



European
Maritime
Safety
Agency

Work Programme 2009



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European Maritime Safety Agency Work Programme 2009

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Foreword

In the course of 6 years, EMSA has grown to become an important and well respected European Agency in the service of safe, secure and environmentally friendly shipping. EMSA is today an integral part of our joint efforts in Europe to enhance quality shipping and to develop our legal and technical framework and our knowledge base to the same end. The Commission, Member States and other participating States, the maritime industries and the public at large depend on EMSA.

The ambitious work programme for 2009 contains a number of demanding new tasks as well as tasks carried forward from earlier years. I would like to draw attention to three fundamental projects which will become operational in 2009. SafeSeaNet, which assists Member States in monitoring ships operating in waters surrounding Europe, will be fully operational. Furthermore, the EU LRIT Data Centre must be up and running to meet the international deadline for Member States and ships to participate actively in long-range identification and tracking systems. Finally, the THETIS project, which is a tool for implementing the new inspection regime on port state control of ships, will be ready for testing. All projects are examples of joint European efforts to meet challenges of ensuring safe, secure and environmentally friendly shipping.

The issue of greenhouse gas emissions from ships is high on the international political agenda and is also reflected in the work programme. Important discussions take place in the European Union, within the framework of United Nations' Framework Convention on

Climate Change (UNFCCC) and in the International Maritime Organization (IMO). Fundamental international decisions are to be taken in 2009. EMSA, being a centre for collecting, storing and sharing knowledge, has an important task in contributing with facts, impact assessments, etc. in order for the Commission and Member States to take workable solutions forward and facilitate European and international decision-making.

The financial and economic crisis will impact the global shipping industry to an extent which is difficult to predict today. However, there will undoubtedly be a significant economic pressure on the maritime industry as on other industries. At the same time the maritime industry must comply with new requirements, not least new requirements to protect the environment. It is probably not too pessimistic to expect that the quality of shipping will come under pressure in coming years when shipping companies must cut costs to survive in business. Some may postpone maintenance and installation of new equipment or otherwise jeopardize safety, security or the environment. Consequently Europe faces an important challenge in ensuring quality shipping and compliance with international and European legislation and at the same time making it as easy as possible for the industry to meet the required standards in a cost effective way. Also for the European maritime administrations cost efficiency in discharging their responsibilities is paramount. Against this background EMSA's provision of important tools and assistance to Member States and the Commission as described in the work

programme becomes even more important. The significant developments in EMSA's tasks and capabilities since we began in 2003 are based on the hard work of a dedicated staff and the able leadership of the Agency's Executive Director Willem de Ruyter. Performing the tasks of the 2009 work programme successfully will require nothing less than has been achieved in the past. As part of the recommendations following the evaluation of EMSA, the Administrative Board will develop a strategic plan for EMSA looking forward five years. Developing the strategic plan will give us an excellent opportunity to discuss and decide how EMSA can best provide added value to the activities of individual Member States and where we want to take EMSA in coming years to attain our shared aspirations of safe, secure and environmentally friendly ships and a thriving European maritime industry. At the beginning of 2009, EMSA will move to its permanent premises, a beautiful new building by the Tejo River. This building will serve as an efficient and inspiring workplace for the EMSA staff and be an excellent venue for meetings, workshops and other gatherings organized by EMSA. We are grateful for this magnificent contribution from the Portuguese Government. 2009 will be my first year as Chairman of the Administrative Board of EMSA. It has been a pleasure for me ever since the first meeting in 2003 to participate as a member of the Board under the excellent leadership of Brian Wadsworth as Chairman and Francis Vallat as Vice Chairman. Both have contributed



significantly to the productive work of the Board. We are all indebted to them for their achievements. It is a great honour for me to be elected to take over as Chairman. I will, with the support of Vice Chairman Serghios Serghiou and the members of the Board, do my best to retain the broad support of the Agency and its work in the European Union.

Jørgen Hammer Hansen

Chairman of the Administrative Board

Acknowledgements

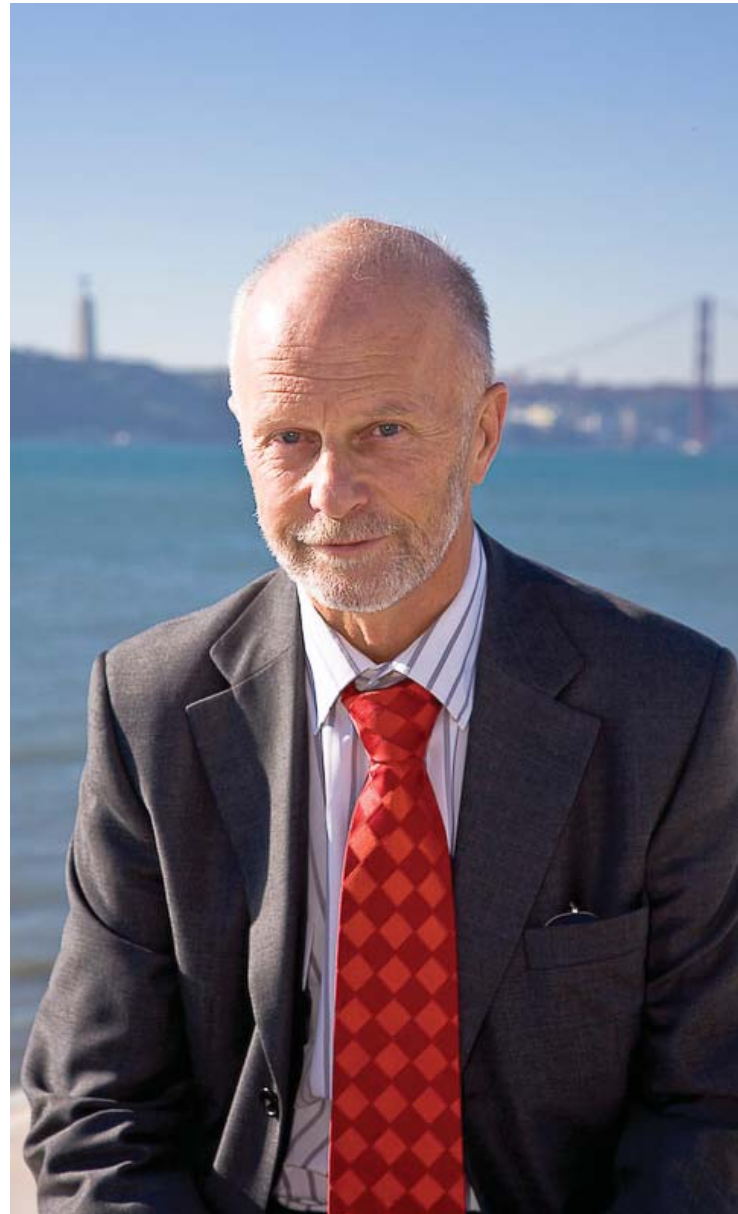
2009 is my sixth year as Executive Director of EMSA. Every year since we began in May 2003 has seen significant developments in tasks and capabilities of the Agency. The year 2009 will be no exception.

The imminent move to the new headquarters at Ribeira das Naus represents a first milestone for 2009. At this place I would like to pay tribute to the Portuguese government, the Port Authority of Lisbon (APL) and the architect Mr Tainha for the exceptional quality of the arrangement.

I would also like to thank the Board Members and in particular the outgoing Presidium: Chairman Brian Wadsworth and Vice-Chairman Francis Vallat for their leadership and good governance. A special word of appreciation also for the Commission colleagues in the Board for their continued support during all these years.

Last but not least, I would like to thank the highly motivated EMSA work force for their professionalism, dedication and continued enthusiasm. We have developed from a small group of pioneers into a team of 200 forming a still young but well established institute with a good reputation, a well defined output, a clear mandate and many more challenges ahead as set out in this Work Programme. It will be a privilege for me to continue working with this great team for the sake of "Safer Seas and Cleaner Oceans".

Willem de Ruiter
Executive Director





*1 The European
Maritime Safety Agency*

Introduction

Origin & Tasks

The concept of 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 sinking of the *Erika* in 1999. As a result of these and other accidents and incidents, such as the *Prestige* disaster in 2002, hundreds of people, passengers and seafarers had been injured or killed, and thousands of tonnes of oil had entered EU waters, either accidentally or deliberately. 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. Thus, 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 preventive, but also reactive, tasks in a number of key areas. Firstly, the Agency has been tasked with **assisting the Commission in monitoring the implementation of EU legislation** relating, among others, to ship construction and planned maintenance, ship inspection and the reception of ship waste in EU ports, certification of marine equipment, ship security, and the training of seafarers in non-EU countries. Secondly, the Agency sets up **EU level support capabilities**. Significant examples are the SafeSeaNet system,

to ensure effective tracking of vessels and their cargoes, and the EU LRIT Data Centre, to ensure the identification and tracking of EU flagged ships worldwide. An important element in this part of the programme is the provision of training and assistance to new Member States and candidates and potential candidates in aligning with, transposing and implementing EU legislation.

In parallel, **a marine pollution preparedness and response capability** has been established, which includes a European network of stand-by pollution response vessels and a European satellite oil spill monitoring service (CleanSeaNet), both with the aim of contributing to an effective system for protecting EU coasts and waters from pollution by ships.

Finally, the Agency provides **technical and scientific advice** to the 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 also provides support to, and facilitates co-operation between, the Member States and disseminates best practices. 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.

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 as well

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

as prevention of and response to 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:
 - to apply Community legislation properly in the field of maritime safety, maritime security 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 upon request to address marine pollution by ships within the Community.

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 four representatives from the European Commission, plus four representatives from different sectors of the maritime industry, without a right to vote.

The Administrative Board will focus in 2009 on:

- monitoring the implementation of the recommendations resulting from the 5-year evaluation of the Agency foreseen by Article 22 of the Founding Regulation.
- developing a strategic vision for the Agency, covering a 5-year perspective.
- performance monitoring to help the Agency carry out the tasks outlined in the legislation and to achieve the aspirations outlined in its work

The Administrative Board meets for the first time in the new premises at Ribeira das Naus.



programme and longer term strategic vision.

- providing its high level maritime expertise and experience for the benefit of the different maritime safety and pollution prevention, preparedness and response activities.

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 a Multi Annual Staff Policy Plan, covering a 3-year period, as requested by the Budgetary Authority, and a 5-year Strategy Document, as requested by the recommendations stemming from the evaluation foreseen by Article 22 of the Founding Regulation.
- 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 2009 (March, June and November).

1.1 OBJECTIVES FOR 2009

2009 will be a very challenging year for the Agency: some fundamental projects assigned to EMSA will become operational in the second half of the year. This will happen in particular for SafeSeaNet and the EU LRIT (Long Range Identification and Tracking) Data Centre. The new information system (working name THETIS) for Port State

Control will be developed. These three projects have specific characteristics and backgrounds. **SafeSeaNet**, launched by the Commission in 2002 - and mandatory for all Member States on the basis of Directive 2002/59/CE on Vessel Traffic Monitoring - will be fully operational in 2009. A first version of **THETIS**, the tool for implementing the new inspection regime being introduced by the recast Directive on Port State Control², will have to be developed in 2009, for initial testing in 2010, and its architecture should allow the interface with other databases, such as SafeSeaNet in the future. The **EU LRIT Data Centre** also needs to be fully operational in 2009, in order to comply with international obligations, and its interface with SafeSeaNet has to be developed further, with the final objective of full integration by the end of 2010, taking into account the specific security requirements.

2009 will therefore be a crucial year for these three very substantial projects. They have a very different history, but all belong to the same family, and all need to be interlinked and integrated, in order to maintain the broader picture, and to build up an effective network for tracking and acquiring information on ships and cargoes moving along the European coastline.

This Work Programme does not focus only on these major projects, but gives a **general overview of the activities** that the Agency is planning for 2009 to enhance maritime safety and the prevention of and response to pollution by ships, in line with its Founding Regulation and the requests from the Commission and the Member States.

In the many areas that are covered by the

² The proposal is part of the third maritime package, currently in the final phase of the co-decision procedure between Council and European Parliament. The final outcome is expected by the beginning of 2009.

activities of the Agency, as described in this Work Programme, there is a continuous challenge to refine, intensify and innovate the contribution of the Agency. These aspirations are outlined in this document. Although the Agency is committed to finding resources internally, and to rationalise its working practices, it will nevertheless be necessary to increase the number of staff in order to cope successfully with the wide range of activities and demands described in more detail in the following chapters. For this reason, 11 additional statutory posts are foreseen in the 2009 Establishment Plan, giving a total

of 192 statutory posts. Out of this, 6 of the additional posts will be devoted to LRIT tasks.

Finally, it has also to be noted that additional priorities may arise for 2009 in response to developments in the shipping sector and Commission initiatives and subject to decision making at the appropriate level in the EU.

1.2 MAIN ACHIEVEMENTS IN 2008 AND WORK IN PROGRESS

2008 has been the second full year that the Agency has been located in Lisbon.



Vice-president and Commissioner for Transport, Mr Antonio Tajani (right) meets Executive Director Willem de Ruiter.



One training session organised in 2008.

The internal organisation has been revised, and as of June 2008, the Agency has been organised in three departments (**Corporate Services, Implementation and Operations**). Each department has three units (the Agency has a total of nine units) and the units are subdivided into sections. This latest reorganisation of the Agency was needed to ensure the proper management of the growing number of tasks and staff with the Agency now having over 200 staff members (temporary agents, permanent staff, national seconded experts and contract agents included). The new and quite substantial task of establishing a European Union Long Range Identification and Tracing Data Centre (EU LRIT DC) initiated provisionally by a temporary Task Force established in December 2007, has now been properly incorporated in the Agency's structure. At the same time, other tasks that have grown rapidly in the last year needed to be rearranged as well.

The Agency is recognised as a **European platform for exchange of knowledge and best practices** between maritime and pollution response experts from the European Commission, EU Member States, EFTA states and candidate as well as potential candidate countries: 22 different workshops were organised with around 825 participants from all over Europe.

2008 was also a year when the scope and number of Agency **training activities**

increased significantly, with 24 different training sessions having been organised. Amongst these, 20 were dedicated sessions for candidate and potential candidate countries and maritime safety and maritime security related sessions for experts from EU Member States. The training programme for Port State Control Officers which started in 2006 further evolved and was followed in 2008 by four dedicated training seminars. These training sessions are intended to be for all European and Paris MoU Port State Control Officers, with new entrants and experienced officers covered as separate groups. The aim is to enhance the harmonisation and effectiveness of PSC inspections throughout the region, in particular in the context of the new inspection regime (proposed recast PSC Directive).

In the field of pollution preparedness, detection and response, new developments have been registered for **CleanSeaNet**, the EU satellite based oil spill monitoring system which provides satellite images and alerts for the initial monitoring of sea areas of Member States, by combining the images with AIS information, where available. **The network of stand-by oil spill recovery vessels** has been finalised with procurement procedures launched for both the Black Sea and the North Sea.

In the field of maritime traffic applications, **SafeSeaNet** has been developed to

Meetings organised by the Agency in 2008		
Number:	Activity:	Participants/experts:
24 (4 for PSC officers)	Trainings	503 (200 PSC officers)
22	Workshops	825
3	Meetings of the Administrative Board	150

include new functionalities (Alert distribution) and to allow for better performance in preparing for full operational capacity in 2009. It has also been the first full year of operation for the **Maritime Support Services**, whose technical assistance and support has been critical to Member States efforts to join the system (by the end of the year, 24 coastal countries were connected to the system, compared to 19 at the end of the previous year, and participation now extends to the majority of the messages available for exchange through SSN).

A core activity of the Agency continues to be **its inspection and visits** task. In 2008, the Agency again intensified and developed, in line with the work programme, these tasks and 75 visits and inspections took place in five different fields of activity: The Agency has started to improve its information tools for the public at large. Dedicated leaflets have been drafted to explain individual tasks of the Agency, as well as other media tools explaining its operational services. New promotional videos have been produced. Relevant information is made available to the general public through the Agency's website (www.emsa.europa.eu). Further details concerning the above men-

tioned activities and other tasks carried out by the Agency in 2008 will be presented in more detail in the 2008 annual activity report.

Visits and Inspections carried out in 2008	
Classifications Societies	18
Training of Seafarers (STCW)	8
Maritime Security	37
Port state Control	5
Port Reception Facilities	7

1.3 PRIORITIES FOR 2009

The Agency has the following main priorities for 2009:

- The **EU LRIT (Long Range Identification and Tracking of Ships) Data Centre** shall be operational at the earliest possible date in 2009.

- **SafeSeaNet** shall be fully operational and all Member States shall actively participate in the system. It will include a real-time vessel tracking tool based on AIS (**STIRES**).
- **THETIS**, the information system to support the New Inspection Regime for Port State Control, as foreseen by the amended Port State Control Directive, shall be ready for testing.
- A new platform for **CleanSeaNet** will be developed, providing a more flexible system for integrating more satellite sources and applications.

Main communication tools produced in 2008
EMSA Work Programme 2009
EMSA Annual Report 2007
12 monthly newsletters
EU Maritime Accident Review 2007 (Report)
"Preventing Pollution from Ships" leaflet
Inventory of EU Member States HNS response capabilities
General video on EMSA activities
Oil pollution response video
SafeSeaNet video
CleanSeaNet video

This includes expansion of its combination with vessel position information.

- The **Maritime Support Services** shall operate and administer the critical operational systems of the Agency on a 24/7 basis and provide a single point of contact for mobilising assistance provided by the Agency to Member States, the Commission and other EU institutions, and for information regarding ships involved in incidents and accidents.
- The network of **stand-by oil recovery vessels** shall be supplemented by additional arrangements for the Black Sea and the North Sea. In parallel, the service level of established arrangements shall be maintained, or where possible increased, through an extensive programme of drills, exercises and innovation.
- **Visits and inspections** will be performed to monitor the implementation of EU legislation, and to improve the efficiency and effectiveness of the measures in place.
- The **recommendations** resulting from the 5-year evaluation of the Agency foreseen by Article 22 of the Founding Regulation will be implemented.

In the following chapters, a detailed analysis is given of the different tasks that the Agency will perform in 2009, with indications of the resources/input foreseen, the output and the outcomes expected.



2 Major projects for traffic monitoring and acquiring information on ships and cargoes

Introduction

As stated before, the main projects in the field of ship reporting (SafeSeaNet and the EU LRIT Data Centre) assigned to the Agency will become operational in 2009.

The Agency will bring these projects to their operational status, provide the hosting environment for these maritime applications, and will work on the interface and links between the different systems, with the final objective of full integration by the end of 2010.

The final objective will be to provide an effective network for monitoring and acquiring information on ships moving along the European coast. In this perspective, the New Information System for Port State Control (THETIS) and CleanSeaNet are also relevant.

2.1 EU VESSEL TRAFFIC MONITORING

In 2008, the computerised exchange of maritime traffic monitoring data between Member States, including ports and other local authorities, became mandatory (as required by Directive 2002/59/EC). 2009 will be the year when **SafeSeaNet** becomes fully operational.

Ongoing efforts to improve the quality of data in SafeSeaNet will be intensified in 2009 through the monitoring activities of the Maritime Support Services (MSS). In 2009, the service is expected to be fully operational and guarantee round-the-clock performance and administration of SafeSeaNet and the EU LRIT Data Centre together with a helpdesk. It will also be in charge of providing to Member States and EU institutions, including the Commission, a permanent single point of contact for requests for the Agency's operational assistance

(anti-pollution vessels, satellite imagery) and for information on ships and incidents.

The main development in 2009, in terms of functionalities, will be the completion of the implementation of the **SafeSeaNet Information, Relay and Exchange System (STIRES)** module and its full integration into the existing SafeSeaNet. By implementing the STIRES concept, it will be possible to track ship movements along the entire EU coastline based on AIS information provided by the Member States national AIS networks. The information will be exchanged in real time mode and distributed to authorised MS maritime administrations in accordance with a predefined table of "access rights". With **STIRES as an integral part of SafeSeaNet**, its implementation will add functionality yielding several advantages, such as the enhancement of SafeSeaNet with 'image' data accessible to users in streamed mode, utilising shore-based AIS system architecture. Once the information has been stored and made accessible at EU level, it will become possible to display the data on a GIS platform.

To prepare the next significant upgrade to the system software, and the full interface of the system with other applications such as THETIS or the EU LRIT data Centre, the requirements for a new version of SafeSeaNet (V.2) will be prepared in 2009 in cooperation with Member States and the Commission and in the light of the new Directive on Vessel Traffic Monitoring. The new version could incorporate several new messages (e.g. regarding waste and security) or could revise the content structure of current messages.

The Agency will host the system. A shared hosting environment will be created for joint hosting for SafeSeaNet and other maritime applications such as the EU LRIT Data

Centre (as of 2011³) and the New Information System for Port State Control (THETIS). The Agency started discussions in 2008 with the Member States and the Commission on the AIS master plan project, aimed at optimising and mapping the coverage of AIS in European waters. Developing the principles of a European AIS

master plan is an innovative task and will continue in 2009. **The AIS master plan** will also contain an index/registry of AIS shore stations in the EU with their areas of coverage and suggestions to the Member States and the Commission regarding actions for the coordination and harmonization of AIS networks.

2.1 EU vessel traffic monitoring ⁴
Resources/input⁵
Financial resources: 4.968.369 Euros (commitment appropriations) and 4.011.224 Euros (payment appropriations). Human resources ⁶ : 15 AD, 6 AST and 2 END posts.
Output
<ul style="list-style-type: none"> - SafeSeaNet fully operational, including STIRES (SafeSeaNet Information, Relay and Exchange System). - Availability of the Maritime Support Services 24/7. - Support to all Member States in taking part to SafeSeaNet: connecting their national information systems to SafeSeaNet and actively exchanging through the system, information on vessel traffic movements. The support will consist of: <ul style="list-style-type: none"> - Maintenance, hosting of the core of the system to support the exchange of an increased number of messages. - Technical assistance and helpdesk. - Check of the completeness and reliability of data. - Trainings upon request. - Regular meetings with experts from Member States. - Development of global requirements for a future upgrade of the application agreed with Member States and the Commission. - Support to Member States to develop and maintain an AIS Master Plan, including regional cooperation.
Outcome
SafeSeaNet should be fully operational, covering the whole EU coastline and providing information on the contact address for vessel cargo, vessel position and vessel destination upon request. This information system assists search and rescue bodies in accessing information on the cargo (hazardous goods), facilitates port logistics and provides overall information on vessel traffic to public authorities, representing a fundamental tool to assist in tracking the position of ships along EU coasts.

³ In order to guarantee a fully operational EU LRIT Data Centre as early as possible in 2009, the Contractor is asked to accomplish the setting-up and the hosting of the system at its own premises for the first period. At the end of 2010 the EU LRIT Data Centre will be transferred to the Agency's premises.

⁴ The Agency is developing a system of Activity Based Budgeting, which, however, will require certain adaptations to the finance system in use in the Agency – ABAC – to be implemented with DG BUDG. At this stage figures are therefore only indicative. Allocated costs under Title I attributed to activities are based on average costs per type of post (Temporary Agent (AD and AST), Seconded National Expert and Contract Agent) and for Title II are allocated per person. Reference is made to commitment appropriations, covering the total cost of the legal commitments to be entered in 2009 and payment appropriations, being the latter of particular relevance for the anti-pollution measures with payments deriving from previous years.

⁵ Indicators as suggested by the European Court of Auditors in its Performance Audit Report of 7 November 2006.

⁶ Staff levels are expected staff levels at the end of 2009. Staff is taken up under an activity based upon their main activity. Work of an individual staff member is not split up. General overhead costs have been divided proportionately over the operational activities.

2.2 EU LRIT DATA CENTRE

On 19 May 2006, the International Maritime Organization (IMO) adopted amendments to the International Convention for the Safety of Life at Sea (SOLAS-Chapter V) introducing requirements for Long Range Identification and Tracking of Ships (LRIT) which should become operational by 31 December 2008 worldwide.

The objective of the LRIT system is to bring about a global system for the identification and tracking of ships that allows monitoring also when ships have left the areas covered by the AIS coastal networks. In accordance with these amendments, contracting Governments shall be able to receive long-range identification and tracking information from ships for security, search and rescue (SAR), as well as for maritime safety purposes in general and protection of the marine environment.

Flag States should ensure, as a minimum, that four position messages per ship per day are stored and are available for those actors entitled to access LRIT information:

- Flag states demanding information on the location of their vessels irrespective of their location.
- Coastal States may request information on ships up to 1.000 Nm from their coasts irrespective of their flag.
- Port States may request information on those ships that have declared to have one of their ports as destination, irrespective of their location or flag.
- Search and rescue authorities.

On 1-2 October 2007 the Council of Ministers adopted a Council Resolution and agreed to **the setting-up of an EU Long Range Identification and Tracking of Ships**

(LRIT) Data Centre, as a combined effort of the European Flag States, to be managed by the Commission, in cooperation with Member States, through EMSA. The Agency is in charge of the technical development, operation and maintenance of the EU LRIT Data Centre.

In 2008, the Agency prepared the architecture of the EU LRIT system and tendered out the main components. Contracts have been concluded at the end of 2008 with industry. As a first step a ship database has been developed for collecting information from participating Flag States on ships obliged to report to the EU LRIT DC.

In 2009, the EU system for collecting, storing and disseminating LRIT reports will have to be implemented. After a test and commissioning phase the designated ships will have to be integrated into the system. It is expected that over 10.000 ships will be reporting to the EU LRIT Data Centre. The Agency will host the system, in a shared environment with other maritime applications such as SafeSeaNet and THETIS.

Facilities and procedures will be put in place for the billing/invoicing for such information, and for providing training to Member States using the different interfaces of the system. As part of the Maritime Support Services, the Agency will set up a helpdesk for Member States which will be integrated with the helpdesk for SafeSeaNet. Main tasks will be monitoring of the system performance ensuring a high level of availability and quality control. Reporting problems will have to be solved directly in order to avoid detentions and fines for ships that are not compliant with LRIT obligations and to avoid unnecessary costs for Flag States or defaults in data.

⁷ Automatic Identification Systems according to Directive 2002/59/EC.



In addition, the helpdesk will be the focal point for providing SAR data assisting requesting Member States and will facilitate the exchange of information with other LRIT data centres worldwide. Moreover, the Agency will put in place a system for the clearance of payments with other data centres and the invoicing of costs which will not be covered by the Community budget. The system of the European Union will be integral part of the wider LRIT system on an international level. After the establishment of the EU LRIT DC, and the upgrading of SafeSeaNet through STIRES, the Agency will prepare the further integration of both systems. The EU LRIT DC will be linked to the SafeSeaNet system and will complement the AIS data. This will mean that preparations should result in the development of a fully integrated system by the end of 2010, with respect of the specific security requirements.

2.2 EU LRIT Data Centre	
Resources/input	
Financial resources: 4.931.568 Euros (commitment appropriations) and 6.921.205 Euros (payment appropriations). Human resources: 14 AD, 8 AST, 1 END and 3 CA posts.	
Output	
<ul style="list-style-type: none"> - EU LRIT Data Centre operational, including an appropriate hosting environment. - Development of a system for the clearance of payments with other data centres and the invoicing of costs not covered by the Community budget. - Preparation of further integration of the EU LRIT Data Centre and SafeSeaNet. 	
Outcome	
The Agency will deliver as part of its operational service in the course of 2009 LRIT information to EU Member States and requesting third parties, in accordance with the amended SOLAS Convention, Chapter V. The system will allow the tracking of ships directed to EU ports, ships flying the EU flag as well as ships moving along the EU coasts.	

2.3 NEW INFORMATION SYSTEM (THETIS) FOR PORT STATE CONTROL

EMSA has been charged – within its tasks in the field of Port State Control, as described in section 3.3 and 4.1 - with the project management and financing of the **new information system (THETIS)** in cooperation with the Paris MoU.

The system will support the new Port State Control inspection regime planned for the EU and Paris MoU region. The interfacing of the system with other Community databases already administered by EMSA, such as SafeSeaNet and the ro-ro ferry

database will be given due attention.

One of the objectives of the new system is to provide an automatic record of ships' calls. This feature will help Member States to target the right ships for inspections and meet their commitments under the recast Directive on Port State Control. In this respect, the role of SafeSeaNet for the proper functioning of the new inspection regime is crucial.

Following the award of the contract for building THETIS, EMSA will work closely with experts in the Paris MoU to supervise, verify and validate the development of the system. Training on the new system will also be provided to representatives of all Member States to ensure a smooth introduction.

2.3 New Information System for PSC (THETIS)
Resources/input
Financial resources: 1.126.633 Euros (commitment appropriations) and 1.021.191 Euros (payment appropriations). Human resources: 2 AD, 2 AST.
Output
<ul style="list-style-type: none"> - Development of the new database 'New Information System (THESIS): launching of the first testing. - Cooperation with Paris MoU and Member States to supervise, verify and validate the development of the system. - Training to Member States.
Outcome
The Agency is contributing to setting-up the new Port State Control system in line with the proposed recast Directive, introducing a new inspection regime based upon a new information system.



CleanSeaNet provides a variety of products ranging from dedicated oil spill alerts to analysed satellite imagery.

2.4 CLEANSEANET

CleanSeaNet, the EU satellite based oil spill monitoring system, should also be mentioned as part of this maritime monitoring cluster, given its links with the previous projects.

As further explained in section 5.2, the CleanSeaNet system offers pre-analysed satellite images of sea areas for different parts of Europe in combination with AIS information. This additional AIS information assists Member States in identifying suspected polluters. Currently, this information can not be offered to all Member States and is not always reliable due to technical restrictions. With a structural link to SafeSeaNet, an improved service can be offered to all Member States. The combined use of data available in the Agency will increase the quality of the technical support.

In conclusion:

Within this cluster of tasks, the activities of the Agency are being intensified and additional resources as foreseen in the budget proposal 2009, are being allocated to ensure the completion of the mentioned projects (SafeSeaNet, THETIS and EU LRIT Data Centre) as planned. In 2009 all these projects enter into transition from the development phase into the initial operating phase requiring corresponding adaptation in staffing levels.

3 *Visits and inspections to monitor the implementation of EU legislation*



Introduction

There are a variety of reasons for verifying how the existing EU maritime safety legislation is implemented in practise. Those reasons include: the detection of gaps in the overall safety system; promoting a harmonised approach across the European Union; and improving the efficiency and effectiveness of the measures in place.

The visit and inspection task of the Agency contains three different elements, representing a consolidated field of activity:

- a) The Commission has been entrusted with an assessment task by EU legislation and has delegated the inspection visits work to the Agency: this is for example the case for the inspection of the work of Classification Societies and for the inspection of the educational and training systems for seafarers in third countries (STCW).
- b) The Commission is requesting the Agency to verify the effective implementation by Member States of EU maritime legislative acts. The Agency thus carries out visits to Member States in accordance with Article 3 of its Founding Regulation and the visits policy that has been established by its Administrative Board.
- c) In the field of maritime security, the Agency has been given the task of assisting the Commission with its inspection of Member States under Regulation 725/2004/EC on enhancing ship and port facility security. The role of the Agency is restricted to supporting the Commission with the inspection of national administrations responsible for ship security, ships,

shipping companies and Recognised Security Organisations.

3.1 CLASSIFICATION SOCIETIES

Classification societies are organisations that establish and apply technical standards (rules) in relation to the design, construction and survey of ships. They supervise and certify that ships are built in accordance with these standards and continue to comply with them throughout their operational lives. Classification societies also perform statutory surveys and certification tasks on behalf of the Flag States that have authorised them. They are therefore crucial for upholding safety standards in shipping. Directive 94/57/EC, as amended, provides that only those meeting certain criteria can be granted the recognition that allows them to carry out statutory tasks – as Recognised Organisations - on behalf of the EU Member States. In order to verify that they continue to meet the criteria laid down in the Directive, the Agency has since 2004 carried out inspection visits on behalf of the Commission over a two-year rolling inspection cycle as provided for in the Directive.

3.1.1 Inspection of classification societies or Recognised Organisations on the basis of Directive 94/57/EC, as amended, on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations

The Agency will continue to carry out **inspection visits to monitor the activities**



The "Visits to Ships" project will continue to represent a valuable tool to evaluate the performance of Recognised Organisations on board.

of EU Recognised Organisations and, when requested by the Commission, visit classification societies for which EU recognition has been requested by a Member State. For the Recognised Organisations, emphasis will be on visits to regional and branch offices, site offices at ship yards and visits to ships. There will be an increased focus on shipbuilding markets. Geographical areas where inspections have not been carried out so far will also be included. The total number of inspections is expected to be around 16-18 in 2009, depending on follow-up and corrective actions, and therefore at the same level as in 2008. In this framework, the 'Visits to Ships'

project⁸, started in early 2005, will continue to represent a valuable tool to evaluate the performance of Recognised Organisations onboard. EMSA is planning to carry out an evaluation of the project, in conjunction with the Member States and the Commission, in 2009.

3.1.2 Technical assistance to the Commission and to the Member States

The Agency will continue to provide **technical assistance** to the Commission in both the European and international context. In relation to the legislative procedure, including the revised Directive

⁸ For this project the Agency may be informed by a Member State when a ship with serious class related deficiencies is detained. EMSA can then attend on board, together with the relevant Recognised Organisation, for the purpose of monitoring the performance of that Recognised Organisation.

on classification societies, the Agency will continue to provide technical assistance when requested and may also seek to further streamline, adjust and adapt the inspection task to improve its effectiveness. In the international arena the Agency expects to assist the Commission and the Member States on some technical issues in the context of work in the International Maritime Organization (IMO), to further improve practices and thereby maritime safety, as a result of findings identified for most EU Recognised Organisations. Deferred from 2008, and subject to confirmation by the Commission during 2009, **visits to Member States**, to verify how they fulfil their obligations under Directive 94/57/EC concerning the monitoring of the Recognised Organisations they have authorised to carry out statutory tasks on their behalf, may commence. This task will involve making an assessment of best

practice, discuss issues at a workshop to be organised with Member States, refine the methodology and subsequent visits to Member States. Subject to confirmation by the Commission, it is expected that six to eight visits will be carried out in 2009.

3.2 SYSTEMS FOR MARITIME EDUCATION, TRAINING AND CERTIFICATION OF SEAFARERS

A large number of foreign seafarers (holding certificates issued outside the European Union) work on board EU flagged vessels. Their numbers are increasing and they are also taking over more and more senior officer functions. For safety reasons it is important to know whether their qualifications meet the required standards, as laid down by the STCW Convention. In the past, individual EU Member States and the Commission visited labour

3.1 Classification societies
Resources/input
Financial resources: 2.014.056 Euros (commitment appropriations) and 2.142.621 Euros (payment appropriations). Human resources: 8 AD, 2 AST and 3 END posts.
Output
<ul style="list-style-type: none"> - On behalf of the Commission, the Agency will carry out 16-18 inspections of offices of Recognised Organisations. When requested by the Commission, the Agency will carry out initial inspections of classification societies following any new request for EU recognition. - On behalf of the Commission, the Agency may carry out 6-8 visits to Member States, to monitor how they fulfil their duties in accordance with Directive 94/57/EC. - The methodology for visits will be refined.
Outcome
Based on the reports submitted by the Agency, the Commission should be able to make the relevant assessment and as a result take policy decisions and/or request corrective measures of Recognised Organisations or Member States controlling them, in order to improve the overall quality of the certification work undertaken by those companies.

supplying third countries to assess the maritime education and certification systems based upon the international STCW standards. On the basis of Directive 2001/25/EC (as amended) on the minimum level of training of seafarers, this task has been re-assigned to the Commission, assisted by the Agency. On the basis of the EU legislation, the same approach is followed as regards the Member States. Hence the Agency conducts visits to collect information on the implementation of the relevant provisions.

There are currently around 50 countries (not including the 27 EU Member States) to be covered under this regime, and each has to be inspected within a five year rolling inspection cycle. Initially, inspections focussed on third countries, but as in 2008, visits to EU Member States will also feature in 2009. Each visit to a third country or a Member State includes visits to different agencies of the Maritime administration, as well as to Maritime Education and Training establishments (Maritime Universities, nautical schools and training centres). Such visits are therefore in depth and time consuming. In order to accommodate this dual focus, in 2009 the inspection task will have to be rebalanced between visits to third countries and to EU Member States.

In support of these activities, the Agency will continue to develop an STCW Information System in 2009. The system is planned to be operational in 2010.

3.2.1 Inspection of maritime education, training and certification systems in third countries

There will be around six to eight **inspection visits to third countries** in 2009 (the same

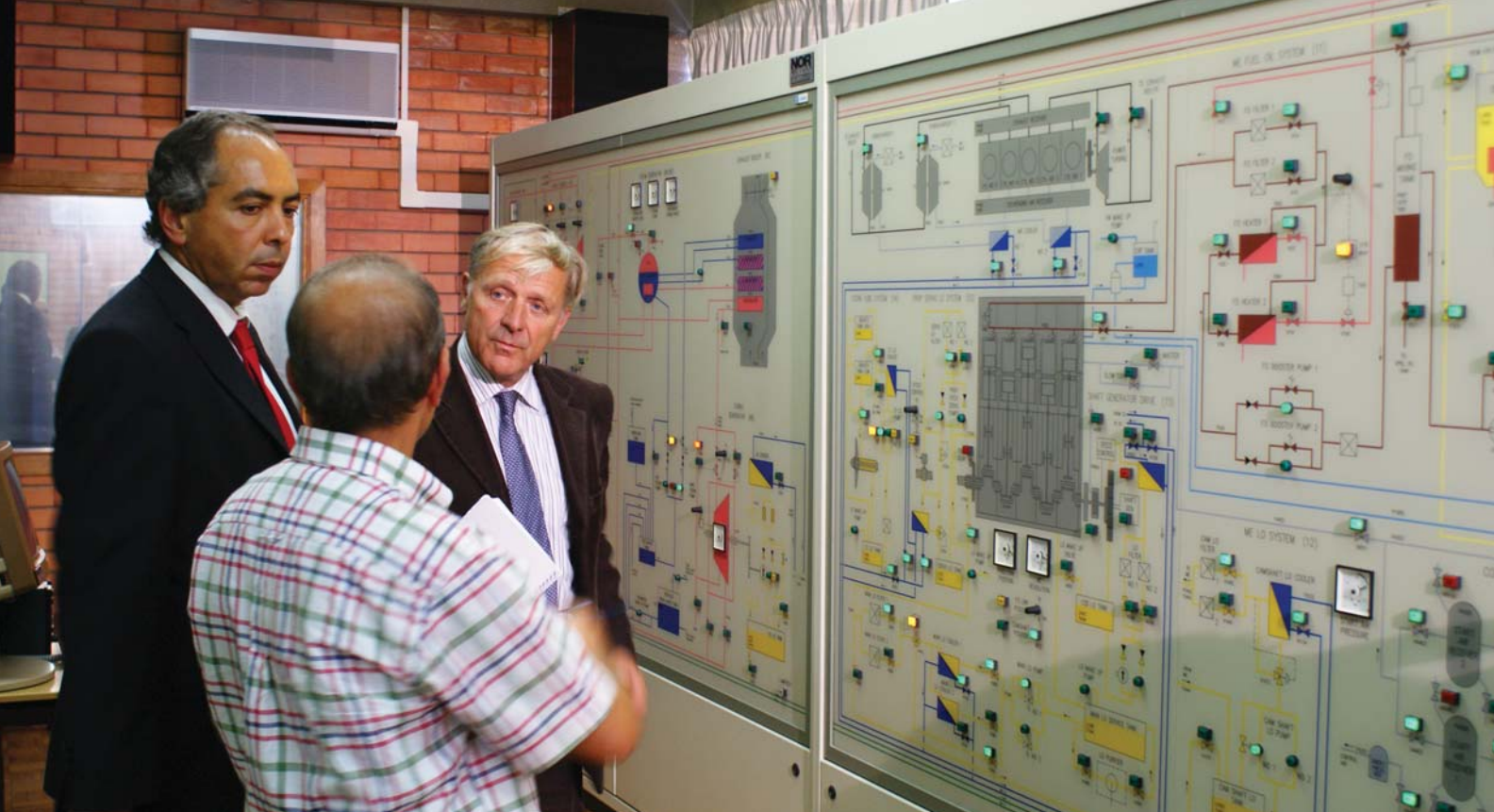
level as 2008). It is envisaged that, as a priority, they will take place in countries for which Member States have notified the Commission that they intend recognising the certificates of competency issued by those countries. Any additional inspections will be decided in consultation with the Commission based on the priority criteria developed by the Agency.

3.2.2 Visits to Member States to monitor the implementation of Directive 2001/25/EC as amended on minimum level of training for seafarers.

Following the visits that took place in 2007 and 2008, the Agency will continue to **monitor the implementation by Member States of Directive 2001/25/EC**, as amended, on minimum level of training for seafarers. The number of visits to Member States is expected to be four to six in 2009, similar to the programme of visits carried out in 2008.

In support of the above activities, and to prioritise and plan the inspections, the Agency will continue to develop the **STCW Information System**. The system is being developed in two phases, and the first phase will be completed during 2009. This includes descriptive information on maritime education and training systems in Member States and third countries that provide labour for the EU flagged fleet. This information will provide Member States and the Commission, among others, with data on MET institutions, education programmes, facilities, students and contact points in the Administrations. The results of EMSA's inspection visits to third countries

In 2009, the programme inspections of maritime education systems will have to include visits to third countries and to EU Member States.



will also be included in the System during this first phase in order to provide the Member States and the Commission with information on the global level of implementation of the STCW Convention and its amendments. In addition, information on fraudulent certificates and practices will be included. None of this information is classified nor raises data protection issues. In the second phase, the System will store numerical and statistical information on the number of seafarers having certificates of

competency and endorsements issued by EU Member States. This type of data is at present difficult to obtain. The outcome of the cost-benefit analysis conducted in 2008, based on the technical information gathered from the Member States through a correspondence group, will also be considered in the testing and development of this phase. Testing will start during 2009, with implementation to follow in 2010 and completion expected during the first quarter of 2011.

3.2 STCW

Resources/input

Financial resources: 1.492.927 Euros (commitment appropriations) and 1.601.713 Euros (payment appropriations).
Human resources: 6 AD, 2 AST, 2 END and 1 CA posts.

Output

- 6-8 visits to third countries.
- 4-6 visits to EU Member States.
- Developing and testing the STCW Information System.

Outcome

Based on the reports submitted by the Agency, the European Commission should be able to take policy decisions and/or request corrective measures of third countries or Member States, in order to improve the correctness of the certification and overall quality of seafarers in line with respectively the STCW Convention or Directive 2001/25/EC respectively.
Member States should take advantage of the information stored in the STCW Information System.

3.3 MONITORING THE IMPLEMENTATION OF THE PSC DIRECTIVE IN MEMBER STATES AND EEA/EFTA STATES

Port State Control has become one of the most effective tools to verify whether ships comply with international safety, pollution prevention and crewing regulations. Port State Control inspections should be carried out in a harmonised way to ensure equivalent safety standards and to avoid distortion of competition. At the request of the Commission, the Agency visits Member State administrations and ports to verify the implementation of PSC rules and procedures within the European Union.

After having completed the first full cycle of visits to monitor the functioning of the PSC regime in 2007 and after having compiled an overall report on the implementation of the PSC system in the EU, the Commission requested the Agency to **monitor the follow-up actions related to non-compliances** recorded during the first cycle of visits. This monitoring, which began in 2008, will continue in 2009: upon request from the Commission, the Agency will revisit Member States to verify the corrective actions taken following the first visits.

The Agency will also assist the EFTA Surveillance Authority in monitoring the implementation of the Port State Control Directive by Norway and Iceland.

3.4 MARITIME SECURITY

The international measures taken by the IMO to improve security standards in shipping (SOLAS chapter XI-2 and the ISPS Code) have

3.3 Implementation of PSC Directives in Member States

Resources/input

Financial resources: 518.820 Euros (commitment appropriations) and 558.379 Euros (payment appropriations).
Human resources:
2 AD, 1 END and 1 CA posts.

Output

- Upon request by the Commission, follow-up visits in Member States.
- Upon request of the EFTA Surveillance Authority, visits to Norway and Iceland.

Outcome

Provide information to the Commission on the implementation of the PSC Directive 95/21/EC by Member States, enabling the Commission to assess Member States' compliance with the legislation and undertake follow-up actions where necessary. This information will be provided to the EFTA Surveillance Authority in respect of the visits to Norway and Iceland.

been transposed into Community law under Regulation 725/2004/EC on enhancing ship and port facility security. At the same time, Regulation 1406/2002/EC was amended by Regulation 724/2004/EC to task the Agency to provide the Commission with **technical assistance in the performance of its inspections** under Regulation 725/2004/EC. These inspections consist of verifying the implementation by Member States of the security requirements mandated by the Regulation, for which the Agency provides expertise in relation to the inspection of ships, relevant companies and Recognised Security Organisations. In 2009, re-inspections of Member States' maritime security administrations are expected to start, accompanied primarily, as far as the Agency's participation is concerned, by further inspections of ships



Upon request from the Commission, Member States will be revisited to verify the corrective actions taken following the first visits in the framework of Port State Control.

in port. Decisions by the Commission on conducting inspections of Recognised Security Organisations and shipping companies with the assistance from the Agency's experts will, among other factors, be based on the outcome of the ship security inspections. An inspection programme for 2009 will be adopted by the Commission before the end of 2008. However, for the time being, it is

expected that around 30 visits will be required, which is consistent with the programme of inspections carried out in the past two years. In 2008, the EFTA Surveillance Authority requested the Agency's assistance for carrying out inspections in Norway and Iceland in the field of maritime security based on a standard methodology prepared by the Agency. These inspections are expected to continue in 2009.

3.4 Maritime Security

Resources/input

Financial resources: 757.666 Euros (commitment appropriations) and 807.114 Euros (payment appropriations).
Human resources: 4 AD and 1 AST posts.

Output

- Upon request of the Commission, 30 visits to EU Member States.
- Development of a methodology for inspections with EFTA Surveillance Authority.
- Upon request of the EFTA Surveillance Authority, assistance to inspections to Norway and Iceland.

Outcome

Provide advice to the Commission and the EFTA Surveillance Authority based on the outcome of the security inspections enabling them to assess the effectiveness of Member States' implementation of the relevant maritime security legislation.

3.5 MONITORING OF THE IMPLEMENTATION OF OTHER EU MARITIME LEGISLATION

At the request of the Commission, the programme for monitoring visits to Member States has been extended to verify the effective implementation of other legislative acts in the field of maritime safety and marine pollution. In 2009, the visits in the field of port reception facilities (Directive 2000/59/EC) which began in 2007 will continue, and those in the field of vessel traffic monitoring (Directive 2002/59/EC) are expected to start. Differences persist between Member States' practices when it comes to ensuring the availability of **waste reception facilities** in all EU ports and in relation to the fee systems

applied for the delivery of ship generated waste and cargo residues ashore. The Agency has carried out visits to Member States to enable the Commission to take stock of the effectiveness of the measures in place and to make an overview of the implementation of the Directive 2000/59/EC during its first five years of existence. The Agency is expected to continue the cycle in 2009, with visits to seven Member States. Each visit to a Member State includes interviews with relevant officials and inspections of port reception facilities in three or four different ports in that Member State. Such visits are therefore very detailed and time consuming. On the basis of the experience gained from these visits and related activities, the Agency will also be assisting the Commission with the revision of the Directive, which will

Improving security standards in shipping is an on-going process.



be on-going in 2009.

As a new activity, the Commission has asked the Agency to carry out monitoring visits to the Member States in relation to **Directive 2002/59/EC on vessel traffic monitoring**, following an analysis of replies to questionnaires and discussions of best practices. Seven conducting initial visits are foreseen in 2009 commencing once the methodology for them has been finalised. The Commission may request the Agency to visit Member States to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.

In addition, as has been the case in previous years, the Agency is expected to be requested to participate as an observer on behalf of the Commission in the

voluntary flag audit scheme carried out by the International Maritime Organization when auditing EU Member States.

In conclusion:

For the execution of the total cluster of inspection tasks as described in previous paragraphs, the Agency has currently only 21 inspectors. It is foreseen to recruit two additional maritime auditors/inspectors for both field work and desk studies, in order to cover the growing range of EU legislation to be verified on behalf of the European Commission and the EFTA Surveillance Authority.

3.5 Monitoring implementation of EU maritime legislation

Resources/input

Financial resources: 1.332.232 Euros (commitment appropriations) and 1.401.459 Euros (payment appropriations).
Human resources:
6 AD, 1 AST posts and additional resources from relevant sections when and where required.

Output

- 7 visits to EU Member States for Directive 2000/59/EC on Port Reception Facilities.
- Following adoption of the methodology for the visits, 7 visits to EU Member States for Directive 2002/59/EC on Vessel Traffic Monitoring.
- Participation as an observer in the voluntary flag audit scheme carried out by IMO in EU Member States.
- Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.

Outcome

Provide advice to enable the Commission and the EFTA surveillance Authority to assess and verify the implementation of EU maritime legislation. The final aim is to assess and improve the level of maritime safety and the prevention of pollution by ships in the Community.



4 Providing Member States and the European Commission with technical and scientific assistance and facilitating technical cooperation between Member States' maritime authorities and with the European Commission

4.1 PORT STATE CONTROL

4.1.1 Common training

The development of **harmonized training tools for PSC officers**, in cooperation with the Paris MoU, is another important task for the Agency, which is also referred to in the proposed new Directive on PSC. The Agency is offering a harmonized training scheme for the training and qualification of Port State Control Officers of all Member States participating in the Paris MoU. At the same time, a Distance Learning Package is being developed and facilities for training will be provided to a larger number of officers than has been the case in the past.

In particular, for 2009 it is envisaged to:

- a) Organise a first session for future users of the system.
- b) Deliver training seminars on Port State Control procedures.
- c) Deliver the Distance Learning Package.

4.1.2 Monitoring visits and implementation issues

The aforementioned monitoring visits to Member States offer the opportunity to obtain a clearer picture of weaknesses and strong points in the various national PSC systems. The lessons learned will *inter alia* be used for the improvement of the training programme, as well as for the design of the new information system.

4.1 Port State Control
Resources/input
Financial resources: 1.565.482 Euros (commitment appropriations) and 1.601.710 Euros (payment appropriations). Human resources: 4 AD, 1 AST and 2 END posts.
Output
<ul style="list-style-type: none"> - Development of harmonized training tools for Port State Control Officers. - Providing trainings: New Entrants Seminars and Refresher Seminars. - Project management for the development and delivery of the Distance Learning Project. - Focal point of 'Rulecheck'¹⁰. - Keeping up-to-date official list of banned vessels. - Providing statistics upon request. - Participation in certain meetings of the Paris MoU on behalf of the Commission.
Outcome
The Agency is contributing to setting-up the new Port State Control system in line with the proposed recast Directive, introducing a new inspection regime based upon a new information system. The Agency is working towards harmonising Port State Control in and by Member States, by developing and organising common training and common PSC tools. This will contribute to a more harmonized level of PSC in the European Union, establishing a more unified level of maritime safety.

¹⁰ Rulecheck is a system for Port State Control officers in the Paris MoU region that provides a complete database containing all the international legislation and Paris MoU rules and procedures which apply to the ship to be inspected, accessible either as plain text or through intelligent query options.



Reports on accidents in European waters are sent to the European Marine Casualty Information Platform (EMCIP).

Enforcement monitoring of the banning provision for multiple detentions, including the **publication of an up-to-date list of banned vessels** in the European Union on its website, is an ongoing task of EMSA which will be continued in 2009.

As regards **ro-ro ferries**, EMSA will continue to administer the database with the inspection reports completed pursuant to the survey regime, established by Directive 99/35/EC, on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services and will continue to monitor the application of the regime. This includes the provision of technical assistance to Member States to ensure harmonized inspection procedures.

4.2 ACCIDENT INVESTIGATION

EMSA developed a taxonomy on marine accident and incident data for a common European database, and initiated the development of a common methodology for the investigation of marine casualties. In 2005, in the context of the so-called "Third Maritime Package", the Commission presented a proposal for a Directive defining common principles for accident investigation, including references to a

common methodology and implementing guidelines, and to a European database to store casualty data and investigation reports of the Member States.

This database is a central European tool called "**European Marine Casualty Information Platform (EMCIP)**". In 2008, initial data were sent by the Member States on a voluntary basis for the operational tests and a user evaluation was carried out. In 2009, the EMCIP database will be running in its first year of routine usage (on a voluntary basis). This will allow a first analysis to be carried out and statistical results to be produced. Once the aforementioned proposal for a directive has entered into force, the use of the database will become mandatory for the notification data of all casualties and for the investigation data of the most serious casualties.

In close cooperation with the Member States and the Commission, the Agency has established the "**Consultative Technical Group for Cooperation in Marine Accident Investigation**" (CTG). This CTG meets regularly at EMSA and is a permanent panel for the exchange of views between Member States, EMSA and the Commission on all issues of marine accident investigation. After producing a draft text for the common methodology

4.2 Accident Investigation	
Resources/input	
Financial resources: 703.474 Euros (commitment appropriations) and 553.143 Euros (payment appropriations). Human resources: 2 AD and 1 END posts.	
Output	
<ul style="list-style-type: none"> - Running the accident investigation database (EMCIP). - Consulting Member States' experts within the framework of the Consultative Technical Group. - Supporting Member States with processing VDR information. - Development of common methodology and guidelines for investigation - Develop training activities. 	
Outcome	
Activities are aimed at further developing the accident investigation capabilities of Member States and the ability to collect and compare investigation data at EU level.	

and the implementing guidelines (completed in 2008), EMSA, supported by the CTG, will maintain and regularly up-date the guidelines, and assist Member States where required at EU level. An example of such technical assistance has been the contracting of a training and coaching service on the use and analysis of VDR data (Voyage Data Recorder – “black box” for shipping) for accident investigation. Upon request, helpdesk assistance, coaching and training can be provided to all marine casualty investigation authorities' Member States. Further common elements of training for personnel involved in marine safety investigations will be evaluated and developed in 2009.

4.3 TECHNICAL ASSISTANCE (TRAINING AND COOPERATION)

Training activities are organised by EMSA for Member States on a regular basis. The EMSA **Consultative Network for Technical Assistance and cooperation (CNTA)**, active since 2006, with representatives from the maritime administrations of the 27 EU and 2 EEA Member States established priorities regarding the Agency's training activities. In 2009, training sessions and exchange of best practices will be organised on the basis of national requests, taking into account recommendations expressed by this network. Activities will cover all fields of EMSA's mandate: port state control, ship security, traffic monitoring, port reception facilities, marine equipment, pollution response, implementation of EU law, etc. Since the scope, mandate and audience is different from those mentioned in Directive 95/21/EC on Port State Control as amended, these sessions do not duplicate or replace the training seminars mentioned above in section 3.1.

Up to 10 training workshops will be organised in the areas mentioned above, focusing on the existing EU maritime legislation. The portfolio of training material will be permanently improved and revised in order to be rapidly available to different beneficiaries. This programme of around 10 workshops, developed in cooperation with the CNTA, is of roughly the same size as the programme in 2008.

The Agency is also involved in *ad hoc* funded EU projects for **non-EU countries** focussing on technical assistance for approximation of their maritime legislation to

4.3 Technical assistance (training and cooperation) ¹¹
Resources/input
Financial resources: 1.036.008 Euros (commitment appropriations) and 1.075.566 Euros (payment appropriations). Human resources: 2 AD, 1 AST and 1 END posts.
Output
<ul style="list-style-type: none"> - Up to 10 training sessions and workshops for Member States. - Training/Technical assistance for officials from Croatia, Turkey and the Western Balkans related to EU-legislation and EMSA activities. - Support the Commission in implementing the SAFEMED II Project.
Outcome
<p>To promote best practices between EU Member States and increase knowledge and awareness of solutions found, benefiting maritime safety, security and prevention of and response to marine pollution by ships.</p> <p>To support the process of approximation to EU maritime safety acquis for candidate and potential candidates.</p>

EU maritime legislation. Actions include *ad hoc* trainings, information days in participating countries, exchange of expertise and other technical assistance activities. During 2009, the Agency expects to participate in a single project to be conducted in cooperation with the Commission to support candidate and potential candidate countries (Croatia, Turkey, the Western Balkans). Further *ad hoc* assistance is provided to the Commission in the implementation and monitoring of specific EU funded projects for neighbouring countries. During 2009, the SAFEMED II project will reach its implementation phase, with a large set of activities for the Mediterranean basin.

4.4 MARINE EQUIPMENT AND SHIP SAFETY STANDARDS

The Agency will continue monitoring the

work of IMO in the field of **ship safety standards**, including the reporting of developments in the relevant international legislation. This task will entail technical evaluation of IMO submissions and technical assistance in the preparation of submissions to IMO as appropriate. In particular, the Agency will contribute actively: to the debate concerning passenger ship stability by providing studies on the subject and; to the related update of directive 98/18/EC on safety rules and standards for passenger ships. The work within IMO regarding bulk carriers, which can have an impact on the directive 2001/96/EC on the safe loading and unloading of bulk carriers, will also be monitored.

Directive 96/98/EC on Marine Equipment establishes the rules for the free movement of marine equipment within the Internal Market. These rules determine the

¹¹ Although all training activities of EMSA are part of the same budget line, training on PSC is not included here because it constitutes a different activity. It is referred to in section 3.1 - Port State Control.

The Agency contributes to the safety of marine equipment.



applicable technical and testing requirements, and lay down the necessary procedures for product certification, a task where the Member States are assisted by the so-called "notified bodies". Marine equipment certified by a Notified Body of a Member State can be freely marketed and sold throughout the European Union through mutual recognition. A number of different tasks will be performed, the most important of which will be to continue to provide assistance to the Commission in **amending the Marine Equipment Directive**. Further to this, the work on the development of a **common auditing methodology on notified bodies** for the EU Member States will be completed.

The Agency may, upon request, participate, as an observer, 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. A number of Board Members called for the Agency to play an important role in defining audit criteria and that the Agency should actively participate in the audits of Notified Bodies in order to ensure consistency and coherence of audits. It was mentioned that these specific tasks can be carried out more appropriately, more effectively or more efficiently at EU level. These views will be taken into account to establish how this approach will be included in the current

revision of the Marine Equipment Directive. A **system for continuous monitoring** of essential requirements and testing standards for marine equipment will become operational with a view to providing the Commission with the necessary information to update the Directive's technical annexes at least once a year. EMSA will maintain this system and strive to ensure that the timetable for the annual update cycle is adhered to.

4.4 Marine equipment and ship safety standards

Resources/input

Financial resources: 914.132 Euros (commitment appropriations) and 953.691 Euros (payment appropriations).
Human resources: 4 AD posts.

Output

- Monitoring of the work at IMO in the field of Ship Safety Standards and technical support to the Commission.
- Technical support regarding passenger ship stability.
- Assistance to the update of directive 98/18/CE on safety rules and standards for passenger ships.
- Assistance to the update of the technical annexes of the Marine Equipment Directive (yearly basis).
- Examination of submissions under article 13 of the Marine Equipment Directive.
- Upgrade of the MARED database.
- Management of the alert system foreseen by the MRA signed between EU and USA.

Outcome

The Agency contributes to the safety of marine equipment and the functioning of the internal market by assessing safety problems and/or market distortions. Member States are supported with monitoring the work of the Notified Bodies certifying marine equipment.

With respect to the MRA (Mutual Recognition Agreement) signed between the EU and USA, it is expected that the **alert system** (operational in 2008), will need further development in close cooperation with the EU Member States' regulatory authorities and their counterparts in the US (the US Coast Guard). The Agency will be the coordination body responsible for this; will manage the system on behalf of the Commission and; will provide the necessary assistance in dealing with the notifications channelled through it.

The Agency will continue to manage the **MARED database** of approved equipment, based on a new version launched to reflect the changes in the Directive and to assess the needs of the user when consulting the database. Finally, the technical examination of submissions under Article 13 procedures (dispute resolution) of the Marine Equipment Directive will be carried out in support of the Commission.

4.5 MARITIME INFORMATION, EQUASIS AND STATISTICS

The EQUASIS (European Quality Shipping Information System) information service is now recognised as an essential tool to help promote quality and safety in maritime transport. The service went live in May 2000, following the signature of a Memorandum of Understanding to establish the information system by the Commission, France, Japan, Singapore, Spain, the UK and the US Coast Guard. Since 2007, the Commission has been represented by EMSA in both the MoU and the governing bodies of EQUASIS. The system presents safety and quality-related information on the world's merchant fleet with a particular focus on information on

port State control inspections, class and P&I cover. The information is supplied by several Port State Control regions and various industry-based organizations. The data is accessible freely on the Internet. In June 2008, the Equasis Supervisory Committee **mandated EMSA to take responsibility for the hosting of the management unit of Equasis.** This task will be ensured by the Agency as from the beginning of 2009.

In 2008, for internal purposes, the Agency created the MARINFO information system, which contains data collected from commercial providers on ships and their movements in European waters and beyond. The Agency will continue to enhance and use this database to support its activities in converting raw data into reliable and comparable information and maritime intelligence. In 2009, **MARINFO will be extended to other sources,** in order to display the most up-to-date data and serve as a knowledge basis for existing EMSA information systems.

Throughout 2009, the Agency will continue to provide **support concerning the processing of data and provision of support information and statistical information,** including: the creation of appropriate data extracts; analyses of available data on vessel characteristics, movements, changes in name, flag, class and ownership as well as inspections, detentions and accidents; and liaison with relevant organisations such as IMO, Paris MoU and Eurostat on matters concerning ship data collection and analysis.

4.6 PREVENTION OF POLLUTION BY SHIPS

4.6.1 Port reception facilities

In the context of **Directive 2000/59/EC on**

4.5 Maritime information, Equasis and statistics

Resources/input

Financial resources: 1.327.354 Euros (commitment appropriations) and 1.376.802 Euros (payment appropriations).
Human resources:
2 AD, 1 AST, 1 END and 1 CA posts.

Output

- Management of Equasis.
- Publishing the third annual statistical report on the world merchant fleet in Equasis.
- Production of statistical products, services and publications.
- Enhancement of the MARINFO database.

Outcome

Reliable and compatible data contribute to a better monitoring of the EU maritime legislation and support the Agency's tasks in using up-to-date and validated information.

port reception facilities for ship-generated waste and cargo residues, EMSA is assisting the Commission in monitoring the implementation of the Directive in Member States. Having finalised the reports on the fee system (2006) and the assessment of the waste reception and handling plans (2007); plus notes on exemptions (2008) and ships producing reducing quantities of waste (2008); and having initiated the monitoring visits to Member States in 2007, resulting in an interim report in 2008, the work in 2009 will concentrate on the following issues:

- Continuing the visits to Member States for monitoring the practical implementation of the Directive in Member States (authorities, ports) as already described in chapter 3.
- Based on the visits and reports outlined

above, specific suggestions will be forwarded to the Commission in the context of the wider review of the Directive, which is expected to be launched by the Commission in 2009.

- Analysing international instruments aiming to clarify the legal and technical situation regarding the delivery and reception of ships' wastes and cargo residues and the related discussions at international level.

It is expected that the Agency will assist the Commission with its impact assessment accompanying the future proposal amending the Directive.

4.6.2 Anti-fouling Systems

The IMO Convention prohibiting the use of paint with organotin or TBT components which are environmentally harmful (AFS Convention of 2001) has been transposed into Community legislation by Regulation 782/2003/EC on the prohibition of organotin compounds (TBT) on ships and the related Commission Regulation 536/2008/EC. At the request of the Commission, the Agency has prepared an inventory on how Member States have applied or monitor the functioning of Regulation 782/2003/EC to all ships. Based on the results, **a report will be prepared** identifying the main findings and difficulties as well as suggestions for possible corrective actions. This report will also be based on the Agency's previous work analysing and assessing the IMO Guidelines related to the AFS Convention.

4.6.3 Air emissions

In comparison to other modes of transport, little progress has been made in the

shipping sector with reducing emissions or improving the quality of fuel. Bunker fuels used by the shipping industry are considered to be amongst the "dirtiest" fuels with high sulphur contents: on average the percentage of sulphur in Heavy Fuel Oils is 2,6%, compared to 0,1% for marine gasoil and 0,01% for road diesel. The relative contribution of air pollution has increased substantially over the past decade. One of the steps taken to improve bunker fuel is **Directive 1999/32/EC, as amended by Directive 2005/33/EC**, which requires lower levels of sulphur content in bunker fuels in so-called SOx emission control areas, as well as for all passenger ships operating on regular services to/from EU ports (maximum 1.5%). The Commission has requested the Agency to provide **technical assistance** for the monitoring of the implementation of this Directive by Member States.

On the basis of information obtained in 2008, **further actions are foreseen** in order to assist the Commission in ensuring that bunker fuel delivered in Member States meets the requirements of the Directive, that Member States respect their obligation to monitor fuel suppliers and that ships, including passenger vessels on regular routes, comply with the prescribed fuel quality requirements. Based on Member States' reports and other information collected (availability of low sulphur content marine fuel, national enforcement mechanisms, market-based fuel quality testing), the Agency will provide a comprehensive implementation report in 2009.

Following the adoption of a **revised MARPOL Annex VI** by IMO in 2008, the Agency will assist the Commission with

The Agency provides technical assistance to the Commission for the monitoring of sulphur content in bunker fuels.



preparing the incorporation of the revised Annex into EU legislation.

In addition, the **emission of greenhouse gases (CO₂)** from ships is becoming a major concern in the EU as well as internationally. The Agency will continue to provide technical assistance to the Commission and the Member States on key issues, such as background information on quantities of CO₂ emissions from ships and on available solutions to reduce greenhouse gases from shipping. The Agency will assist the Commission in reviewing and assessing various voluntary and mandatory technical and market-based measures available to meet the applicable reduction targets in the future.

4.6.4 Ship recycling

The Agency will contribute to the work of the Commission on **developing the EU wide strategy for ship dismantling**. In 2009, the IMO draft Convention on this

topic should be adopted, which will probably shift the attention to how the convention is to be implemented and enforced at EU level. The Agency will assist the Commission by providing technical advice on this matter, including advice in relation to certification and award schemes, building, *inter alia*, on the outcome of the Agency's study on the certification of recycling facilities.

4.6.5 Ballast water

Ships taking up ballast water in one area or sea, and discharging it in another area or sea, discharge ballast water which can disturb or alter the ecosystem seriously by introducing "invasive" micro-organisms in the local environment. This issue is being addressed by the IMO Convention on the Management of Ships' Ballast Water and Sediments (2004). The Agency has been tasked by the Commission to provide the **technical assistance** to support the imple-

mentation of this convention and interim regional seas arrangements. The Agency will continue to monitor the international development in this field and to examine in collaboration with Member States and the Commission the specific need for further action at EU-level to **promote the effective management of ballast water** on board ships in European waters and to ensure a coherent approach within different European regions.

4.6.6 Enforcement by port States of EU Legislation

An increasing number of EU instruments

impose environmental and other obligations on ships entering EU ports. Most of these instruments provide for some kind of verification or control of ships to be undertaken in ports. However, such controls do not come within the scope of port State control under the Paris MoU, which is limited to the control and enforcement of international rules and standards. The Agency, in close cooperation with the Commission, will analyse the extent of this problem and assess the need for further consistency in the way EU obligations which do not have a counterpart in the international conventions are enforced in EU ports.

The Agency provides technical advice on matters related to ship recycling.



4.6 Prevention of pollution by ships

Resources/input

Financial resources: 1.717.736 Euros (commitment appropriations) and 1.806.742 Euros (payment appropriations).
Human resources:
7 AD, 1 END and 1 CA posts.

Output

1. Port reception facilities
 - Preparing reports for the Commission on various technical aspects of Directive 2000/59/EC.
 - Drafting a report with specific suggestions in the context of the wider review of the Directive.
 - Analysing international instruments aiming to clarify legal and technical aspects for the delivery and reception of ship-generated waste and cargo residues, including a close monitoring of on-going IMO discussions.
2. Anti-fouling systems
 - Drafting a report to identify main findings and difficulties and suggestions for possible corrective actions.
 - Providing technical assistance to Member States for the enforcement of the Regulation.
3. Air emissions
 - Providing technical assistance to the European Commission in the field of air emissions, in the context of the MARPOL Annex VI revision and in the field of Green House Gases and on the implementation of Directive 2005/33/EC by Member States.
 - Providing reports on the implementation of directive 2005/33/EC.
4. Ship recycling:
 - Assisting the Commission in developing an EU wide strategy for ship dismantling.
 - Assisting the Commission with negotiations at IMO on the Convention on Ship Recycling.
 - If requested, assisting in developing a scheme for the certification of ship recycling facilities.
5. Ballast water:
 - Contributing to the implementation of the International Convention and identifying possible actions to ensure consistency between regional approaches in Europe.
6. Horizontal:
 - Assessing the need for further consistency in the way EU obligations which do not have a counterpart in the international conventions are enforced in EU ports.

Outcome

Contributions are made to better tackle the problem of ship-sourced pollution by providing information on the implementation of EU legislation at national level and with technical advice concerning possible improvements. The Agency assists the Commission in the work of the International Maritime Organization on these issues.

4.7 Liability and compensation

The Agency will continue to assist Member States with the ratification of the **Bunkers Convention** (International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001), and the **HNS Convention** (International Convention on Liability and Compensation for Damage in Connection with Carriage of Hazardous and Noxious Substances by Sea, 1996) and other international instruments, where relevant, by organising workshops and training as appropriate, and by providing a forum for the exchange of experience and for the dissemination of best practice. In carrying out this task, the Agency will take into consideration the developments at international level.

As an ongoing activity, the Agency will also continue to assist or represent the Commission on its request in relation to the

sessions of the International Maritime Organization (IMO) Legal Committee and the International Oil Pollution Compensation Funds (IOPC Funds).

Moreover, assistance will be provided to the Commission and the Member States in the process of implementing Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements.

In parallel, the Agency will continue to support the work of Member States in developing a common understanding of the issues related to claims management and the associated cost recovery available through the above mentioned pollution compensation mechanisms. Such work will be undertaken within the framework of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR) (see Chapter 5 below).

4.7 Liability and compensation

Resources/input

Financial resources: 159.783 Euros (commitment appropriations) and 169.673 Euros (payment appropriations).
Human resources: 1 AD post.

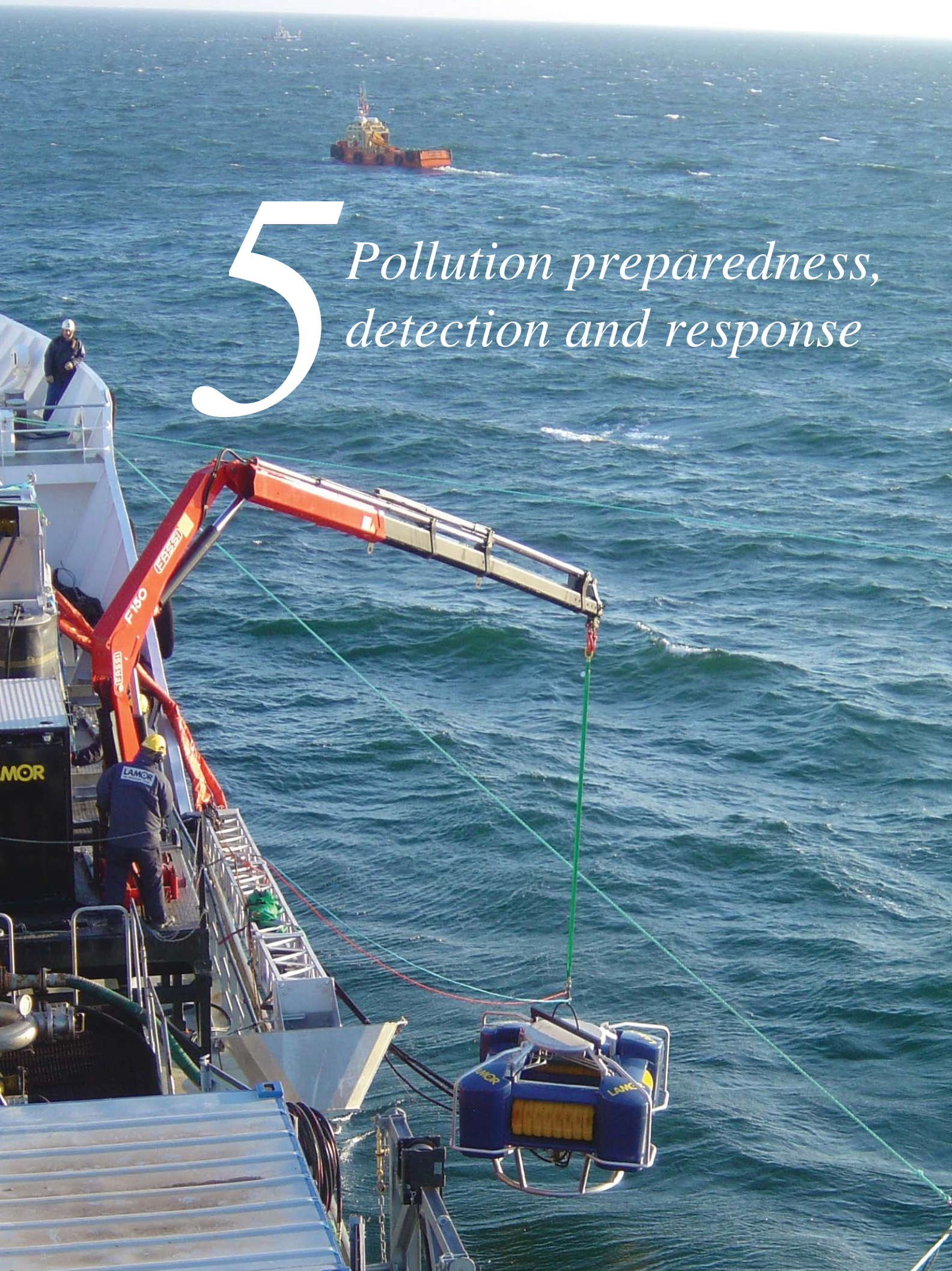
Output

- Support the Commission in preparing for and at discussions at IMO regarding liability and compensation issues.
- Support Member States upon request with the ratification and implementation of international conventions and relevant EU legal instruments in this field.
- Support Member State in developing a common understanding of issues related to claims management.

Outcome

The Agency contributes to a better regulatory system regarding liability and compensation related to pollution caused by ships.

5 *Pollution preparedness, detection and response*



This part of the work programme is the update of the Action Plan for Oil Pollution Preparedness and Response of 2005 and subsequent years, 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. Both documents together provide a full overview of the activities of the Agency.

Introduction

The Agency has been tasked to provide additional support to “top-up” the capacities of Member States with regard to ship-sourced (oil and HNS) marine pollution covering the fields of preparedness, detection and response. Activities are implemented through the themes of operational support, cooperation and coordination, and information.

Under the heading of “Operational support” – one of the three fields of activities in the Action Plan for Pollution Preparedness and Response – the Agency offers three main services, available upon request, to Member States and the Commission, namely:

- With respect to accidental oil spills, the Agency has established a **network of stand-by oil recovery vessels around Europe** providing a European tier of operational resources to support on request the pollution response mechanisms of any of the Member States. Further details are described in Section 5.1.
- For locating illegal oil discharges and monitoring of accidental spills, the Agency provides a European wide oil spill monitoring and detection service (**CleanSeaNet**) which includes satellite images and alert messages. Further details are described in Section 5.2.
- **Pollution response expertise** to

provide onsite and/or remote operational and technical assistance.

In the framework of the Agency’s pollution response task, **ship-sourced “chemical spills”** (i.e. releases of hazardous and noxious substances – HNS - into the marine environment) are also addressed. The EMSA Action Plan for HNS Pollution Preparedness and Response identifies activities to be implemented in this field for 2009. Further details are described in Section 5.3.

Under the headings of themes of “Cooperation and Coordination” and “Information”, the main activities of the Agency can be identified as:

- Supporting the Commission’s participation in the relevant mechanisms for co-operation e.g. the Regional Agreements (Helsinki Convention, Bonn Agreement, Barcelona Convention, etc.) and the IMO OPRC-HNS Technical Group.
- Providing a Community level forum to address preparedness for and response to accidental and deliberate pollution from ships through the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), composed of Member State experts, Regional Agreements representatives and the Commission.
- Carrying out further development of inventories of Member States resources

for oil and HNS pollution (as required by Regulation 2038/2006/EC), dispersant operations in conjunction with the existing Community Information System. Additionally a number of technical projects will be implemented including the development of guidelines and decision-support tools for marine spill response planners and responders.

Often undertaken in consultation with national experts, the results of these actions have been distributed to the Member States and are also available through the Agency website to the public at large.

5.1 NETWORK OF STAND-BY OIL SPILL RECOVERY VESSELS

With respect to accidental marine pollution,

the Agency has been tasked to provide additional support to “top-up” the efforts of Member States when responding to large scale incidents. In light of the disastrous impact of previous large scale oil spills, the Administrative Board indicated in the original Agency's Action Plan for Pollution Preparedness and Response (adopted in 2004) that the most appropriate framework was to set-up a network of large response vessels designed for the recovery of heavy fuel oil spilt at sea, with the aim of mitigating the impact on the coastline. As has been detailed in the amended EMSA Regulation, such a service must be provided in a cost-efficient manner. With this in mind, and following the OPRC 1990 Convention approach of tiered preparedness and response, the Agency has established a “European tier” of stand-by oil

The last stand-by contracts, for the Black Sea and North Sea, will enter their operational phase in 2009.



spill recovery vessels available to support Member States response actions when affected by a large spill. Taking into account the budgetary means made available, this network of vessels has been built up over a four year period (2005–2008) and all resources are at the disposal of all Member States, independent of where a particular vessel is operating.

At a more detailed level, the Agency has determined that the most cost efficient system for providing such a service is to use commercial vessels specially adapted to be fit for purpose. Such ships have been modified in advance to allow the installation of at-sea oil recovery response equipment. Combined with other technical modifications where required, the ships are classed as occasional response vessels. Such an approach avoids the situation of dedicated pollution response vessels on idle stand-by waiting for a major accident to occur. When needed for pollution response operations, the EMSA contracted vessels cease their commercial operations and are rapidly transformed into specialised vessels with the capability to recover oil at-sea. The targeted mobilisation time for each vessel is 24 hours.

Actual mobilisation follows a request for assistance, via the Community Civil Protection Mechanism¹², from a Member State affected by an accident.

From a technical perspective, the ships have an onboard recovered oil storage capacity in the order of thousands of cubic metres as opposed to hundreds (the quantity more commonly found on vessels at the disposal of Member States). Each vessel has a primary oil recovery system using

sweeping arms which in general is more suitable for combating spills of heavy oil. Due to the characteristics of a specific spill, an alternative recovery system based around a boom and skimmer is also available on each vessel.

The choice of which system to deploy and the general operational control of the EMSA vessel resides with the Member State coordinating the response operations.

Using a series of public procurement procedures, a number of three year contracts have been established with spill response service providers and/or ship-owners/operators. The first generation of contracts, i.e. those starting in 2005 expired at the end of 2008. These contracts have either been renewed or replaced following a public procurement procedure. The primary aim for 2009 is **to complete the network**, i.e. reinforcement where gaps exist, by bringing into the operational phase stand-by contracts for the Black Sea and North Sea.

A more detailed **overview of existing arrangements for each regional sea area** is provided below. Precise technical information on the service network and each arrangement in particular is available through the EMSA website.

Atlantic Coast and Western Approaches to the Channel

2008 saw the entry into operational service of a pool of three product tankers with capacities ranging from 4,754 m³ to 5,028 m³. The vessels, built in 1997 and 1998, are double-hulled and usually trade

¹² Council Decision 2007/779/EC Euratom of 8 November 2007 establishing a Community Civil Protection Mechanism (recast) (OJ L 314, 01.12.2007, p.9).



The Aktea OSRV, a 3,000 m³ oil tanker based out of Piraeus, is operational in the Eastern Mediterranean.

with oil from the UK to Ireland. Up to two of these vessels can be mobilised using the specialised equipment stored in Cork, Ireland.

For the southern Atlantic area, a 3,023 m³ tanker undertaking bunkering operation out of Sines, Portugal, is operational.

The contract with a cable layer vessel with 4,000 m³ storage capacity stationed in Brest, France, expired at the end of 2008. Due to great demand in the cable laying market, it is foreseen that the vessel will be relocated outside of European waters and consequently the Agency is not in a position to renew the contract for this arrangement.

Keeping in mind the resources already under contract to the Agency along the Atlantic coast, a procurement procedure, in principle to complement the previous arrangement, was launched in mid 2008 in order to identify new response capacity in the area between the Porto, Portugal and Brest, France. Following a successful tender, a new contract has been awarded for a vessel with onboard storage capacity 1,522 m³ operating out of Vigo, Spain.

The vessel will provide fishing monitoring services on a commercial basis to the regional government of Galicia. It is an important step in securing response capacity in this area after three previous procurement procedures were not successful. Following a period for pre-fitting works to the vessel to adapt it to use oil recovery equipment on-board, it will enter into operational service in 2009.

Mediterranean Sea

2008 saw the entry into operational service of three arrangements contracted at the end of 2007 for this regional sea. Specifically:

- A 7,413 m³ oil tanker with back-up bunkering vessel of 3,800 m³ capacity based out of Algeciras, Spain. The back-up arrangement ensures that there is always a vessel available for emergency oil-recovery services.
- A 2,800 m³ bunker vessel stationed at La Spezia, Italy, located in the West Mediterranean Sea, and
- A 3,000 m³ oil tanker based out of Piraeus, Greece, in the East Mediterranean Sea.

These complement the two existing contracted bunkering vessels operating out of Malta in the middle of the Mediterranean Sea with onboard storage capacities of 1,805 m³ and 2,421 m³. The contract established in 2005 for the *Mistra Bay* (capacity 1,805 m³) has been renewed for a further 3 years until end of 2011.

The Black Sea

Oil transportation through the Black Sea and the East Mediterranean, where important pipelines feed out of Russia and the Caspian area, pose a serious potential risk. Accordingly, a second attempt was made with a procurement procedure launched for the Black Sea in early 2008. Following a successful outcome, a three year contract has been established for the *GSP Orion* based out of Constanta, Romania. It is an offshore supply vessel with capacity of 1,334 m³ and services the Constanta oilfield area, which is 30–50 nautical miles offshore.

The North Sea

The North Sea is one of the sea areas with the highest tanker traffic density. Following a 2008 procurement procedure, a 3-year contract has been awarded for an arrangement for the North Sea area covering two hopper dredgers trading sand along the Belgian and Dutch coastlines. The *Interballast III* (storage capacity 1,886 m³) and *DC Vlaanderen 3000* (storage capacity 2,744 m³) will enter into operational service in 2009.

The Baltic Sea

In 2005, a 3-year contract was established

for a pool of five tankers to provide at-sea oil recovery services. Each vessel was adapted to allow the rapid installation of specialised oil pollution response equipment from either a stockpile located in Porvoo, Finland or from Copenhagen, Denmark. This contract expired at the end of 2008 and, based on the experience of implementing the original contract, the format of renewal for an additional and final 3-year period was determined. Consequently, the service mobilisation time has been improved by basing both equipment stockpiles in Denmark in combination with a more robust arrangement regarding vessel availability. In addition, the actual onboard storage capacity for oil recovered during response operations has been increased substantially.

However, as a consequence of this new arrangement, it is clear that the geographical coverage of the Agency's service to support Baltic Sea Member States is impacted. With this in mind, the Agency will procure stand-by oil spill response services, preferably based on ice-classed vessels for this regional sea basin. The Agency intends to establish a contract for such services in 2009. The support and assistance of the relevant Member States in securing appropriate response capacity for this area is appreciated.

Ensuring the quality of the contracted service remains an important parallel activity. The need for the availability of such vessels remains as demonstrated by incidents in 2008 and 2007. In response to the *Fedra* and *Tawe* incidents of October 2008, the EMSA vessel *Bahia Tres* was mobilised by Spanish authorities to recover oil drifting towards its coastline. This arran-

gement proved to be very effective. In 2007, in relation to the *New Flame* incident, the EMSA vessel *Mistra Bay* was onsite under contract with Spain from August 2007 until July 2008. This was a preparedness action requested by a national authority to assist in protecting the coastline during the period when salvage operations were conducted. The service level of the network will be maintained through an extensive programme of drills and exercises. In principle, each arrangement undertakes up to 4 drills per year in conjunction with participation in international at-sea exercises when organised by a Member

State and/or under the umbrella of a Regional Agreement e.g. HELCOM. The Agency will systematically analyse the results of these drills and exercises and use the outcome as input for improvements to the service. The aim is to take into account also technical developments and innovation in this field, enhancing vessel response capabilities.

During 2008 EMSA carried out an internal review of the network and its management. Based on a SWOT (Strengths Weaknesses Opportunities and Threats) analysis, an action plan has been formulated for implementation in 2009. The principle deliverables will be as follows:



The EMSA vessel *Bahia Tres* was mobilised by Spanish authorities to recover drifting oil after the *Fedra* incident.

- Improved contractor competence achieved by a more structured approach to training, drills, and exercises.
- Greater confidence in the pollution response equipment achieved through the adoption of a formalised maintenance and tracking system.
- A more robust duty system achieved through a single point of contact using the full time availability of the Maritime Support Services as of mid-2009.

Based on the performance of the EMSA contacted arrangements in the numerous exercises and drills that they participate in each year, a technical review will be completed in 2009 covering issues such as the technical capabilities of the vessels and their response equipment, the mobilisation

strategies adopted, as well as the potential for improving existing contracted facilities. The findings of the review will be used as an important input for the 2010 Mid-term Review of the Agency's pollution response activities as required by Regulation 2038/2006/EC on the Multi-annual funding of EMSA's actions in this field.

Looking to the future sustainability of the network service, one of the perennial challenges facing the Agency in this field is the extent to which Member State resources should be supplemented by the "European Tier" as provided through EMSA. It should be noted that no European requirements exist for national marine pollution preparedness and response or standards for national contingency planning.

5.1 Network of stand-by oil spill recovery vessels

Resources/input

Financial resources: 13.355.430 Euros (commitment appropriations) and 16.363.430 Euros (payment appropriations).
Human resources: 8 AD, 2 AST, 1 END and 1 CA posts.

Output

- Re-establishing the existing network for the Baltic Sea through concluding an additional stand-by contract for the Northern area.
- Renewing or replacing the existing stand-by oil recovery contracts of 2006 for at least an additional period of 3 years.
- Organising the participation of EMSA contracted oil recovery vessels in regional and/or national at-sea response exercises.
- Supervising vessel and equipment maintenance as well as crew capacity to undertake the contract service.
- Providing expertise to a Member State or Commission in case of an incident.

Outcome

The network of stand-by oil recovery vessels offers a European tier of pollution response resources to top-up the response capacities of EU Member States when protecting their coastlines from marine pollution.

CleanSeaNet training is organised for operational duty officers.



The Agency is as well in a position, if requested, to provide expertise to the Commission (in particular to the Monitoring and Information Centre) or a Member State affected by an incident. Such expert personnel can attend onsite in different roles for example as liaison officers onboard of the response vessels or in the command and control centre of the incident. In addition, they could provide technical assessments to facilitate decision making by the authorities responsible for coordinating the response to the incident. Depending on the specific nature of the incident, expert advice can be provided remotely, or on site, as is practical and reasonable.

5.2 CLEANSEANET: EU SATELLITE OIL SPILL MONITORING SERVICE AND ILLEGAL DISCHARGES

On the basis of Directive 2005/35 /EC on ship sourced pollution, the Agency provides the CleanSeaNet oil spill monitoring service to the national maritime administrations in 24 European Coastal States (hereafter Member States). This technical assistance focuses on tracing potential discharges by satellite monitoring. The service started operations in April 2007 and provides a variety of products, ranging

from dedicated oil spill alerts (via email, phone and SMS) to analysed satellite imagery, to the relevant Member State operational contact points within 30 minutes after satellite overpass. In 2009, this consolidated service will deliver approximately 2500 images (each image covers a sea area up to about 400 x 400 km) to the Member States, supporting the decision making processes and improving the efficiency of their response activities.

The CleanSeaNet User Group, composed of experts from Member States, will meet twice to discuss operational experiences with the service and to recommend improvements. Feedback from the User Group ensures that the service will continue its operations in line with the practical needs of Member States. In support of the service, CleanSeaNet training for operational duty officers and experts from Member States will be provided.

Services to Member States dealing with oil pollution emergencies will be strengthened by including the provision of additional optical and radar satellite coverage and enhanced response capability.

In 2009, a new platform will be created for the second generation of CleanSeaNet. The service offered to Member States should be more flexible to include new satellite sources and new applications. A robust and modular Data Management and Data Dissemination System will be developed in 2009. One of the improvements should be that **vessel position data from the SafeSeaNet project (AIS and LRIT data) should be available on a**

structural basis in CleanSeaNet for all participating States

to help identify suspected polluters. Where possible, existing regional and local fore- and hind-cast models will be connected to CleanSeaNet. This will provide the capability to link an individual illegal discharge with individual ship tracks.

Statistics will be provided to illustrate the occurrence of illegal discharges at a European, regional and national level. This will help Member States with their reporting obligations. Furthermore, the Agency will explore the possibility of spill density mapping for better comparisons between areas and between reporting periods. Actions to **monitor service quality** and service performance validation will also continue in 2009.

Existing cooperation with external organisations such as the European Space Agency (ESA) and the Joint Research Centre (JRC) of the Commission will advance in 2009 in support of new CleanSeaNet developments. The EMSA involvement in the GMES (Global Monitoring for Environment and Security) programme, now called "Kopernikus", will be further elaborated.

5.2 CleanSeaNet and illegal discharges

Resources/input

Financial resources: 7.607.681 Euros (commitment appropriations) and 7.951.681 Euros (payment appropriations).
Human resources: 7 AD and 2 AST posts.

Output

- Provide CleanSeaNet satellite images and alerts to EU Member States on a regular basis for the monitoring of seas and detection of illegal discharges.
- Provide assistance to EU Member States in case of accidental spills.
- Provide assistance upon request to EU Member States in setting-up a response chain targeting illegal discharges.
- Enhance the CleanSeaNet service with vessel traffic information, models and oceanographic information.
- Provide training to EU Member States on CleanSeaNet.
- Develop an implementation plan for service continuation from 2010 onwards.
- Organise regular meetings of the EMSA Satellite Monitoring User Group.

Outcome

The Agency is providing technical support to Member States in the field of tracing and tracking illegal discharges and polluters by its CleanSeaNet service. This service provides a sustainable and extensive basis on which Member States can extend their activities targeting illegal discharges in European waters.

5.3 SUPPORTING HNS MARINE POLLUTION PREPAREDNESS AND RESPONSE

The EMSA Action Plan for Hazardous and Noxious Substances (HNS) Pollution Preparedness and Response was adopted by the Agency's Administrative Board in 2007. It provides a concise overview of available information on preparedness and response to HNS marine pollution, so called "chemical" spills, and the framework defining the Agency's role and activities

in this field at the European level. The Agency recognised early on that risk assessment and additional actions are necessary to address HNS incidents, and that these will be phased in gradually as identified in the Action Plan.

2009 will see efforts to maintain and refine the Agency's "**MAR-ICE service**", which was initially established in 2008. MAR-ICE stands for "Marine International Chemical Environment" network and builds directly on the already established ICE network for road and rail transport in which a majority of Member States are participating. This is a voluntary emergency response service that provides information and operational support to participating EU countries in cases of transport incidents involving chemicals.

The Agency, in collaboration with CEFIC (the chemical industry association) and CEDRE (the French research and marine emergency support institution), has extended the ICE network to provide all EU Member States and EFTA coastal States with relevant information during marine pollution emergencies involving HNS. Through the MAR-ICE service, a requesting EU country can receive information and advice about the characteristics and intrinsic properties of a chemical substance involved in a marine incident via contact with a knowledgeable chemical company, normally the producer of the substance.

2009 will also include an evaluation of the technical requirements for a "safe platform" capable of entering an incident hot-zone for initially air and/or water quality monitoring/sampling. Having established the safety of the crew and responders in general, specific recovery operations can then be undertaken to prevent incident



The MAR-ICE service, available throughout CEDRE and CEFIC organisations, will improve the dissemination of relevant information regarding pollution by chemicals.

escalation. Such vessels and monitoring resources are currently not readily available across Europe.

EMSA is collaborating, upon request by the Italian Maritime Ministry, with ICRAM (Italian Central Institute for Applied Marine Research) on the analysis of HNS transport data collected in two ports of Italy. This project will demonstrate results obtainable when suitable data is available and analysed along such themes as type of HNS,

vessel traffic patterns and mode of transportation (i.e. bulk vs packaged and associated hazard levels). In 2009, the Agency will strengthen its effort to assist and collaborate with Member States in their efforts to obtain relevant and up-to-date information concerning marine HNS transport patterns. Such statistical data will provide authorities with valuable information on which to base risk assessments and set contingency planning priorities.

5.3 HNS Operational Support

Resources/input

Financial resources: 729.060 Euros (commitment appropriations) and 729.060 Euros (payment appropriations).
Human resources: 3 AD posts.

Output

- Establish and maintain a network of specialised chemical experts (MAR-ICE Service).
- Develop operational manuals and information support systems.
- Develop an evaluation study and launch a pilot project on the technical requirements for a "safe platform" to enter an incident "hot-zone".

Outcome

The Agency aims to disclose as much as possible relevant information regarding chemicals and its treatment in the environment in order to assist Member States dealing with spills involving hazardous and noxious substances.

5.4 COOPERATION AND COORDINATION RELATING TO POLLUTION PREPAREDNESS AND RESPONSE

Within the framework of its mandate, the Agency will continue to develop its activities in close cooperation and coordination with Member States, the existing regional and international structures as well as the Commission.

At the regional level, the role of and contribution by the Regional Agreements and their associated fora in this field remains integral to the activities of the Agency in supporting Member States. The Agency will continue to contribute to the work of the relevant technical meetings by supporting the Commission as part of the European Community delegation. In addition, activities will entail both technical and operational support. For example, it can be expected that, when requested, the satellite imagery surveillance service (CleanSeaNet) will continue to provide monitoring and surveillance support to such activities as the Super-CEPCO (Coordinated Extended Pollution Control Operation) arranged by the Bonn Agreement. Furthermore, the requested continuation of the Regional Agreement inter-secretariat meetings will promote the sharing of information between Regional Agreements, the Commission and the Agency to facilitate effective working relations and co-ordination between the different bodies.

With respect to international fora, the Agency will continue to provide active support to the Commission regarding to the work of the

IMO OPRC-HNS Technical Group.

2009 will be the third year of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), which was set-up by the Agency to provide a European platform for Member State experts following the expiry of the Community framework for cooperation in the field of accidental or deliberate marine pollution. Established in 2007, one of the main considerations of the group is to build upon the results of activities carried out in the preparedness and response field in the past. The Agency will continue to support the work of the CTG across a range of technical and operational issues, as defined in its rolling programme. New projects will be identified by the group and could include various workshops, reports, studies and training programmes.

Work will continue in providing technical and scientific assistance to the Member States, for example through updating the EMSA Operational Manual, on the Applicability of Oil Spill Dispersants. 2009 will see the completion of Version 2 of the Manual which provides support and guidance for contingency planning and response decision making. Efforts will also continue, in particular through close cooperation with Member States, specialised scientific institutes and other organisations, to facilitate the harmonisation process across the EU of dispersant testing and product approval procedures. To this effect, the Agency aims to establish in 2009 a Technical Correspondence Group on Dispersants (TCG Dispersants) with national experts from the Member States, to further discuss and define ways forward on this topic. The continuous process of updating various

inventories related to response capacities and mechanisms in the European Union will be undertaken as appropriate. As requested by Member State experts, this activity will include an update of the overview on EU-funded research and development projects in the field of marine pollution which will be available through the Agency's website.

For dissemination of best practice in this field, the Interspill 2009 Exhibition and Conference event will be actively supported. Through its membership of the Steering and Programme Committees and by providing designated speakers, the Agency is contributing to the

direction and content of this premier European event held tri-annually in the field of marine pollution preparedness and response.

In parallel, as has been the case to date, it is the intention to maintain and further develop the pollution preparedness and response section of the EMSA website (www.emsa.europa.eu) as a user-friendly information portal for experts and public alike.

Work will continue in providing technical and scientific assistance to the Member States, for example in the field of oil spill dispersant usage, on the basis of the Operational Manual on the Applicability of Oil Spill Dispersants.

5.4 Cooperation and coordination relating to pollution preparedness and response

Resources/input

Financial resources: 1.259.164 Euros (commitment appropriations) and 1.347.164 Euros (payment appropriations).
Human resources: 3 AD and 1 AST posts.

Output

- Support of exercises and activities of Regional Agreements where possible.
- Coordinating activities with Regional Agreements.
- Contribution and participation on behalf of the Commission at the IMO OPRC/HNS Technical Group.
- Developing and implementing a rolling programme with Member States experts in the context of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR).
- Developing and updating information, inventories and decision making support tools.

Outcome

Activities of the Agency in this field are aimed at supporting the preparedness structures and response capabilities of Member States to marine pollution incidents, as well as to disseminate best practice and exchange information between Member States, their Regional Agreements and other relevant international bodies.

6 *The Agency's administrative structure and its horizontal tasks*



Introduction

It is expected that the Agency will move beginning 2009 from its temporary to its **final offices in Lisbon**.

The new headquarters will represent an important step forward for the Agency. It will provide enough office space for the increased number of staff and more adequate conference facilities to host different types of meetings, conferences and workshops, with a capacity of over 80 people. The new premises will also host the maritime applications and the operational centre for the Maritime Support Services, as well as support possible future developments in the field of satellite based services. Some common spaces in the new premises will be shared with the European Monitoring Centre for Drugs and Drug Addiction, the other EU Agency located in Lisbon.

6.1 MANAGEMENT TEAM

The Agency is managed by its Executive Director. His duties and powers are defined in Article 15 of Regulation 1406/2002/EC, which include:

- Preparation of the work programme, the detailed plan (Action Plan) for the Agency's pollution preparedness and response activities and related implementation.
- Preparation of the annual report.
- Deciding on the visits to Member States.
- Preparation of the budget requirements and the accounts.
- Implementation the Agency's budget.
- Appointing authority for staff.

- Setting-up internal administrative instructions.

As requested by the Administrative Board, the Executive Director will develop and present to the Board for adoption a strategy covering a 5-year period. The new document will be of a general nature, with a broad horizon and a high-level vision for the Agency, and ensure sufficient flexibility, taking into account that the Agency does not control the decision-making process for the resources made available to perform the different tasks.

The Executive Director is directly supported by a policy advisor, an advisor for maritime affairs and an assistant. The Bureau of the Executive Director has a special responsibility in drafting and coordinating the documents and to prepare the meetings of the Administrative Board.

Currently, the Agency has nine units, organised in three departments:

- Department A: Corporate Services (Human Resources and Communication, Legal and Financial Affairs, IT and Operations Support).
- Department B: Implementation of the maritime safety and protection of marine environment acquis (Safety Assessments and Inspections, Ship Safety, Marine Environment, Training and Statistics).
- Department C: Operations (Pollution Preparedness and Response, Vessel Traffic and Reporting Services, Satellite Based Monitoring Services).

The **Agency's Internal Auditor** provides assurance and consulting services to help improve the operations of the Agency. He/she is further responsible for giving independent and objective opinions on the adequacy and reliability of internal

control systems in place, and for making recommendations with the aim to improve the economy, efficiency and effectiveness of the Agency's activities.

The Executive Director, the Heads of Department and the Heads of Unit meet on a regular basis to monitor progress of the ongoing projects and to discuss any outstanding issue of an administrative or technical nature.

The Heads of the EU-Agencies (which are now more than 20) meet regularly to discuss issues of common interest. Within this network, more specific networks have developed inter alia for: legal questions, accounting, communication, IT, etc. The EMSA administrative services actively participate in all these activities.

6.2 HUMAN RESOURCES

Following the implementation of new integrated IT systems in the area of human resources, the human resources sector will, besides the regular tasks, pay special attention to the **further development of the new systems and reporting tools.**

In this context, the HR sector will move further in the field of electronic filing. This will facilitate compliance with the requirements of the staff regulations, and will also allow staff to consult personal data (e.g. personal file, contract extensions) in a quick and efficient way and make it possible for all staff to follow up on the progress of ongoing files (e.g. annual staff appraisal reports, training requests). Thanks to the further development of



Training of staff will gain in importance and will be further developed.

IT systems, a considerable number of tasks will be handled in an automated, hence more efficient way.

Recruitment will be an ongoing activity for the Agency during 2009 (although at a reduced pace), with particular reference to the new tasks assigned. The Agency will continue in its programme to offer traineeships to students and post-graduates, giving them the possibility to get acquainted with the tasks of the Agency, as is the case in other EU bodies.

Training of new and existing staff will gain importance and the training plan will be further developed in 2009. Besides the general training modules offered by the Commission, EMSA will also further develop the specific training programme focussing on maritime issues.

Ongoing work will include the development of 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, which are constantly under review. The Agency monitors these developments and adjusts its own system where needed and considered adequate or necessary. In order to facilitate the integration of new staff, who are often not familiar with EU administrative practices, the Intranet 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 in a more autonomous way.

6.3 LEGAL AND FINANCIAL AFFAIRS

The Agency administers its budget under the provisions of its Financial Regulation which is based on a Framework Financial

Regulation developed for all EU Agencies. The principles and standards of public finance management are implemented by the Agency. It is annually audited by the European Court of Auditors.

The year 2009 will be marked by increased activities of the Agency, which will require additional capacity in **legal and finance support and verification** as the operational tasks of the Agency grow. Following the expected entering into force of a new Financial Regulation by 2009, the Agency will focus on modernising its finance management systems. Support to the operational units in budget management and monitoring will be improved by better and more flexible reporting systems. Training for all financial actors will continue in order to ensure utmost quality in finance management.

6.4 OPERATIONS SUPPORT (ICT, FACILITIES & LOGISTICS)

The key challenge in 2009 will be to **build a state-of-the-art data centre to host the maritime applications (SafeSeaNet, CleanSeaNet, LRIT, THETIS) and actively support their integration at a time when the majority enter into an operational phase**. In this context, the focus will be on ensuring the end-to-end service availability, performance and reliability through implementing best practice hosting, monitoring, business continuity and disaster recovery processes based on an advanced virtualised ICT architecture/infrastructure to support development, testing and rollout of operational projects such as SafeSeaNet (and STIRES), CleanSeaNet, THETIS and LRIT Data

Centre. In this context, establishing state-of-the-art IT Service, Application and Infrastructure Management Processes based on ITIL (IT Infrastructure Library), i.e. today's *de facto* standard and best practices in this field, will be essential to streamline strategic and day-to-day management and operations of ICT Services and Applications.

Furthermore, following the move of the Agency into its final HQ and the establishment of an EMSA ICT Strategy, the

focus in 2009 will be the implementation of this ICT Strategy to increase business efficiency and actively support quickly evolving business needs. Examples include secure WiFi access for both internal users and visitors, advanced remote access and VPN (Vital Private Network) capabilities to support increasingly mobile users and an advanced EMSA LAN capable of gigabit-to-the-desktop speeds to support EMSA maritime applications that increasingly use advanced GIS visualisation techniques.

6.1, 6.2, 6.3 and 6.4 Overhead/horizontal tasks	
Resources/input	
Management team/Bureau of the Executive Director	Human resources ¹³ : 13 AD, 6 AST and 5 CA
Human resources	Human resources: 1 AD, 10 AST and 2 CA posts
Legal and financial affairs	Human resources: 5 AD, 4 AST and 2 CA posts
Operations Support (ICT, facilities and logistics)	Human resources: 5 AD, 11 AST and 8 CA
Output	
Management team/Bureau of the Executive Director	<ul style="list-style-type: none"> - Work programme. - Action Plan for Pollution Preparedness and Response. - Strategy document. - Annual report and accounts. - Multi Annual Staff Policy Plan. - Preparation of meetings of the Administrative Board, decisions, minutes. - Regular monitoring of ongoing projects.
Human resources	<ul style="list-style-type: none"> - Management of the establishment plan (new recruits, turnover, etc.). - Administration and Management of the payroll. - Development and Implementation of a traineeship policy. - Implementation of rights and obligations arising from the Staff Regulations. - Further development of training policy (in particular regarding the implementation of individual Training Plans).

¹³ This number includes the Executive Director and his staff, Heads of Department and their staff, Heads of Horizontal Units and the accountancy function.

- Introduction of electronic HR tools.
- Implementation and improvement of existing HR policies related to career development.

Legal and financial affairs

- Verification of commitment and payments files.
- Organising and executing transfers.
- Budget preparation and follow-up.
- Providing budget overviews.
- Advising on and verifying contracts and procurement procedures.
- Providing legal advice to the Executive Director and the units.

Operations support (ICT, facilities and logistics)

- Building a state-of-the-art Data Centre to host maritime applications.
- Providing advanced business continuity and ICT security services.
- Providing 24/7 hosting of maritime applications.
- Providing advanced ICT services to staff.
- Managing facilities and support services of the Agency.

Outcome

The functions mentioned should further structure and facilitate the working practices and projects of the Agency to enable staff with the allocated resources to work towards meeting the objectives in an efficient and cost-effective manner in line with the Financial and Staff Regulations.

6.5 EXTERNAL COMMUNICATION, PROTOCOL AND EVENTS SUPPORT

In 2009, EMSA will continue its efforts to further advance communication with external stakeholders. One of the main ways of achieving this will be by offering improved website and information services following the implementation of a new content management system. This will enable greater flexibility in the presentation of, and access to, the information in the Agency's knowledge base, including benefits to internal communication and dissemination of information.

Ongoing core activities in the field of information and communication include the publication of annual/periodical documents such as the work programme, the annual report, the monthly newsletter and operational reports, as well as the provision of

information to the media. Besides the traditional printed material, the number of audiovisual presentations will be further developed, and this will include the production of a corporate video. Consideration will be also given to the possibility of modifying or enlarging the EMSA monthly newsletter, as the EMSA output and the readership have both grown significantly. Maritime safety experts and other interested parties will continue to attend training sessions, workshops and other meetings at EMSA headquarters, and it is expected that these activities will build on the contribution already made to maritime safety by exchanging best practices. In addition, having begun in late 2007, and continued in 2008, the external exhibitions programme will be maintained to ensure that EMSA is best presented at different key maritime safety related events. Since the relocation to Lisbon, the support

to the operational units and staff in the field of privileges and immunities has been put in place. The Protocol between the Government of the Portuguese Republic and the European Maritime Safety Agency covering the relations between the Agency and Portugal (Seat Agreement) was signed on 28 July 2004. It lays down the rights, privileges and

immunities of the Agency and its staff necessary to provide for the proper functioning of the Agency.

Particular attention will be given to the ongoing negotiations with the Portuguese authorities regarding the signature of Additional Implementing Rules as foreseen by the Protocol, clarifying some administrative and procedural issues.



EMSA activities were explained to general public during Brest 2008, a major maritime event in France.

6.5 External communication, protocol and events support

Resources/input

Financial resources: 7.607.681 Euros (commitment appropriations) and 1.446.430 Euros (payment appropriations).
Human resources: 4 AD, 3 AST and 2 CA posts.

Output

- Preparing regular publications and completing/updating brochures and leaflets.
- Creating/updating electronic information tools (e.g. website and videos).
- Presenting at meetings, exhibitions and conferences.
- Dealing with protocol related issues.
- Supporting the organisation of events/meetings in the Agency.

Outcome

Activities should aim at giving public and interested parties objective, reliable and easily understandable information with regard to the Agency's work (Reg. 1406/2002/EC, Art. 4.2).

6.6 COOPERATION WITH OTHER AGENCIES AND BODIES

The cooperation with other Agencies and bodies is one of the tools for the Agency to avoid duplication of work and foster synergies in its relevant fields of activities. The cooperation developed by the Agency with different bodies at technical level confirms that EMSA is considered a reliable partner.

In most of the cases the final objective of these cooperation arrangements is to improve the quality of services offered by the Agency to the Member States and

the Commission, within the limits of its mandate.

Different agreements signed by the Agency also relate to the exchange of information and data relevant to the field of maritime safety, prevention of pollution from ships, pollution preparedness, detection and response.

In 2009, the Agency will focus on maritime surveillance. As announced by the Commission in the "Blue Book" (An integrated maritime policy for the European Union), which was presented on 10 October 2007, there is a need for developing a horizontal approach and for strengthening the cooperation among the different actors involved, including the EU Agencies.

The document also stresses the importance of developing horizontal planning tools that cut across sea-related sectoral policies and support joined up policy making.

In this context, particular relevance is given to a "European network for maritime surveillance" to ensure the safe use of the sea and to secure Europe's maritime borders. The Commission sets out the objective of improving and optimising the maritime surveillance activities, and of ensuring interoperability at EU level.

It advocates the need for a higher degree of coordination, through deeper cooperation within and among the Member States' coastguards and other appropriate agencies. It outlines the importance of having a more interoperable surveillance system to bring together existing monitoring and tracking systems that are used for maritime safety and security, protection of the marine environment, fisheries control, control of external borders and other law enforcement activities.

Willem de Ruyter signs an agreement with Pierre Maille, chairman of the board of directors of the French CEDRE for the MAR-ICE service.



In this specific framework, the Agency will foster cooperation with other Agencies which deal with maritime surveillance, such as Frontex and CFCA.

Cooperation with other Agencies may also aim at rationalising the use of resources. This is the logic followed for the Memorandum of Understanding between EMSA and the CFCA (Community Fisheries Control Agency) in Vigo, whereby EMSA provides Internal Auditor services to the CFCA.

EMSA was also recently invited to join

IALA (the International Association of Marine Aids to Navigation and Lighthouse Authorities), and has been accepted as an associate member as from June 2008. In 2009, the Agency will continue to actively contribute to the on-going discussions on e-navigation and vessel traffic services in this international forum.

Finally, on 19 June 2008, the Equasis Supervisory Committee (see Section 3.7) agreed unanimously that as from 1 January 2009, the Agency will be in charge of managing the Equasis information service.

Main agreements/decisions		
Parties involved	Type of agreement and Date of signature	Contents
EMSA – ESA (European Space Agency)	Memorandum of Understanding 02/03/2007	Exchange of information and expertise, for improving access to earth observation data, regarding the development and operational use of space-based earth observation systems, data and techniques.
EMSA- JRC (Joint Research Centre) of the Commission	Memorandum of Understanding 13/3/07 Followed by different Service Level Agreements (CleanSeaNet, EMCIP)	Support to set up operational capabilities by means of systems, software, training and participation in projects; exchange of data.
EMSA – CFCA (Community Fisheries Control Agency)	Service Level Agreement 17/6/2008	EMSA will provide services of the Internal Auditor to the CFCA. Per calendar year a total of +/- 60 days of service is foreseen.
EMSA Equasis Supervisory Committee	Decision 19/6/2008	As from 1 January 2009 EMSA will manage the Equasis system.
EMSA – CEDRE (Centre de Documentation, de Recherche et d'Expérimentations sur les Pollutions Accidentelles des Eaux) CEFIC (European Chemical Industry Council)	Memorandum of Understanding 17/10/2008	Establishment of EMSA "MAR-ICE service" for HNS marine pollution emergencies.
EMSA- Frontex (European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union)	Cooperation arrangement (under preparation)	Cooperation in the field of maritime surveillance.
EMSA – Interspill (UK Spill, NOSCA, SYCOPOL, SRGH, IPIECA)	Agreement 16/11/2007 (signature of EMSA) 19/2/2008 (date of last signature)	Agreement between the European Oil Spill industry trade associations, IPIECA and EMSA to hold the Interspill series of Conferences and Exhibitions.
EMSA-IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities)	Decision by the IALA Council Effect from 1/6/2008	Associate Membership.
EMSA- Paris MoU (Paris Memorandum of Understanding on Port State Control)	Agreement 30/1/2006	Agreement on updating SafeSeaNet with Information on Banned Vessels.

Perspectives beyond 2009

In the coming years, EMSA will be faced with providing assistance in, and the monitoring of, the implementation of new EU legislation.

Many proposals in the *third maritime safety package* will have an impact on the work of the Agency beyond 2009, but at this stage of the negotiations, it is not possible to define precisely all the possible tasks that will require the Agency's involvement.

A new (*fourth*) 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, i.e. deriving from the third maritime package or the expansion of existing tasks, and it will have a direct impact on the work of the Agency. The new Commission proposal will be accompanied by an impact assessment and a financial statement demonstrating the consequences for the Agency in terms of resources (staff and budget).

Finally, the ongoing discussions on the maritime policy for the European Union¹⁴, and in particular those on maritime surveillance, may have long term consequences for the Agency. In this field, as stated before, the Agency will develop cooperation with other Agencies, such as Frontex (European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union), CFCA (Community Fisheries Control Agency) and EDA (European Defence Agency), in order to avoid duplication of work, and to foster synergies in the field of maritime surveillance.

The collection, analysis, combination and dissemination of maritime information is becoming a vital component of the support tasks of EMSA. With work progressing to bring new and ever greater quantities of maritime data into the Agency, there is a growing need to ensure the maximum availability of quality information to Member States and the European Commission, which increasingly recognise EMSA as a central facilitator and provider of maritime information.

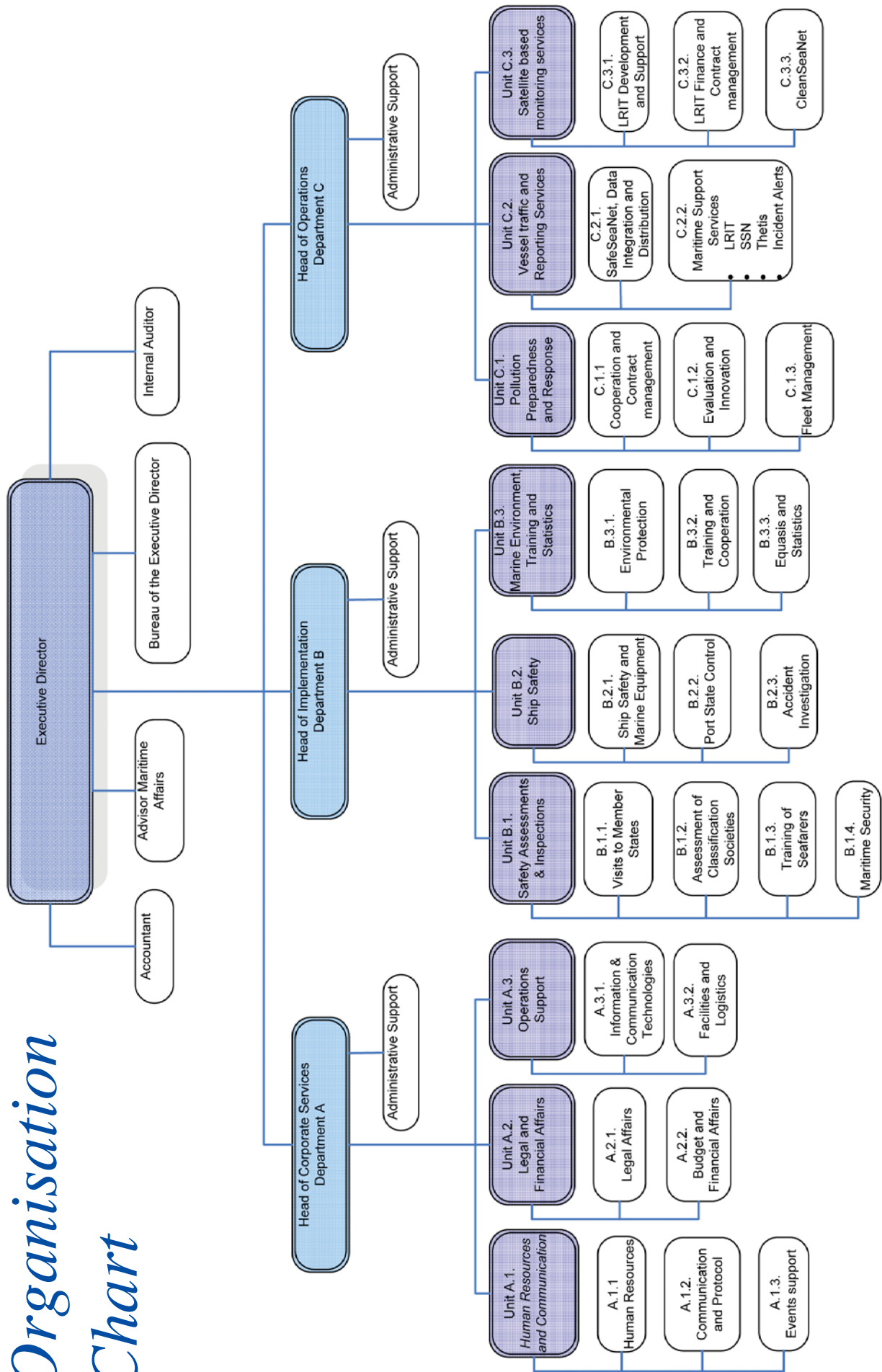
Given these clear increasing needs for data processing and the development of maritime statistical information, EMSA will also continue to work in cooperation with international organisations and relevant bodies to produce and disseminate reliable statistical information.

In this field, the Agency has multiple tasks to perform. Individual database systems need further development and refinement and, as a second step, information contained in different databases needs to be linked to better facilitate maritime applications.

The integration of the different information systems and the combined use of maritime data will be the main challenge that the Agency will face in the near future.

¹⁴ See Communication from the Commission 'An Integrated Maritime Policy for the European Union', Brussels, 10 October 2007; COM (2007) 575.

Organisation Chart



EMSA 2009 Final Budget

(21 Nov 2008)

REVENUE

TITLE	Heading	2008		2009		Comments
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2 2.0	Subsidy from EU (DG TREN)	50.067.879	50.092.866	48.335.000	53.300.000	Regulation 1406/2002/EC
	E(C Funds for candidate, potential and ENP countries (DG ENLARG)	135.000	135.000	150.000	150.000	EC Funds for candidate, potential candidate countries and European Neighbourhood policy countries
	Subtotal ¹ :	50.202.879	50.227.866	48.485.000	53.450.000	
	LRIT			p.m.	p.m.	Possible income from LRIT services
	Equasis			400.000	400.000	Income from Equasis Member States fees
	TOTAL REVENUE:	50.202.879	50.227.886	48.885.000	53.850.000	

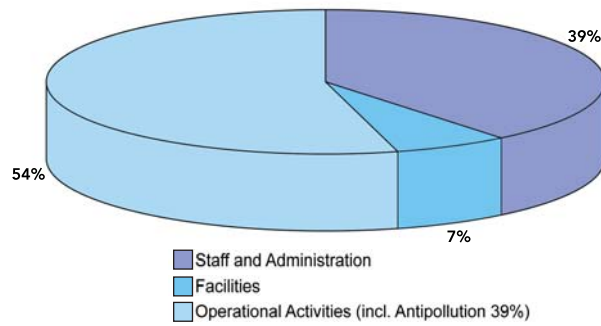
EXPENDITURE

TITLE	Heading	2008		2009		Comments
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
1	STAFF					
1.1	Staff in active employment	15.056.000	15.056.000	17.017.000	17.017.000	Remuneration of Permanent, Temporary and Contract Agents, Allowances Secoded National Experts. Net salaries
1.2	Expenditure related to recruitment	1.240.000	1.240.000	987.000	987.000	Expenditure involved in recruitment procedure, including travel costs of candidates, installation and daily subsistence allowances, resettlement allowances and removal costs
1.3	Administrative missions and duty travel	150.000	150.000	200.000	200.000	Costs for non-operational missions
1.4	Socio-medical infrastructure, training	640.000	640.000	622.500	622.500	Training of staff, annual medical checks, canteen
1.6	Social measures	375.000	375.000	400.000	400.000	Social measures: school expenses and associated costs
1.7	Entertainment and representation	40.000	40.000	40.000	40.000	Representation expenses and miscellaneous receptions
	TOTAL TITLE 1	18.116.000	18.116.000	19.266.500	19.266.500	

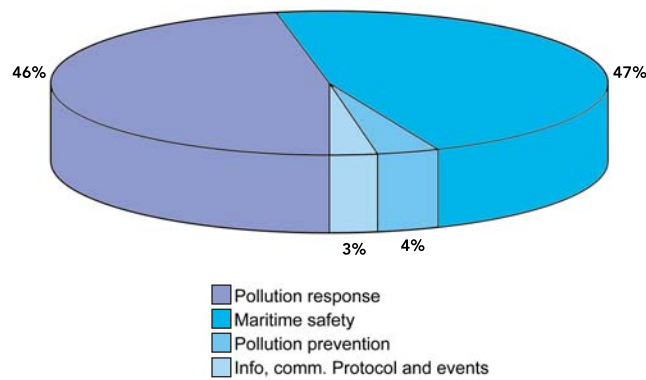
¹ EC contribution.

TITLE	Heading	2008		2009		Comments
		COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	COMMITMENT APPROPRIATIONS	PAYMENT APPROPRIATIONS	
2	ADMINISTRATIVE EXPENDITURE					
2.0	Rental of building and associated costs	1.000.000	1.000.000	790.000	790.000	Building rental and associated costs
2.1	Data processing expenditure and associated costs	900.000	900.000	1.872.500	1.872.500	ICT hardware and software, licences and consultancies as well as maintenance
2.2	Movable property and associated costs	390.000	390.000	110.000	110.000	Technical installations and electronic office equipment, Furniture and documentation and library expenditure
2.3	Current administrative expenditure	200.000	200.000	171.000	171.000	Office stationery and supplies, financial and legal charges, and other operating expenditure
2.4	Postal charges and telecommunications	200.000	200.000	190.000	190.000	Postal charges and telecommunication costs
2.5	Meeting expenses	170.000	170.000	150.000	150.000	Administrative Board meetings
	TOTAL TITLE 2	2.860.000	2.860.000	3.283.500	3.283.500	
	TOTAL TITLES 1 & 2; (06 02 02 01)	20.976.000	20.976.000	22.550.000	22.550.000	
3	OPERATING EXPENDITURE					
3.1	Development of Databases	3.200.000	3.440.000	2.935.607	2.743.100	Set up of databases to compile data on maritime safety, creation of computer infrastructure and development and maintenance of applications
3.2	Information and Publication	200.000	200.000	170.000	170.000	Website development, publication of general reports, information and technical dossiers in paper form and internet
3.3	Meetings	650.000	650.000	875.000	1.000.000	Expert meetings, conferences and workshops
	EC Funds for candidate, potential and ENP countries	135.000	135.000	150.000	150.000	
3.4	Translation expenses	200.000	200.000	300.000	300.000	Translation expenses
3.5	Studies	900.000	1.000.000	400.000	500.000	Monitoring and evaluation of maritime safety measures
3.6	Mission expenses	700.000	700.000	770.000	770.000	Operational missions: visits to Member States, inspection of classification societies, maritime accidents, assistance for implementation of monitoring Directive, etc
3.7	Training activities	650.000	650.000	660.000	660.000	Training activities for EU Member States (including Port State Control)
3.9	L.R.I.T	4.591.879	2.026.866	1.174.393	2.906.900	EU LRIT (Long Range Identification and Tracking of Ships) Data Centre
	TOTAL TITLE 3 (06 02 02 02) (without Anti Pollution and including DG ENLAR funds)	11.226.879	9.001.866	7.435.000	9.200.000	
3.8	Anti-pollution measures (06 02 02 03)	18.000.000	20.250.000	18.900.000	22.100.000	Costs of chartering vessels (with their equipment) to combat large oil spills, provision of satellite imagery, technical assistance, studies and research projects to improve pollution preparedness and response (implementation of action plan and its updates)
	TOTAL TITLE 3 (06 02 02 02 & 06 02 02 03) (including DG ENLAR funds)	29.226.879	29.251.866	26.335.000	31.300.000	
	TOTAL BUDGET (including DG ENLARG funds)	50.202.879	50.227.866	48.885.000	53.850.000	

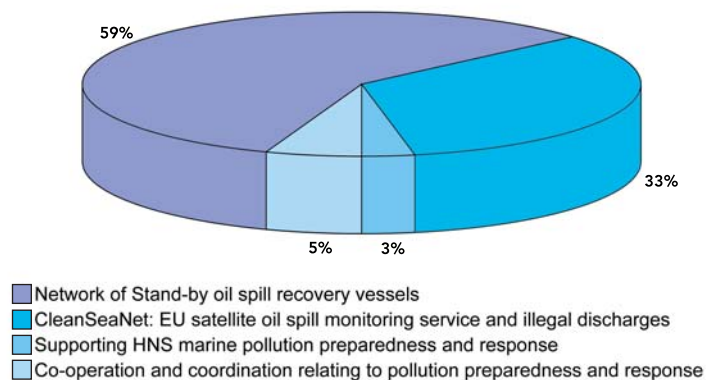
*Budget 2009: 48,885 millions euros
(Commitment Appropriations titles I, II & III)*



*Use of resources by group of activities
Commitment Appropriations: 48,885 millions euros*

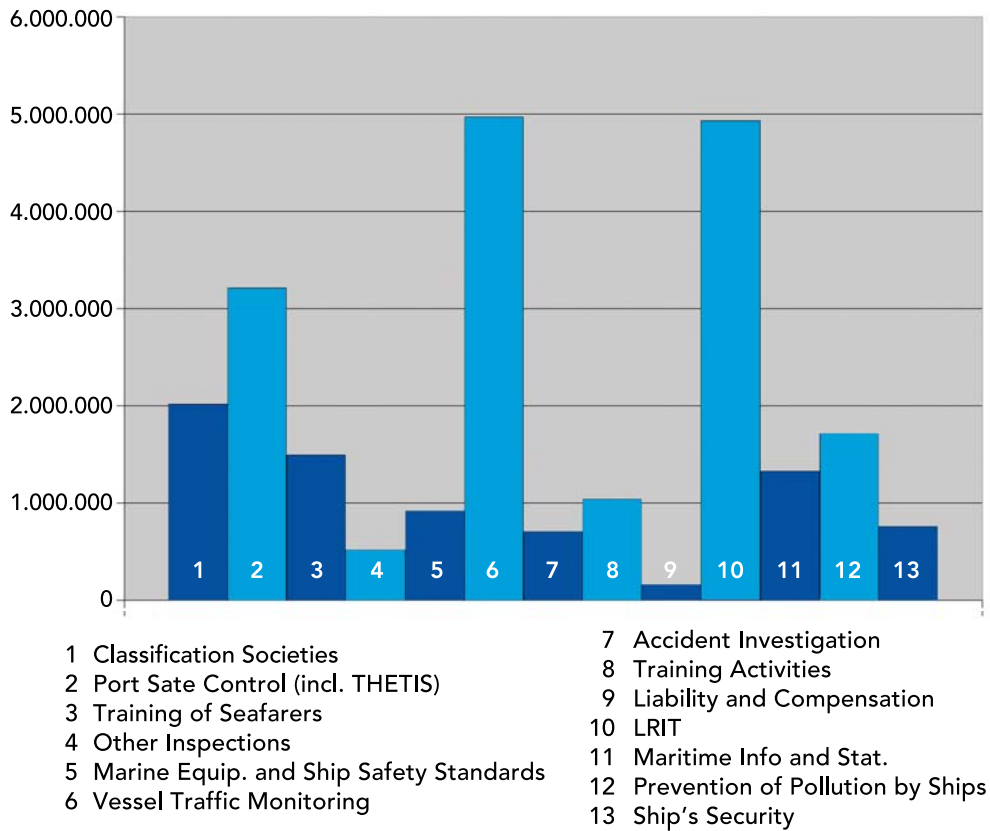


*Anti Pollution Measures
Commitment Appropriations 2009*



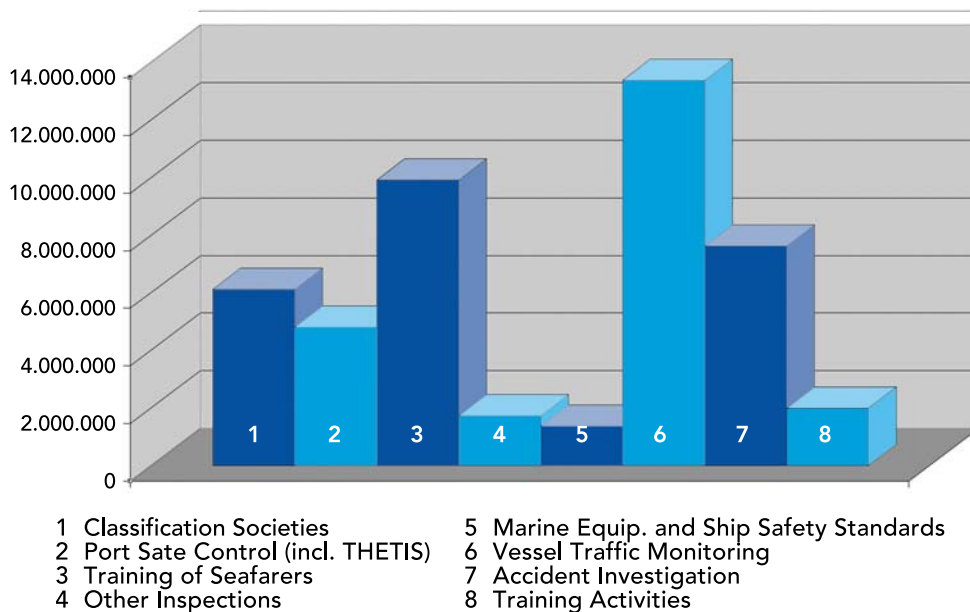
Operational activities in the field of maritime safety and prevention of pollution by ships

Commitment Appropriations



Total costs by group of activities

Commitment Appropriations



Establishment Plan 2009

Function Group and Grade	Authorised 2008 (initial)		Amending Budget (LRIT) 2008	Authorised 2008 (amended)		Authorised 2009	
	Permanent	Temporary	Temporary	Permanent	Temporary	Permanent	Temporary
AD16							
AD15		1			1		1
AD14		1	+1		1		1
AD13	1	2		1	3	1	3
AD12	2	8		2	8	2	8
AD11	1	10	+1	1	10	1	10
AD10	1	16	+3	1	17	1	17
AD9		16	+2		19		20
AD8		15	+5		17		18
AD7		14	+1		19		21
AD6		11			12		15
AD5		7	+1		7		9
Total AD	5	101	3	5	114	5	123
AST11							
AST10							
AST9		1			1		1
AST8	1	1		1	1	1	1
AST7		1			1		1
AST6		3			3		3
AST5		8			8		8
AST4		10	+1		11		13
AST3		15	+2		17		17
AST2		13			13		13
AST1		6			6		6
Total AST	1	58	+3	1	61	1	63
Total AD + AST	6	159		6	175	6	186
Grand Total	165		+16	181		192	



European Maritime Safety Agency (EMSA)

Website: <http://www.emsa.europa.eu>
