



European
Maritime
Safety
Agency

Annual Report 2007





European Maritime Safety Agency
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Foreword

by Brian Wadsworth, Chairman of the Administrative Board

My second and final term as Chairman of the Administrative Board of EMSA will conclude in January 2009. This is the last occasion, therefore, on which I shall be asked to write a foreword to EMSA's Annual Report. The function of an annual report is to look back over the year just ended. I hope the reader will excuse me, on this occasion, for looking forward, and for writing on a somewhat more personal basis.

As our Executive Director notes in his introduction, it was not until May 2003 that EMSA began in earnest, after the first meeting of the Board in December 2002. I shall not spare our Executive Director's blushes in saying that we made a wise and sound choice in endorsing his appointment (recently extended for a second term by unanimity). I very much share Willem's sentiments that it has been both a privilege and a pleasure to play a part in the development and growth of our Agency, since the beginning over five years ago.

The most rewarding aspect for me is that EMSA has proved to be a textbook example of the benefits of European co-operation. Of course, we have had our differences from time to time. With so many Member States represented around the Board table, embodying such rich diversity of history, culture and experience, it would be foolish to expect consensus on every issue. Nor would that be beneficial. The opportunity to see things through different eyes, and the process of questioning and challenge which this gives rise to, are vitally important assets of our European Union. We rightly cherish them.

EMSA has demonstrated over its first five years of development that we can gain so much by working together. This naturally requires a willingness to compromise; a spirit of 'give and take'. That has been much in evidence around our Board table, where I have found a shared intent to see EMSA progress and succeed, year after year, throughout my two terms of office. I am immensely grateful to our Vice-Chairman, Francis Vallat, and to all my colleagues on the Administrative Board for their support in our common endeavour. Without their help, we could never have created such an effective and creative Agency, adding value to the public governance of 'maritime Europe'. This Annual Report affords many examples of what I mean by adding value.

The role played by our Executive Director and his staff has of course been critical. A huge amount of work is involved in creating a new and effective organisation, capable of discharging a wide range of important responsibilities. We associate the term 'entrepreneur' with the private sector and rightly admire those who create growth, wealth and jobs in the European economy. Yet an equally impressive level of determination, drive and attention to detail is needed to create effective public institutions and to adapt them rapidly to evolving (and ever rising) public expectations. Moreover, the most demanding standards must be met when everything is in the public eye and funded from the public purse. Willem de Ruyter and his staff have risen to this challenge and excelled. It has been a privilege to work with them. It is a pleasure also to acknowledge the vision and hard work of our colleagues at the European Commission, without whom EMSA would never have been conceived or created.

What of the future? I think EMSA has established some clear strengths on which it can build. Central to our European co-operation is the notion of added value; doing things better, or more efficiently, than individual Member States can do, or undertaking new and additional tasks which individual Member States cannot readily take on. By pursuing these opportunities, we can establish a more appropriate, comprehensive and cost-effective governance structure for the EU maritime sector.

I shall illustrate this with one 'here and now' example, and one more speculative proposition.

For some considerable time, most EU States engaged in international shipping activity have drawn crews from the global labour markets. Monitoring the quality of training provision and the integrity of the seafarer certification process in key labour supply countries is a task which each 'maritime' State has had to undertake in order to assure the quality of shipping on its register. As EMSA's role in third country evaluation develops, it will become possible for individual Member States to scale down and eventually withdraw from this activity, relying instead upon collective action at EU level. The benefits are clear, not just in ensuring uniform standards, but also in reducing the overall cost to the European taxpayer.

My second example is more speculative, as I say. Today, EMSA is adding value in the field of Port State Control, facilitating dialogue, training and evaluation to drive us towards the ideal of a consistent standard of vessel inspection at every EU port. If we can achieve that ideal, it will be open to us to reward high quality ship owners and operators by giving credit (in the form of exemption from further inspections for a specified period, throughout the EU) to ships achieving a 'clean' Port State Control certificate from any EU Member State. This is not EU policy today, and it is not my job to determine how that policy will develop. But one thing is quite clear: without an effective mechanism for developing and delivering European co-operation in the maritime sector, this sort of outcome would remain out of reach.

Five years passes quickly. As our Executive Director says in his introduction, there is a long way still to travel. Nevertheless, in commending this annual report, I feel confident that we have set out in the right direction. We have already made impressive strides in European co-operation. Over the next few years, EMSA will develop and expand, reflecting the principle and delivering the reality of added value for maritime sector governance in the European Union. I shall watch its progress with keen interest and – I confess – a modicum of pride.



Brian Wadsworth
Chairman of the Administrative Board

Introduction

by Willem de Ruiter, Executive Director

It has been a pleasure and a privilege to serve as Executive Director during the first 5 years of EMSA's existence. The regulation of the European Parliament and of the Council establishing a European Maritime Safety Agency was adopted in June 2002. However, in view of the necessary preparatory administrative measures, the first activities of the Agency effectively started in May 2003. At that time, the staff of the organisation consisted of a Director assisted by five young enthusiastic officials. Since then, a lot has been achieved and a lot has changed.

In the reporting year 2007, an in-depth evaluation of the Agency was carried out by the Board with the assistance of an independent external party. The process involved a full 360 degree assessment. The initial findings were discussed at the Board meeting in November 2007 and were found to be generally positive. It was concluded that EMSA scored above average on all three main benchmarks: relevance, effectiveness and efficiency. It is appropriate that I should congratulate the entire EMSA staff with this good result and thank them for their dedication and professionalism.

In 2007, EMSA reached a stage of young maturity, which means that we are to be compared with an 18-year old who just got his driving licence. Most of our administrative systems are in place, most of the expertise needed to perform the task has been hired and we are properly located. However, as with an 18-year old, there is still a long process of maturing and improvement ahead of us.

Looking at the main fields of activity, we saw in 2007 that **the work performed for the Commission** (in the form of inspections, studies, reports, advice, representation in international meetings, etc) continued to show dynamic development. Methodologies for inspections were fine tuned and certain new topics for inspection (e.g. the Port Reception Facilities Directive) were introduced. In general, it can be observed that the topics related to the marine environment (ranging from anti-fouling paints, to ship scrapping and air emissions) are getting a more prominent place on the agendas of the EU and IMO.

EMSA's activities in the field of **oil pollution response**, which are substantial, saw a positive development in 2007. A number of new contracts were concluded to strengthen the network of large oil pollution response vessels on stand-by in the region of the Atlantic West-Coast and in the Mediterranean and Aegean Seas. It is envisaged to complete the missing links (notably the Black Sea) in 2008. If successful, the network would be nearing completion.

The operation of **CleanSeaNet** proved to be successful in 2007, both in terms of technical quality and customer interest. Further developments are planned to improve the (semi-automatic) identification of polluters,



with the ultimate aim to serve as a deterrent for ship operators pumping oily waste overboard in European waters. In this way, a measure initially designed in the framework of the penal sanctions Directive should become a tool for prevention.

Looking ahead, the main challenge for the immediate future will be in the field of **maritime surveillance**. On the 2nd October 2007, the Council decided in favour of the development of an EU LRIT Data Centre, the development and management of which were entrusted to EMSA. Deadlines for completion have been set at more than challenging levels. At the same time, EMSA staff are working on the completion of the AIS-based European traffic monitoring system called SafeSeaNet and are developing a new European IT system for Port State Control inspections. The ultimate challenge will be to interlink all the aforementioned systems and to make them work together as an all embracing multi-purpose system for maritime surveillance. Such a system will serve the interests of maritime safety, the marine environment and security.

Finally, I would like to thank the European Commission, the European Parliament and the Member States for their continued guidance and support. With a view to the changing economic climate and constraints deriving therefrom, this support will be a 'sine qua non' for the completion of our mission in the years to come.

Willem de Ruiter
Executive Director

SECTION 1- MANAGEMENT REPORT 2007**CHAPTER 1** The European Maritime Safety Agency**1.1. INTRODUCTION**

This year's annual report has undergone a change in structure; the information is presented more concisely than in previous years and focuses on the new tasks undertaken and the actual outcomes of the work in progress.

The information for the 2007 reporting exercise is split into two main sections, the first being the Management Report the second will be the Activity Report. The former will be a narrative account of EMSA's progress in 2007; the latter will be a breakdown of the activities undertaken and their associated impact in terms of resources and deliverables. The description of ongoing or more regular tasks will not be reiterated, but will be mentioned where necessary.

More work will be carried out in 2008 to measure the added benefits that EMSA brings to the EU in terms of Maritime Safety and the prevention of pollution at sea. This will also take into account the recommendations of the EMSA Administrative Board following the evaluation of EMSA in accordance with Article 22 of the Regulation 1406/2002.

1.2. EMSA – MISSION

The European Maritime Safety Agency, established in 2002 as part of the second Erika legislative package, aims to be an active driver

towards the improvement of maritime safety in the European Union. Following major shipping disasters in European waters very substantial packages of EU legislation have been adopted to improve maritime safety and to reduce pollution from ships.

The Agency's objective is to provide technical and scientific advice to the Commission and to the Member States in the fields of maritime safety, maritime security, prevention of pollution and response to pollution caused by ships, in the continuous process of updating and developing new legislation, monitoring its proper implementation, in particular through inspection visits, and evaluating the effectiveness of the measures in place.

The Agency contributes to the evaluation of the effectiveness of Community legislation by providing the Commission and the Member States with objective, reliable and comparable information and data on maritime safety and on ship pollution. Vessel traffic monitoring is also part of the Agency's tasks, and through actions such as SafeSeaNet, EMSA aims to provide accurate and timely information to the Coastal Administration of ships, their movements and their cargoes.

The activities of the Agency in the field of pollution preparedness and response are focused on providing operational assistance to Member States through the network of stand-by oil recovery vessels around Europe

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to cover large accidental spills and to assist Member States trace accidental or illegal discharges through satellite monitoring and surveillance.

1.3. ADMINISTRATIVE BOARD - GENERAL INFORMATION

The Administrative Board is the main governing and controlling body of the European Maritime Safety Agency. It is entrusted with the necessary powers to adopt the Agency's budget, verify the execution of tasks, adopt internal rules, establish transparent working procedures for the Agency and approve its work programme. The Chairman of the Board is Mr. Brian Wadsworth.

The Board is composed of representatives of the European Commission, Member States, Norway and Iceland and independent experts from the sectors most concerned. At the first board meeting in 2007, EMSA welcomed Bulgaria and Romania as full members. Prior to January 2007 they had an observer status at the Board meetings.

Each Member State has one representative in the Board. The European Commission is represented by four members, and four members represent the industry sectors most concerned, the latter without the right to vote. The members of the Administrative Board are appointed on the basis of their degree of relevant experience and expertise in the field of maritime safety and prevention of pollution by ships.

EMSA's Administrative Board met three times in 2007. The Administrative Board had come to the end of its first term of office¹ and the Member States as well as the Commission were invited to confirm their current represen-

tatives or to appoint new ones. The majority of Member States have re-nominated their Member and Alternate to the Administrative Board. Five new Members and ten new Alternates were welcomed replacing previous representatives in Administrative Board in the second term of office.

1.3.1 Summary of Board Decisions

17th Administrative Board meeting, 20th March 2007 held in Lisbon, Portugal

The Administrative Board:

- Adopted the terms of reference for the evaluation of the activities of the Agency;
- Adopted the Multi-Annual Staff Policy Plan for the period 2008-2010;
- Adopted the Preliminary Work Programme 2008;
- Adopted Preliminary Draft Budget and Establishment Plan for 2008;
- Adopted the decisions amending EMSA Implementing Rules to the Financial Regulation and on rules applicable to detached national experts on secondment to the European Maritime Safety Agency;
- Took note of the status report on marine equipment;
- Took note of the preliminary Financial Statement for 2006;
- Took note of the document clarifying the position of the Commission on visits to the Member States.

18th Administrative Board meeting, 12th-13th June 2007 held in Lisbon, Portugal

The Administrative Board:

- Adopted the EMSA 2006 Annual Report;
- Adopted the Action Plan on HNS response assistance to the Member States;
- Adopted the decision to include additional

¹ 4th December 2007

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- CARDS funds in the EMSA budget for the participation of countries from the West Balkans in activities of EMSA;
- Adopted the decision to introduce 'earmarked revenues', which would allow carry over of non-used credits into the next budgetary year mainly for oil pollution;
 - Took note of information on EMSA's satellite oil spill monitoring service: CleanSeaNet;
 - Took note of the information and extended the mandate of the working group continuing evaluation of the offers and awarding a contract for the evaluation of the activities of the Agency;
 - Took note of the information concerning the end of term of office of the Administrative Board Members and the Executive Director;
 - Took note of the information on Maritime Support Services;
 - Took note of the state-of-play of the discussion regarding the setting up of a European regional LRIT centre and of the preparatory work of EMSA;
 - Took note of the activities of the Agency in the area of Port State Control and in particular its contribution to the new PSC system;
 - Took note of the information regarding the initiation of the arbitration process between EMSA and the Portuguese government;
 - Took note of the information concerning the release of the 2007 reserve;
 - Discussed development of STCW Information System.
- Adopted a decision concerning Anti-Pollution Funds;
 - Adopted a decision amending the budget lines of 2007 budget;
 - Adopted an amendment to EMSA Implementing Rules in line with the Financial Regulation and Implementing Rules to the Financial Regulation of the European Commission;
 - Adopted an amendment to the Rules of Procedure of the Administrative Board in relation to travel and subsistence expenses;
 - Agreed unanimously to grant the renewal of the contract as Executive Director to Mr Willem de Ruiter, who accepted this decision;
 - Took note of the report of the status of notifications of Members and Alternate Members for the second term of office;
 - Took note of the information provided on the outcome of 2007 tenders for oil recovery vessels;
 - Took note of the preliminary outcome of external evaluation of the Agency in 2007;
 - Took note of the information on implementation of the Protocol and conclusions of the arbitration between EMSA and the Portuguese government;
 - Took note of the information provided on 2007 budget transfers;
 - Took note of the preliminary information provided on STCW Information System;
 - Took note of the information provided by the European Commission on actions undertaken after the accidents in the Black Sea.

19th Administrative Board meeting, 28th November 2006 held in Lisbon, Portugal

The Administrative Board:

- Adopted the Work Programme 2008 and Budget/Establishment Plan 2008;
- Adopted the EMSA Financial Statement for 2006;

1.4. PRIORITIES FOR 2007

A list of priorities was set out in the 2007 Work Programme. Here is a summary of the actions that were taken:

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Establishing a new visits programme to Member States

- The Agency launched a broader exercise of assessing the implementation of EU Maritime Legislation by the Member States.

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

- The design of new information system (THE-TIS) for Port State Control was developed, in co-operation with Member States, the Commission and the Paris MOU.

Continuing the development of SafeSeaNet

- SafeSeaNet (SSN) was further developed by integrating the most up-to-date and available systems, through the integration of STIRES (SSN Traffic Information Relay & Exchange System) into SSN and by adding an interface with CleanSeaNet.

Completing the network of stand-by oil recovery vessels

- Additional oil recovery capacities in the Atlantic, Western Mediterranean and Aegean Sea/Black Sea were launched.

Starting the delivery of satellite oil spill monitoring services

- The EMSA satellite monitoring service, CleanSeaNet, began in April 2007.

Setting up a system for maritime support services

- The first phase of the maritime support services began in 2007.

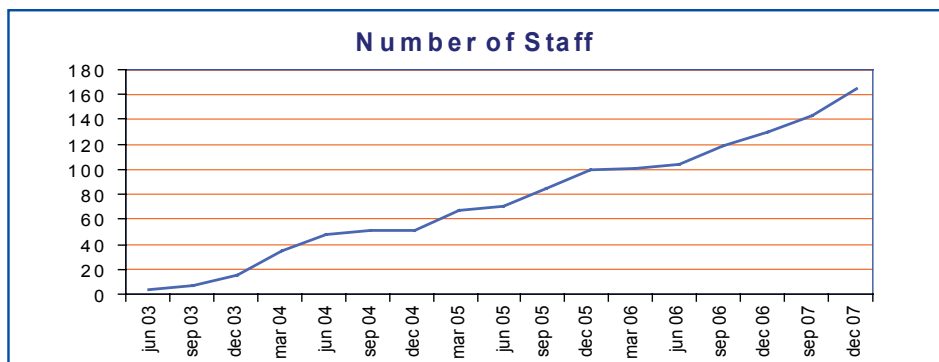
LRIT

- As anticipated in the 2007 Work Programme, EMSA provided technical information concerning the European Commission’s proposal for an EU LRIT Data Centre. The October Transport Council adopted a Resolution endorsing the setting up of an EU LRIT Data Centre managed by the Commission in co-operation with the Member States that will be developed by EMSA.

1.5. EMSA’S GROWTH IN 2007

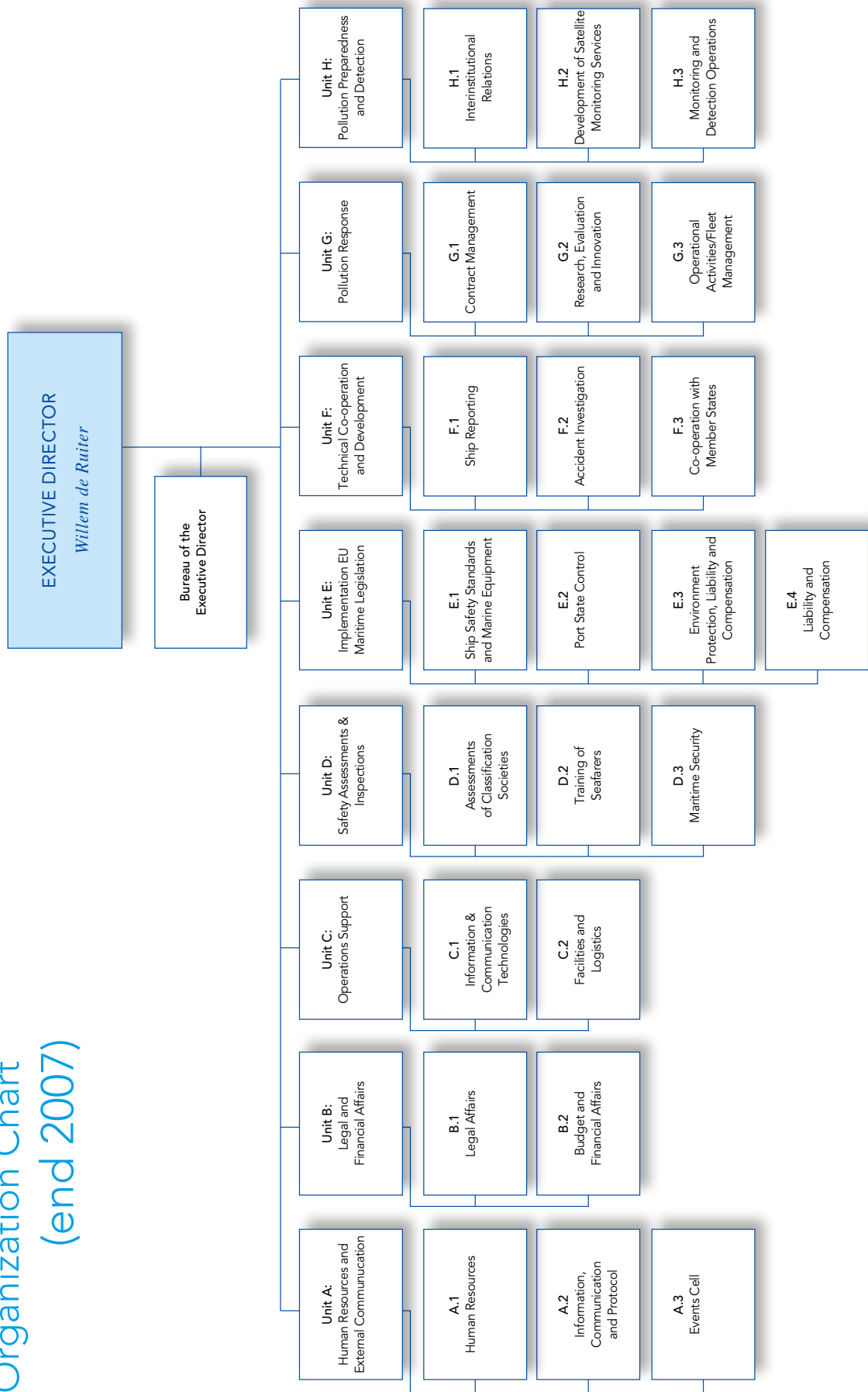
Staff levels grew following the new tasks identified in the Work Programme and in accordance with the establishment plan. The areas where new staff was assigned reflect the priorities set for EMSA in 2007: CleanSeaNet, the Maritime Support Services, the maritime inspection services and to prepare the ground for the Agency’s future involvement in LRIT.

All in all, staff numbers grew from 131 staff members in December 2006 to 166 by the end of 2007, not including a number of nominations that were made and accepted by successful candidates but who have yet to take up their duties. The year was also marked by the retirement of two senior EMSA staff members who took up their retirement after successful careers that culminated at EMSA.



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Organization Chart
(end 2007)



CHAPTER 2 Supporting the European Commission with monitoring of the implementation of EU legislation and providing technical assistance for new and/or amended legislation

Assistance was provided to the European Commission in a number of ways, the most important being the continued assessment of EU Maritime Legislation; preparing technical reports on specific issues that needed co-ordination; representation of the Commission at international meetings at technical level and providing input for the revision of new legislation, including assisting at expert meetings in Council and the European Parliament.

The technical contributions of EMSA for the legislative process has been recognised as useful by the Member States for their implementation of EU Legislation and during dis-

cussion for new proposals. This is especially true during the discussions on the revision of the Port State Control Directive, part of the third maritime safety package.

2.1 HORIZONTAL ASSISTANCE TO THE EUROPEAN COMMISSION

2.1.1 Statistical services, monitoring and related research

The development and use of databases to collect maritime safety related information to support the tasks of the Agency and identify trends for the development of future policy directions for the European Commission ex-

A major study on the handling of information in 40 EU ports was completed.



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panded significantly in 2007. Methodological work was carried out in relation to the future information system for Port State Control, THETIS, relating to movement in ports and ship characteristics that will benefit the EU Member States which form part of the Paris MOU on Port State Control. In the framework of the HNS action plan a risk assessment methodology was developed to produc-

ing useful information on dangerous goods transported in European waters. A major study on the handling of information in 40 EU ports was completed, providing information on the practices of handling and sharing information in the selected ports, including information on prior notification, Port State Control, traffic control and management, waste and pollution information.

EMSA/EQUASIS PUBLISH STATISTICS ON SHIPPING (*)

The European Quality Shipping Information System (Equasis) recently published statistics on shipping under the title of 'promoting quality in shipping.' Within the project, EMSA and Equasis worked together with the aim of presenting a statistical overview of the world's merchant fleet, with a particular focus on statistics relating to class, P&I, flag states, Port State Control and industrial organisations. It is a concrete, understandable and readable publication derived from a unique, large dataset of information supplied by three Port State Control regions (Paris, Tokyo and USCG) and various providers from the world maritime industry. This collaboration has enabled a comparison of the inspection and detention rates of 60,000 vessels to be made. The report includes 193 tables and 178 graphics and is presented under six themes. It is likely to be of use to a wide range of interests in both the public and private sectors and the complete publication has been made directly accessible through the homepage of the EMSA website at: www.emsa.europa.eu

(*) Articles in the blue boxes are taken from the 11 newsletters published in 2007.

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

2.2.1 Classification Societies

The task of monitoring the performance of EU recognized classification societies (ROs) completed its second cycle of inspection visits, which started in 2006. During 2007, a total of 18 inspection visits were carried out, visiting 9 of the 13 EU recognized organizations (ROs). In line with the reporting procedure introduced in 2006, the inspection visit reports were sent to the Commission, the recognizing Member State and the inspected ROs. The general

focus for 2007 was on new building activities and following-up on previous inspection visits, especially to assess generic findings common to most EU recognized classification societies, not only in Head Offices but also in regional offices and field offices.

The project 'visits to ships', whereby EMSA and the relevant RO is invited to attend a vessel following the detection of a class-related deficiency by Port State Control, occurred in 7 cases. As a follow-up to some such ship inspection visits, ad hoc inspection visits of the RO's offices involved were carried out. EMSA also provided technical support to the discussions regarding the performance criteria scheme to be established in accordance with Directive 94/57/EC, as amended.

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2007 Reports delivery schedule – Recognized organizations

Recognised Organization (RO)	Inspection Place	EMSA final report
Russian Maritime Register of Shipping	Regional Office – Istanbul	27-04-2007
Det Norske Veritas	Regional Office - Hai Phong	21-06-2007
American Bureau of Shipping	Regional office - Shanghai	28-06-2007
Lloyd's Register of Shipping	Regional Office – Vung Tau	13-07-2007
Polish Register of Shipping	Head Office – Gdansk	24-07-2007
Polish Register of Shipping	Regional Office – Madrid	25-09-2007
Polish Register of Shipping	Regional Office – Piraeus	12-11-2007
American Bureau of Shipping	Head Office - Houston	06-12-2007
American Bureau of Shipping	Regional Office - Houston	06-12-2007
Bureau Veritas	Regional Office - Istanbul	17-03-2008
Bureau Veritas	Head Office - Paris	17-03-2008
RINA VE	Head Office - Lisbon	11-02-2008
Russian Maritime Register of Shipping	Head Office – St. Petersburg	11-02-2008

Finally, EMSA started the project on how Member States monitor their recognized organizations with

a desk study of reports submitted to the Commission in accordance with Directive 94/57/EC.

FRENCH TRANSPORT MINISTER AT EMSA

Mr Dominique Perben (second on the left), French Minister of Transport, paid a visit to EMSA during a recent trip to Lisbon. He expressed his concerns on issues relating to classification societies, particularly in view of the circumstances surrounding the MSC Napoli accident, and talked about his government's priorities. The activities of EMSA were also presented at the meeting. He had the opportunity to meet French staff working at the Agency.



2.2.2 Port State Control

In order to assist the EU Member States better target sub-standard vessels operating in EU waters as part of their Port State Control activities, one of the priority areas for EMSA in 2007 was to develop in co-operation with Member States, the Paris MOU on Port State Control

and the European Commission, the New Information System (THETIS). This new system, which supports the New Inspection Regime for Port State Control, is due to improve the current targeting of vessels in the Paris MOU region. During 2007 the Agency, with the assistance of the Paris MOU on Port State Control and Member State experts, focussed on the

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preparation of the complex technical specifications for the tender of this project.

Additionally, the Agency, in co-operation with Member States and the European Commission, developed a harmonized Community scheme for the qualification, training and continued professional development of inspectors. This aims to ensure consistency of inspections throughout the Paris MOU region, regardless of which port a vessel is visiting.

As part of this scheme the Agency delivered four training seminars for Paris MOU Port State Control officers. The material and lecturers for the seminars were provided by the Agency and the Paris MOU Secretariat. The total number of PSC officers that attended the seminars was 150. Furthermore, the Agency provided support to the Paris MOU

in the development of the second phase of a distance learning package (DLP) for inspectors which focussed on PSC procedures. The project, launched in 2007 for delivery in 2009, will further enhance the level of knowledge and consistency among inspectors.

A database of maritime rules, guidelines and regulations, known as RuleCheck, was delivered to all Member States of the EU and the Paris MOU by EMSA. It enables inspectors to check from their laptop the application of the international maritime rules, and their applicability in respect of a particular ship.

And finally, in order to complete the first round of monitoring visits of the PSC regime the following visits were carried out in the first semester of 2007: Latvia, Estonia, Lithuania, Cyprus and Malta.

RULECHECK LAUNCHED

EMSA has just launched the new RuleCheck system for port state control officers (PSCOs). The system will enable ship inspections in ports to be undertaken more efficiently and effectively. Over time, the international rules governing port state control related ship inspections have become more and more complex, so RuleCheck has been developed to make the inspector's job easier. PSCOs only have to input the ship type and the date of build (as a minimum) and they can immediately obtain the full set of regulations which apply to the ship being inspected without



having to refer to any other source. RuleCheck was developed under a contract with the Korean Register of Shipping and in collaboration with the Paris Memorandum of Understanding (PMOU).

From left: Alan Cubbin (RuleCheck Project Manager), Willem de Ruiter (EMSA Executive Director), Brian Hogan (PMoU Chairman) and Richard Schiferli (PMoU Secretary General) at the RuleCheck launch.

SECTION 1 - MANAGEMENT REPORT 2007**2.2.3 Education, training and certification of seafarers**

Due to the high dependency of EU flagged vessels on seafarers from third countries, EMSA has the task of inspecting the maritime education, training and certification systems (METS) of non-EU countries. In this field, four of the visits were in relation to priority third countries, following notification to the Commission by Member States of their intention to recognize the respective certificates of competency. On the request of the Commission, EMSA extended this inspection task and visited four Member States - Malta, Cyprus, Italy and Belgium - with the objective to collect data on the implementation of Directive 2001/25/EC, as amended.

The development of the so-called 'STCW Information System', which is a database storing information related to crew certification and inspection visits carried out by EMSA, started in the second half of 2007 and its go ahead will be subject to a final decision of the Administrative Board, pending an assessment of the value-added that this system will provide. The aim of establishing this database is to provide reliable information on crew qualifications, trends and statistics, as a tool for the European Commission and Member States for developing their related policies.

2.2.4 Ro-ro ferries

In order to keep a higher level of vigilance concerning the maintenance and seaworthiness of passenger ships in regular service in EU waters, EU Member States have the obligation to report regularly their inspection findings into the ro-ro ferry database. EMSA continued to administer the ro-ro ferry database with the inspection reports completed pursuant to

the survey regime, established by Directive 99/35/EC, as well as the monitoring of the application of the regime. Technical assistance to help common and harmonized inspection procedures by Member States was also provided.

2.2.5 Bulk carriers

Following concerns as to how bulk carriers, the workhorse of the world fleets, are loaded and unloaded, technical assistance related to the Directive was provided to the European Commission with technical reports on the Directive 2001/96/EC on the inclusion of grain in the BLU code.

2.2.6 Maritime security

In order to ensure that vessels are properly respecting the requirements of the ISPS code, as well as recognizing Member States and their Recognized Security Organisation, that issue certificates on their behalf, 2007 saw the completion of the initial round of inspections by the Commission assisted by EMSA.

These focussed on the Member States' administrations responsible for ship security and as input to an overview of the outcome of those inspections was submitted to the Commission outlining the generic findings and the issues that needed to be addressed to the Member States, where appropriate.

2.2.7 Ship safety standards

The priority in 2007 was the safety of passenger ships for which a number of regulatory initiatives are taking place at the IMO.

The Agency provided technical advice to the Commission and Member States on the safety issues concerning the application of the new

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SOLAS 2009 standards and their relationship to the specific stability requirements for ro-ro passenger ships under the Stockholm Agreement and Directive 2003/25/EC.

2.2.8 Marine equipment

Marine Equipment Certification is an important issue for manufacturers wishing to access the market of the EU flagged fleet without having to undertake multiple certification procedures, which is costly and time consuming.

A priority in 2007 was to support the amendment of Annex A, the reference of the items covered by the Directive and the applicable standard, of the Marine Equipment Directive (Directive 96/98/EC) which was approved by the Member States. EMSA also took on the technical preparation of yearly updates, based on IMO standardization cycles. An ad hoc reference group was also set up to develop a common auditing methodology (CAM) to assist Member States in their assessment of notified bodies, and thereby to contribute to a more uniform implementation of the Directive.

2.2.9 Liability and compensation

EMSA's role in liability and compensation issues related was mainly limited to monitoring those developments that may have an impact on potential future EU legislation and participating in the relevant international meetings of IMO and the International Oil Pollution Compensation (IOPC) Fund.

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

2.3.1 Environmental issues**Port Reception facilities**

This was a new inspection task for EMSA performed under the visits to Member States policy and programme and concerned checking the availability of reception facilities for ship's waste, as covered by the Directive on Port Reception facilities (2000/59/EC). The visits focussed on the national implementation of the Directive by the responsible authorities and the operational procedures as applied by the ports and marinas. The cost recovery and fee systems as applied by the ports were studied and reported on in detail to the European Commission.

In addition the Agency provided the Commission with an analysis concerning the international instruments applying to delivery and reception of cargo residues. The Agency participated in and monitored the work of the IMO correspondence group preparing a revision of MARPOL Annex V (on garbage) and prepared an assessment on the potential implications of the planned modifications for Directive 2000/59/EC.

WORKSHOP ON SHIP RECYCLING

On 24th April, EMSA organised a workshop on the draft IMO Convention for the safe and environmentally sound recycling of ships. The workshop was attended by government representatives from the EU Commission, EU Member States, EEA countries and EU candidate countries, as well as by an observer from the IMO Secretariat. The primary objectives were to provide a platform for discussion prior to upcoming international meetings related to the draft Convention (in particular the IMO Inter-Sessional Working Group on Ship Recycling and IMO MEPC56), and to stimulate an exchange of views among Member State experts on current developments and practices. The main issues discussed included the survey and certification of ships; the authorisation and operation of ship recycling facilities and; the future system of reporting, control and enforcement as foreseen under the draft IMO Convention.

SECTION 1 - MANAGEMENT REPORT 2007**Other environmental issues**

On matters concerning air pollution from ships, EMSA actively participated in the revision of Marpol Annex VI, and assisted the Commission in monitoring the implementation of Directive 1999/35/EC, as amended Directive 2005/33/EC, on sulphur content in marine fuels. A study outlining technical solutions to apply emission limits for nitrogen oxides on existing engines was prepared.

EMSA organized two workshops relating to Directive 2005/35 on pollution sanctions, and in particular Article 10 thereof. The first workshop focussed on the practical implementation of the Directive and its link to other EU legislation, whereas the second one exchanged best practices and experiences relating to illegal discharges, focussing on the difficulties involved in establishing a link between an observed oil spill and an individual ship.

EMSA led an expert correspondence group on the implementation of Regulation (EC) 782/2003 on the prohibition of organotin compounds on ships, which was established as an outcome of an Expert Working Group meeting on this topic. This group was aimed at providing additional guidance for the implementation of the EC Regulation and the related IMO Convention on anti-fouling systems, both entering into force in 2008.

The main part of EMSA's tasks in the field of ship dismantling related to the on-going negotiations on a new IMO Convention on this topic. This included technical assistance to the Commission in series of IMO meetings, working groups, inter-sessional meetings and correspondence groups and in the Commission's inter-service group on ship recycling. The activities on ship recycling undertaken within the framework of the Basel Convention on Transboundary Movement of Hazardous Waste also called for some involvement by EMSA.

NO MORE ORGANOTIN COMPOUNDS ON SHIPS

From 1st January 2008, all ships which trade through EU ports (irrespective of their flag) will be required to comply with EU Regulation 782/2003 on the Prohibition of Organotin Compounds on Ships. This means that vessels with an active TBT coating will no longer be allowed to enter Community ports from that date. In order to assist the European Commission in preparing draft modifications to the regulation, EMSA organised a workshop involving experts from Member States on 14th May. The main aims were to discuss possible measures which would allow ships flying the flag of a third country to demonstrate their compliance with the Regulation requirements, and to discuss appropriate procedures for the adoption of the associated port state control (PSC) requirements.

SECTION 1- MANAGEMENT REPORT 2007

CHAPTER 3 Working with Member States and cooperation between Member States and the European Commission

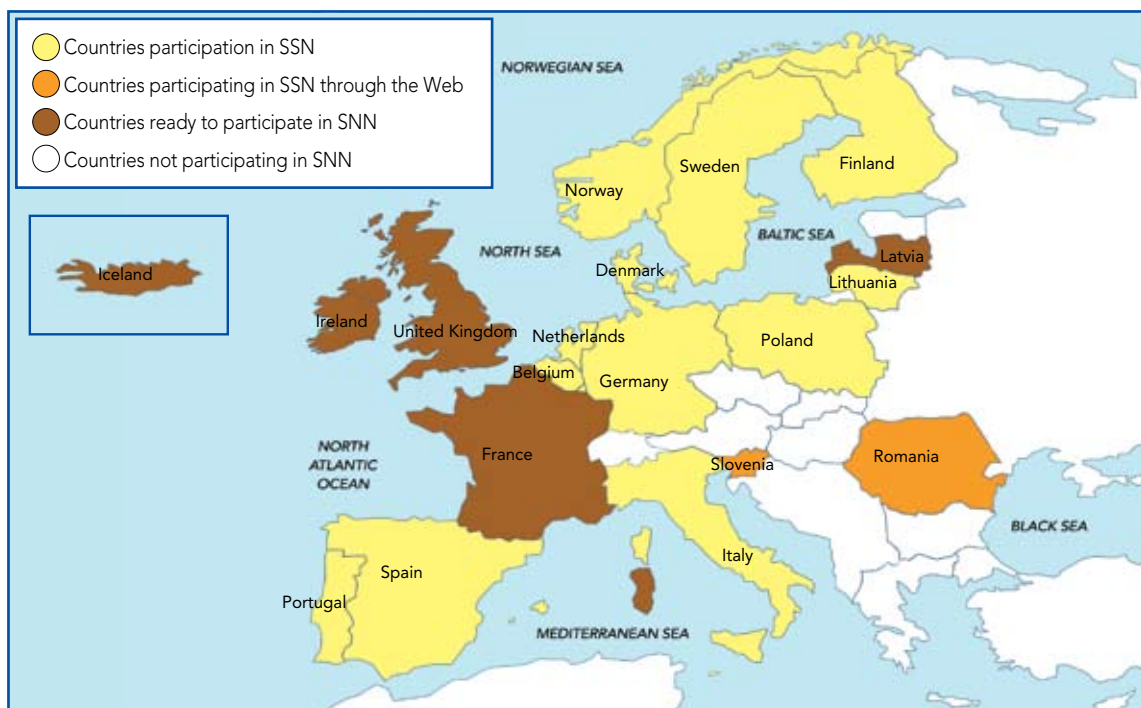
3.1. PRIORITIES FOR 2007

Integration of STIRES into SSN – STIRES, the real time vessel tracking system based on AIS information system, was prepared for reporting into SSN; An interface with CleanSeaNet allowing SSN/STIRES to superimpose the satellite pictures of ship-sourced pollution on the real-time traffic image was designed; Setting up a system for maritime support services - the MSS started its activities in 2007 and ensured the operational management of SSN; Preparatory work to set up an EU LRIT Data Centre.

Setting up the EU vessel traffic monitoring system, called SafeSeaNet (SSN), in order to provide timely information on a ship and its cargo in case of an incident as well as to give prior warning to a port on the arrival of ships continues to be a substantial task for EMSA.

Other than the priority areas mentioned above, the development of a new version of SSN (V1.9) with improvements in terms of performance, scalability, robustness and software maintainability was successfully concluded in 2007. This update was introduced by the Member States into their national systems, and EMSA's role was to provide advice on this implementation.

3.2. EU VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEM



SSN level of participating by end 2007

SECTION 1 - MANAGEMENT REPORT 2007

2007 saw a significant increase in the number of messages exchanged (from 8.8 M notifications in 2006 to 15 M in 2007) on the SSN system.

Linked to the future development of SSN, an emerging task related to vessel traffic monitoring for EMSA was the preparatory work concerning the international introduction of Long Range Identification and Tracking of ships. This follows the International Maritime Organization's (IMO) adoption of amendments to the International Convention of Safety of Life At Sea in 2006, where the requirements for LRIT were introduced and which should become operational by 31st 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 even when ships have left the areas covered by the AIS² coastal networks.

At the request of the Commission, EMSA carried out a cost benefit evaluation for an EU LRIT Data Centre, the conclusions of which were presented to the European Council. As a result of this study and following an official

request of the Commission, a more elaborate study providing the technical analysis of the European Commission's proposal for an EU LRIT Data Centre was submitted.

At the request of the Commission, EMSA carried out a cost benefit evaluation for an EU LRIT Data Centre, the conclusions of which were presented to the European Council. As a result of this study and following an official request of the Commission, a more elaborate study providing the technical analysis of the European Commission's proposal for an EU LRIT Data Centre was submitted. Based on the conclusions of these reports, the Council of Ministers of 1st-2nd October 2007 adopted a Council Resolution and agreed to the setting-up of an EU LRIT Data Centre that will be managed by the European Commission in co-operation with the EU Member States through EMSA.

The Agency is in charge of the technical development, operation and maintenance of the EU LRIT Data Centre. As this is a substantial new area of work for the Agency, a task force was set up to prepare the LRIT Implementation Plan which will identify the steps needed to carry out this important task.

EMSA TO SET UP EU LRIT DATA CENTRE

At its meeting on 4th October, the EU Transport, Telecommunications and Energy Council agreed to the setting-up of an EU Long Range Identification and Tracking (LRIT) Data Centre, to be managed by the Commission, in co-operation with Member States, through EMSA. The Council stressed that its objectives should include maritime security, search and rescue, maritime safety and protection of the marine environment. Automatic Identification System (AIS) reports will be integrated into the data and the development process will make use of the existing SafeSeaNet system. It is planned that the new Data Centre will be operational by mid 2009.

² Automatic Identification of Ships according to Directive 2002/59/EC.

SECTION 1- MANAGEMENT REPORT 2007**3.3. ACCIDENT INVESTIGATION**

In order to derive lessons from past accidents, and to help shape future maritime related policy, EMSA has a number of tasks concerning the collection of incident data.

One of these, the European Maritime Casualty Information Platform (EMCIP), a database that will collect casualty information and which

started in 2005, was delivered to EMSA. The Agency worked with Member States to facilitate their full participation, including a common data processing mechanism to facilitate the creation of casualty statistics and reporting to IMO.

Furthermore, the investigation bodies of the Member States received VDR training whose usage is provided for in Directives 2002/59/EC and 1999/35/EC.

PROGRESS IN ACCIDENT INVESTIGATION

Technical dialogue between Member State experts, EMSA and the European Commission has been substantially enhanced by EMSA's creation of a permanent Consultative Technical Group for Cooperation in Marine Casualty Investigation. In its two sessions held during 2006, the group supported EMSA in the provision of a training service for the retrieval and download of Voyage Data Recorder (VDR) data from ships and in identifying practical guidelines for a common accident investigation methodology. The VDR service will be available for use by Member States in early 2007, and a further discussion of the guidelines for a draft methodology is foreseen in May. Also of note in this area, is the fact that the presentation of, and first talks on, the Directive proposal on principles in marine accident investigation will take place in February.

3.4. TECHNICAL ASSISTANCE TO EU MEMBER STATES AND CANDIDATE COUNTRIES

In order to help the maritime administrations of the newly acceded EU member States, the training of officials from their maritime administrations continued in 2007.

The total number of trained officials from Member States benefiting from the EMSA technical assistance framework has reached 240.

The distribution of participants from the beneficiary countries reflects the size of the coastline and fleet of each beneficiary country.

Furthermore, technical assistance activities and training was organized on subjects such as the HNS Convention; EU maritime legislation; ISM; ISPS; places of refuge and Port State Control for 120 officers from Croatia and Turkey as well as officers from CARDS countries.

CHAPTER 4

Providing operational assistance in the field of marine pollution response

4.1. INTRODUCTION, UPDATE OF THE 2005 ACTION PLAN

In order to ensure wider coverage of the EU oil recovery network that is made available to the EU Member States in case of a major pollution incident, and based on the experience gathered during the first two years of implementing the service in accordance with the updated Action Plan for Oil Pollution Preparedness and Response, the Agency explored ways to achieve an increase of oil recovery capacity and to improve the at-sea oil recovery response chain, namely lightering. EMSA established arrangements for trans-

shipment and equipment to facilitate the discharging of recovered oil cargo to increase the overall performance of the specialised response vessels.

The '2007 Report to the European Commission and the Administrative Board regarding Regulation N° 2038/2006/(EC) on multi-annual funding for the Agency's pollution preparedness and response activities' provides detailed information on the activities of the Agency in this field and is available from the EMSA website³.

³http://www.emsa.europa.eu/Docs/opr/report_emsa_2008.pdf

EMSA AT "GASCOGNE 2007" EXERCISE

On 21st June EMSA took part in the "Gascogne 2007" anti-pollution exercise. The exercise involved French, Spanish and EMSA vessels and other resources in a simulated tanker accident and oil spill off Biarritz in the south-east of the Bay of Biscay. Twelve oil-recovery vessels and five aircraft from France and Spain took part in the exercise, which was undertaken within the framework of the Biscaye Plan. The EMSA-chartered pollution response vessel *Ile-de-Bréhat* was involved in the oil recovery part of the programme. EMSA also contracted the tanker *Seniority* on an ad hoc basis to evaluate the possibilities for the transhipment of recovered oil to a lightering tanker at sea.

Lightering tanker *Seniority*



SECTION 1- MANAGEMENT REPORT 2007

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

2007 saw the most ambitious and complex procurement procedure to date for at-sea oil recovery services with the objective of strengthening the service network. Accordingly, oil recovery capacity was secured in three different geographical lots: Atlantic Coast, West Mediterranean Sea and Aegean Sea/Black Sea with a total budget of € 18,75m.

In 2007, all the vessels contracted at the end of 2006 were successfully equipped for their pollution response task and the crews trained. Following appropriate acceptance drills, two vessels entered into the stand-by period and were available to provide the contracted at-sea oil recovery service.

In order to maintain the level of service, the vessels carry out quarterly drills (16 in total during 2007) and participate in a range of incident response exercises. With regard to at-sea exercises, each of the contractors participated in at least one international event.

EMSA in Action – The New Flame incident.

It was also in 2007 that the EMSA pollution response services were called into action for the very first time. Following the bow to bow collision between the oil tanker Torm Gertrud and the bulk carrier New Flame off Gibraltar on 12th August, Spain requested EMSA to send one of its anti-pollution vessels to the area. Following an assessment on the possible options, EMSA offered the Malta-based Mistra Bay to the Spanish authorities within three hours of the request⁴.



Map showing the EMSA network of oil pollution response vessels

⁴For more information, please see the press release: "Spain requests EMSA assistance after ship accident off Gibraltar" <http://www.emsa.europa.eu/ennews20070903101748.html>

SECTION 1 - MANAGEMENT REPORT 2007

CLEANSEANET HELPS WITH OIL SPILL

On 12th December, around 3,840 tonnes of crude oil leaked into the North Sea when a hose ruptured during tanker loading operations at the Statfjord Alpha platform 200 km west of Bergen in Norway. Following a request from the Norwegian authorities, the EU Monitoring and Information Centre (MIC) in Brussels activated the International Charter for Space and Major Disasters in order to obtain satellite images of the affected area. As the operator of the CleanSeaNet satellite based pollution monitoring system, EMSA was designated as project manager for the operations and it is presently providing satellite images from Envisat, ERS-2, Alos and Radarsat-1, of the spill area to the relevant parties.

4.3. PROVIDING MARINE POLLUTION SATELLITE MONITORING AND SURVEILLANCE SERVICES

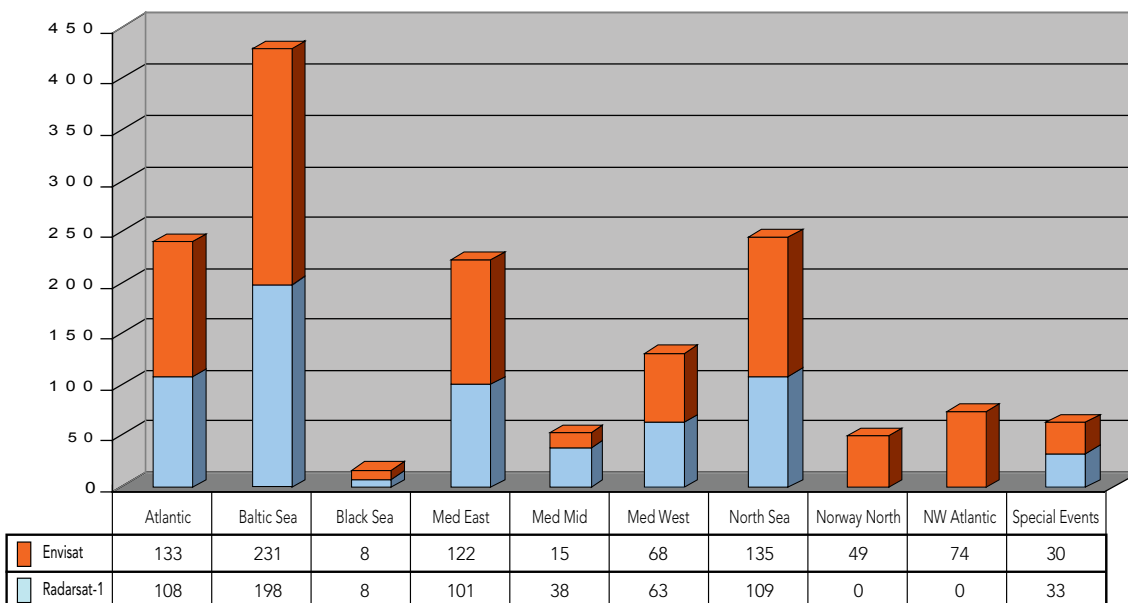
In 2007, the Agency started to provide satellite imagery and alert services to Member States. The system, called CleanSeaNet, started operations on 16 April 2007 and by December 2007, all EU coastal States and Norway were using CleanSeaNet for combating illegal discharges and/or monitoring accidental spills. Over 1,300 satellite scenes were delivered, with the detection of over 1,700 potential oil slicks.

The CleanSeaNet service was implemented through framework contracts of 3 years du-

ration (2007-2009) with commercial service providers and satellite image licence distributors.

The system works on the basis of near real time analysis of ENVISAT and RADARSAT Synthetic Aperture Radar (SAR) images from Earth Observation satellites downloaded to ground stations in Norway, Italy and the Azores (as of 2008). Oil spill alerts and clean sea reports are delivered to competent authorities in the Member States and to EMSA in less than 30 minutes following the satellite overpass. All data are stored in the Agency database for further analysis and production of statistics for EMSA and the Member States.

CSN image ordering per region



SECTION 1- MANAGEMENT REPORT 2007

In order to further explore possibilities and suggest additional features for the system, the EMSA Satellite Monitoring User Group, established in 2007 and comprising experts from Member States, met to discuss experiences with the EMSA satellite oil spill monitoring service and recommend improvements. This will help the Agency to ensure that the services will be developed in line with the needs of the EU coastal States. Finally, EMSA provided training to operational duty officers and experts from Member States on the operation of CleanSeaNet. This will continue on annual basis following the expected development of CleanSeaNet and the positive feedback received from the Member States.

A number of images were also provided for special events that fell outside the geographic scope of EU Waters. One early test of the CleanSeaNet was a request, through the Civil Protection Services of the European Commission, for images of the following events that happened in 2007:

- 12th August - New Flame incident, waters between Spain and Gibraltar;
- 11th November – Volgo-Neft Oil spill, Russia/Ukraine, Kerch Strait, between the Black Sea and the Sea of Azov;
- 12th December - Statfjord-A Oil Spill, Norway, North Sea.



Mr Volker Liebig (left), Director of Earth Observation Programmes of the ESA and Mr Willem de Ruiter, EMSA Executive Director

READY FOR SPILL SPOTTING FROM SPACE

This month (March) saw significant developments in the area of pollution monitoring. Firstly, EMSA launched its CleanSeaNet system. The system will provide EU Member States with processed satellite data for the monitoring and detection of illegal discharges and accidental oil spills at sea. Member States have the responsibility for implementing Directive 2005/35/EC, and this service will ensure that they will be given the necessary support so that maritime pollution monitoring and detection can be done on a wider and more sustainable scale. CleanSeaNet is due to begin operating from mid-April. In support of the pollution monitoring activities, an agreement was signed on 2nd March between EMSA and the European Space Agency (ESA). Under the agreement, EMSA will be supported by ESA on issues relating to the development of space technologies for maritime monitoring and surveillance. In addition, in its role as a long term operational European user of satellite technology, EMSA will advise ESA on user requirements for new space systems and infrastructure.

SECTION 1 - MANAGEMENT REPORT 2007**4.4. INCIDENT RESPONSE SUPPORT FOR HAZARDOUS AND NOXIOUS SUBSTANCE POLLUTION (HNS)**

Owing to the limited knowledge of the effects and responses possibilities to spills or releases of hazardous and noxious substances (HNS), EMSA was requested to take a number of actions to provide more information to the EU Member States, to provide support them should an incident arise.

The Action Plan for HNS Pollution Preparedness and Response was adopted by EMSA's Administrative Board during their meeting on 12th June 2007 and provides a concise overview of existing available information in the field of preparedness and response to HNS marine pollution in the Member States. The action plan also provides information on seaborne transportation patterns of HNS, past HNS incidents, challenges and impacts of HNS marine pollution, existing HNS pollution preparedness and response mechanisms, and options and limitations of response methods to such incidents.

Additionally, in order to start providing practical support to the EU Member States in case of an HNS incident, EMSA entered into discussions with the chemical and response industry associations to establish a network of HNS experts available to the EU Member States with scientific and operational advice in case of an HNS incident.

4.5. CO-OPERATION, CO-ORDINATION AND INFORMATION ACTIVITIES**4.5.1 Oil Spill Dispersants**

In 2007, the Agency distributed to the EU Member States and EFTA countries its Operational Manual on the Applicability of Oil Spill Dispersants. Before distributing the manual, EMSA had provided an interactive training session to the Member States experts on the operational manual's functionalities.

In addition, EMSA updated in 2007 its Inventory of National Policies Regarding the Use of Oil Spill Dispersants in the EU Member States. This inventory contains information on the usage of oil spill dispersants, the testing and approval procedures and the available means and equipment for dispersant application in the EU coastal Member States, Iceland and Norway.

4.5.2 Oil Spill Communications

The need to be up-to-date in oil pollution response techniques and equipment was widely recognized. Part of this is the active participation at the major conferences that bring together the entire oil response industry, as represented through Interspill. Thus, EMSA signed a Memorandum of Understanding (MOU) between the main stakeholders who form the Interspill Steering Committee.

SECTION 1- MANAGEMENT REPORT 2007

CHAPTER 5

The Agency's Administrative Systems

The 2007 Work Programme set priorities in consolidating EMSA's administrative procedures, including financial, operational, as well as introducing document management systems, further developing reporting systems. The backbone to achieving this relied on ICT and to explore the most up-to-date tools that could then be deployed throughout the Agency. The administrative tasks that were set in 2007 Work Programme for EMSA were noted and reiterated in the recommendations following the visits of the European Court of Auditors and the Commission's Internal Audit Service that took place that year. EMSA duly prepared an implementation plan to complete this series of actions necessary to the proper establishment of administrative systems, tools and resources. Following the completion of the construction of the EMSA headquarters building in Lisbon at the end of 2007, it is expected that the Agency will move from its temporary to its final offices in Lisbon in 2008. A number of preparatory tasks were taken in 2007 in order to anticipate the move and avoid unnecessary delays as the move will put a certain strain on the organization. To mitigate an interruption of working processes, as IT systems and other facilities will have to be dismantled and reinstalled, the administrative units set up a planning and removal scheme to arrange the relocation as soon as the contract for the new premises is signed.

5.1. IMPROVING WORKING PRACTICES

5.1.1 Developing the administrative systems

Extensive work was undertaken in 2007 to consolidate the administrative systems of the Agency in 2007. Following the identification of areas where streamlining could occur, an inventory of all procedures, both financial and operational was written; a formal procedure for the annual review of internal control systems was explored and the rules and regulations regarding Data Protection were implemented.

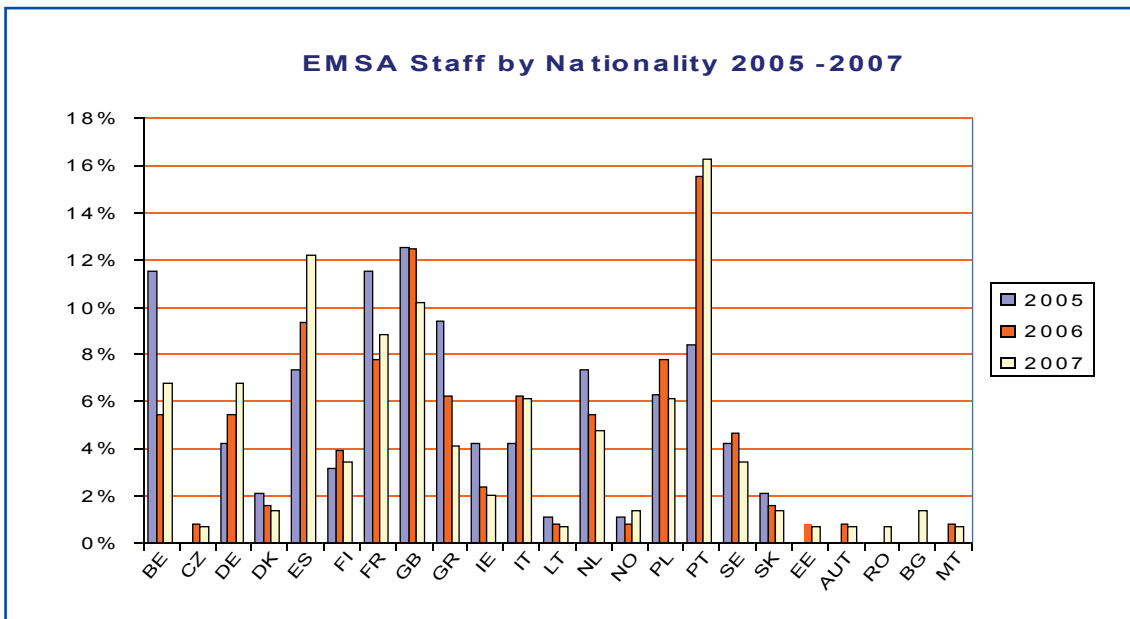
5.1.2 Documentation of IT practices

With the ever increasing burden on IT resources due to the expansion of the applications that the Agency needs to support, both for internal systems and the maritime databases, the development of Long Term IT plans including technological infrastructure plans were designed. This has led to the development of an IT Strategy and the development of long term IT plan.

5.1.3 Introduction of a content management system

As stated in the 2007 Work Programme, the introduction of a content management system was an objective for EMSA in 2007. Following the collection of needs EMSA as a whole, the introduction of system is due in 2008.

SECTION 1 - MANAGEMENT REPORT 2007



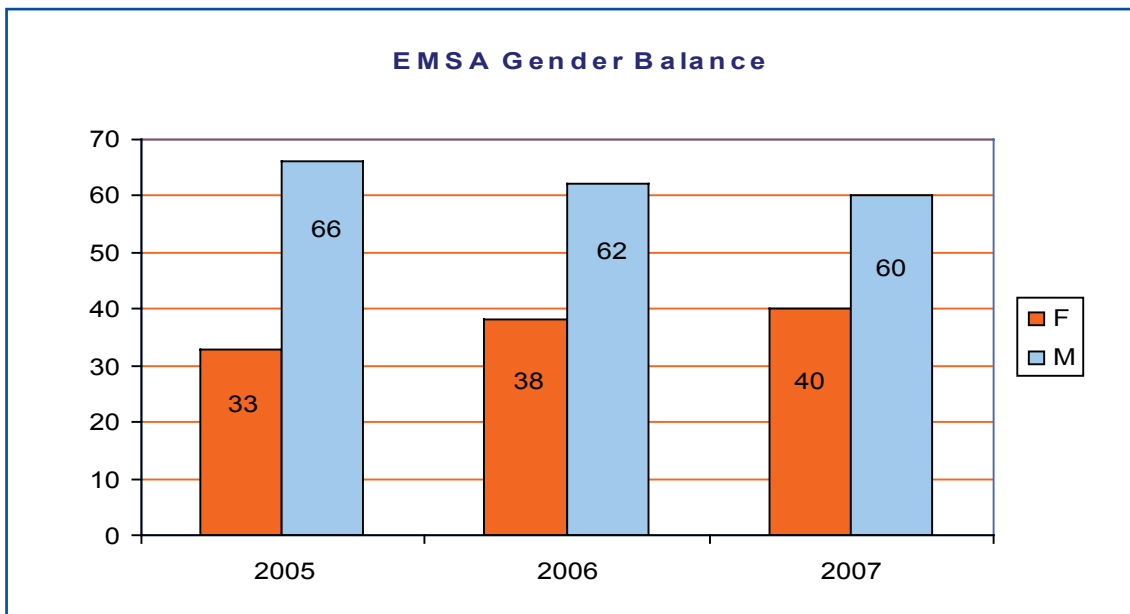
5.2. HUMAN RESOURCES

5.2.1 Recruitment

As stated with the multi-annual staff policy plan and the establishment plan for 2007, recruiting activities were ongoing in 2007. With the new tasks of EMSA as well as to replace staff leaving the Agency, 44 positions were published and 55 members of staff took up

their positions in 2007. The difference in the numbers takes into account publications that were designed to fill more than one vacancy, such as for administrative assistants, and also takes into account staff members recruited in 2006 who took up their duties in 2007.

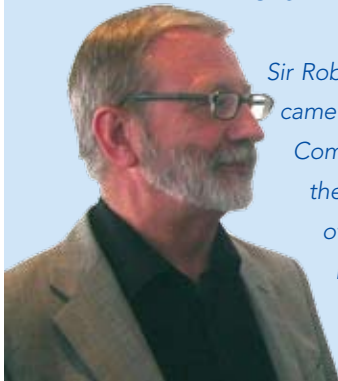
The following graphs give the summary statistics on staff evolution by nationality and gender balance at EMSA.



SECTION 1- MANAGEMENT REPORT 2007**5.2.2 Staff Training**

The Agency was able to offer a wide variety of training to its new and existing staff. Special attention was given to offering language

training for staff and family members as well as to the development of specific training in the IT and Maritime areas. Examples of such specific training include the ITIL courses and ISO audit courses for Inspectors.

LECTURE BY SIR ROBERT COLEMAN

Sir Robert Coleman, who was EU Commission DG for Transport for most of the 1990s, came to EMSA on 26th April with the goal of lecturing staff on the background of the Common Transport Policy, with special focus on the EU decision making processes. At the end of a comprehensive lecture, he took the opportunity to stress the importance of the set up of EMSA as a primary EU tool for improving maritime safety. He also reminded staff that the Agency is in an excellent position to promote and support positive change in the sector.

5.3. LEGAL AND FINANCIAL AFFAIRS

In April 2007 a new Unit dealing with legal and financial affairs was created in order to more clearly separate advisory and control functions from functions dealing with budget

implementation. The Unit oversees budget preparation and execution and ensures legal and financial verification of all financial operations and procurement procedures. It further provides advice and assistance in legal and financial issues to all EMSA Units and the Executive Director.

5.4. EXTERNAL COMMUNICATIONS**EMSA PRESENTS AT COMMISSION TRANSPORT AND ENERGY EVENT**

Each year, the European Commission Directorate General for Energy and Transport (DG TREN) organises an information event for its staff. The programme usually focuses on a specific theme and, this year, on 20th September, it was the turn of the EU transport and energy agencies. Within the programme, Agency heads presented their responsibilities and activities and, as part of his presentation, EMSA Executive Director, Willem de Ruiters, showed a video of the Agency's oil pollution response operations, which can also now be seen via our website (www.emsa.europa.eu). The 900 attendees also had the opportunity to visit the associated exhibition where, among other things, EMSA took the opportunity to give demonstrations of the SafeSeaNet and CleanSeaNet monitoring systems.



EMSA prepared a fully equipped 50m² stand.

SECTION 1 - MANAGEMENT REPORT 2007

The Agency passed a number of information and communications milestones during 2007. As might be expected with a growth in the number and intensity of operational tasks, stakeholder interest increased significantly, as evidenced by such things as the number of hits on the website, requests for information and attendance at an increasing number of international meetings.

The Agency has started to improve its infor-

mation 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. The Agency is also hosting a growing number of international meetings, workshops and other events in Lisbon, and this is contributing significantly to the quality of the operational work. In 2007 a total of 67 meetings, workshops or trainings were organized with around 2,000 participants attending.

5.5. BUDGET EXECUTION

In terms of percentage, EMSA had the following budgetary execution in 2007 (credit of the year):

Expenditure	Commitment and Payment Appropriations	Commitment Execution	%	Payment Execution	%
Title 1: Staff	15,320,297	11,999,132	78%	11,805,307	77%
Title 2: Administrative	3,179,703	3,148,720	99%	1,881,439	59%
Title 3: Operational	29,749,058	28,131,888	95%	19,294,910	65%
Total	48,249,058	43,279,741	90%	32,981,656	68%

The lower execution concerning payment appropriations is mainly due to multi-annual programmes (Anti-Pollution Measures) run by the Agency. The payments related to the contracts to ensure the network of stand-by oil recovery vessels, as an example, are spread over a period of four years. As usual, the anti-pollution measures (chapter 38 of the budget) have been the main driver of success by representing more than

50% of the total budget of the year. The outcome of the anti-pollution tenders have been positive and 96% of the budget 2007 for Anti-Pollution Measures was committed by the end of the year.

The overall 2007 budget execution is presented in Annex 1.

SECTION 1- MANAGEMENT REPORT 2007**SUMMARY AND OUTLOOK**

2007 was the first full year of the Agency in Lisbon. The Agency has become 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 countries: 67 different workshops were organized with about 2,000 participants from all over Europe.

2007 was a year where the scope and number of training activities of the Agency increased significantly. 25 different training sessions were organised. Amongst those were dedicated sessions for candidate countries and maritime safety related trainings for experts from EU Member States.

In the field of pollution preparedness, response and detection new steps have been taken with the entry into service of CleanSeaNet, the EU satellite based oil spill monitoring system, and the approval of the Action Plan for HNS.

In the field of maritime applications a new version of SafeSeaNet has been developed and tested and quality checks of SSN notifications have been started through the Maritime Support Service. The development of a pilot Accident investigation Data Base has been completed and a GIS system has been developed in EMSA that is being tested with different applications.

The development of EU LRIT Data Centre has taken its first steps and will be one of EMSA's more important tasks in 2008 and for the years to come. At the same time, EMSA has been entrusted with the development of the new information system, THETIS, for Port State Control inspections. Both of these applications are going to be deployed for the benefit of the EU Maritime administrations and will be connected to existing tools that will be able to provide a more complete picture of the maritime safety scene in the EU. For all these applications, with 2009 as the year that they are set to go live, the amount of work to be carried out in this field is expanding substantially.

ESTONIAN OFFICERS VISIT EMSA

On 16th May, officers from the Estonian Ministry of Economic Affairs and Communications visited EMSA to learn about its activities in different key operational areas. In particular, the presentations focussed on traffic monitoring (including SafeSeaNet); CleanSeaNet; oil pollution response and casualty investigation.

SECTION 1 - MANAGEMENT REPORT 2007

A core activity of the Agency continues to be its inspection and visits task. In 2007 the Agency again intensified and developed, in

line with the work programme, these tasks and over 70 inspection visits took place in five different fields of activity:

	Inspections carried out in 2007
Assessment of Classification Societies	20
Training of Seafarers (STCW)	8
Maritime Security – Assistance to Commission inspections	34
Port State Control	5
Port Reception Facilities	6

With the development of the new inspections programme, the visits will continue in 2008, and include new areas where the implementation of EU Maritime legislation will require an assessment.

Finally, the Evaluation of EMSA's performance by the Administrative Board in its first five years will be finalized in 2008 and the recommendations resulting from the assessment of impact of the Regulation, the Agency and its working practices, will require the appropriate follow-up action.

Section 2

Activity Report 2007

Introduction

This section is intended to provide a summary overview of the activities that have been carried out following the 2007 Work Programme. This links the EMSA operational activities to the stated objectives and is intended as a quick reference guide for the reader.

The overall conclusion is that in its established tasks, the Agency met its objectives in accordance with what was set out in that year's Work Programme. In certain areas, where there was a new emphasis, tasks were carried out that went beyond the areas defined in WP07, namely in the case of the preparatory action for setting up an EU LRIT Data Centre, work concerning environmental issues as well as preparing technical reports for the Commission for providing contributions to update legislation and for submission to the IMO. These reflect the growing priorities of the maritime sector. In the future, this information will be built upon in order to assign performance indicators and help

measure in terms of resources the added value that the Agency brings, in terms of output and outcome for the activities that it is engaged in.

The entries:

- Identify the stated objectives and the tasks that were carried out as a response to this;
- Include the number of staff working in this area;
- Include where possible the costs associated with expenditure such as missions, studies and databases. The numbers do not include salaries, and in some cases, no external costs were involved;
- Costs mentioned are based on execution following delivery of services. Ongoing projects and commitments that run into the next period are not included;
- Do not include staff allocations that are considered as overheads.

In some areas, like work concerning environmental issues, tasks went beyond the areas defined in Work Programme 2007.



SECTION 2- ACTIVITY REPORT 2007

Priorities

OBJECTIVES

1. Establishing a new visits programme to Member States.
2. Supporting the development of a new information system for Port State Control.
3. To continue the further development of SafeSeaNet (SSN) by integrating the most up to date and available systems, in order to ensure timely notifications and to be the reference tool to monitor vessel traffic for EU coastal States.
4. Completing the network of stand-by oil recovery vessels. The Agency aimed to contract in 2007 two arrangements for the Atlantic coast area and two arrangements for the Black Sea/Aegean Sea and one for the Western basin of the Mediterranean Sea.
5. Starting the delivery of satellite oil spill monitoring services.
6. Setting up a system for maritime support services - The operational management of SafeSeaNet was the main task and responsibility of the system for permanent maritime support, as proposed for 2007. The objective is to ensure the exchange of reliable SSN maritime data between the designated maritime users at all times.
7. LRIT - EMSA's objective was to carry out preparatory work for the European Commission on the issues concerning the establishment of LRIT system in the European Union.

SUMMARY ACTIONS

1. Visits programme to Member States

A broader exercise of assessing the implementation of EU Maritime Legislation by the Member States was launched in the latter part of 2007.

2. New information system for Port State Control

The Agency was requested to develop, in co-operation with Member States, the Commission and the Paris MOU, a New Information System (THETIS) for Port State Control. During 2007 the Agency, with the assistance of Member State experts, focussed on the preparation of the complex technical speci-

fications for the tender of this project.

3. Development of SSN

A new version was developed and joined by Member States and preparatory work for the integration of STIRES into SSN. STIRES is a vessel tracking system based on AIS information provided by MS' national AIS networks that can be exchanged in real time mode and distributed to the authorised maritime administrations was carried out. An interface with CleanSeaNet allowing to SSN/STIRES to superimpose the satellite pictures of ship-sourced pollution on the real-time traffic image was designed.

SECTION 2- ACTIVITY REPORT 2007**4. Pollution response network**

2007 saw the most ambitious and complex procurement procedure to date for at-sea oil recovery services with the objective of strengthening the service network. Accordingly, the Agency launched a procedure to contract additional oil recovery capacity in three different geographical lots: Atlantic Coast, West Mediterranean Sea and Aegean Sea/Black Sea with a total budget of € 18,75M.

Following the results of the successful procurement procedure, additional response capacity has been established as intended in the Atlantic, Aegean Sea and West Mediterranean. No suitable bid was submitted for the Black Sea but an attractive offer with two new tankers was offered for the high-density tanker traffic area of the Gibraltar Strait, it was decided to award the remaining contract in that region. The Black Sea will continue to be a priority in 2008.

5. Satellite monitoring, CleanSeaNet

Following the preparatory work that had begun in the previous year and the signature of contract with satellite image providers, the EMSA satellite monitoring services were launched in April 2007. In a very short time, the Agency managed to establish the CleanSeaNet service which has already become in its first year of existence an important activity serv-

ing all EU Member States. Over 1,300 satellite scenes were delivered up until 31st December 2007, with the detection of over 1,700 potential oil slicks.

6. Maritime Support Services

The MSS started its activities in 2007 and 4 staff members were recruited to ensure the operational management of SSN during office hours only (Phase 1 of the development). In its first months of activity the MSS established the procedures for continuous monitoring of the system; carried out a first assessment of the data, took corrective action and contributed to the improvement of SSN and the data exchange.

7. LRIT

During 2007 EMSA assisted the European Commission at the technical meetings of the IMO discussing the LRIT system. Based on the 2007 Work Programme, in February, EMSA submitted a Cost/benefit Analysis on the possible establishment of an LRIT Data Centre and in May an LRIT workshop was organized to exchange views on the proposal among Member States experts. Following an official request of the Commission, a more elaborate study providing the technical analysis of the European Commission's proposal for an EU LRIT Data Centre submitted and approved at the October Transport Council.

The Agency launched a procedure to contract additional oil recovery capacity.



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CHAPTER 1 Supporting the European Commission with monitoring of the implementation of EU legislation and providing technical assistance for new and/or amended legislation

1.1 HORIZONTAL ASSISTANCE TO THE EUROPEAN COMMISSION

1.1.1 Statistical services, monitoring and related research

Objectives

- Production of statistical products, services and publications, in agreement with our partner organizations;
- Continued data analysis to assist the European Commission's monitoring of the implementation of EU legislation;
- In response to ad hoc European Commission's requests, statistical search activities will take place.

Link to work programme	Number of staff	Cost
2.1.3	3	260,000

Output

- Provision of processed information concerning river and sea operating ships that carry oil;
- Processing data emanating from 'concentrated inspection campaigns in the field of port State control;
- Provision of data on passenger vessels in view of liability legislation under development;
- Monitoring data related the phasing out of single hulled oil tankers;
- Providing general information on the movement of ships bound for dismantling to recycling countries in South East Asia. The world fleet in 2006 – Statistics from Equasis;
- Meta data on ship movements in 40 European ports.

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

1.2.1 Classification Societies

Objectives

- Monitoring of Recognized Organizations (ROs) - Complete second cycle, at least 6 inspection visits of ROs ;
- Organize a workshop on practices to monitor ROs (Visits to ships);
- Carry out a study on how Member States are monitoring their recognized organizations;
- Technical support in the discussions on the proposed revision of Directive 94/57/EC, in the third maritime safety legislation package.

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Link to work programme	Number of staff	Cost
2.2.1	8	112,000
Output		
<ul style="list-style-type: none"> • 18 Inspections covering 9 of the 13 EU recognized organizations; • 7 visits to ships, together with representatives of the Classification Societies concerned; • First desk assessment and development of a questionnaire; • Assistance to Commission in the discussions on the revision of Directive 94/57/EC. 		

1.2.2 Port State Control

Objectives

- To co-operate with Member States and the European Commission in developing and promoting a harmonized Community scheme for the qualification and continued training of PSC inspectors, including supporting software (electronic RuleCheck) for PSC inspectors to consult all relevant international and European legislation;
- To enhance the quality of the exchange of information among a number of key databases;
- To monitor the implementation and monitoring of the Community acquis in the field of maritime safety for Port State Control.

Link to work programme	Number of staff	Cost
2.1.2/2.2.2	7	496,000
Output		
<ul style="list-style-type: none"> • Training seminars for 150 PSC officers; • RuleCheck; • A comprehensive report based on the visits to 20 Member States was prepared for the Commission, giving the overall picture of Port State Control in the Community in terms of ports covered, ship traffic and structure of the administrations responsible for PSC as well as the main findings and recommendations from the inspection visits; • Monitoring the enforcement of the banning provision for multiple detentions. 		

1.2.3 Education, training and certification of seafarers

Objectives

- Visits to 2 Member States during 2007 relating to the Training of Seafarers;
- 8-10 inspections in third countries, with priority to be given to new requests;
- Development of the STCW Information System to help the European Commission and the EU Member States monitor the proper implementation of the STCW Convention and provide reliable data and statistics;
- Support to the European Commission in updating EU legislation and in the review of the STCW Convention.

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Link to work programme	Number of staff	Cost
2.2.3	9	323,000
Output		
<ul style="list-style-type: none"> • 8 inspection visits were carried out comprising 32 individual inspections. 10 were inspections of maritime administrations and MET establishments in third countries, Israel, Tunisia, Uruguay and Ecuador; 22 were in Member States: Malta; Cyprus; Italy and Belgium; • A workshop was organised by EMSA to discuss the technical issues concerning certification; • Technical support was provided during the discussions held at the EU institutions and the IMO. 		

1.2.4 Ro-ro ferries**Objectives**

- To continue providing the European Commission support for the implementation and monitoring of the Community acquis in the field of maritime safety – ro-ro ferries;
- To administer the ro-ro ferries database.

Link to work programme	Number of staff	Cost
2.2.4	2	28,000
Output		
<ul style="list-style-type: none"> • A model check list available for all MS to use during surveys; • Guidance for surveyors on the appropriate use of prevention of operation and detention powers on ferries. 		

1.2.5 Bulk carriers**Objectives**

- Supporting the European Commission with monitoring of the implementation of EU legislation in the field of maritime safety – bulk carriers;
- Providing technical assistance for new and/or amended legislation.

Link to work programme	Number of staff	Cost
2.2.5	3	5,000
Output		
<ul style="list-style-type: none"> • One report to the Commission on the submission on the definition of bulk carriers; • Two reports to the Commission regarding the operational implementation of the system set up by the Directive 2001/96/EC, in establishing harmonized requirements and procedures for the safe loading and unloading of bulk carriers; • Two reports in the reply to the UNISTOCK objections. 		

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1.2.6 Maritime security

Objectives

- To assist the Commission in carrying out security inspections for ships, relevant companies and recognized security organisations to verify implementation of Regulation 725/2004.

Link to work programme	Number of staff	Cost
2.2.6	3	51,000

Output

- 35 maritime security inspections, of which 3 were at the level of the national administration, 8 at the headquarters of RSOs, 10 of shipping companies and 14 of ships in EU ports;
- Comprehensive reports on the findings of the inspections were submitted to the Commission.

1.2.7 Ship safety standards

Objectives

- To monitor the work of IMO in the field of ship safety standards, including the reporting of developments in international legislation and technical evaluation of IMO submissions;
- To assist the Commission with technical issues, for example in the preparation of submissions to IMO as appropriate or preparatory work for the COSS Committee;
- To provide technical support for the Commission, with a particular focus on the safety of passenger ships, tankers, fishing vessels and the ISM Code.

Link to work programme	Number of staff	Cost
2.2.7	3	N/A

Output

- One report to the Commission on ISM Code Interpretation of ISM code Regulation (EC) 336/2006 on Non-self propelled Mobile Offshore Drilling Units (MODU's);
- One report to the Commission on the safety concerns of ECSA on the Directive 2005/33 on the maximum sulphur content of marine fuels used by ships at berth in Community ports;
- Two reports to the Commission regarding the German proposal and IMO studies made on the Stockholm Agreement in conjunction with Future SOLAS 2009 Revised Damage Stability Rules;
- The outcome of this work was communicated to the Commission, which used the information for the COSS and the relevant bodies of the IMO (MSC).

SECTION 2- ACTIVITY REPORT 2007**1.2.8 Marine equipment****Objectives**

- To draft the fourth amendment of the Marine Equipment Directive's Annex A in co-operation with the Commission and the Member States;
- To set up a framework for the yearly update of Annex A of the Directive and Annex II of the EU-USA MRA in line with IMO cycles;
- To continue the work for the EU – USA Mutual Recognition Agreement (MRA +) including an update to the annex and development of the alert system;
- To prepare a draft common audit methodology with the European Commission, assisting Member States to carry out periodic audits of their notified bodies.

Link to work programme	Number of staff	Cost
2.2.8	3	319,000
Output		
<ul style="list-style-type: none"> • Four reports to 4th amendment of MED Annex A; • Two reports to 1st amendment of EU-USA MRA Annex II; • Two reports on a common audit methodology of MED notified Bodies; • Nineteen reports for technical advice to COM and EU MS. 		

1.2.9 Liability and compensation**Objectives**

- To provide technical assistance to the Commission and represent or assist it in the IMO Legal Committee and the International Oil Pollution Compensation (IOPC) Fund;
- To provide technical advice to the Member States in the process of ratification of the HNS and Bunkers Conventions.

Link to work programme	Number of staff	Cost
2.2.9	1	6,000
Output		
<ul style="list-style-type: none"> • One study – preparation of a paper, on the request of the Commission, on Places of Refuge: rules regarding liability in places of refuge situations; • Monitoring the international bodies (IMO, IOPC) for the European Commission; • Training on the HNS Convention for the maritime administrations of Poland; Lithuania & Malta. 		

SECTION 2- ACTIVITY REPORT 2007

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

1.3.1 Port Reception Facilities

Objectives

- Analysing the efficiency of the Port Reception Facilities systems in the Member States for ship-generated waste and cargo residues;
- Start the visits to the Member States.

Link to work programme	Number of staff	Cost
2.3.1	3	392,000

Output

- Six visits to Member States: Estonia; Italy; Ireland; Finland; United Kingdom; Greece;
- Technical report assessing the waste reception and handling plans adopted in accordance with article 5 of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues;
- A Study on 'Ships producing reduced quantities of ships generated waste- present situation and future opportunities to encourage the development of cleaner ships - Green Ship Study;
- A legal assessment of international instruments covering the delivery, reception and treatment of cargo residues (following a request from the Commission) including recommendations;
- A workshop focussed on EMSA's assessment of 129 waste reception and handling plans in various EU ports and on the potential usefulness of establishing common criteria to identify 'green ships' according to Article 8.2.c of the Directive;
- A workshop addressing the delivery and reception of cargo residues due to the lack of a clear legal framework, both internationally and at EU-level, governing the definition, transport, treatment, export and disposal of hazardous cargo residues that certain incidents had brought to light.

SECTION 2- ACTIVITY REPORT 2007**1.3.2 Other environmental issues****Objectives**

- Air emissions: To provide technical assistance in monitoring the implementation of Directive 2005/33/EC on the quality of marine fuels; to explore the possibilities for improving the monitoring of ship emissions within the broader framework of remote sensing and satellite monitoring;
- Ship recycling: To provide technical assistance to the Commission on the safe and environmentally sound recycling of ships, as well as the formulation of Community action regarding the dismantling of 'end of life ships';
- AFS and Ballast water management: To monitor developments relating to environmental protection on the basis of IMO instruments, and advise the Commission and Member States accordingly.

Link to work programme	Number of staff	Cost
2.3.2	5	240,000

Output

- A study 'Possible technical modifications on pre-2000 marine diesel engines for Nox reductions' outlining the reduction potential for various engine types and available technical solutions for this purpose;
- A technical report on the applicability of remote sensing technologies, including satellites, for monitoring emissions of sulphur from ships;
- A workshop focussing on future fuel quality requirements;
- Participation and technical input and assistance, in particular in relation to the draft requirements for ship recycling facilities;
- Involvement in the study launched by the Commission's DG ENV on Ship Dismantling and pre-cleaning of Ships; input and comments provided all through the project;
- Input provided to the Commission in the process of developing the Green paper on better ship dismantling. Participation in the stakeholder workshop concerning the Green Paper on better ship dismantling;
- Input to the Commission's paper on the issue of 'equivalent level of control', drafted as an EC submission to the Basel Convention secretariat;
- An expert workshop on ship recycling was organized, focusing in particular on exchanging views among Member State experts with a view to preparing the ground for EU co-ordination on the draft IMO Convention under negotiation;
- The preparation of working documents for the entry into force of the new TBT rules for the European Commission;
- On behalf of the Commission a submission was prepared to the Paris MOU working group on the draft instructions for PSC inspectors for the entry into force of the new TBT rules.

CHAPTER 2

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

2.1. EU VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEM

Objectives

- Integration of STIRES into SSN;
- Setting up a system for maritime support services;
- By end 2007, connection of all 20 EU coastal States plus Norway and Iceland to SafeSeaNet;
- Launch of an updated version of SafeSeaNet, integrating new notification messages linked to security and waste and new alert messages for the exchange of operational information between Member States operational centres and relevant authorities.

Link to work programme	Number of staff	Cost
3.2	10	543,000

Output

- By the end of the year 19 Member States were connected to the system compared to 13 at the end of previous year, though the implementation is not always fully compliant;
- New version of SSN launched;
- A study for the integration of STIRES into SSN was prepared;
- Report on AIS for fishing vessels submitted to the Commission;
- Support provided for the development of regional and national AIS systems;
- Update of the shore-based traffic monitoring database;
- Phase 1 of the maritime support system was established;
- Support to the European Commission in the preparatory work concerning the establishment of the LRIT system in the European Union.

2.2. ACCIDENT/CASUALTY INVESTIGATION

Objectives

- Delivery of a European Marine Casualty Information Platform (EMCIP) the basis of a European network for the exchange of casualty-related information;
- The development of guidelines for a common methodology to promote common standards in marine casualty investigations;
- Training for Member States for the analysis of casualty related VDR data by the Agency.

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Link to work programme	Number of staff	Cost
3.3	3	43,600
Output		
<ul style="list-style-type: none"> • Delivery of EMCIP; • A draft version of a common accident investigation methodology was prepared; • A feasibility study into the application of the ECCAIRS Reporting System for a maritime transport safety assessment tool using the EMCIP classification as defined by the European Maritime Safety Agency was carried out; • Training for the EU MS on the use of VDR data. 		

2.3. TECHNICAL ASSISTANCE TO EU MEMBER STATES AND CANDIDATE COUNTRIES**Objectives**

- To organise training sessions on the basis of the recommendations expressed by the Member States network, involving officers from the maritime administration of all the EU and EEA Member States;
- To provide Bulgaria and Romania particular technical assistance to facilitate their accession to the EU;
- The provision of technical assistance to candidate countries: Croatia and Turkey;
- The provision of technical assistance to potential candidate countries: Albania, Bosnia-Herzegovina, FYROM, Montenegro and Serbia.

Link to work programme	Number of staff	Cost
3.4	3 + specific EMSA experts	410,000
Output		
<ul style="list-style-type: none"> • 13 training activities for MS; • 3 experts visits (HNS Convention Tutoring project for Lithuania, Malta and Poland); • 3 workshops (Consultative Network on Technical Assistance, Pollution Response for Bulgaria and Romania, Promoting best practices among EU VTS Centres); • 7 training actions (VTS operator training, ISPS Auditor trainings, Trainings for newcomers to the maritime administrations, ISM Auditor trainings); • 110 officers from Croatia and Turkey participated in technical assistance activities; • 9 officers from CARDS countries participated in EMSA training; • 1 workshop (HNS Convention for Croatia and Turkey); • 4 training actions (ISPS Auditor trainings, Trainings for newcomers to the maritime administrations, ISM Auditor trainings); • 2 experts visits for candidate countries (Tutoring project on PSC for Turkey, Seminar on Places of Refuge for Croatia); • 2 other events for CARDS. 		

CHAPTER 3

Providing operational assistance in the field of marine pollution response

3.1. INTRODUCTION, UPDATE OF THE 2005 ACTION PLAN

Objectives

- Setting up a system for at-sea oil discharge support for oil recovery vessels.

Link to work programme	Number of staff	Cost
4.1	5	315,000

Output

- Service Contract for Tanker for contingency lightering exercise;
- Contingency lightering service for the contingency lightering of the oil recovery vessel during pollution response exercise;
- At-sea oil recovery exercises:
 - "Gascogne 2007" (21st June 2007, Bay of Biscay, France);
 - "Ramogepol 2007" (17th September 2007, Italy).

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

Objectives

To strengthen the scope Europe's stand-by oil pollution recovery capacity, including:

- Vessel acceptance tests to admit vessels into stand-by phase;
- Vessel and oil recovery equipment inspections;
- Supervision and co-ordination of vessels drills and crew training;
- Participation in international, regional and/or national at-sea response exercises.

Link to work programme	Number of staff	Cost
4.2	8	6,570,000

Output

- Network of stand-by oil recovery vessels;
- Maintaining the service: Drills and Exercises;
- Technical improvements for the EMSA oil pollution response vessels.

SECTION 2- ACTIVITY REPORT 2007**3.3. PROVIDING MARINE POLLUTION SATELLITE MONITORING AND SURVEILLANCE SERVICES****Objectives**

- Delivery of satellite oil spill monitoring and surveillance services.

Link to work programme	Number of staff	Cost
4.3	6	1,370,000

Output

- 1,513 SAR satellite scenes (2,728 country allocations) were ordered for participating EU Member States and Norway;
- 1,344 scenes were delivered to the users of the CleanSeaNet service;
- 1,731 possible oil slicks were detected in the delivered satellite scenes. In average 1.3 oil spills were detected in each scene.

CleanSeaNet service delivered satellite images at the request of Member States and the Commission for the monitoring of accidental oil spills and incidents including:

- The sinking of the Don Pedro off Ibiza;
- The grounding of the New Flame following a collision off Gibraltar;
- The pollution caused by the sinking or grounding of numerous vessels in the Kerch Strait and;
- The oil leak from platform Statfjord A in Norway.

Technical aspects of illegal discharges:

- Workshop on the implementation of Directive 2005/35 on sanctions for ship-source pollution (22-23rd March 2007);
- Workshop on the exchange of best practice in dealing with illegal discharges and the gathering of evidence (8-9th October 2007).

3.4. INCIDENT RESPONSE SUPPORT FOR HAZARDOUS AND NOXIOUS SUBSTANCE POLLUTION (HNS)**Objectives**

- Develop an HNS Action Plan focusing on those chemical substances that are more frequently transported by sea in large quantities;
- Establish support for Member States response actions to an HNS incident by setting up of a pool of stand-by experts that can be mobilised by a Member State in case of a serious HNS spill;
- Conduct a feasibility study regarding the establishment of a network of at-sea air and water quality monitoring systems;
- Cross-fertilization of training programmes to facilitate the building-up of experience and capacity in all Member States.

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Link to work programme	Number of staff	Cost
4.4	3	52,000
Output		
<ul style="list-style-type: none"> • A workshop to development of the HNS action plan; • Set up of a pool of HNS experts for the EU Member States. 		

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

3.5.1 Oil Spill Dispersants and 4.5.2 Communications

Objectives

- To evaluate the ways forward on dispersant testing harmonization, and plan the next steps;
- To raise awareness of EMSA's oil recovery services at international platforms.

Link to work programme	Number of staff	Cost
4.5	1.5	22,000
Output		
<ul style="list-style-type: none"> • Inventory on the use of oil spill dispersants in Europe; • Seminar on dispersant testing harmonization; • EMSA signed a Memorandum of Understanding (MOU) between the main stakeholders who form the Interspill Steering Committee; • The Agency exhibited at two European Commission events in 2007; • Update of the Pollution Preparedness and Response action plan; • Publication of the Action Plan for HNS Pollution Preparedness and Response as well as the summary of research & developments projects. 		

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CHAPTER 4

The Agency's Administrative Systems

4. 1. IMPROVING WORKING PRACTICES**4.1.1 Developing the administrative systems****Objectives**

- Prepare an inventory of all procedures, both financial and operational;
- Develop a formal procedure for the annual review of internal control systems;
- Development of rules and regulations regarding Data Protection.

Actions

- A comprehensive set of administrative procedures and handbooks with regard to HR, legal and finance was developed to complement the existing rules of the EMSA Manual in more practical detail. The rules procedures and templates are largely accessible on the EMSA intranet and are under constant further development;
- The position for an internal auditor was created and the successful candidate is expected to take up functions in 2008. The development of internal control procedures and reviews will be amongst the tasks of the internal auditor;
- In 2007, a Data Protection Officer was appointed in EMSA. The DPO is responsible the application of the principles of personal data protection in the Agency, keeping a register of all personal data processing operations and notifying processing of sensitive personal data to the European Data Protection Supervisor. The operations were approved by the EDPS and his recommendations were implemented by the Agency.

4.1.2 Documentation if IT practices**Objectives**

- Development of Long Term IT plans including technological infrastructure plans.

Actions

To develop long term IT plan the following needed to be established:

- 1) Development of an IT Strategy;
- 2) Development of long term IT plan.

Using a framework contract of the Commission, consultancy services were brought in to carry out an analysis of existing procedures. The long term IT plan will be ready in the second half of 2008. The task of formalizing and documenting guidelines and working procedures, establish

SECTION 2- ACTIVITY REPORT 2007

processes for user and technical support, service support and delivery, systems and applications operations and maintenance establish ICT documentation, began in 2007.

Finally, work was carried out between the ICT and HR sectors to identify an appropriate HR software tool. EASA Agency in Cologne has announced to offer the results of their developments in the field to other European institutions. A presentation and evaluation of the system will be made in early 2008.

Link to work programme	Number of staff	Cost
6.1.7	9	250,000
Output		
<ul style="list-style-type: none"> • Analysis of existing ICT documentation; • Service Catalogue template; • Provision of measurement system for the IT helpdesk aiming on analysis of current situation and introduction of improvement measures. 		

4.1.3 Introduction of a content management system

Objectives

- To introduce a content management system.

Link to work programme	Number of staff	Cost
6.1.7	3	100,000
Output		
<ul style="list-style-type: none"> • Co-ordination and collection of EDMS requirements on document management needs across EMSA units; • Collection of feedback and EDMS experiences from other agencies; • Preparation, launching call for tender. 		

4.1.4 Implement the recommendations of the European Court of Auditors and the Internal Audit Service

Objectives

- Implementation of Internal Guidelines for Physical Inventory checks;
- Development and Implementation of a Risk Management Process;
- Define and implement a Common Filing Policy;
- Development of a detailed "Annual Activity Report" and "Annual Management Plan".

SECTION 2- ACTIVITY REPORT 2007**Actions**

- In 2007 a new Asset Management System was introduced in order to ensure a more reliable and comprehensive control over assets of the Agency. The system also ensures that assets are accurately reflected in the accounts of the Agency;
- Focussing on identifying external and internal risks and on assigning degrees of likelihood and impact on their occurrence, the formal analysis should serve as a basis for the management of risks. Using the European Commission "Risk Management Implementation Guide" the core EMSA documents and processes are being developed. Furthermore, information gathering has taken place with other Agency for whom a similar action is required. It is expected that the process will be complete in 2008;
- EMSA has taken a horizontal approach to look at a possible filing policy for the whole Agency and will benefit from the content management system being introduced;
- In its Work Programme for 2008 EMSA took onboard the recommendations of IAS and introduced fundamental elements suggested by the IAS for the Annual Management Plan. Furthermore, the measurement of these are reflected in the Annual report, taking into account other general requests from the EMSA Administrative Board.

4. 2 HUMAN RESOURCES**4.2.1 Recruitment****Objectives**

- Fill new positions for the Agency according to the establishment plan and replace some staff members which left the Agency due to its relocation.

On 31st December 2007 EMSA had the following staff levels:

Statutory positions:

	31.12.2007	Authorised 2007
Permanent AD	3	9
Permanent AST	1	1
Total Permanent	4	10
Temporary AD	82	85
Temporary AST	49	58
Total Temporary	131	143
Total Statutory staff	135	153

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Non statutory positions:

Auxiliary A	2
Auxiliary B	1
Auxiliary C	0
Total Auxiliary	3
FG IV	3
FG III	0
FG II	5
FG I	2
Total Contract Agents	10
Total Seconded National Experts	13

Link to work programme	Number of staff	Cost
Chapter 5	4.5	152,000
Output		
<ul style="list-style-type: none"> • Publication of 44 posts; • 55 new staff members taking up their functions; • Recruitment of 10 contractual agents; • 272 interviews held. 		

4.2.2 Staff Training

Objectives

- Continue to provide training.

Link to work programme	Number of staff	Cost
Chapter 5	2	208,000
Output		
<ul style="list-style-type: none"> • ABAC Assets - 22 staff members; • ABAC training - 17 staff members; • Bea Web Logic Server 9.1 - 3 staff members; • Ethics and integrity - 100 staff members; • ITIL training - 8 staff members; • Mastering your communication skills - 10 staff members; • Negotiations techniques - 13 staff members; • Oil Spill Management training - 10 staff members; • SIC Mission/PER/Congé - 29 staff members. 		

SECTION 2- ACTIVITY REPORT 2007**4.3 LEGAL AND FINANCIAL AFFAIRS****Objectives**

- Provide services concerning legal and financial affairs.

Link to work programme	Number of staff	Cost
Chapter 5	2	208,000

Output

- A Legal and Finance Helpdesk was established providing assistance to all EMSA staff in a structured manner;
- Regular training for staff members in procurement and finance issues is provided;
- A series of Handbooks, guidelines and manuals was prepared in order to facilitate business processes and ensure continued compliance with the Financial Regulation and the Implementing Rules hereto;
- A process to more effectively deal with invoice registration was installed, which is also used for a regular monitoring of invoice handling;
- A contracts database was developed that also generates automatic reminders to staff members when a specific action is required as part of contract management.

DECLARATION OF THE EXECUTIVE DIRECTOR



European Maritime Safety Agency

Lisbon, 25th June 2008
Ref: DIR/JWO/2008/982

Declaration of the Executive Director

I, the undersigned, Willem de Ruyter, Executive Director of the European Maritime Safety Agency,

In my capacity as authorising officer,

Declare that the information contained in this report gives a true and fair view.

State that I have reasonable assurance that the resources assigned to the activities described in this report have been used for their intended purpose in accordance with the principles of sound financial management, and that the control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions.

This reasonable assurance is based on my own judgment and on the information at my disposal, such as the results of the ex-ante controls, the ex-post controls, the recommendations from the European Parliament's Committee for Budgets and the lessons learnt from the reports of the Court of Auditors for the year prior to the year of this declaration.

Confirm that I am not aware of anything not reported here which could harm the interests of the Agency and the institutions in general.

Willem de Ruyter
Executive Director

ANNEX 1:
Implementation of the budget for the financial year 2007

(1,000 euro)

REVENUE			EXPENDITURE												
Origin of revenue	Revenue entered in the final budget for the financial year	Revenue received	Allocation of expenditure	Final budget appropriations for the financial year							Appropriations carried over from the previous Financial Year				
				entered	committed	paid	carried over	cancelled	entered	paid	cancelled				
Community subsidies	48,249	37,387	Title I Staff (NDA)	15,320	11,999	11,805	194	3,321	664	245	419				
			Title II Administration (NDA)	3,180	3,149	1,881	1,267	31	606	523	83				
Other income	157		Title III Operating activities (DA) - CA - PA	29,749	28,132	0	141	1,617	0	0	0				
					0	19,295	141	10,454	0	0	0				
Total	48,249	37,544	Total CA	48,249	43,280	0	1,603	4,969	1,270	768	502				
			Total PA	48,249	0	32,982	1,603	13,806							

NDA: non differentiated appropriations (commitment appropriations equal payment appropriations).

DA: differentiated appropriations (commitment and payment appropriations may differ).

CA: commitment appropriations in a system of differentiated appropriations.

CP: payment appropriations in a system of differentiated appropriations.

Carried over appropriations for the financial year linked to Title III are exclusively for re-used income (101,000 EUR) and earmarked revenues/PHARE (40,403,82 EUR)

Source: Data supplied by the Agency. This table summarises the data provided by the Agency in its annual accounts. Revenue collected and payments are estimated on a cash basis.

ANNEX 2:

Economic outturn account

	2007	2006
OPERATING REVENUE		
Community subsidies	33,801	24,716
Other subsidies	1,111	678
Total (a)	34,912	25,394
OPERATING EXPENDITURE		
Staff expenditure	10,791	9,616
Fixed asset related expenditure	356	236
Other administrative expenditure	3,252	3,548
Operational expenditure	14,842	14,151
Total (b)	29,242	27,551
SURPLUS /(DEFICIT) FROM OPERATING ACTIVITIES (c = a-b)	5,670	-2,157
Financial operations revenue (e)	0	
Financial operations expenditure (f)	0	
SURPLUS /(DEFICIT) FROM NON-OPERATING ACTIVITIES (g = e-f)		
ECONOMIC RESULT FOR THE YEAR (h = c+g)	5,669	-2,157

ANNEX 3:

Balance sheet

	2007	2006
NON CURRENT ASSETS		
Intangible fixed assets	257	55
Tangible fixed assets	555	523
CURRENT ASSETS		
Short-term pre-financing	10,003	4,849
Short-term receivables	254	270
Cash and cash equivalents	15,166	11,633
Total assets	26,234	17,330
CURRENT LIABILITIES		
Provisions for risks and charges	232	191
Accounts payables	15,305	12,111
Total liabilities	15,537	12,301
NET ASSETS		
Accumulated surplus/deficit	5,028	7,185
Economic result of the year	5,669	-2,157
Total net assets	10,698	5,028
Total liabilities and net assets	26,234	17,330



European Maritime Safety Agency (EMSA)
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