary offices in Lisbon started in April 2006. The Agency has done a great effort in order to facilitate its staff with their move to Portugal. Although staff is expected to be settled by 2007, language training for Staff and their families will be continued stimulating the integration process. In order to facilitate the integration of new staff the Intranet site will be updated and further developed. This will allow staff to get acquainted with internal rules and procedures and rights and obligations in a shorter period and a more autonomous way. By the end of 2006 EMSAnet Forum, an electronic platform for staff, was put in place to exchange ideas, experiences and knowledge related to living in Portugal.

The Agency has already required a certain expertise and "know-how" in setting up the necessary Administrative Systems, guidelines and procedures. At various occasions EMSA has been called upon to assist newly created Agencies to develop and implement their own internal administrative organisation and systems. This will be particularly the case regarding the implementation of the new ABAC (Accrual Based Accounting) suite of systems at other agencies. It should be reminded that our Agency has implemented ABAC during 2006. The cooperation with other Agencies or EU Institutions will allow to create further synergies and to identify "best practices" that could improve our own internal administrative systems.

Regarding ICT Services, following the operational release of several maritime applications, several new developments of maritime applications and databases as well as the further enhancement of existing services and systems, as described in the previous sections of this work programme, will be undertaken. In this context, the foreseen amount of data, combined with increased service availability and continuity needs, will pose an additional challenge to the information technology capabilities.

Furthermore, staff will be supported with their day-to-day usage of ICT services and equipment, including providing related user information via the Intranet.

EMSA will need a substantially upgraded content management system. This will enable EMSA to better manage information sourcing, storage and retrieval and will provide the basis for both improved website and intranet services, and for the development of an extranet capability which

will enable advanced two way communication with external stakeholders in selected operational fields.

Linked to this will be the set up of the EMSA information centre, which will be the location for all the Agency's technical reports, contracts, manuals, guidelines, decisions and other key documents electronically and in hard copy. The set up of this centre will enable the Executive Director and the staff to have rapid, easy access to the growing volume of key operational documents generated by the Agency.

As a follow-up to the general brochure developed, printed and distributed in 2006, topical leaflets will be generated covering the main fields of activities. Ongoing activities in the field of information and communication include: the monthly newsletter, regularly updated information via the website, publication of studies and inventories, providing information to the media and supporting external activities, events and conferences.

Interest in the work of EMSA at its inauguration day.



6 *Priorities and perspectives*

6.1. PRIORITIES FOR 2007

These priorities of the Agency are established without prejudice to the commitment to fully and properly execute its activities in the other fields of its responsibility as explained in other sections.

6.1.1. Establishing a new visits programme to Member States

At the request of the European Commission, the Agency will step up its programme for visits to Member States to verify national compliance with EU maritime legislation and to assess the effectiveness of the measures in place. Targeted areas will include: port state control, classification societies and Member States supervision of their activities, vessel traffic monitoring, port reception facilities and training of seafarers.

6.1.2. Supporting the development of a new information system for Port State Control

In light of progress already made on the recast of the Directive on Port State Control, as part of the third maritime package, a new inspection regime will probably be implemented within a relatively short deadline. At the day of entry into force of the amended Directive (normally 18 months after its adoption), all the tools need to be ready for its implementation, and in particular the Community inspection database and the IT system which will enable the counting of ships' entries into EU ports, based on SafeSeaNet. Preparatory work, including setting up a new

information system, needs to be undertaken in 2007, anticipating the changes/new regime that will emerge after adoption of the amended Port State Control Directive.

6.1.3. Continuing the development of SafeSeaNet

In two different ways 2007 will be an important year for the SafeSeaNet system. Member States will have to finalize their national infrastructure to be linked to SafeSeaNet. The Agency will monitor the state of implementation. In addition, possibilities will be explored to further improve the scope of the system, including long range information tracking (LRIT). A study on the feasibility of setting-up a regional LRIT data centre will be carried out, including estimation of required resources and costs and benefits. Further preparatory work will be undertaken to setting-up systems as of 2008 combining information on vessel routing with respectively satellite imagery on oil slicks and waste disposal.

6.1.4. Completing the network of stand-by oil recovery vessels

2007 marks the last phase of establishing contracts for at-sea oil recovery services available via EMSA. In 2007 for the third time a tender will be organized to request offers from industry. The emphasis will be on the Atlantic area, the Mediterranean and the Black Sea/Aegean Sea area. In the first half of 2007 the preparatory work of companies to get their arrangement into operation, based on the contracts awarded in 2006, will be closely monitored. Vi-

sits and drills will be carried out to have a look at the pre-fitting of vessels, the installation of pollution response equipment and the training of crew.

6.1.5. Starting the delivery of satellite oil spill monitoring services

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. During 2006 contracts, via public procurement procedures, were established in relation to this task.

Accordingly, 2007 will see the Agency set-up, at the operational level, of a high-performance monitoring system for marine oil spill detection and surveillance in European waters. The system will be delivered (free of charge) to the national authorities in coastal Member States in support of their activities to locate illegal discharges and accidental spills.

6.1.6. Setting up a system for permanent maritime support

It is important to set up a system of permanent availability of highly qualified maritime experts to support Member States and the European Commission at any given time. During the implementation process of the entrusted tasks, as laid down in the founding Regulation, it has become clear that the Agency needs to improve its availability in order to execute its existing

routine and emergency tasks in a professional and responsible manner. For this purpose, a system is needed that will provide permanent availability of technical experts for time critical tasks. As a consequence of the existing obligations of the Agency it is apparent that permanent operational support must be organised in the following fields:



SafeSeaNet will provide continuous coverage of shipping and hazardous cargo movements.

a) Operational management of SafeSeaNet

Article 14 of Directive 2002/59/EC underlines the importance for Member States to cooperate to ensure the interconnection and interoperability of the national maritime traffic information systems. Member States agreed that this information system is the SafeSeaNet

system. The system, in order to facilitate data exchange, must be able to transmit information / messages 24 hours a day. The aim is to create a system exchanging real time information. The development and operation twenty-four hours a day of this information system is the responsibility of the Agency. Prompt reaction is needed, reacting to malfunctions at the hosting place of the computer servers or other interface failures between the national systems of the Member States and the SSN core system.

The final system will have to facilitate a huge number of transactions. At the same time it is very likely that the scope of the messages will increase as well, covering more and more functionalities. The requirement to ensure the quality, reliability and continuity of the data flow for maritime safety will necessitate closer follow-up and corrective action of any malfunction or interface failure.

The operational management of the Safe-SeaNet will be the main task and responsibility of the system for permanent maritime support, as proposed. The objective is to ensure at all times the exchange of reliable SSN maritime data between the designated maritime users for the purposes of safety at sea, pollution prevention, traffic efficiency and statistics production. In case the system generates emergency and/or warning mes-

sages manual intervention is needed to correct any default.

The staff needed to ensure the operational management of SSN will be gradually recruited during 2007. The deployment of staff will be developed in three steps. In a first phase the task will be carried out during office hours only. In phase 2, when the number of Member States using the system as operational tool will have increased, the operational management function will be continued during weekend days and holiday periods. In phase 3, when the system has become mandatory and fully operational for all Member States (2008) it is intended to provide continuity of service on a 24 h/24h basis.

b) Satellite imagery service for Member States and the European Commission

EMSA is tasked to give technical support to Member States, including satellite imagery, to detect illegal discharges and accidental spills (article 10 of Directive 2005/35/EC). Framework contracts with industry have been concluded towards the end of 2006 for the provision of a satellite monitoring service for marine oil spill detection and surveillance of European waters. At the start most of the services will be outsourced to the industry. The alert messages with the associated pre-analysed images should be made available to Member States as of March 2007 based upon their specific needs.

There is a growing demand among Member States to have in (near) real time a satellite image indicating potential illegal discharges and AIS information regarding vessels being in that same sea area at the same time. In the medium term (target date 2008) the Agency would like to be able to offer a systematic link with real time AIS data, provided by the SafeSeaNet system. The Agency, will build upon these experiences and on European projects, like MARCOAST.

As satellite data is provided around the clock, depending on the time of the satellite overpass of the area of interest, these services will have to be provided to Member States in real time, also outside office hours. Such a service will speed up the information availability and reduce the need for manual information search and data fusion. Critical time will be saved for pollution control authorities, when preparing their follow-up actions.

Another issue is the use of computer models for predicting the behaviour of oil slicks. These models used for forecasting and hind casting of a spill can be very useful for preventive pollution control measures and for linking discharges to vessels. Different models do exist, sometimes with regional or national adaptations. The actual use of such models varies throughout the European Union. The Agency is willing to look

into those models and to compare output results. In case of an oil slick the Agency should be able to provide Member States, upon request, with a second opinion and/or results of other models for confirmation and/or verification.

c) Management of stand-by oil recovery vessels

Based upon Regulation 724/2004/EC (EMSA has to provide additional means to support the response mechanisms of Member States) and the Action Plan for Oil Pollution Preparedness and Response. EMSA has contracted several stand-by arrangements in 2005 and 2006 for oil recovery services to be provided to Member States in need. This network will be completed in 2007 by concluding additional contracts.

The Agency has the task to provide assistance to Member States and to top-up their response capabilities. The contracted oil recovery response vessels should be at the disposal of Member States at all times, when needed, following a request for assistance via the Community Mechanism for civil protection. In case of large scale spills and in particular in case of Member States with limited capabilities, the mobilisation of these vessels is time critical to use optimally the 'window of opportunity' for at-sea recovery.

From an operational point of view the preparedness of EMSA to take action can be important.

According to the contracts, EMSA can anticipate chartering of its vessels by an affected Member State, requesting any of its contracted vessel to proceed to its Port of Departure, where it is to mobilized and equipped with its oil recovery set. It is important to have this possibility at any given time, including outside office hours.

d) Providing daily information on maritime accidents/incidents

On a provisional basis, the Agency has developed a system to provide daily information on maritime incidents upon request of the European Commission (DG TREN). The system is based on the Early Warning Alert Mechanism improved by the Joint Research Centre (JRC) of the European Commission. The purpose of the system is to provide rapid access to key information on significant maritime accidents and pollution of EU interest. In serious cases, it will also trigger the activation of the EMSA contingency plan. This information system is based on information input generated by press agency newswires and other press sources, including paid database website services, and is made available based on pre-selected key-words. Information received is being cross-checked with maritime databases, checking the correctness of the information provided. At present, there is only a partial coverage of the system outside office hours. Now that the system has move from the development phase to the operational phase, it is envisaged to ensure full continuity and availability.

6.1.7. Improving working practices

Regarding the internal functioning of the Agency and in order to consolidate the recent growth, internal guidelines and working procedures will have to be formalized and documented. IT working processes will have to be outlined and documented. In addition, a content management system will have to be introduced. Furthermore, an appropriate electronic management system for Human Resources will have to be procured and implemented. This will facilitate monitoring compliance with the requirements of the Staff Regulations and will help to maintain and to keep up-to-date accurate data in a secure environment. It will also enhance reporting to the management and allow response to external queries in a timely manner.

6.2 PERSPECTIVES BEYOND 2007

There are new challenges for the Agency at the horizon, beyond 2007.

The adoption of the third EU legislative maritime package is being anticipated. As a result, new tasks and activities will have to be implemented in the coming years. A first action in this context is the revision of the Port State Control system. Activities not only include the revision of the system as such, but also complementary elements as European trainings for Port State Control officers

in different phases of their careers and supporting materials and tools. It is expected that the involvement in this area will further increase.

Furthermore, the services of the European Commission have informed the Agency, that it may propose new activities arising from the European Marine Strategy, which the European Commission presented on 24 October 2005 and which is currently under

discussion in the European Parliament and the Council of Ministers.

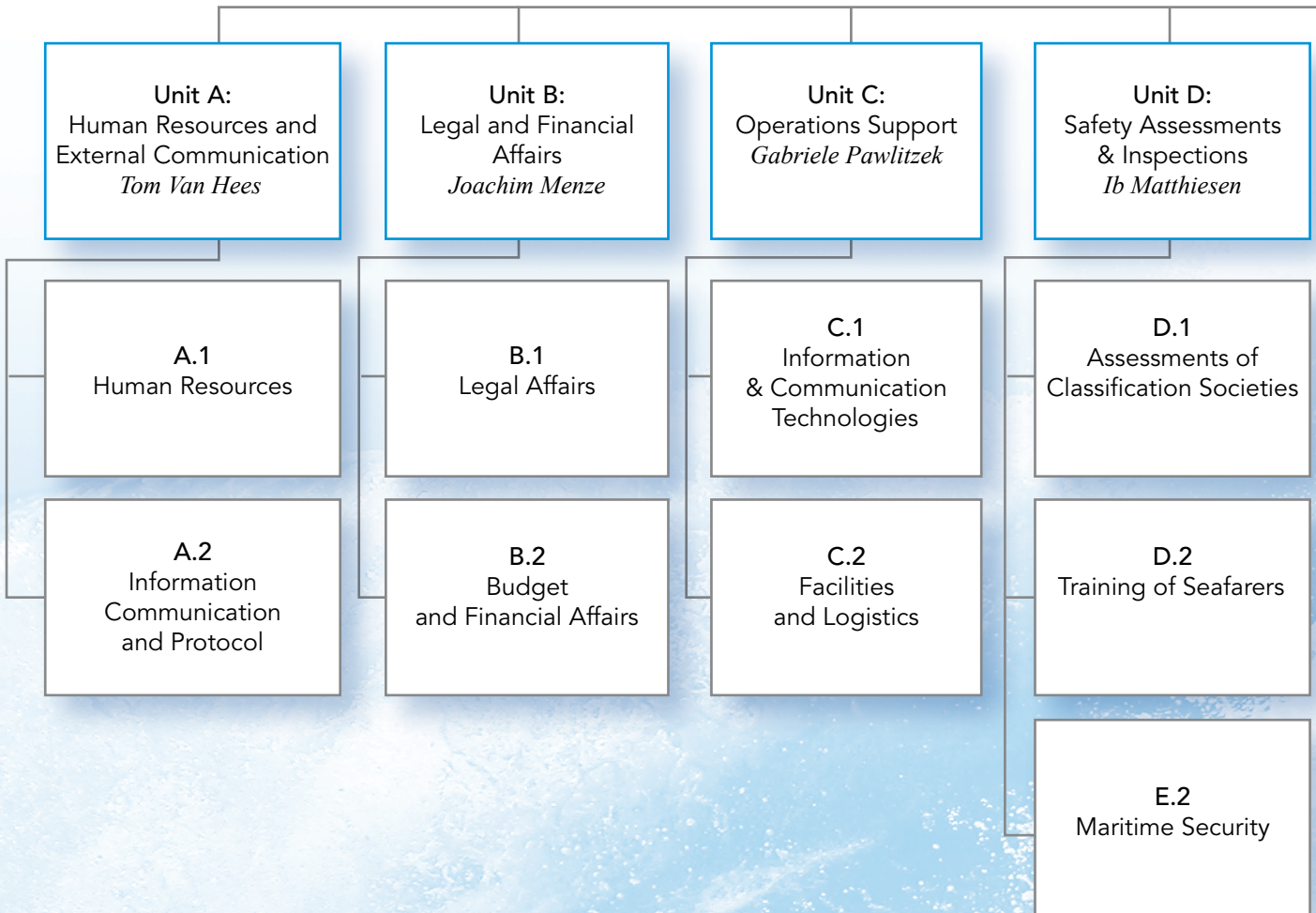
A new (third) revision of the founding Regulation of EMSA has been announced by the Commission. Concrete elements have not yet been made available, but the proposal is likely to include new tasks and/or to enlarge existing tasks of the Agency. This update of the mandate may have repercussions for the structure of the organisation and the allocation of tasks to staff.

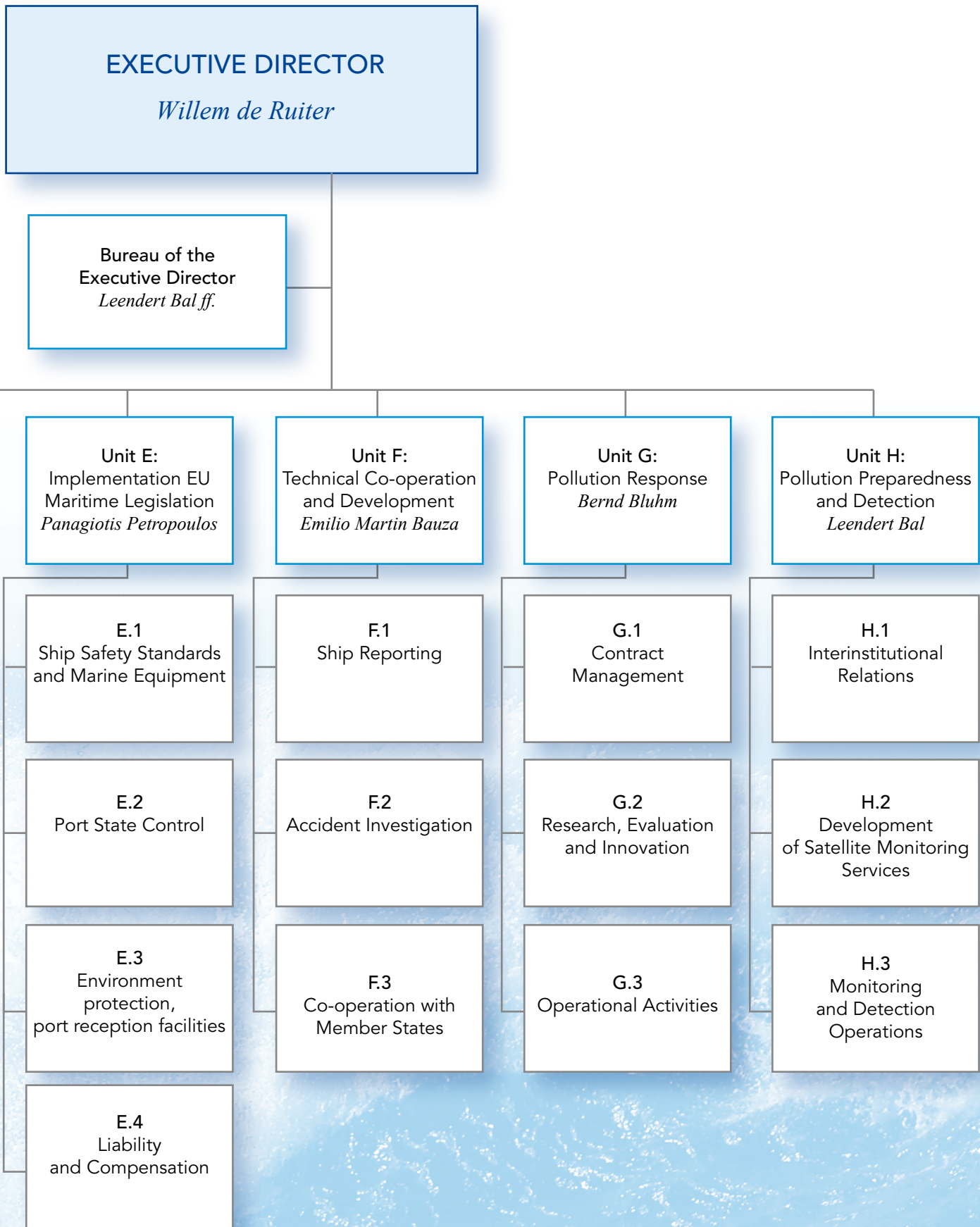


Annexes

Organisation Chart

(from 1 April 2007)





Budget 2007

Revenue

Title	Heading	Commitment Appropriations 2007	Payment Appropriations 2007	Appropriations 2006	Comments
1	Subsidy from EU (DG TREN)	48.100.000 ¹	48.100.000	44.670.000	Multi-beneficiary project for participation of Croatia and Turkey in the activities of the Agency ²
	PHARE funds (DG ENLARG)	131.560	131.560		
	Total	48.231.560	48.231.560		

¹The amount of 45.986.000 Euros will be available. A total amount of 2.114.000 Euros has been put into the reserve by the European Parliament: 1.874.000 Euros for titles 1 and 2 (06 02 02 01) and 240.000 Euros for title 3 (06 02 02 02).

²A similar programme for Bulgaria and Romania of 100.000 Euros will end at the end of 2006. EMSA has applied for a similar project with the CARDS countries (Western Balkans) involving an amount of 50.000 Euros for activities in 2007 and 2008.



Expenditure

Title	Heading	Commitment Appropriations 2007	Payment Appropriations 2007	Appropriations 2006	Comments
1	STAFF				Transfer between the headings of this title and between title 1 and 2 possible
1.1	Staff in active employment	13.985.000*	13.985.000*	11.900.000	Salaries of Temporary Agents, ENDS, Auxiliaries * This amount includes the deduction on the basis of the coefficient corrector for Portugal (91.5) in normal terms 1.3 million Euros.
1.2	Expenditure related to recruitment	900.000	900.000	900.000	Credits to cover expenditure from recruitment procedure, including publication costs, travel and subsistence expenses of candidates called on a vacant post, expenditure for medical examinations upon recruitment
1.3	Administrative missions and duty travel	200.000	200.000	220.000	Costs for non-operational missions including meetings with EU Institutions in Brussels
1.4	Socio-medical infrastructure, training	500.000	500.000	350.000	Restaurants, canteens, medical service, staff training
1.6	Social measures	375.000	375.000		Schools
1.7	Reception and entertainment expenses	40.000	40.000	30.000	Representations expenses and miscellaneous receptions
	Total title 1	16.000.000	16.000.000	13.400.000	

Administrative Expenditure	Commitment Appropriations 2007	Payment Appropriations 2007	2006	Transfer between the headings of this title and between title 1 and 2 is possible
Rental of building and associated costs	1.500.000	1.500.000	1.600.000	Including insurance, water, gas, heating, cleaning, maintenance, security and surveillance of building, fitting-out premises
Data processing expenditure and associated costs	400.000	400.000	600.000	Purchase of computers with licenses, fax, printers, servers, support service for helpdesk, common support service for Agencies, purchase of general ledger system, software development, access to databases
Movable property and associated costs	100.000	100.000	160.000	Furniture, office machinery, networks, equipment
Current administrative expenditure	150.000	150.000	260.000	Stationery and office supplies, paper, financial charges, legal expenses, damages, miscellaneous insurance
Postal charges and telecommunications	200.000	200.000	140.000	Postage on correspondence and delivery charges, telephone, fax etc
Meeting expenses	150.000	150.000	145.000	Management Board Meetings
Total title 2	2.500.000	2.500.000	2.905.000	
Total title 1 & 2 (06 02 02 01)	18.500.000	18.500.000³	16.305.000	

An amount of 1.874.000 Euros is in the reserve.

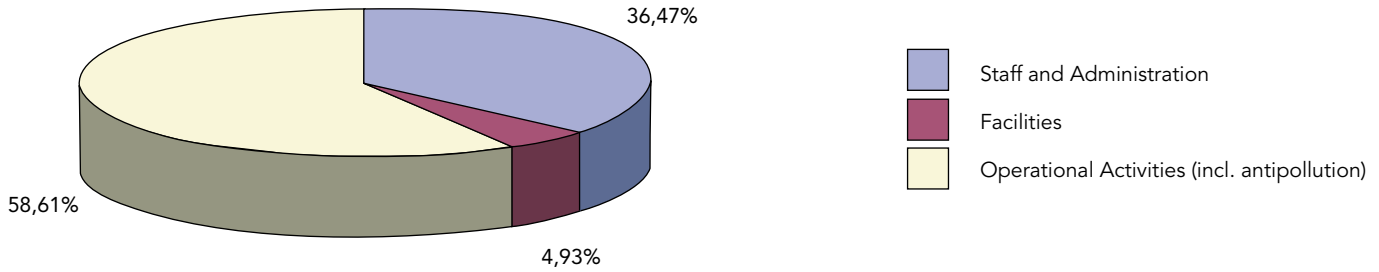


3	Administrative Expenditure	Commitment Appropriations 2007	Payment Appropriations 2007	2006	Transfers between headings of title 3 are possible
3.1	Development of databases	1.100.000	1.100.000	1.350.000	Set up of databases to compile data on maritime safety, creation of computer infrastructure and development of applications
3.2	Information and publication	250.000	250.000	250.000	Website development, publication of general reports, information and technical dossiers in paper form and internet
3.3	Meetings	1.100.000	1.100.000	1.035.000	Expert meetings and conferences
	PHARE funds	131.560	131.560		
3.4	Translation expenses	200.000	200.000	130.000	Translation expenses
3.5	Studies ³	900.000	900.000	900.000	Monitoring and evaluation of maritime safety measures
3.6	Mission expenses	850.000	850.000	700.000	Visits to Member States, inspection of classification societies, maritime accidents, assistance in the implementation of the monitoring Directive, etc
3.7	Training activities	200.000	200.000	200.000	Training activities for newest EU Member States (former accession countries)
	Total title 3 WITHOUT ANTI-POLLUTION (06 02 02 02 and PHARE funds)	4.731.560⁴	4.731.560	4.565.000	
3.8	Anti-pollution measures (06 02 02 03)	25.000.000	25.000.000	23.800.000	Costs of chartering vessels (with their equipment) to combat large spills, technical assistance, studies and research projects to improve anti-pollution equipment and methods (implementation of action plan) 5 million Euros have been added by the European Parliament for the Atlantic coast area
	Total title 3 (06 02 02 02 , 06 02 02 03 and PHARE funds)	29.731.560	29.731.560	28.365.000	
	Total Budget	48.231.560	48.231.560	44.670.000	

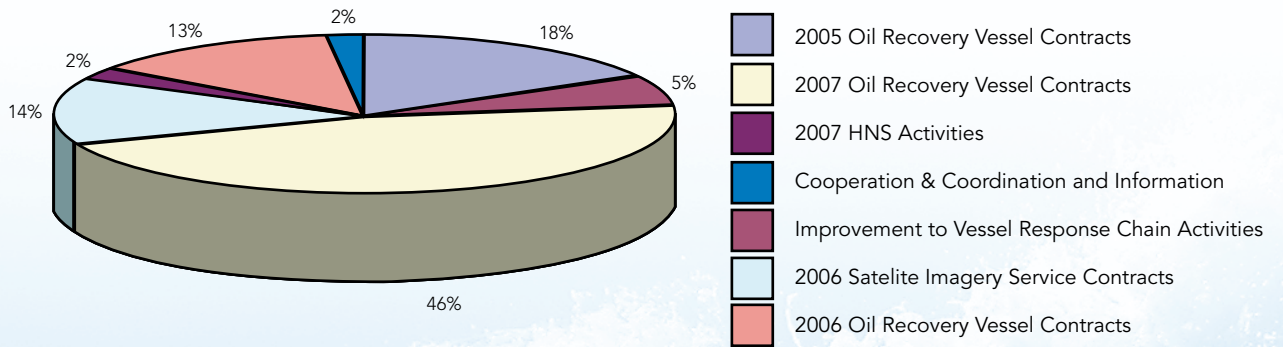
³ Depending on the decision of the Administrative Board an amount will have to be reserved under this budget line to finance external evaluation (Art. 22).

⁴ The European Parliament has put 240.000 Euros of title 06 02 02 02 in the reserve.

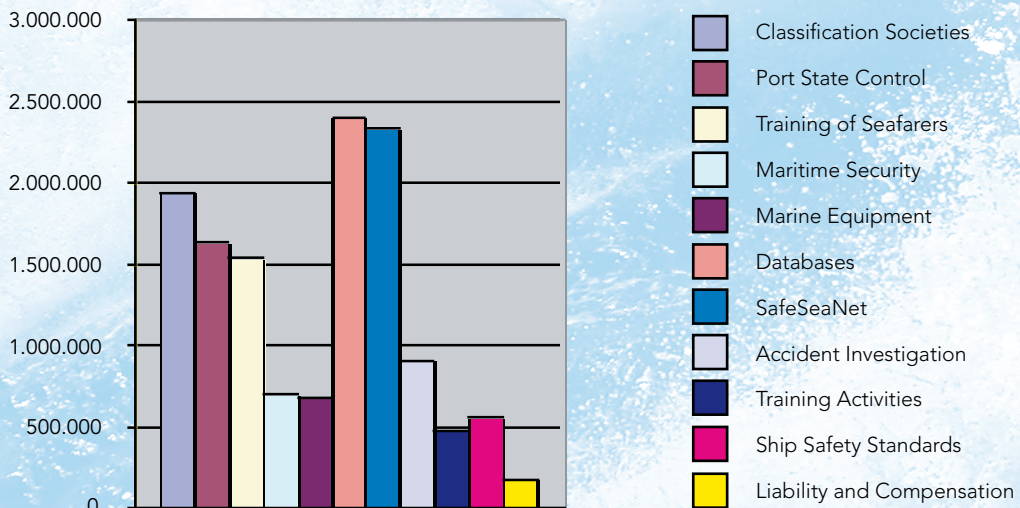
Activity Based Budgeting for 2007



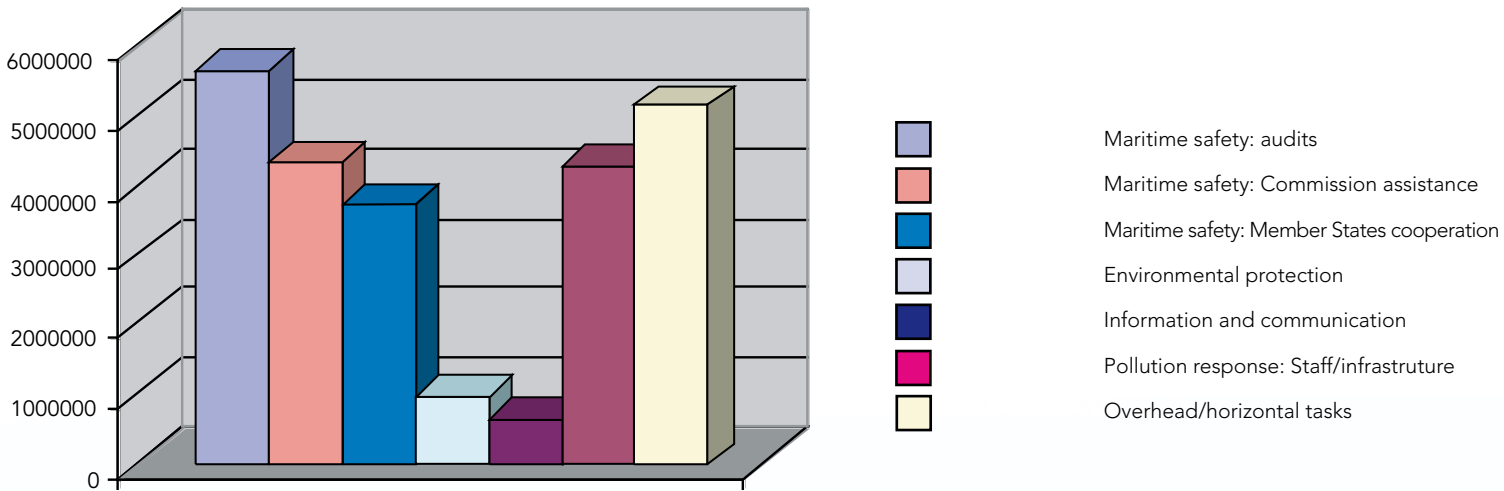
Pollution Response payment appropriations 2007: 25 million Euros



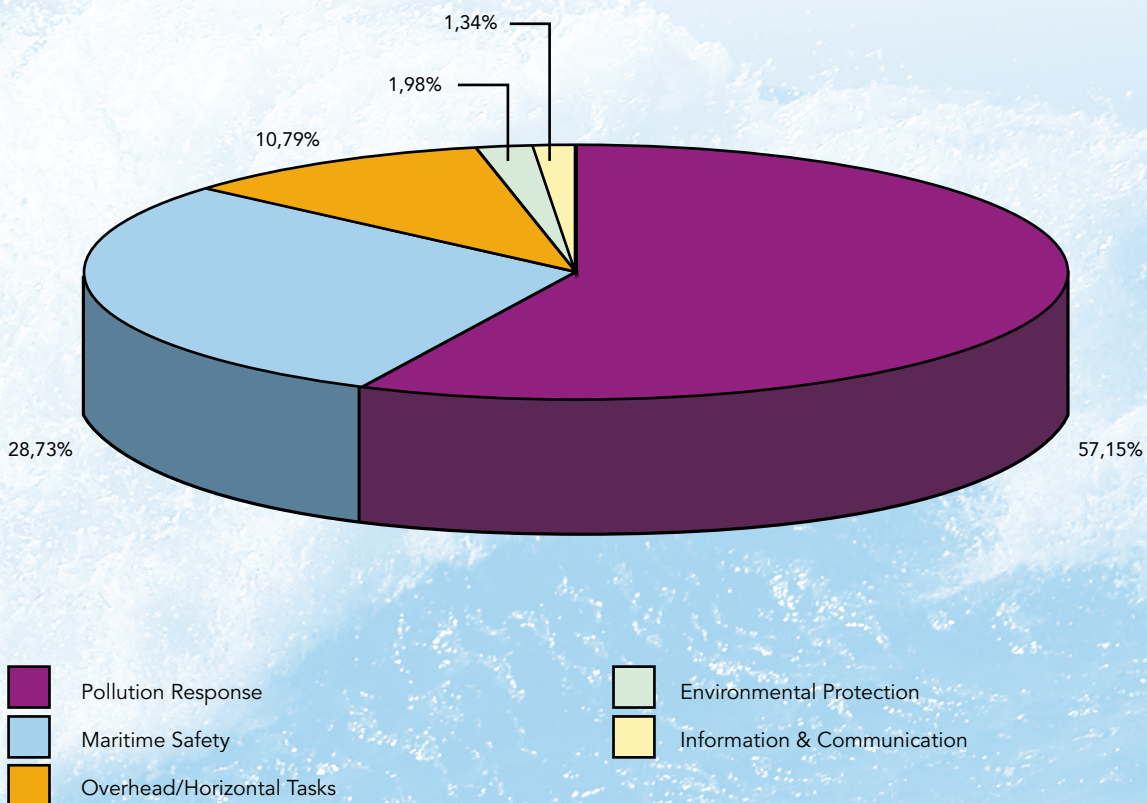
Total costs of Maritime Safety activities in Euros



Total costs by group of activities



Use of EMSA resources per group of activities



Establishment Plan 2007

Category and Grade	2006 Authorised		2007 Authorised	
	Permanent	Temporary	Permanent	Temporary
AD16				
AD15		1		1
AD14		1		1
AD13		1	1	1
AD12	1	5	2	6
AD11	1	6	1	7
AD10	2	9	5	12
AD9		18		15
AD8		9		14
AD7	5	9		12
AD6		8		9
AD5		7		7
TOTAL AD	9	74	9	85
AST11				
AST10				
AST9				
AST8	1	1	1	1
AST7		2		1
AST6		3		3
AST5		3		8
AST4		10		10
AST3		11		15
AST2		12		14
AST1		6		6
TOTAL AST	1	48	1	58
TOTAL AD + AST	10	122	10	143
Grand Total	132		153	

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- Estonian Maritime Administration: 14
- Equasis: 17
- Maxime Sallé: 22
- European Space Agency: 31
- French Navy: 25, 34
- European Union Commission: 39
- European Community Shipowners' Associations: 43.



European Maritime Safety Agency
Website: <http://www.emsa.europa.eu>