

EMSA Single Programming Document 2024-2026

Document history

14 November 2023	Adopted by the EMSA Administrative Board at its 68 th ABM
17 October 2023	Submitted for adoption to the EMSA Administrative Board at its 68 th ABM
31 January 2023	Transmitted to Institutions
13 January 2023	Endorsed by the EMSA Administrative Board by written procedure no 6/2022
19 December 2022	Submitted for endorsement by the EMSA Administrative Board by written procedure no 6/2022
17 November 2022	Considered by the EMSA Administrative Board at its 65 th ABM
3 November 2022	Submitted for consideration to the EMSA Administrative Board at its 65 th ABM

Mission statement	3
SECTION I: General context	4
SECTION II: Multi-annual programming	7
1.1 EMSA's 5-year Strategy	8
1.2 Multi-annual activities	10
Sustainability.....	10
Surveillance.....	13
Safety & Security	14
Digitalisation & Simplification	17
Technical assistance <i>including monitoring the implementation of EU legislation and capacity building</i> ..	21
Strategic support <i>including cooperation with other EU agencies and bodies</i>	23
2. Human and financial resource outlook.....	25
2.1 Human resources.....	25
2.2 Financial resources	25
2.3 Strategy for achieving efficiency gains.....	26
3. Evolution of tasks.....	27
3.1 New tasks	27
3.2 Growth of existing tasks	27
3.4 Negative priorities.....	30
SECTION III: Work programme 2024	31
Overview and list of activities.....	31
1. Sustainability	33
2. Surveillance	39
3. Safety & Security	44
4. Simplification	50
5. Digitalisation	55
Maritime digital services	56
Digital infrastructure.....	67
6. Technical assistance <i>including monitoring the implementation of EU legislation and capacity building</i>....	70
Visits & inspections.....	70
Capacity building.....	73
7. Strategic support <i>including cooperation with other EU agencies and bodies</i>	79
Annexes	93
Annex I. Organisation chart.....	94
Annex II. Resources per Activity 2023 - 2026.....	95
Annex III. Financial Resources.....	97
Table 1: Revenue	97
Table 2: Expenditure.....	99
Table 3: Budget outturn and cancellation of appropriations	103
Annex IV. Human Resources.....	104
Table 1: Staff population and its evolution; Overview of all categories of staff.....	104
Table 2: Multi-annual staff policy plan 2024, 2025 and 2026.....	106
Table 3: Recruitment forecasts 2024 following retirement/mobility or new requested posts.....	108
Annex V. Human resources – qualitative	109
A. Recruitment Policy.....	109
B. Appraisal of performance and reclassification/promotions	111
C. Gender representation	114
D. Geographical balance	115
E. Schooling.....	116
Annex VI. Environment management	118
Annex VII. Building Policy	119
Annex VIII. Privileges and immunities	121
Annex IX. Evaluations	122
Annex X. Strategy for the organisational management and internal control systems.....	123
Annex XI. Plan for grant, contribution and service-level agreements	124
Annex XII. Strategy for cooperation with third countries and/or international organisations.....	126
Annex XIII. Procurement 2024	131
Legislative references.....	135
List of acronyms.....	137

Mission statement

VISION

EMSA's vision is to be the centre of excellence for a safe and sustainable EU maritime sector.

MISSION

EMSA's mission is to serve EU maritime interests for a safe, secure, green and competitive maritime sector and act as a reliable and respected point of reference in the maritime sector in Europe and worldwide.

EMSA capitalizes on its unique know-how to position itself as an essential player in the maritime cluster in Europe and beyond.

EMSA works on maritime safety, security, climate, environment, surveillance and single market issues and tasks, first as a service provider to Member States and the Commission, but also as an innovative and reliable partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally.

VALUES

Quality, credibility, efficiency, effectiveness, transparency, flexibility, and being smart and gender balanced.

SECTION I: General context

EMSA, as a decentralized Agency of the European Union (EU), sits at the heart of the EU maritime safety network and fully recognises the importance of effective collaboration with many different stakeholders and, in particular, between European and international institutions, Member States' administrations and the maritime industry.

Regulation (EC) No 1406/2002, establishing EMSA, is the legal basis that defines the objectives and the tasks of EMSA. This Founding Regulation has been amended several times. The main impact of the 2013 revision was the geographical extension of assistance, cooperation, response and monitoring tasks to different sets of third countries; the extension of response tasks to marine pollution from oil and gas installations; and the possibility of using the Agency's recognised expertise and tools for ancillary tasks including the support to the establishment of a European maritime transport space without barriers, thus extending benefits to related policy areas.

The last amendment of this Regulation (Regulation (EU) No 2016/1625 of 14 September 2016), which entered into force in October 2016, aims at developing European cooperation on coast guard functions by further developing forms of cooperation between the Agency, the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to identify and improve synergies in order to provide more efficient and cost-effective multipurpose services to national authorities carrying out coast guard functions.

At the time of writing, new proposals to support clean, safe and modern shipping are on the table. The set of legislative initiatives to modernise maritime safety rules and tackle ship-source pollution includes a revamped mandate for the Agency which could have a significant impact on activities and resources from 2025 onwards.

The Agency's ongoing activities under the current mandate can be broadly described as:

- *providing technical and scientific assistance to the Member States and the Commission in the proper development and implementation of EU legislation on maritime safety, security, and prevention of and response to pollution by ships;*
- *providing technical, scientific and operational assistance to EU initiatives linked to the European Green Deal, the European Maritime Security Strategy and the Sustainable and Smart Mobility Strategy, as well as maritime transport administrative simplification and digitalisation;*
- *monitoring the implementation of EU legislation through visits and inspections;*
- *building capacity of national competent authorities;*
- *developing, managing, maintaining and operating maritime digital information and analytical services to support implementation, monitoring and enforcement tasks and EU maritime awareness;*
- *supporting Member States with surveillance and emission detection services, based on state of art technologies which include satellite imagery and remotely piloted aircraft systems;*
- *carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations, including assistance to third countries sharing a regional sea basin with the Union;*
- *supporting national authorities responsible for coast guard functions and relevant EU bodies in their daily work which includes safety, security, environmental protection, law enforcement and maritime border and fisheries control;*
- *providing technical assistance, as regards relevant legal acts of the Union, to States applying for accession to the Union;*
- *offering cooperation and assistance in the fields of maritime safety and security, prevention of pollution from ships and marine environmental issues to European Neighbourhood Policy (ENP) countries.*

EMSA has an important role to play in the implementation of the Commission priorities. The Agency's working environment reflects the focus on maritime safety, security and pollution prevention issues but also initiatives launched by the EU in policy areas related to the seas in order to strengthen Europe's competitiveness and sustainable growth.

EMSA continues to be firmly rooted in the Commission's transport portfolio. The Agency is well positioned to support the maritime dimension of the new [Transport mission](#), which highlights on the one hand the role of transport for the [free movement of people, services and goods](#), and on the other [the potential of the twin climate and digital transitions](#) and work towards [sustainable and smart mobility](#). The Agency's activities under the headings of sustainability and simplification contribute directly to these drivers.

At the same time, the [highest safety standards](#) remain a top priority for the [Transport mission](#) in the face of [increasing traffic](#) and [more complex security threats](#). The Agency's long-standing work under the heading of safety supports EU Member States in the implementation of the maritime safety legislation and standards at European and at international level, as well as addressing the human element in shipping and building capacity; operational maritime traffic monitoring and surveillance services also contribute directly to this priority by supporting implementation and enforcement.

In addition, through the [EMSA 'Academy'](#) and its modern learning services outside formal education in the maritime domain offered to the national competent authorities, the Agency contributes to the different policy areas highlighted above by enhancing capacity and supporting the implementation of the relevant standards in the EU and beyond.

[A European Green Deal: being the first climate-neutral continent](#)

The Agency's extensive portfolio of actions to prevent pollution by ships supports the maritime component of the decarbonisation of transport and contributes to mitigating marine pollution. On top of the work already carried out in relation to greenhouse gas emissions from ships, new actions will be needed to also address climate change from the maritime angle. Furthermore, the Agency's services to respond to marine pollution from ships and oil and gas installations also contribute to mitigating marine pollution. This work represents the maritime perspective of the Commission's first headline ambition to promote a [circular, future-ready economy](#), adopt more ambitious emissions reduction targets for 2030 and [preserve Europe's natural environment](#).

[An economy that works for people: building social fairness and prosperity](#)

The Agency's contribution to competitiveness and growth is of particular relevance. With almost 90% of seaborne EU external freight trade and short sea shipping representing 40% of intra-EU exchanges, maritime industries are an important source of employment and income for the European economy. By supporting the implementation of an attractive and competitive framework for quality shipping, quality operators and quality jobs, the Agency contributes to the Commission's second headline ambition of building a [prosperous and fair economy](#).

[A Europe fit for the digital age: grasping the opportunities from the digital age within safe and ethical boundaries](#)

EMSA's efforts to support the simplification of EU shipping by reducing the burden and increasing efficiency in relation to the range of reporting and administrative requirements contributes to the establishment of a European Maritime Transport Space without Barriers. In this way EMSA contributes to the implementation of the [single market](#) in the maritime sector based on digital solutions.

Moreover, EMSA provides an extensive portfolio of digital tools to support Member States' flag, port and coastal state responsibilities. These tools are continuously enhanced to promote the efficiency and effectiveness of maritime activities as well as to facilitate the process of [digital transformation](#) of maritime governance and administration.

The Agency's ongoing work towards further data integration and intelligent processing of information are in step with the close attention given to a new generation of technologies including [artificial intelligence](#) and their potential for helping find solutions to a range of challenges.

[Promoting our European way of life: protecting our citizens and our values](#)

Under the European cooperation on coast guard functions, EMSA was explicitly tasked to enhance inter-agency cooperation and support multi-purpose maritime operations (MMO) in the context of the response to the security and migration crisis. EMSA's surveillance capabilities support a range of functions in the maritime sector and already contributed to protecting the EU fleet against illegal acts such as piracy and armed robbery. Today, in the context of MMOs led by EMSA, Frontex and/or EFCA, the Agency supports Member State host authorities through a range of services including support services in the field of search and rescue (SAR).

Along with growing support to the Commission in relation to verifying compliance with ship and port facility security, the Agency is increasingly contributing to efforts to [step up cooperation on security in the EU](#) under the Commission's fourth headline ambition and in view of the upcoming Commission Communication on "An enhanced maritime security strategy for a European Union that protects its citizens, values and interests".

[A stronger Europe in the world: strengthening our unique brand of responsible global leadership](#)

The technical assistance provided to accession and neighbouring countries under the Instrument for Pre-accession Assistance (IPA) and European Neighbourhood Policy (ENP) mechanisms supports the approximation of EU standards and cover all areas of the Agency's work. Together with the assistance to third countries within the context of Port State Control and to the Commission to support its interaction with international organisations in particular the IMO, this work contributes to raising the international profile of the EU in the worldwide maritime sector and to the accomplishment of the Commission's fifth headline ambition of a [stronger Europe in the world](#).

EMSA's work also contributes to a number of other portfolios notably the [European Green Deal](#) and in particular the maritime sector's contribution to zero pollution, decarbonisation and ultimately the [climate-neutral ambition](#). EMSA is positioned to contribute on various fronts, looking to curb pollutants – pollution to water including [underwater noise, hazardous substances, emissions to air, marine litter including plastics](#) - providing integrated maritime services and a range of monitoring, reporting, surveillance and enforcement tools, and to support [energy efficiency](#) and the use of sustainable [alternative sources of power for shipping](#) as part of the [Energy](#) portfolio's mission in the transition towards a carbon neutral economy.

The [Internal Market mission](#) highlights the [digital transition](#) affecting all sectors of the economy and as a key factor for strengthening the internal market. EMSA supports the digitalisation and simplification of EU shipping to make maritime transport more efficient and contributes significantly in the maritime domain to ensuring the interoperability of and complementarity among legally based EU information systems. [Artificial Intelligence](#) is one of the major opportunities linked to this portfolio and which the Agency will be using to enhance maritime safety, surveillance and security. [Cybersecurity](#), on the other hand, is one of the major challenges. The Agency's aim is to maintain the integrity of the EU maritime information systems operated by EMSA while also providing guidance to Member States on how to deal with threats to maritime security.

The Agency's activities beyond EU borders to support approximation to EU standards are important in the context of the [Neighbourhood and Enlargement mission](#), not only in relation to future accession for some countries but also more broadly to build capacity at national level and to extend and enhance maritime safety, security and environmental standards in neighbouring regions. A key development in this context is EMSA's support to the designation of the Mediterranean Sea as a Sulphur Oxides Emission Control Area (SOx ECA) adopted by IMO in December 2022, to be soon followed by the designation of the Atlantic in a similar way, which paves the way to deliver on the Smart and Sustainable Mobility strategy as regards extending ECAs in all EU waters.

EMSA aims to support the EU's policy priorities in the best possible way. Bearing in mind the need for continuity on the one hand to consolidate achievements and promote the community acquis, and agility on the other hand to rise to new challenges and opportunities, the Agency will be following not only the Commission's legislative initiative concerning the revision of the Agency's mandate, as mentioned above, but also the election of a new European Parliament scheduled in 2024, followed by the nomination of a new Commission. The political priorities arising from these various processes will have an impact on the work of the Agency. Without prejudice to the outcomes of the processes, the Agency will as ever be attentive to emerging issues and strive to be prepared to add value for the Commission and the Member States as needed.

The current legal and budgetary basis for this document which includes the Agency's multiannual work programme 2024-2026 (Section II) and the annual work programme 2024 (Section III) are:

- Regulation (EC) No 1406/2002 of 27 June 2002 establishing the European Maritime Safety Agency, as amended by:
 - ~ Regulation (EC) No 1644/2003 of 22 July 2003
 - ~ Regulation (EC) No 724/2004 of 31 March 2004
 - ~ Regulation (EU) No 100/2013 of 15 January 2013
 - ~ Regulation (EU) No 2016/1625 of 14 September 2016
- The EMSA 5-Year Strategy for 2020-2024, adopted by the EMSA Administrative Board at its 56th meeting in November 2019.
- The Multiannual Financial Framework 2021-2027.

In addition, EMSA engages in project financed activities (PFAs), usually governed by Administrative Arrangements, as a synergetic way to use or build on existing expertise and tools for other EU activities related to the Union maritime transport policy. This work with and for other EU bodies, agencies and end-users has increased over the past years and this trend is likely to continue.

SECTION II: Multi-annual programming

The Agency's multi-annual programme for 2024-2026 outlines the initiatives the Agency intends to take over the period covered by this document to support the Commission priorities related to the EU maritime sector, as outlined in the previous section.

The Agency's assistance to the Commission and the Member States is structured around five operational poles: Sustainability, Safety & Security, Surveillance and Simplification – the 5 S's – and cross-cutting areas: Digitalisation and Technical Assistance. This framework enables the Agency's response to the Commission's political priorities in the EU maritime landscape. It was established through the Agency's 5-year Strategy 2020-2024 and is reflected in the multiannual and annual sections of this programming document, making clear the connections between the three-year outlook and higher-level objectives in this section and the annual programme of activities and expected outputs in the next section.

Since 2022, this strategic framework is also reflected in the Agency's budget structure providing greater clarity and operational meaning to budget planning and reporting. The operational share of the Agency's budget (Title 3 - Operational Expenditure) is divided into 6 chapters: Sustainability, Surveillance, Safety & Security, Digitalisation & Simplification, Technical & Operational Assistance, and Strategic Support. The administrative share of the budget (Titles I - Staff Expenditure - and Title II – Infrastructure & Operating Expenditure) is unchanged. Likewise, project financed activities remain, as before, grouped under a separate budget title (Title IV - Project financed activities).

The multi-annual and annual programmes are in line with the Agency's mandate, Regulation (EC) No 1406/2002, as amended, and take into account the resources envisaged for the Agency by the budgetary authority in the Multi-Annual Financial Framework (MFF) 2021-2027, as well as the Administrative Arrangements authorised by the Administrative Board for so-called project-financed activities.

The legislative proposal to revise the Agency's mandate is likely to have a significant impact on the Agency's activities and resources from 2025 onwards. Without prejudice to the legislative process or compromising ongoing activities, the Agency is highly attentive to possible future tasks in order to be well prepared to initiate them as soon as possible once the legislation is in place.

Invasion of Ukraine by the Russian Federation

The EMSA Administrative Board has noted great uncertainty due to Russia's unprovoked and unjustified military aggression against Ukraine and invites the Agency to continue monitoring the situation closely and providing up-to-date information to Member States and the Commission on maritime safety, security and the marine environment, as is already being carried out with the monthly EMSA reports on "Impact of developments in Ukraine on maritime traffic and seaborne trade".

EMSA is supporting the Member States and the Commission with information and surveillance services to help monitor relevant maritime sanctions applied by the Union against the Russian Federation.

1.1 EMSA's 5-year Strategy

After 20 years of operation, EMSA positions itself as the main EU technical maritime partner for both the Member States and the Commission. In the third 5-year Strategy document covering the period 2020-2024, the Agency strives to add maximum value for its stakeholders in the years to come. In that respect, the Agency has identified its **5 multi-annual strategic priorities** or 5/S and 36 multi-annual strategic objectives to strengthen the 5/S:

Sustainability: *Contribute to the European green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges*



1. Support the development and implementation of relevant EU and international climate and environmental legislation
2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster
3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change
4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and marine pollution from oil and gas installations
5. Prepare for response to new, evolving and diversified environmental challenges

Safety: *Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss.*



6. Lead expertise and support the development, implementation and enforcement of safety standards
7. Support maritime administrations in their Flag State implementation effort
8. Support maritime administrations in their PSC role and promote a harmonised approach to PSC globally
9. Intensify work on ships for which the risk and impact of accidents are potentially higher
10. Explore further work on safety standards for vessels not covered by relevant international conventions
11. Become the technical facilitator in relation to autonomous ships
12. Enhance role in relation to the human component of shipping

Security: *Strengthen maritime security in Europe and globally where there is a European interest*



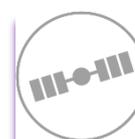
13. Support proper implementation of EU and International maritime security legislation
14. Provide further information services to protect the EU merchant fleet worldwide
15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster
16. Develop robust solutions to protect its maritime applications and information services
17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy

Simplification: *Facilitate the simplification of EU shipping by supporting EU-wide digital maritime solutions*



18. Support further simplification, harmonisation and rationalisation of reporting formalities
19. Support the transition of the EU maritime sector to a paperless environment including eCertificates
20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible

Surveillance: *Strengthen EMSA's role as the core information management hub for maritime surveillance*



21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system

22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission
23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation
24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU
25. Support Search & Rescue efforts of Member States
26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services

In addition, EMSA has identified the following **functions** through which it intends to continue shaping its interactions with its stakeholders and its profile to support the strategic priorities and better fulfil its mission:

Service provider

27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation
28. Extend and formalise EMSA training schemes
29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability

Reliable partner

30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions
31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice
32. Seek synergies with complementary EU bodies and communities to add more value for the EU
33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards

International reference

34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies

Knowledge hub

35. Provide the central EU maritime information hub and access point for open data
36. Support innovation and development of new technologies

In support of the operational strategic objectives outlined above, and in line with its values, the Agency strives to implement efficient, transparent, SMART, client-oriented and gender balanced management principles. In the provision of unique services, technical assistance and support to its main stakeholders EMSA strives to be even more efficient and green as an organisation, both in internal processes and in the way it interacts with external stakeholders.

The implementation of the multi-annual strategic objectives will be measured through existing reporting processes, notably the Consolidated Annual Activity Report.

1.2 Multi-annual activities

The 5-year Strategy objectives are reflected in the concrete multiannual actions foreseen in the period covered by this document in the areas of Sustainability, Surveillance, Safety, Security and Simplification - the “5 S” – as well as Digitalisation, Technical Assistance, including monitoring the implementation of EU legislation and capacity building, and Strategic Support, including cooperation with other EU agencies and bodies.



The following pages outline in each area the key outcomes, added value, contribution to EU priorities and expected developments over the period 2024-2026.

Sustainability

Under this group of activities, the Agency will reinforce its technical contribution in the development and implementation of initiatives linked to the Green Deal for Europe, mainly as regards the contribution of shipping to a decarbonized transport sector, the reduction of the impact of shipping on health, biodiversity and the actions against the degradation of the oceans due to ship waste such as marine litter (including containers loss and plastic pellets) and operation including underwater noise. These initiatives are part of the EU contribution to achieving the UN 2030 Agenda for sustainable development, in particular Goals 13 (Take urgent action to combat climate change and its impacts) and 14 (Conserve and sustainably use the oceans, seas and marine resources for sustainable development).

Acting as facilitator and technical hub, the Agency will support the EU priorities of decarbonization, sustainable mobility, uptake and deployment of sustainable alternative energy and power systems for ships, improvements of ship's energy efficiency, accelerating the deployment and use of onshore power supply, protection of biodiversity, economy circularity and zero-pollution ambitions.

In particular, EMSA will continue to assist the Commission, Member States and the other stakeholders, as relevant, in the implementation of the measures linked to the Green Deal for Europe, such as the “Fit for 55” Package which includes the FuelEU Maritime, the extension of the EU Emissions Trading System to maritime transport. EMSA will develop the necessary databases and reporting tools in support of their implementation as well as focus on the development of predictive models, analysis of patterns and risk-based tools to facilitate monitoring and enforcement activities.

EMSA will continue to support the Commission, Member States and the other stakeholders for the Alternative Fuels Infrastructure Regulation and in the implementation of the Smart and Sustainable Mobility Strategy, including the revision of the Ship Source Pollution Directive. EMSA will also support the work carried out within the framework of the European Sustainable Shipping Forum and the European Sustainable Ports Forum. EMSA

will continue to be at the side of the Commission to support any further initiatives of relevance for greener shipping, including the EU Taxonomy for sustainable maritime financing.

The Agency will continue assisting the Commission and the Member States in the implementation of the 2023 IMO Strategy on the reduction of GHG emissions from ships, in particular as regards the development and implementation of carbon intensity and alternative fuel regulations, mid-term measures, guidelines and standards for shipping, also with a focus on the corresponding safety, technological and operational challenges. EMSA will continue the support to the Commission in the coordination of the IMO Correspondence Group for further developing the guidelines on lifecycle GHG intensity of marine fuels (LCA guidelines).

Studies and technical work on sustainable alternative sources of power for shipping will continue, prioritising the necessary input to the regulatory framework at global and EU level, namely the ongoing revision of the IGF Code, the FuelEU Maritime Regulation and the Alternative Fuels Infrastructure Regulation. In 2024, EMSA will deliver studies on the use of synthetic fuels for shipping and on the potential of nuclear energy for shipping. Further studies to support the green transition with knowledge will follow in 2025 and 2026.

EMSA will support the Commission in the ongoing discussions at IMO on air pollution (SO_x, NO_x, PM including Black Carbon and cargo related emissions), biofouling, marine litter including container loss and plastics, ballast water and underwater noise from ships.

EMSA will also assist the Commission in promoting directly, through the relevant ENP projects or through the regional organisations, the ratification and implementation of relevant international instruments as well as in the creation of additional emission control areas in EU waters in accordance with the Smart and Sustainable Mobility Strategy.

EMSA will also continue to support the Commission and the Member States in the implementation and revision of the EU MRV Regulation, the Port Reception Facilities Directive, the Sulphur Directive, the Ship Recycling Regulation, and the Regulation on the prohibition of organotin compounds and the Ship Source Pollution Directive. Further development and maintenance of the THETIS-MRV and THETIS-EU related systems will be undertaken.

EMSA will also assist in the implementation and potential revision of the Marine Strategy Framework Directive for the aspects related to ships. In order to support the Zero Pollution Action Plan monitoring framework, the Agency will explore the feasibility to further expand its role as provider of a wider range of environmental data, and cooperate with other entities (ECMWF, FMI, ESA) as relevant.

Data on air emissions will be gathered through the systems hosted by the Agency or through cooperation with other entities. EMSA will also explore ways to further integrate environmental data and traffic data as well as new technologies to support the implementation and enforcement of the above legislation.

In 2024, results from the NAVISON project (Modelling of Continuous Underwater Radiated Noise (URN) from Ships) will be made available.

Following the publication of the first European Maritime Transport Environmental Report in 2021 in cooperation with the European Environmental Agency, the Agency will publish the EMTER 2.0 in 2024, which may feed into the planned work by the Commission related to the implementation of FuelEU Maritime and the extension of ETS to maritime transport.

Work will continue in support to EFCA in the framework of the EFCA-EMSA Service Level Agreement (SLA) which contributes to reducing the adverse impacts that fishing can have on ecosystems, especially in sensitive areas and to improving the sustainability of fisheries resources through better monitoring and control.

EMSA remains committed to enhancing its satellite-based surveillance, specifically the CleanSeaNet service (CSN), which offers routine sea monitoring and detection of illicit discharges and polluting vessels, while also aiding in emergency response to significant accidental spills. Starting from 2025, CleanSeaNet's capabilities are expected to expand in alignment with the outcomes of the revised Directive on ship-source pollution and the introduction of penalties. This makes CleanSeaNet a primary tool for detecting illegal discharges in European waters.

CleanSeaNet and Copernicus Maritime Surveillance, along with RPAS-based monitoring activities, will persist in augmenting the protection of the marine environment. These services offer advanced capabilities beyond those available to Member States, including the monitoring of SO_x emissions and marine pollution, and enabling response actions to environmental emergencies at sea.

Although prevention remains key to ensuring the protection of the marine environment, the Agency is also mandated to support the Member States in case of pollution with additional response means. To this effect the Agency will continue to enhance its toolbox of pollution response services (including new digital services such as an oil spill response modelling tool) both in terms of quantity and adequacy, taking also into consideration the feedback received by the Member States, lessons learnt from accidents, and technological developments.

In this respect due consideration will be given to expand the type of equipment available on board of the oil spill response vessels and in the Equipment Assistance Service (EAS) stockpiles distributed along the EU coasts and to increase the ability to respond to threats caused by new sources of power. A new series of studies, looking at possible response challenges for selected alternative fuels will be launched, building upon the conclusions of the first series of EMSA studies.

Work will start to analyse the deployment of the available stand by oil spill response fleet and EAS stockpiles in view of increased risks, i.e., ship to ship transfers between oil tankers aimed at circumventing EU sanctions against the Russian Federation, as well as taking into consideration both the needs of the different geographical areas and the ability to find suitable response arrangements in those areas. In this regard the procurement plan will follow a dynamic approach in a multi-annual perspective to allow for swift adaptation in order to ensure the maximum coverage and the best use of the available budget.

The Agency will also continue developing its services regarding Hazardous and Noxious Substances (HNS) to provide Member States under the MAR-ICE network and the MAR-CIS database with quick and accurate expert information and dedicated services for the response to chemical spills. EMSA will continue raising awareness on its HNS services through the provision of on-line familiarisation sessions on the MAR-ICE service.

EMSA will also continue to support the Member States in sharing experience and exchanging good practice in the field of marine pollution preparedness and response with dedicated workshops and with capacity building at national level through dedicated learning services. The Agency may also explore options for assisting Member States with their risk analyses and will continue working closely with Member States and the Regional Agreement Secretariats under different available frameworks.

Within the framework of the EFCA-EMSA SLA, EMSA will continue providing support to EFCA by equipping its three chartered Offshore Patrol Vessels (OPVs) with oil pollution response equipment, thus making available the EFCA OPVs to assist Member States with pollution incidents in EU waters.

The EMSA contracted pollution response vessels will continue to be gradually equipped, when technically and operationally possible, with light RPAS, which in case of a pollution related incident can be piloted from the vessels to support response operations.

The priority in the field of Sustainability for the next three years is to continue assisting the Commission, the Member States and relevant stakeholders in their efforts to decarbonise maritime transport, in particular in relation to the implementation and enforcement of new legislation, including capacity building initiatives, to position the Agency as a reliable provider of environmental data on shipping, and to adapt the pollution response toolbox to the coming challenges represented by the green transformation of maritime transport, as well as, considering other emerging risks.

Activity group	Sustainability
EU-subsidy activities	Prevention of pollution by ships Operational pollution response services
Relevant Partnerships	<i>Cooperation Agreement with DG CLIMA Cooperation Agreement with DG ENV Working Arrangement with DG ECHO Service Level Agreement between EFCA and EMSA</i>
Relevant surveillance/digital services and tools	<i>IMS, RPAS Services, Earth Observation Services, SSN, THETIS-EU, THETIS-MRV, MAR-CIS</i>

Surveillance

In the surveillance domain, national authorities performing coast guard functions in the Member States and EU Agencies will continue to benefit from the innovative maritime surveillance services EMSA continuously develops, building upon existing operational surveillance capabilities (e.g., supplementing Terrestrial AIS, manned aircraft, and patrol vessels).

The Agency will continue to explore how new satellite-based technologies and capabilities can be better used to support Member States in a wide range of maritime surveillance activities, including Search and Rescue.

The Copernicus Maritime Surveillance service will continue to be delivered by EMSA to all Member States and relevant EU authorities, enabling the Agency to continue providing operational worldwide monitoring services from satellites to a wide range of user communities (fisheries control, maritime safety, maritime security, law enforcement, marine pollution monitoring and customs).

EMSA is committed to augmenting the surveillance capabilities of EU and Member States' maritime authorities through its RPAS services. This unique and comprehensive service includes the provision of aircraft, piloting, communication, and data dissemination, all integrated with other existing EMSA systems.

Central to the Agency's approach is the consolidation of the RPAS Regional Strategy, an integral part of multipurpose surveillance operations. With a focus on regions of shared operational interest, the aim is to establish more permanent deployments, serving a broader array of national administrations across various function areas, and cater for multiple Member States per operation, enhancing regional cooperation. The Agency's objective is to carry out these operations supporting Member States on a regular basis, encompassing all facets of maritime surveillance. From large area detection services of objects of interest to identification of onboard vessel activities, EMSA will offer support for search and rescue operations, environmental observations, and vessel emission measurements upon request. This integrated approach maximizes resource efficiency, addresses the diverse needs of multiple stakeholders and by providing a long-term perspective allows for deeper integration of EMSA services into the operational chains of Member States, thereby increasing the operational value of EMSA's RPAS services.

Within the framework of the EFCA-EMSA SLA, EMSA will continue providing RPAS services for fisheries monitoring and control to support Member States and/or EFCA chartered vessel(s).

Multipurpose operations in collaboration with EU Agencies such as the European Fisheries Control Agency (EFCA) and the European Border and Coast Guard Agency (Frontex) may also benefit from RPAS services.

Global SAT-AIS data feeds will continue to be procured by the Agency to support monitoring of vessels worldwide and to serve as the primary global vessel tracking solution supporting EMSA applications and their users, i.e., to allow for the identification of so-called 'dark vessels' in combination with the Earth observation services and to track vessels of EU interest and/or vessels operating under a flag of an EU Member State.

EMSA plans to further develop its services by incorporating novel RPAS and satellite communication technologies along with enhanced processing mechanisms and algorithms. This commitment ensures that EMSA's maritime surveillance services remain at the forefront, aiming to provide Member States and EU Agencies with technologies that may not yet be readily available at national level. EMSA's cooperation with the European Space Agency (ESA) is fundamental in establishing innovative surveillance solutions to deliver the best possible space-based services to EMSA users.

By utilizing Earth observation, RPAS, satellite communication, and SAT-AIS data services, EMSA provides Member States with a broad spectrum of surveillance data. This allows them to enhance their maritime situational awareness, in support of maritime safety, security, and sustainability. This deployment of resources at the EU level contributes to cost-effectiveness and comprehensive surveillance coverage.

The priority in the field of surveillance for the next three years is to continue to provide reliable services, to further enlarge, diversify and expand maritime surveillance information sources, and further develop capabilities, inter alia by applying Artificial Intelligence, to get the best possible information out of surveillance data.

Activity group	Surveillance
EU-subsidy activities	Remotely Piloted Aircraft and satellite communication services Satellite based services and innovation
Project financed activities	<i>Copernicus Maritime Surveillance Service (CMS)</i>
Relevant Partnerships	<i>Contribution Agreement with DG DEFIS</i> <i>EMSA-ETSI Memorandum of Understanding</i> <i>Cooperation Agreement with the European Space Agency (ESA)</i> <i>Service Level Agreement between EFCA and EMSA</i>
Relevant surveillance/digital services and tools	<i>Earth Observation Services</i> <i>RPAS services</i> <i>Integrated Maritime Services</i> <i>Earth Observation Data Centre</i> <i>RPAS Data Centre</i>

Safety & Security

The Agency will continue its focus on the core maritime safety activities and further address concerns and challenges in this area. In this regard, EMSA will continue to build expertise and support the development, implementation and enforcement of safety standards providing technical support to the Commission and the Member States on the work carried out at EU and IMO level, including proposing initiatives where safety problems have been found. In particular, the Agency will reinforce its technical contribution in the development and implementation of alternative fuels as well as the use of remote audits. In general it will technically contribute to initiatives linked to the IMO safety agenda for reducing the risk from cargo fires on (container) vessels, the update of the Safe Return to Port requirements for passenger ships, the safety challenges arising from the transportation of alternative fuelled vehicles, especially electrical vehicles, onboard ships, as well as contributing to drafting of the MASS Code and giving guidance to implement the Cape Town Agreement on fishing vessels safety. Furthermore, the Agency will strengthen its technical contribution on steering and propulsion for ship control and in this respect will follow up the conclusions of the Steersafe study and will contribute to the revision of SOLAS Chapter III and the LSA code and the amendments to the IGF Code to address safety provisions for ships using low-flashpoint oil fuels and alternative fuels.

In addition, the Agency will continue providing support to the Commission and the EU Member States for the development of the EU guidelines on Passenger Ship Safety referring to the implementation of the Directive 2009/45/EC establishing the standards for passenger ships engaged in domestic voyages.

The Agency will further address safety concerns and challenges which were highlighted inter alia in the first European Maritime Safety Report (EMSAFE) published in 2022.

In order to address identified safety issues in relation to evacuation operations on high-capacity passenger ships, as concluded by the EMSAFE report, and following the conclusion of the SafePASS and PALAEMON projects, EMSA will launch a study in 2024 on this topic. Still in relation to the safe evacuation of passenger ships and following the request from the Commission to assess the situation of the considerable number of lifeboats approved with a capacity higher than the maximum set by SOLAS, as well as inflatable lifeboats being accepted as equivalent to rigid lifeboats, the Agency will map and assess the situation, starting with questionnaires to industry and authorities. This exercise is expected to support the Commission and Member States in considering, if appropriate, a more harmonised regulatory regime without the need of ad-hoc approvals. If needed, part of the above-mentioned study on evacuation will address this topic too.

Acting as facilitator and technical hub, the Agency will support the safety dimension in relation to EU priorities for the uptake and deployment of sustainable alternative sources of power for ships, for improvements of ship's energy efficiency, and for further deployment of on shore power supply. In this context, EMSA will continue in 2024 a safety assessment study on ammonia which may also contribute to the IMO work, expecting to provide the first detailed safety approach. In addition, the Agency will complete a study to provide guidance on the safe bunkering of biofuels and will commence the work on the safety aspects of hydrogen as fuel for ships with the ultimate objective to publish guidance for its safe use as well.

As a follow-up to feedback received from the use of recently published guidance documents on electrification (shore-side electricity, batteries and electrical vehicles) relevant parts may need to be upgraded to document the latest best practices in this field.

Once the final conclusions of the EU-funded study LASHFIRE are available, the Agency will assess, together with the stakeholders, whether the Guidance on the carriage of AFVs (Alternatively Fuelled Vehicles) on board ships needs to be updated, as well as the SSE (Shore Side Electricity) guidance for ports and Port Authorities.

Regarding the discussion on increasing automation towards unmanned vessels, EMSA will continue to support the Commission, Member States and the other stakeholders, as relevant, in the development of MASS (Maritime Automated Surface Ships) concepts and technologies. It will assist the Commission and the EU Member States in the context of the IMO discussions on MASS and it will act as service provider for EU Member States and other stakeholders providing the pilot MASS risk-based assessment tool (RBAT), supporting national approval procedures of new MASS projects. It is expected that 2024 will be the year where the first version of the RBAT tool will be available for testing with real MASS projects. In this regard, EMSA is planning to organise familiarisation sessions for Member States and relevant stakeholders interested in using the tool.

Moreover, the Agency will start to develop the necessary databases to support the Commission and the EU Member States keeping an overview of national exemptions in the implementation of Directive 2009/45/EC and Directive 98/41/EC.

Fishing vessel safety has been identified in the Annual Overview of Marine Casualties and Incidents and in EMSAFE as an area that needs particular attention especially due to the relatively big number of ship loss. In this regard, the Agency will work to support the Commission for the ex-post evaluation of Directive 97/70/EC on safety of fishing vessels, while it will continue to provide training and safety analysis in relation to fishing vessels. In this regard, EMSA is planning to organise a workshop with Member States' experts to assess the main safety concerns that should be addressed.

EMSA is expected to conclude the cycle of visits on Directive 2001/96/EC on safe loading and unloading of Bulk Carriers by the end of 2024.

With regard to Places of Refuge, EMSA will provide technical support to the scenarios used for the Tabletop Exercise expected to take place in 2024.

EMSA supports the Equasis global database for shipping information- promoting quality shipping in the world- by running the Management Unit which is taking care of the Equasis organisation and governance, supporting amongst other things the Equasis Supervisory Committee and its Editorial Board. A new way to present information and statistics in the annual World Fleet Report is expected to be implemented by 2024, with a more dynamic format that will allow users to consult information in a more interactive and user-friendly way.

EMSA will also continue to support maritime administrations in their Flag State implementation effort and in their Port State Control role and will provide operational assistance upon request for Accident Investigation. In addition, the Agency will continue to host and enhance specific applications and databases (e.g., EMCIP, the MED Portal, etc.).

Specifically, in the field of Port State Control, EMSA will continue providing support to the Commission and Member States on technical issues within the Paris MoU framework, including the proposals on the fair-share of annual inspections, participation in task forces, pilot project on fishing vessels, concentrated inspection campaigns, inspectors training and drafting documents for the relevant meetings. In addition, EMSA will continue coordinating the IMO Correspondence Group on Port State Control reporting to the IMO III sub-committee.

EMSA will also continue to give technical support to the Commission and the Member States, as required, during the discussions on the revision of the EU Flag State Directive, Accident Investigation Directive and the Port State Control Directive.

The Agency will continue offering its services to the Accident Investigative bodies and other relevant authorities regarding the provision, upon request, for underwater surveys using Remotely Operated Vehicles (ROV) supporting safety investigations. ROV underwater services capabilities will be exploited as useful tools to collect more evidence in case of very serious or serious casualties (e.g., by inspecting sunken ships).

In 2024, it is expected that EMSA will conclude the interface between the EMCIP database and the IMO new GISIS module on casualty reporting. This will facilitate the reporting of casualties of Member States through a single platform without the need of duplication. Still on accident investigation, EMSA will continue providing the technical secretariat to the Permanent Cooperation Framework (PCF) and providing trainings in the field of accident investigation. The publication of the Annual Overview of casualty investigations will continue being

streamlined further to provide useful input for decision-making. Finally, the new capabilities of the EMCIP platform are expected to provide users with more possibilities to extract information from the database adapted to their needs.

Work as a reliable partner in the field of Marine Equipment will continue, by providing technical secretariat services to the MarED Group of Notified Bodies, managing the MED Portal and supporting the Commission upon request in the regular update of the standards, providing technical advice on standards that are being developed in different fora (e.g., IMO, ISO TC 8, CEN/CENELEC), as well as in the case of safety concerns raised regarding products, technical assistance in the framework of the EU-US mutual recognition agreement and facilitating the market surveillance work. Following the completion of the cycle of visits in 2023 regarding the implementation of the MED-Directive by Member States, it is expected that a horizontal analysis report will be completed. Depending on the timing when the report will be available, a workshop to disseminate the main conclusions of the cycle of visits will be organised.

At request of the Commission, within the framework of DG HOME's Search and Rescue Contact Group, EMSA is requested to develop a document that will provide factual information regarding the main safety elements in the area of design and operation for ships frequently carrying out search and rescue activities.

In terms of the Human Element, assistance to the Commission and the Member States regarding the amendment, adoption and implementation of European and international legislation will be a key focus for the period. In particular, a new study will be carried out on the identification of specific requirements for seafarer training on ships using alternative fuels. The results of this study, together with the outcome of the study on the identification of competences related to MASS concluded in 2023, will feed into the discussion on the revision of the STCW Convention and Code.

In 2025 EMSA will also start work on a report on seafarers' employment in the maritime sector. The report will look at maritime employment realities, including paths of those taking up a maritime career, maritime employment prospects and competences necessary for future careers in the maritime industry. The objective is to provide a solid platform of empirical and exploratory research to support policy makers in steering, regulating and promoting maritime employment in the EU.

In the area of maritime security, EMSA will support the Commission and the EFTA Surveillance Authority in assessing and verifying independently the implementation and enforcement of EU maritime security legislation. The Agency will participate in the MARSEC (Maritime Security) Committee and will work with the Commission to provide guidance to the Member States on MARSEC inspections.

Cyber risks are highlighted as a major challenge for the maritime industry. In this regard, the Agency will provide support to the Commission and the EU Member States for enhancing maritime cybersecurity awareness and information exchange, notably by exchanging best practices with stakeholders (e.g., ENISA) and to address in a harmonised manner maritime cybersecurity challenges by providing guidance and training (within the EMSA Academy).

EMSA will initiate the work for the preparation of the second EU Maritime Safety Report (EMSAFE) to be published in 2025 to provide a holistic overview of the different dimensions of maritime safety in the EU.

The main priorities in the field of safety and security are developing guidance on the safe use of alternative fuels and associated new technologies, provide technical input and support in the discussions related to the regulation and use of MASS (maritime autonomous surface vessels), the revision of the STCW Convention and developing guidance for the maritime sector on how to deal with cyber security threats.

Activity group	Safety & Security
EU-subsidy activities	Maritime Safety Accident Investigation Maritime Security
Project financed activities	<i>Equasis (partly)</i>
Relevant Partnerships	<i>EMSA-ETSI Memorandum of Understanding</i>
Relevant digital services and tools	<i>IMS, SSN, EMCIP, MED DB, THETIS, THETIS EU, STCW IS</i>

Digitalisation & Simplification

Forming part of the Union Maritime Information and Exchange System, the Integrated Maritime Services (IMS), as the main safety, security and sustainability solution provided to maritime communities of EU Member States, are continuously enhanced with additional customised features, functionalities, data sets and individual services in line with evolving requirements of the growing user communities, enhancing the maritime surveillance picture.

The main improvements will continue to focus on user interfaces –SEG - SafeSeaNet Ecosystem Graphical User Interface and IMS Mobile App as well as the System-To-System (S2S) interfaces for the provision of specific services to the national systems. The IMS will continue providing new and improved Automated Behaviour Monitoring (ABM) services, based on algorithms analysing vessel position reports for the detection of abnormal and/or user specific behaviours. The IMS services will be enhanced in order to facilitate cross-referencing of ship movements data with earth observation as well as other vessel and voyage related data and external situational data (e.g., weather conditions, non-SOLAS maritime traffic, etc.) in order to provide for real-life interpretation of maritime operations.

Use of innovative Artificial Intelligence (AI) technology will continue to be applied to Integrated Maritime Services (IMS). A maritime events collection and correlation module will be deployed in production to complement the maritime traffic picture for analytical and maritime situational awareness purposes. It will allow for better comprehension of previous and current behaviour of selected vessels across specific timespan and in specific areas and will provide for predictive analyses across maritime operations and disruptive events. The development of georeferenced data repositories and drift modelling capabilities will provide additional granularity to the maritime situational picture and enable enrichment of IMS services both in terms of quality as well as reliability. Use of data analysis tools for the exploitation of 'live' and historical data will continue to be developed and specific tools will be made operational in close cooperation with interested users and in line with the scenarios defined by them.

The transition of the maritime picture in the cloud, which began in 2022 and will continue through to 2024, will be finalized in its key components. This will facilitate the possibility of transition of Integrated Maritime Services from near-real time maritime traffic picture into the real time maritime traffic picture experience as a pre-condition for the Agency to offer a new generation of services with more advanced analytical solutions and tactically valuable applications enhanced by AI and machine learning in the following years. The Long-Term Storage (cloud based) will allow access to more than 5 years of historical vessel positions via IMS.

EMSA will continue to develop its tools and support to Member States and EU bodies regarding risk assessment and management. As requested by the Member States, EMSA will continue to support maritime administrations in the development of their Search and Rescue planning and coordination capabilities by providing new and advanced data-driven digital services (enhancements of IMS) for preparedness and response to life threatening incidents at sea. The IMS SAR Toolbox will be extended with SAR drift modelling tool that will be used for SAR training and consequently also salvage/ emergency response operations, maritime awareness and crisis management capabilities.

EMSA Maritime Support Services (MSS) is defined as the point of contact for any assistance required by the Commission or the Member States in the context of a maritime accident or event where EMSA services could be needed, e.g., in case of pollution or SAR cases, as defined in EMSA's Contingency Plan and the Working Arrangement with DG ECHO. The MSS also provides 24/7 helpdesk services to users and monitors the performance of EMSA ICT maritime applications.

As the information centre where most of the vessel traffic data is collected, the MSS will continue to analyse vessel traffic data and provide reliable data and figures when required, such as was done to assist in the definition of the recovery policies and specific measures during and in the aftermath of the COVID-19 crisis.

The MSS will, when requested, continue to monitor maritime traffic (as was done during the Russia's unprovoked and unjustified military aggression against Ukraine) on a global scale, to assist the Member States and the Commission by providing specific periodical and *ad-hoc* reports related to the implementation of sanctions imposed by the EU and impact of crisis situations on maritime traffic and seaborne trade. Linked to the invasion, MSS will continue to set automatic warning services for vessels of interest, or dedicated reports to support the Member States and the Commission. These services are being developed into self-service tools, accessible to authorised Member State users and the Commission, without the need of any manual intervention from the MSS.

The MSS will also continue to work with the Member States to deliver regular reports on SafeSeaNet and LRIT implementation and data quality as reported by the Member States, thus contributing to the improved quality of underlying data.

Within the framework of the Commission proposal on a new mandate for the Agency, EMSA should present a concept note to the Commission on the transformation of the MSS into a maritime awareness centre in the coming years, taking into account the mandate of the European Commission's Emergency Response Coordination Centre (ERCC). Such a maritime awareness centre, if agreed during the inter-institutional negotiations, is expected to be the focal point for support to the Commission and the Member States in situations of crises at sea, such as the COVID-19 pandemic and Russia's aggression against Ukraine.

The STCW Information System (STCW-IS) will continue to be enhanced in order to further facilitate the provision of reliable information to the European Commission, Member States and the general maritime sector on maritime education, training and certification systems in the EU and on the potential number of officers available to crew ships under EU Member State flags.

Additionally, in 2019 EMSA was tasked by the Commission to prepare the establishment of an operational network allowing all EU Member States authorities and EU bodies with an interest in maritime surveillance to share information on a voluntary basis through the Common Information Sharing Environment (CISE) enriching their legacy systems, during the period up to the end of 2023. Based on the results already achieved during the Transitional Phase, the Commission started the process to launch the Operational Phase in 2024. Following the activation of the ancillary task of CISE¹, the Commission and EMSA are working to define activities, resources and responsibilities of the Agency in view of a new Grant Agreement for the Operational Phase expected to be in place by Q3 2024. To guarantee continuity of the services provided by EMSA to Member States, the Transitional Phase has been extended until 30 June 2024.

The development of the new Earth Observation Data Centre (EODC) will continue in 2024 with a view to completion by 2026. The new EODC will gradually replace the existing earth observation data processing system, further improving its performance and adding new Satellite data sources to the EMSA Earth Observation product portfolio.

EMSA will replace the current RPAS Data Centre with a new solution to provide an operational picture in the context of RPAS operations. EMSA will explore with Member States' competent authorities how integrating information collected on scene by national surveillance assets can enhance maritime surveillance and law enforcement activities.

The THETIS-EU module to support inspections of livestock vessels carried out under Council Regulation (EC) 1/2005 will be further enhanced to cater for new requirements if needed. The main objective is to move forward with the development of a stronger and more harmonised monitoring and enforcement information system – which will also serve as common platform for sharing of information and alerts - to ensure the proper implementation of the Council Regulation by the Member States.

With the aim of having a harmonised approach on the reporting of port State Control inspections, and if requested by the relevant stakeholders, EMSA will technically support the possible expansion of the THETIS inspection database to support additional PSC MoU regions and data-exchange initiatives.

In view of the revision of the PSC Directive 2009/16/EC and FS Directive 2009/21/EC, preparatory work will start for the most comprehensive functional and technical overhaul of the THETIS Ecosystem since its inception, in cooperation with user communities.

Improvement is also foreseen for systems such as THETIS-MED, MED DB and Marinfo. The latter will be operational in its enhanced mode to allow the use of externally purchased ship-based data and ensure its interaction with customised dashboards developed using a Business Intelligence tool (EMSA data cockpit) developed as part of the Blue Datawarehouse.

Work will continue to enhance THETIS-EU and THETIS-MRV to better support the implementation and enforcement of relevant EU legislation, catering further for the need to develop the necessary tools associated with developing legal acts, notably the extension of the Emissions Trading Scheme to maritime transport and FuelEU Maritime.

The process for the development of a new internal application for recording and analysing the results of the inspections carried out on recognised organisations recognised under Regulation (EC) No. 391/2009 will continue. Following the development of the business and technical requirements and specifications for this project, it is anticipated that 2026 could see the development of the application, subject to budget availability. The new functionalities would allow for more efficient analysis of inspection results as well as integrating other

¹ Approved by the EMSA Administrative Board in June 2023.

sources of information available in the Agency in order to get a more complete picture of the performance of the recognised organisations. This enhancement will also better support the enforcement of relevant EU legislation.

In 2024, the Dynamic Overview of National Authorities (DONA) will be further enhanced with the development of a fourth functionality (building upon the experience gained when developing the three existing functionalities) to support the notification to Commission by Member States of the measures (exemptions, derogations, equivalences, safeguard measures and additional safety requirements) foreseen in art. 9 of both Directives 2009/45/EC on safety rules and standards for passenger ships and 98/41/EC on the registration of persons sailing on board passenger ships. In addition, the reporting gate will be further enriched with the relevant template to cater the reporting under Directive (EU) 883/2019 on port reception facilities.

RuleCheck, the web-based repository of up-to-date maritime legislation, will be further enhanced in 2024, to accommodate potential requirements coming from the Paris, Med or Black Sea MoUs. In addition, an automated notification system (for new or amended legislation) will be developed.

The Agency will continue to develop Blue Datawarehouse with an innovative platform utilizing data science in order to ultimately integrate all available data sets handled by the Agency's maritime applications to expand information services and improve statistics and data analytics. Such new services will aim at identifying trends and risks to support safety, security and sustainability and at improving the awareness of Member States authorities, the maritime cluster and the general public.

Using cloud technologies EMSA will increase interoperability, enable faster development cycles and re-usage of services and functionalities in multiple applications, thus eliminating duplications and bring added value to business continuity. Development and transition of digital services to cloud technologies, based on the consolidation of ICT portfolio architecture and management, will enable further improvements and optimization of EMSA digital services on the bases of comprehensive Cloud Roadmap with particular attention to ICT Security and financial impact of cloud computing costs.

Information security is a key horizontal activity to support EMSA in the provision of trustworthy services to the maritime sector. EMSA aims to finalize and implement in 2023 and subsequently certify in 2024 by a third party its Information Security Management System. Resilience to cyber-attacks will be increased through continuous monitoring and risk assessments of the EMSA maritime and corporate services portfolio and the application of the Security-by-Design concept to all new digital services contracts.

ICT business continuity and disaster recovery will continue to be a high priority. EMSA will continue to certify maritime applications for the Business Continuing Facility (BCF) and will continue running real disaster recovery drills.

EMSA will continue to work towards enhancing its business continuity against any type of incidents and to minimize downtime and achieve sustainable improvements in business continuity, IT disaster recovery, corporate crisis management capabilities and regulatory compliance. Therefore, EMSA will analyse how to minimize the impact on availability of digital services due to updates, maintenance activities, regular and emergency patching of the system and its underlying horizontal digital solutions and infrastructure, carefully balancing operational, security, and continuity needs. Using the cloud for disaster recovery and business continuity will be explored to ensure that computing resources are switched over quickly to a stable backup and remain operational. In view of the further developments of its information services and considering the constant increase of cybersecurity risks, the Agency will continue applying state-of-the-art security and interoperability solutions.

Finally, in 2024, the Agency will continue to use the ePortal as the main channel for the identification of the speakers and experts in support of different activities of the Agency.

The Digitalisation priorities will focus on the maritime safety and sustainability as a broader term encompassing many lines of activities while continuing to provide reliable digital solutions and further develop capabilities with the use of state-of-the art digital technologies to extend and modernize EMSA digital portfolio. As another priority, MSS will be further developed as a provider of Maritime Awareness services to the Member States and the Commission, including the automation of services and reports. Finally, the Data Management will be implemented gradually to the portfolio of digital services enabling advanced analytical insights through cross-fertilization of maritime data from different systems and sources while keeping as a high-priority ongoing tasks for all digital services.

Activity group	Maritime digital services and digital infrastructure
EU-subsidy activities	Integrated Maritime Services (IMS) THETIS and its modules

	<p>RuleCheck STCW Information System European Marine Casualty Information Platform (EMCIP) MED Data Base Earth Observation Data Centre (EODC) RPAS DC Dynamic Overview of National Authorities (DONA) Marinfo tool E-Portal to support the Roster of Speakers and Database of Experts Blue Datawarehouse Maritime Support Services (MSS) Platform for recording and analysing results of RO inspections (RO DB) ICT operations Fuel EU</p>
Project financed activities	<p><i>THETIS-EU</i> <i>THETIS- MRV & ETS</i> <i>THETIS-MED</i> <i>CISE Transitional Phase</i> <i>Fuel EU</i></p>
Relevant Partnerships	<p><i>Working Arrangement with DG-ECHO</i></p>

The Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (EMSWe) significantly increases the potential of digitalisation in many areas including port-call optimisation and is an important step forward for the implementation of the single market in the maritime sector based on digital solutions. EMSA will continue to support the Commission and the Member States in the elaboration of the common data set, the harmonised specifications and rules for the EMSWe ensuring that the same data sets can be reported in all ports of the Union in a harmonised manner. EMSA will also develop common database services for the EMSWe and support the Commission and Member States during the development, validation and deployment of the different elements of the EMSWe architecture.

Furthermore, EMSA will continue developing and improving common databases and data exchange services between ports through the Union Information and Exchange System (SafeSeaNet) which will aim at reducing the administrative burden on ship operators applying the reporting once-only principle. These databases will provide reference information on e.g., ships, dangerous and polluting goods, port facilities and ports to all users of the EMSA maritime services, Member State authorities and to ship operators.

EMSA will contribute to the work of the IMO on its compendium on facilitation and electronic business, to define harmonised data models and message structures for the electronic fulfilment of reporting obligations defined by international instruments.

EMSA will continue to develop and improve SafeSeaNet, to support new and revised EU legislation. SafeSeaNet will be further upgraded to offer data exchange services between Maritime National Single Windows of the Member States and to offer facilitation services to coastal stations for ship-to-shore reporting. Such developments will aim at simplifying the fulfilment of reporting obligations by reusing information already reported and applying the 'once only' principle. These developments will consolidate the role of SafeSeaNet as the cross-border and cross-sector platform for integrated maritime information and services, providing maritime situational awareness at sea.

In addition, EMSA will continue to explore with Member States and industry the use of VHF Data Exchange System (VDES) technology for the further development and deployment of the Integrated Reporting Distribution service (IRD) for Mandatory Reporting Systems (MRS) as well as for other use cases where this new technology can be of added value.

Traffic Density Maps represent an effective way of displaying vessel movement patterns and present valuable benefits to Member States' competent authorities for security and safety purposes as well as for Maritime Spatial Planning. EMSA will continue enhancing the Traffic Density Mapping service providing more sophisticated services which allow users to better evaluate the overall shipping density within selected areas.

EMSA will continue the development of the EU Seafarers Certification Platform, which is expected to be finalised during 2026. The main objective of this platform is to support Member States in the issue of certificates to seafarers in digital format and the facilitation of related functions relevant for the certification process (e.g., endorsement, recognition, monitoring, etc).

EMSA will continue the ongoing digitalisation activities to support eCertification objectives to facilitate the work of the Member States in their capacity as Flag, Port and coastal States. The Agency will also strive to acquire more raw data in the areas of trade and environment, make use of business and analytics tools and look for options to analyse and integrate all available data sets to provide relevant information to the maritime cluster (raw data, pre-set statistical products, ad hoc statistical products).

The main priorities will be related to further supporting Member States and Commission in the development and implementation of the European Maritime Single Window Environment, further promoting the once-only-principle for the reporting (thus reducing the administrative burden for the industry and the Member States) and supporting the eCertification processes both for the seafarers and ships.

Activity group	Simplification
EU-subsidy activities	SafeSeaNet European Maritime Single Window environment (EMSWe) Long Range Identification and Tracking (LRIT) STCW eCertification Platform
Project financed activities	<i>EMSWe Project</i>
Relevant partnerships	
Relevant digital services	<i>IMS, SSN, EU LRIT CDC and EODC</i>

Technical assistance including monitoring the implementation of EU legislation and capacity building

The learning services provided by the Agency through the EMSA Academy will contribute to build capacity at national level and support harmonised implementation and enforcement in the EU and beyond, thus fostering safety, security and sustainability.

The number of courses certified following the principles of ISO 29993:2017 for the delivery of learning services outside formal education will be further increased in 2024 on the basis of the approved Harmonized Training Program (HTP) approved by the Administrative Board in 2023.

The identification of Member States' needs will continue to be performed using a bottom-up approach through a structured Training Need Analysis (TNA), which may lead to the development of new learning services or modification of the existing ones. Proposed learning services for the following year will continue to be reviewed by the Consultative Network for Technical Assistance (CNTA) focal points before being finally endorsed on an annual basis by the Agency's Administrative Board.

The process for 'Curriculum Development and Design' will continue to be applied for all learning services offered by the Agency.

In 2024, and on the basis of the approved HTP, the catalogue of learning services by the EMSA Academy will include four common core curricula, six part-time courses and eight short courses.

State of the art tools, such as MaKCs, EMSA's Learning Management System (including the national extensions for Member States that requested such service and the 'User Interface Language Pack', enabling the translation of the National Extensions' interface) and the Virtual Reality Environment for Ship Inspections (VRESI) will be used and further enhanced, thus ensuring an enriched learning experience.

The feedback provided by the participants through the evaluation and review methodology foreseen by the quality management system will strive for continuously improved services.

Finally, the Agency may explore the possibility of offering learning services against fees to a wider stakeholder community including relevant industry. Therefore, work will kick off by commissioning an impact assessment in order to identify the steps and adaptations needed at EMSA to move in such direction and be in a position to offer the learning services within the context of vocational education and training for both the public and private sector on a fee-based approach.

Work will also be carried out in developing statistics (regular and ad hoc) and indicators, in support of internal and external stakeholders. The Agency will continue to publish and enhance the EU Maritime Profile (EMPRO) in an anonymised manner and excluding sensitive information to raise awareness also for the general public about the important role of shipping.

In 2024, it is expected that Paris, MED and Black Sea MoUs will amend their training policies and include the Common Core Curricula (CCC) for PSCOs therein. Therefore, as from 2024, the Agency will become the main training provider for these three PSC regimes thus enhancing the harmonisation and standardisation of the knowledge and proficiency of PSCOs in the regions. Other MOUs on Port State Control and Flag State authorities of third countries will also benefit from capacity building activities offered by the EMSA Academy, on an 'ad hoc' basis, including their access to tools and services (RuleCheck, MaKCs) developed by the Agency. In addition, EMSA will continue to participate and support the work of the relevant Task Force 34 of the Paris MoU as well as relevant working groups in the MED and Black Sea MoUs and in the IMO working groups related to the training of PSCOs.

The implementation of SAFEMED V and BCSEA II Projects will continue to be implemented following an approach that links the different functions covered by a maritime administrations with the strategic priorities of the Commission and consequently focus on actions related to 'Tools & Services', 'Technical activities' and 'Training activities' to foster support in flag State, coastal State and port State matters, offering access to the services of the EMSA Academy, thus ensuring life-long training as well as continued access to the maritime applications developed by the Agency (THETIS-MED, RuleCheck, CSN, MaKCs); additionally, it will look into ways to foster maritime safety, sustainability and digitalisation in the relevant regions. Specific bilateral activities in support of Ukraine will also be considered, where feasible.

The support to candidates and potential candidate countries, though the Project on preparatory measures for the future participation of relevant IPA II beneficiaries in the European Maritime Safety Agency (EMSA), will continue under the new project that started on 1 September 2023 and with a duration of four years, offering access to the services of the EMSA Academy, to tools and applications (CSN, RuleCheck, MaKCs) and other activities foreseen by the relevant action plan.

EMSA's visits and inspections continue to be a key tool to improving maritime safety, security and sustainability, through the identification of strengths and weaknesses in the implementation of the community acquis. Combined with the horizontal analyses carried out on the findings established during the visits, the visits and inspections enable Member States and the Commission to gain a clear picture of where additional effort would be beneficial or changes to Union law may be desirable. The end-of-cycle workshops held following the conclusion of each visit cycle provide a clear opportunity in this regard. The third cycle of visits on seafarer training, which started in 2022, will continue, together with the existing cycles on passenger ship safety and bulk carriers, with the latter to be concluded in 2024. In addition, a full cycle of visits to EU Member States concerning the PRF Directive, as amended, will start in 2024. 2024 will also see the start of a few standalone visit cycle related to Directive (EU) 2017/2110 (regarding the system of inspections for the safe operation of ROPAX vessels) which could not be carried out jointly with port State control and passenger ship safety visits as previously.

In this context, it should be noted that the legislative process concerning the revision of the EMSA Founding Regulation that is at the time of writing underway may have an impact on the scope and modus operandi of future visits activity during the period covered by this document.

In respect of Recognised Organisations (ROs), the legislative changes concerning their recognition and oversight have been incorporated in EMSA's activities and the inspection programme has returned to pre-COVID-19 levels including fieldwork in RO offices in third countries that was not possible during the COVID-19 pandemic. The legislative changes have seen increased participation of the Member States in EMSA's inspections and the Commission's assessment processes. The increased transparency and exchange of information between the Commission, EMSA and the Member States enhances the overall oversight of ROs at EU level, which in turn improves compliance by ROs. In this regard, EMSA is sharing with the Member States the inspection planning, EMSA's inspection reports through CIRCABC – a platform supported by the Commission for the easy distribution and management of documents.

In this context, based on the outcomes of the dedicated inspection campaign performed on remote audits by ROs, the Agency will continue to assist the Commission and the Member States in the discussions at international level on remote surveys and inspections, including technical assistance in drafting EU submissions.

STCW inspections in third countries and visits to Member States continue to be an important part of EMSA's activities in assisting the Commission with recognising and ensuring STCW certification and compliance worldwide.

Finally, lessons learned through the COVID-19 pandemic and the possibility of putting to better use remote techniques will continue to be considered to increase the visits and inspections' efficiency and effectiveness.

The priority in the field of technical assistance for the next three years is to continue to provide innovative learning services through the EMSA Academy and enhance the toolbox in support of such services, with particular focus on actions in support of the implementation of the new legislation stemming from the efforts to decarbonise shipping, to improve statistics and analytics in support of decision-making and to raise awareness on the importance of the maritime sector, to ensure the programme of visits and inspections in line with the priorities set by the Commission and in view of effective implementation of EU Legislation, to implement the ambitious work plan to assist the Neighbouring Countries sharing the Mediterranean, Black and Caspian Seas.

Activity group	Technical assistance
EU-subsidy	Classification societies Seafarers, training and certification Visits to Member States Human element Analytics and research Capacity building and EMSA academy (incl. MaKCs and VRESI)
Project financed	<i>Commission Funds for candidate and potential candidates</i> <i>IPA III</i> <i>SAFEMED V</i> <i>BC SEA II</i>
Relevant digital services	<i>STCW-IS, IMS, MaKCs and VRESI</i>

Strategic support including cooperation with other EU agencies and bodies

The wide range of services provided by the Agency makes it financially efficient and operationally effective for EMSA to provide such services and tools to other EU stakeholders benefitting from the experience and/or funding contributions of those partners.

Based on the experience gained in 2023 with its first Multipurpose Maritime Operation (MMO) in the Central and Eastern Baltic Sea, in 2024 EMSA will again organise an MMO in cooperation with identified Member State/s with an emphasis on the coast guard functions falling under its remit. The modalities, duration and assets deployed will be discussed and agreed with the relevant authorities co-organising the MMO.

EMSA will continue providing a range of services under the umbrella of various bilateral cooperation agreements to EU bodies or other EU stakeholders with maritime related functions in support of their overall objectives. Such organisations include the European Fisheries Control Agency (EFCA), European Naval Forces (EUNAVFOR Atalanta and EUNAVFOR Med), European Union Agency for Law Enforcement Cooperation (Europol), the European Border and Coast Guard Agency (Frontex), the Maritime Analysis and Operations Centre – Narcotics (MAOC (N)) and the Emergency Response Coordination Centre (ERCC). EMSA support to ERCC will continue in the framework of the new Working Arrangement (WA) expected to be signed between EMSA and DG ECHO.

In terms of coast guard cooperation at EU level with EFCA and Frontex, EMSA will continue to offer RPAS services and promote the sharing of resources. Cooperation with EFCA is foreseen in particular by equipping one of EFCA's chartered vessels with RPAS and SATCOM services namely for pre-boarding activities but also by supporting EFCA's Joint Deployment Plans with synergies in the priority regions where EMSA intends to establish a more permanent regional RPAS service. EMSA will also assess whether it can indirectly support some of the Multipurpose Maritime Operations (MMOs) organised by one of the two other coast guard agencies

(EFCA and Frontex) by offering its RPAS services to the Member States and Agencies operational under the MMO when the necessary conditions are met.

Activity group	Strategic support
Project financed activities	<i>EFCA Service Level Agreement</i> <i>Frontex Service Level Agreement</i> <i>MAOC (N) Cooperation Agreement</i>
Relevant partnerships	<i>EUNAVFOR Atalanta Cooperation Agreement</i> <i>EUNAVFOR Med (Operation Iriini) Cooperation Agreement</i> <i>Europol Working Arrangement</i> <i>Emergency Response Coordination Centre (ERCC) Working Arrangement</i>
Relevant digital services	<i>IMS</i>

2. Human and financial resource outlook

The Agency's Founding Regulation has been amended several times, twice in the last decade with an impact on the tasks assigned to EMSA and consequences for the resources needed by the Agency.

Activities launched in recent years in the fields of environmental legislation, maritime surveillance, and satellite applications, as well as increasing levels of cooperation with other Agencies and institutions, clearly show that there is a growing demand for EMSA to provide services to the Commission, Member States and other bodies. The Commission and the Member States expressed support for the Agency to become a 'service provider' for other end-users, thus ensuring added value at EU level and the best possible use of existing tools and resources.

In order to fulfil its ambitious objectives, it remains essential for the Agency to attract and retain highly qualified staff with specialised knowledge and experience. Offering a long-term perspective to staff assists the Agency to achieve this.

Following the staff reductions executed over the period 2013-2018, possibilities for internal redeployment of staff are combined with the best possible use of contract agents. Creation of task forces is actively being used and an exercise was launched by the Executive Director to promote internal mobility. In the case of project financed activities (PFAs), contract agents are commonly used with some difficulties to attract highly qualified staff for short term contracts linked to the limited duration of those activities.

The proposal for the draft budget 2024 and the outlook for 2025 and 2026 are in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and uses the Multiannual Financial Framework 2021-2027 and its further revisions as a basis.

The proposal in terms of statutory staff for 2024 is stability. At this stage the same approach is foreseen in relation to staff needs for 2025 and 2026.

Inter-institutional negotiations concerning the proposed revision of the Agency's mandate are underway and are expected to have an impact on the Agency's tasks in the years to come. The forecast in terms of human and financial resources for 2025 onwards would have to be reassessed in the light of this process as well as the outcome of other pending legislative initiatives as listed in section 3.2 below.

2.1 Human resources

Following a series of staff cuts from 2013 to 2018, there has been zero variance since 2019 in the total number of posts proposed for the establishment plan (212 posts), and the same approach is foreseen for 2024, 2025 and 2026. As mentioned above, the situation would need to be reassessed in the light of any potential change in the mandate of the Agency.

2.2 Financial resources

The budget proposed for 2024 is expected to enable the Agency to provide planned services and assistance to both the Commission and the Member States as outlined in SECTION III: Work programme 2024 and is in line with the Multi-annual Financial Framework 2021-2027, which defines funding for EMSA for the duration. As mentioned above, financial resources would need to be reassessed in the light of any potential change in the mandate of the Agency.

❖ Revenue

Commitment Appropriations (C1 Funds: appropriations voted in the corresponding year) *:

	2024	2025	2026
EU Subsidy *	89,752,275	90,623,501	92,694,151
<i>Of which assigned revenues deriving from previous years' surpluses</i>	<i>752,777</i>	<i>1,000,000</i>	<i>1,000,000</i>
EFTA Contribution ** (3.58% from 2024 onwards)	3,186,182	3,208,521	3,282,651
Other revenues: L.R.I.T.	250,000	250,000	250,000
Other revenues: Miscellaneous Revenue ***	90,000	90,000	90,000
Total "Other revenues"	340,000	340,000	340,000
TOTAL REVENUE	93,278,457	94,172,022	96,316,802

* EMSA fresh credits from the Budgetary Authority are in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and are based on the Multiannual Financial Framework 2021-2027, plus additional resources made available for salary expenditure due to high inflation and plus additional resources foreseen by the Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (Fuel EU Maritime), as a basis. R0 Funds (other external assigned revenue) are not included in the budget above presented.

** EFTA rate used for 2025 onwards is indicative pending the publication of new 2025 EFTA rate which is expected in the late Spring of 2024.

*** "Miscellaneous revenue": these revenues come from C4 funds as internal assigned revenue; the Agency considers the income from the EMCDDA for renting the conference centre as certain.

2.3 Strategy for achieving efficiency gains

Following the adoption of the EMSA 5-year Strategy for 2020-2024 in November 2019, a major reorganisation of the Agency was put in place in order to redeploy and align resources with the agreed multiannual priorities and facilitate their implementation in an efficient manner.

The new working model promotes a more 'functional' approach. In this context, cross-organisational taskforces and projects are encouraged in line with business needs. Furthermore, each time that there is a vacant position the Agency analyses if further efficiency gains can be implemented and the position is used to cover the priorities and areas where new expertise is needed.

In 2023 EMSA adopted an HR strategy with a number of concrete actions to promote mobility across the Agency inter alia: creation of a database of the background and skills of staff to identify the different types of knowledge and expertise within the organisation; implementation of a mobility exercise taking into account the size of the Agency and the highly specialised staff working at EMSA; creation of an internal job market where managers could define short term needs and support can be acquired from different parts of organisation. Additionally, EMSA's enhanced learning and development policy supports this approach by giving staff opportunities to enhance their technical skills in different areas. These initiatives aim to create a more agile organisation able to adapt in a dynamic environment and ready to adjust to possible shifts in priorities.

There is a continuous effort to automatise and streamline procedures to allow for a more efficient provision of corporate services, benefiting from synergies with the Commission and other EU bodies. EMSA has already successfully implemented ARES, the Commission records management system and has in place internal SharePoint applications for budget planning, monitoring and financial management (SHAPE) as well as for procurement and contract management (PCM).

With the progressive digitalisation of administrative and financial procedures in the past years, the Agency has now implemented the Qualified Electronic Signature modality fully integrated with ARES which is the last step for a full digital administration, allowing for efficiency gains and enhancing the security and retrieval of records. In 2023 EMSA onboarded to the Commission's PPMT (Public Procurement Management Tool, which is used for the launch of tenders, automating several steps of publishing calls and receiving tenders. The Agency also uses the RUEX service for electronically sharing EU classified information with the Commission, according to a timeline to be defined with the relevant Commission services. As part of the digitalisation actions most processes were streamlined and where possible, simplified. In the period of 2024 -2026 the Agency will continue the development, integration and consolidation of its corporate IT solutions leading to more efficient planning and execution of activities.

The establishment of an EMSA e-portal for experts and speakers will assist the whole Agency in the identification of the most suitable contributors in support of different activities.

With the introduction of the EMSA Academy Quality Management System following the principles of ISO 29993:2017 for the delivery of learning services outside formal education, individuals of beneficiary organisations will be engaged in innovative and modern courses and training activities using state of the art tools, and these services will reach a wider number of users in the competent authorities.

The introduction of a Business Intelligence tool will increase the capacity of the Agency to develop reliable and valuable statistics while the use of the EUSurvey platform will reduce the administrative burden both for EMSA and the Member States.

For efficiency gains and in order to save on missions and in coordination time, EMSA has deployed one staff member in the UK to follow up the daily work in relation to IMO and its meetings to effectively support the Commission on these matters.

The rapid integration of a series of tools and methods during the pandemic to enable work to continue remotely (from live broadcasting to virtual reality technology to remote auditing techniques) has as everywhere become standard practice. The Agency continues to explore and capitalize on the potential of these innovative and hybrid approaches to both add value for Member States and the Commission and increase efficiency within the Agency.

As in the previous years, inter-agency cooperation remains on the agenda. EMSA will continue to achieve efficiency gains through close cooperation with its neighbouring Agency, the EMCDDA in areas of work safety, security, facilities, HR, and other horizontal areas of common interest.

In relation to the accounting function, an SLA with EFCA is in place allowing for mutual cross-support of the function for each entity.

In recent years, inter-institutional procurements have become a growing area for achievement of efficiency gains. To this effect, the Agency annually considers possible inter-institutional procurements as a leading or participating party.

3. Evolution of tasks

3.1 New tasks

At the time of writing, inter-institutional negotiations are underway concerning the proposed revision of the Agency's mandate. The consequences of this process will be reflected when appropriate in the relevant future programming documents. Meanwhile, it is important to recognise that the last two revisions of the Agency's mandate continue to have an impact on the evolution of existing tasks, namely: the 2016 revision which tasked EMSA, in cooperation with Frontex and EFCA, each within their own mandate, to support national competent authorities carrying out coast guard functions; and the 2013 revision which provided the framework for certain tasks to be performed by the Agency, subject to the approval of the EMSA Administrative Board, as outlined in the next section.

3.2 Growth of existing tasks

The Agency's Founding Regulation contains several opportunities for possible growth of existing tasks:

- ❖ **Performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the Agency**

The Founding Regulation foresees the possibility for the Commission to entrust the Agency with the performance of any other task assigned to the Commission in legislative acts of the Union regarding the objectives of the

Agency, in particular: maritime safety; maritime security; prevention of, and response to, pollution caused by ships, as well as response to marine pollution caused by oil and gas installations; and the overall efficiency of maritime traffic and maritime transport, including the establishment of a European maritime transport space without barriers.

The Commission has adopted a proactive approach in the policy fields related to the above-mentioned objectives and the Agency has been entrusted with relevant tasks. Should this trend continue over the coming years, and be extended to new objectives too, the Agency may be asked to assist the Commission in the development of new maritime applications or extension of existing maritime applications and in tasks related to prevention and response to marine pollution.

As foreseen by the regulation, requests will be subject to examination and approval by the Administrative Board, in the framework of the preparation of the Agency's annual work programme.

The Agency is not in a position to assess the possible impact of initiatives not yet developed or announced by the Commission, or for which assistance from EMSA has not yet been formally requested.

According to the Multi-annual Implementation Plan (MIP) for EMSWe, the Commission plans to assign to EMSA activities related to testing, validation, operation, maintenance and monitoring of the EMSWe. Pending further Commission confirmation and resources availability, such type of activities may be assigned to EMSA.

❖ Technical assistance to the building up of the necessary national capacity for the implementation of relevant legal acts of the Union

The Founding Regulation also foresees the provision of technical assistance to Member States to support the development of the necessary national capacity for the implementation of relevant legal acts of the Union (article 2.3(b)). The expertise of the Agency has been considered of relevance by the co-legislator in order to support efforts by the national administrations to build up the necessary capacity for the implementation of relevant directives. Requests for technical assistance are most likely to be made in the context of a broader framework of ongoing work undertaken in cooperation between the Member States, the Commission and the Agency.

From 2024 onwards there will be new requests for technical assistance to the Maritime Safety Permanent Transnational Network (MSPTN) (framework for the continuation of the joint efforts initially taken by the EUREKA Consortium) for modernising the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP). This includes further integration of their VTS systems with EMSA's Integrated Report Distribution (IRD) SafeSeaNet service as well as work on operational procedures and preparation of amendments to IMO resolution establishing ADRIREP SRS. Similar activities may take place in other EU regions. Again, as foreseen by the Regulation, these types of requests are subject to examination and approval by the EMSA Administrative Board, in the framework of the preparation of the annual work programme. The need to assess possible impact on staff levels would depend on the number and type of requests that the Agency receives.

❖ Performance of ancillary tasks

The Founding Regulation also provides for ancillary tasks that could be activated by the Commission or by the Commission and the Member States. The Agency has established expertise and tools that are recognised as valuable and potentially relevant for other EU activities related to the Union maritime transport policy. In order to generate efficiency gains and make possible the use of existing expertise and tools, additional ancillary tasks could, following activation in accordance with EMSA Regulation article 2a.1, be entrusted to the Agency.

The following possible ancillary tasks (as quoted from the revised Regulation) are included in the mandate:

1. Assistance to the Commission:

- a) in the context of the implementation of the Marine Strategy Framework Directive, by contributing to the objective of achieving good environmental status of marine waters with its shipping related elements and in exploiting the results of existing tools such as SafeSeaNet and CleanSeaNet;
- b) providing technical assistance in relation to greenhouse gas emissions from ships², in particular in following up ongoing international developments;

² Following the adoption of the MRV Regulation, the Agency now provides assistance to the Commission and the Member States for the implementation of the relevant EU legislation as part of its core tasks.

- c) as concerns the "Global Monitoring for Environment and Security" (GMES³), in promoting the use of GMES data and services for maritime purposes, within the GMES governance framework;
- d) in the development of a Common Information Sharing Environment for the European maritime domain;
- e) with respect to mobile offshore gas and oil installations, in examining IMO requirements and in gathering basic information on potential threats to maritime transport and the marine environment;
- f) by providing relevant information with regard to classification societies for inland waterway vessels in accordance with Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC. This information shall also be part of the reports referred to in article 3(4) and (5).

2. Assistance to the Commission and the Member States:

- a) in the examination of the feasibility and the implementation of policies and projects supporting the establishment of the European maritime transport space without barriers, such as the Blue Belt concept and e-Maritime, as well as Motorways of the Sea. This shall be done in particular by exploring the possibility of developing additional functionalities in SafeSeaNet, without prejudice to the role of the High-Level Steering Group established in accordance with Directive 2002/59/EC;
- b) by exploring with competent authorities for the River Information Services System, the possibility of sharing information between this system and maritime transport information systems on the basis of the report provided for in article 15 of Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC;
- c) by facilitating voluntary exchange of best practices in maritime training and education in the Union and by providing information on Union exchange programmes relevant to maritime training while fully respecting article 166 TFEU.

Furthermore, the following legislative developments related to the European Green Deal priorities for maritime have or are expected to have an impact on EMSA's existing tasks:

Legislative proposal/ Policy area	Possible impact in 2024-2026 on workload and consequences for human resource needs
Extension of the ETS to maritime transport	The new legislation included in the "FIT for 55" package calls for adaptations of THETIS-MRV and additional tasks entrusted to the Agency, that have been implemented through a specific agreement with the relevant services of the European Commission, following a project-financed approach. The Agency supports the implementation and enforcement of this piece of legislation, at the side of the European Commission and the Member States.
FuelEU Maritime Regulation	The new legislation part of the "FIT for 55" package requires the development of a new supporting tool, and the Agency has been called upon to assist the European Commission by developing such tool and by providing assistance in the implementation and enforcement of such Regulation.
Revision of EU Alternative Fuel Infrastructure Directive	The Agency supports the Commission upon request with technical knowledge.
Revision of the ship source pollution (SSP) Directive	The Directive is currently under revision, which may result in an extension of scope to other MARPOL annexes and consequently a request to EMSA to enhance or develop new supporting tools and services.
Revision of the Ship Recycling Regulation	The work on the revision of the ship recycling Regulation has just started, it is not yet known if it will impact on the tasks of the Agency.
IMO IGF Code	Following the work on the IMO Fuel Cell Guidelines and taking into account the priorities of the new Hydrogen Strategy for Europe (adopted by the Commission on 8 July 2020), new priority will be to bring hydrogen

³ GMES is now known as "Copernicus". This ancillary task has been activated and accepted. EMSA is the Entrusted Entity for the Copernicus Maritime Surveillance Service based on a Contribution Agreement with the Commission.

	and hydrogen-based fuels in the international regulatory framework and to fill the current regulatory gaps especially related to safety.
IMO carbon intensity standards and Marine Fuel Lifecycle GHG Analysis	The technical work on the implementation details of the introduction of operational energy efficiency (carbon intensity) standards in the international legal framework, as well as on the Marine Fuel Lifecycle GHG Analysis will require considerable technical assistance both in terms of its development and implementation, including at EU level. In addition, all the related existing provisions will be also subject to revision, including in relation to port State control, International Safety Management, auditing and verification, fuel oil consumption monitoring and reporting etc.

The following legislative developments pertaining to maritime safety may also have an impact on EMSA's existing tasks:

Legislative proposal/ Policy area	Possible impact in 2024-2026 on workload and consequences for human resource needs
Port State Control Directive	A proposal for the revision of Directive 2009/16/EC on Port State Control has been presented by the Commission. The Agency is involved in the discussions and provides technical support to the Commission and may be called upon to enhance the portfolio of tools and services (e.g., eCertificates, including a validation tool and repository, inspection databases, including a new inspection database for fishing vessels, specific reporting for fishing vessels, capacity building, etc.).
Accident Investigation Directive	A proposal for the revision of Directive 2009/18/EC on maritime accident investigation has been presented by the Commission. The Agency is involved in the discussions and provides technical support to the Commission and may be called upon to enhance the portfolio of tools and services (e.g., enhancement of EMCIP data base, provision of more and more responsive operational support to AIBs, capacity building, etc.). There may also be a need for a new visit cycle.
Flag State Directive	A proposal for the revision of Directive 2009/21/EC on compliance with flag State requirements has been presented by the Commission. The Agency is involved in the discussions and provides technical support to the Commission and may be called upon to assist with the preparatory measures required for the implementation and enforcement of the revised Directive. These measures will require the enhancement of the portfolio of tools and services (capacity building, DONA, CSD, eCertificates, inspection databases, RO oversight). There may also be a need for a new visit cycle.

3.4 Negative priorities

The Agency continues to be committed to fulfilling its mandate and no negative priorities have been identified.

At the same time, EMSA continues to be confronted with new demands for support and services also in emerging areas in line with the new political priorities, particularly in the areas of sustainability, linked to the European Green Deal and the Sustainable and Smart Mobility Strategy, and surveillance, linked to the European Maritime Security Strategy, as well as initiatives to achieve maritime transport administrative simplification and digitalisation. This was the case for example with the recent delivery of adapted maritime related services in the framework of the Covid pandemic and the war in Ukraine. Its highly qualified and professional staff represents the Agency's strength in the face of the ambitious challenge ahead: to deliver and develop high-quality services in the context of staff stability (since 2017) and the real budgetary stability foreseen in the MFF 2021-2027.

However, due to the impact of inflation on operational costs, particularly related to maintaining the ICT framework supporting the maritime applications, and on administrative costs particularly salaries, energy and rent, the Agency has had to make reallocations with an impact on some activities.

Across the board, the budget for missions and workshops has been reduced significantly, leading to some workshops originally scheduled for 2024 being cancelled or moved to online mode. A few planned outputs have where possible been put on hold in view of possible reallocation further down the line if funds become available.

SECTION III: Work programme 2024

Overview and list of activities

The overall structure of the multi-annual programme, which is aligned with the Agency's strategic framework and designed to maximise EMSA's contribution to the implementation of EU policies in or linked to the maritime sphere, is mirrored in this annual programme, starting with the five key strategic themes, Sustainability, Surveillance, Safety, Security and Simplification, followed by Digitalisation and Technical Assistance, including monitoring the implementation of EU legislation and capacity building, as well as a cross-cutting theme called Strategic Support, including cooperation with other EU agencies and bodies. While the multi-annual programme outlines the main developments and direction foreseen under each theme, the annual programme details the concrete activities that the Agency plans to undertake in a given year in order to deliver on its multi-annual programme and, ultimately, contribute to the Commission priorities.

The information provided for each concrete activity is the same, offering coherence between activities and for reporting purposes. The overriding Commission priority (or priorities) is presented at the beginning of each of the activities with the respective symbol:



A European Green Deal



A Europe fit for the digital age



An economy that works for people



A stronger Europe in the world



Promoting our European way of life



A new push for European democracy

Furthermore, legal basis, relevant strategic objectives and added value for stakeholders situate the activity within the political, legal, and strategic framework and in relation to the operational landscape. The outputs, financial and human resources and performance indicators (PIs) provide a means to quantify and qualify the level of implementation which is monitored at various intervals throughout the year and ultimately mapped against the original planning in the Consolidated Annual Activity Report (CAAR). The Administrative Board's assessment of this final report considers both the operational and strategic achievements of the year in question.

The distinction between activities forms the basis of the Agency's activity-based planning, budgeting and reporting. Activities are presented under the strategic theme to which they contribute most but as can be expected the benefits are rarely limited to a single theme and these synergies are reflected in the activity tables with references to the other relevant themes. Together with the Agency's operational budget structure, which explicitly reflects the Commission's political and the Agency's strategic priorities (see Section II), the Agency is able to provide appropriate and meaningful reporting to its various stakeholder and governance configurations. Resources per activity are summarised in Annex II and the Draft Budget is provided in Annex III.

Beyond the operational themes that channel the Agency's contribution to the EU maritime political priorities, the annual work programme also provides information on horizontal activities. In addition to performance measurement at operational level, in the context of greater emphasis on continuous assessment of the internal control components, the Agency has developed a set of indicators with corresponding targets monitoring the performance of executive and corporate services and covering the following areas: management of operational activities, audits, human resources, legal and finance and ICT. These horizontal indicators, some of which are listed in this document under the horizontal activities at the end of this section, enhance regular internal monitoring of the Agency's performance and implementation of the work programme, and strengthen the contribution to the building blocks of assurance. Moreover, they contribute to an effective assessment of results achieved against objectives and the Administrative Board's assessment of the Consolidated Annual Activity Report which in turn feeds into the work of the discharge authority for the Agency.

Overview of EMSA activities

Activities financed by the EMSA subsidy	Project financed activities
1. Sustainability 1.1. Prevention of pollution by ships 1.2. Operational pollution response services 1.3. CleanSeaNet and RPAS for pollution monitoring	
2. Surveillance 2.1. Multipurpose Maritime Surveillance 2.2. Satellite based services and surveillance innovation	<i>COPERNICUS maritime surveillance service</i>
3. Safety & Security 3.1. Maritime safety 3.2. Human element 3.3. Accident investigation 3.4. Maritime security	<i>EQUASIS</i>
4. Simplification 4.1. SafeSeaNet 4.2. EMSWe – European maritime single window environment 4.3. LRIT – Long range identification and tracking 4.4. eCertification	
5. Digitalisation 5.1. Maritime digital services 5.1.1. Integrated Maritime Services 5.1.2. THETIS 5.1.3 Other Digital Services <i>Digital infrastructure</i> 5.2. Maritime support services 5.3. ICT operations	<i>THETIS-EU (THETIS MED, THETIS-AWF) THETIS-MRV + ETS + FuelEU CISE Transitional Phase</i>
6. Technical Assistance <i>including monitoring the implementation of EU legislation and capacity building</i> <i>Visits & inspections</i> 6.1. Classification societies 6.2. Seafarer training and certification 6.3. Visits to Member States <i>Capacity building</i> 6.4. Analytics and research 6.5. Capacity building and EMSA Academy	<i>IPA III SAFEMED V BC SEA II</i>
7. Strategic Support <i>including cooperation with other EU agencies and bodies</i> 7.1 European cooperation on coast guard functions 7.5 Communication 7.6 Missions and events 7.7 Executive and corporate services	<i>EFCA SLA FRONTEX SLA MAOC(N) Cooperation Agreement</i>

1. Sustainability

1.1 PREVENTION OF POLLUTION BY SHIPS (46000)



A European Green Deal

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)		
CA	2,016,096		
PA	2,171,821		
STAFF	6.5 AD, 0.75 AST, 0.25 CA, 1 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
	Studies	2	2
	workshops	2	2
	environmental report	n/a	1
Strategic priorities	Strategic objectives		Contributing outputs
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation		1-11
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster		2,3, 6, 7, 8, 9, 10
	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change		2, 8
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data		3, 10
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice		6,7,11
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards		5
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation		1
Outputs 2024			
1. Support the Commission in the development and implementation of relevant EU legislation in the areas of air pollution (Sox, Nox, PM), alternative emission abatement methods, anti-fouling paints, ballast water management, greenhouse gas emissions, marine litter, plastics, port reception facilities, rules on liability and compensation, ship source pollution, ship energy efficiency and carbon intensity, ship recycling, sustainable alternative fuels and technologies and cleaner power technologies and underwater radiated noise. The support entails technical notes, assisting with the drafting of IMO submissions and annual reporting obligations, assisting with the drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.			
2. Contribute to the initiatives within the framework of the European Green Deal, in particular provide technical assistance for the FuelEU Maritime Regulation, Alternative Fuel Infrastructure Regulation, and the extension of ETS to maritime transport (including the revision of the EU maritime transport MRV regulation), the Zero Pollution Action Plan and the maritime aspects of the revision of the Marine Strategy Framework Directive, and the EU Taxonomy for Sustainable Financing, as requested and relevant for the Agency's mandate.			
3. Lead the development of the necessary databases and reporting tools in support of the extension of the ETS to maritime transport and the FuelEU Maritime Regulation as well as initiate the monitoring and development of risk-based tools to facilitate their implementation and enforcement.			
4. Support the Commission at IMO (mainly at MEPC and PPR but also at other Subcommittees and Intersessional Groups as appropriate) in areas of pollution prevention and sustainability including the revised IMO Strategy on reducing GHG emissions, implementation of mid and long-term measures, energy efficiency and carbon intensity of shipping, safety, evaluation, deployment and use of sustainable alternative fuels and technologies, marine litter and underwater noise. Support the Commission in the coordination of the IMO Correspondence Group to further develop the guidelines on lifecycle GHG intensity of marine fuels (LCA guidelines).			
5. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention subject to availability of resources.			

6. Support the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.
7. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.
8. Deliver studies on synthetic fuels for shipping and on the potential of nuclear energy for shipping.
9. Support the Member States in assessing the level of underwater noise at national and regional level through the production of sound maps (NAVISON project).
10. Contribute to the identification of business requirements for the development and enhancement of tools supporting the environmental legislation, including enhancement and adaptations of existing tools and development of new tools, as well as products delivered through the Copernicus Atmospheric Monitoring Service, the development of observational satellite-based products, pollution monitoring through Satellite and RPAS.
11. Deliver EMTER 2.0 report in cooperation with the EEA.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency contributes directly to the Green Agenda both at EU and international level.

The Agency's assistance to the Commission and Member States is essential in connection to the FuelEU Maritime Regulation and the extension of the EU Emissions Trading Scheme (ETS) to maritime transport, as well as at international level in the strategy for the decarbonization of shipping.

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the protection of the marine environment and mitigation of climate change, both at EU level and in the international domain.

The Agency supports the Member States for an appropriate and uniform implementation of existing and forthcoming legislation at EU level and at the international domain thus fostering the protection of the marine environment and mitigation of climate change.

Through its continuous contribution to the ESSF and the relevant subgroups the Agency serves as a bridge between the maritime industry, regulators and enforcement authorities.

Studies commissioned by the Agency and reports published support the decision-making process for future actions to mitigate the environmental and climate impacts from the maritime industry as well as clarify uncertainty in relation to new emerging issues and the uptake of new technologies and sustainable alternative energy sources.

1.2 OPERATIONAL POLLUTION RESPONSE SERVICES (51000)



A European Green Deal

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2(b), 2.3.(b), 2.3(d) and 2.5		
CA	18,920,492		
PA	18,041,878		
STAFF	9.75 AD, 1.5 AST, 1.5 CA, 1 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
Operational Pollution Response			
Stand-by Oil Spill Response Vessel Network	number of fully equipped vessels for mechanical recovery	16	14
	number of vessels for intermediate storage	n/a	1
	number of vessels equipped for dispersant application	6	5
	number of vessels equipped with RPAS	12	12
New vessels pre-fitting	number of newly contracted vessels accepted in service	1	2
Equipment Assistance Service (EAS)	number of EAS stockpiles	5	5
	number of newly contracted EAS established	1	2
Vessel/Equipment replacement/adaptation/upgrade	number of improvement projects completed	9	5

Vessel/Equipment drills and exercises	percentage of contractual vessel quarterly drills performed	72	100%
	number of operational exercises per year	10	8
	percentage of contractual EAS Equipment Condition Tests performed	57	100%
	number of notification exercises per year	13	12
Response to requests for vessel/equipment services	percentage of vessel mobilisations within max. 24h	24h	100%
	percentage of EAS mobilisations within max. 12h	12h	100%
Dispersant stockpiles	number of stockpiles dispersant	8	8
	minimum quantity of dispersants available at any time	1580 tonnes	1580 tonnes
Performance Indicators (PI)		Result 2022	Target 2024
HNS operational support			
Response to requests for assistance to MAR-ICE	percentage of responses within 1 hr.	100%	100%
Developing datasheets	number of datasheets produced	20	20
Cooperation, coordination and information			
Coordination of the CTG MPPR rolling work programme	number of workshops, guidance documents CTG MPPR	7	3
Coordination of the CTG MPPR, PRS User Group and Inter-Secretariat meeting with Regional Agreements annual meetings	number of meetings	n/a ⁴	3
Strategic priorities	Strategic objectives	Contributing outputs	
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	21	
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	13, 16-22	
	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and offshore oil and gas installations	1-19, 22, 23, 24	
	5. Prepare for response to new, evolving and diversified environmental challenge	6, 12, 22, 23, 24	
	Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	12, 21, 22
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	14,15	
	30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	16	

⁴ The annual meetings of the CTG MPPR, PRS-User Group and Inter-Secretariat meetings with Regional Agreements are now grouped under one PI.

	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	17, 21
Knowledge hub	36. Support innovation and development of new technologies	12, 20, 22, 23
Outputs 2024		
	1. Mobilise pollution response assets and expertise in case of request for assistance by a Requesting Party and/or the Commission.	
	2. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.	
	3. Subject to the outcome in 2023 of the procurement procedure launched for the Baltic Sea, the vessel will become operational in 2024.	
	4. Retender one stand-by oil spill response service contract for the Black Sea South, taking into consideration increased risks and needs in the area, to replace the non-renewable contract ending in 2025.	
	5. Following the unsuccessful tender for the Canary Islands and Madeira in 2023, re-tender this lot in 2024.	
	6. Subject to the outcome of the procurement procedure for at-sea intermediate storage for the North and Baltic Seas, one new contracted vessel will become operational in 2024.	
	7. Renewal of the vessel availability contracts covering the Western Mediterranean and the Adriatic Sea for an additional 4-year period.	
	8. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.	
	9. Following the expected signature of the EAS contracts for the Baltic Sea and North Sea in 2023, the arrangements will become operational in 2024.	
	10. Retender the EAS contract for Southern Europe, taking into consideration increased risks and needs in the area, to replace the non-renewable contract that expire in 2025.	
	11. Manage the existing dispersant stockpiles in the Black Sea, Adriatic Sea, East and Central Mediterranean Sea, Canary Islands and Madeira, Southern Atlantic and North Sea.	
	12. Manage and enhance the detection capability for oil pollution in suitable oil spill response vessels to be equipped with light RPAS systems.	
	13. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency.	
	14. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC (DG ECHO).	
	15. Support 'hands-on' training in the use of EAS equipment for Member States' operators.	
	16. Support Member States pollution response operations through the provision of equipment and training for EFCA and Frontex multipurpose vessels, within the context of cooperation on coast guard functions.	
	17. Maintain the network of specialised chemical experts (MAR-ICE Network).	
	18. Maintain, update and improve database/datasheets of chemical substances for marine pollution response (MAR-CIS).	
	19. Maintain oil and chemical spills fate and trajectory modelling capabilities.	
	20. Develop, maintain and update marine pollution preparedness and response related information, studies, tools and reports.	
	21. Coordinate the annual, Inter-Secretariat, PRS User Group and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme. Support the Commission (DG ECHO) in the evaluation of proposals for grants and training activities under the UCPM as well as in the framework of the Regional Agreements in areas of pollution preparedness and response as requested and subject to availability of resources.	
	22. Develop a prototype for a tool to simulate the oil pollution response operations at sea.	
	23. Launch studies on the behaviour of alternative fuels to determine the adequate response strategies and means.	
	24. Start the reflection on the options available to adapt the current network of stand-by oil spill response fleet and EAS arrangements to new shipping activities and new risks, subject to availability of financial resources.	
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
Use of the Vessel Network and EAS services by EU and EFTA coastal States for oil spill and HNS response, including new type of pollutants.		
Quick mobilisation of assets to support response to accidental spills by providing access to a toolbox of pollution response services as well as at-sea intermediate storage capacity.		

Substantial synergies and optimisation when combining EMSA's state-of-the-art pollution response assets with Member States and/or EU Agencies' resources.

Enhancing operational cooperation with Member States through deployment of EMSA's assets and use of EMSA's HNS services in national/international exercises subject to budget availability.

Large economies of scale on pooling resources at European level.

Rapid and cost-free access to relevant expert information and advice (remotely and on-site) in case of maritime incidents involving chemicals.

Organise activities strengthening Member States preparedness for oil and chemical spills (workshops, studies).

Access to free software tools for oil spill contingency planning.

Access to free guidance documents and 'good practice' workshops (oil spill sampling, surveillance, HNS spill response, etc) promoting the exchange of expertise.

Information transfer between Member States pollution response authorities and industry.

Improved knowledge of risk scenarios for release of alternative fuels substances or low sulphur fuels.

Regular information sharing and exchange of good practice with and among Regional Agreements in Europe on marine pollution prevention, preparedness, detection and response.

1.3 CLEANSEANET AND RPAS FOR EMISSION MONITORING (52000)



A European Green Deal

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), 2.3 (d), 2.4 (f), 2.4(g), and 2b.1(b)		
CA	9,913,655		
PA	10,245,885		
STAFF	8.5 AD, 0.5 AST, 0.25 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
CleanSeaNet service earth observation (EO) image delivery	percentage per year EO image delivery ratio	98%	90%
CleanSeaNet Participation in oil spill response exercises	percentage CleanSeaNet response rate to requests for participation in oil spill response exercises	100%	100%
RPAS for emissions monitoring	number of deployment days per year for emissions monitoring operations	477	360
	number of RPAS deployments for emissions monitoring	n/a ⁵	3
Strategic priorities	Strategic objectives		Contributing outputs
 Surveillance	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		1, 2, 4
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation		1, 2, 4
	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations		1, 3, 4, 5
	5. Prepare for response to new, evolving and diversified environmental challenges		1, 3, 4

⁵ In 2022 and previous years this KPI was linked with service availability of RPAS systems for deployment rather than actual RPAS deployments, as this was reflecting the implementation of a new service provided by the Agency. From 2023 onwards the emphasis is on the RPAS service delivery and thus the KPI is focusing on the number of RPAS deployments.

Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 3, 4
Reliable partner	30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	1, 3
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3, 4
Outputs 2024		
1. Deliver and improving the CleanSeaNet service, which is based on satellite images and alerts to coastal States, for the monitoring of seas and detection of illegal discharges and polluting vessels.		
2. Organise meeting of the EMSA CleanSeaNet User Group.		
3. Deliver oil spill characterization and volume estimation reports based on Sentinel-2 optical images in support to oil spill emergencies and larger combatable spills.		
4. Provide on request, RPAS based services to coastal States, for the monitoring of SOx emissions by vessels.		
5. Launch new procurements for the provision of multipurpose RPAS emissions monitoring services.		
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
<p>CleanSeaNet, available to EU and EFTA coastal states, is an essential tool for widespread oil spill monitoring and polluter identification. Its primary functions include identifying ship-sourced discharges such as oil pollution, aiding in identifying potential polluters, and monitoring accidental pollution during emergencies. It offers quick access to various earth observation products like synthetic aperture radar (SAR) for routine oil spill monitoring and optical images for response operations to significant accidental spills.</p> <p>Use of the CleanSeaNet service is also offered to European Neighbourhood Policy countries through relevant projects (see section 6.6 and 6.7). CleanSeaNet products are also shared with other EU Agencies as appropriate e.g., Frontex receive the vessel detection products under the umbrella of the longstanding EMSA-Frontex Service Level Agreement. EMSA will support Member States in their activities to get acquainted with new RPAS, aerial and satellite-based technologies for national surveillance and detection needs.</p> <p>Offering significant economies of scale on satellite licence and service costs (relative to acquisition of such services at national level), CleanSeaNet images can be integrated with data from other EU information sources available at EMSA (e.g., traffic monitoring information from SafeSeaNet, satellite AIS data, weather information, etc.), making the overall information provided to Member States more valuable operationally. By centralising service delivery of EO products for Sustainability, Safety and Security (including EFCA and Frontex domains) EMSA is able to reduce the number of conflicts between the different users, gather significant knowledge on the quality of the deliverables from the different service providers and ensure harmonization of delivered services.</p> <p>EMSA will also deliver enhanced oil spill classification and quantification reports to aid the monitoring of substantial accidental spills. These reports, based on medium resolution optical sensors such as Sentinel-2, provide additional support for the activities of Member States during emergency situations.</p> <p>RPAS equipped with gas sensors will be dispatched to areas of high traffic density upon the request of Member States. Their mission is to fly in the plume of passing merchant vessels to measure the levels of SOx versus CO2, allowing the determination of whether individual vessels are using heavy fuel for propulsion beyond the EU/IMO sulphur limits, particularly the global sulphur cap. Such possible breaches prompt alerts to coastal authorities. These alerts are then made available for follow-up activities at the next port of call via the THETIS-EU system, where the measurements are recorded. Anticipating additional requests from Member States in 2024 for activities planned in 2025, preparatory actions will be undertaken, factoring in the planned expansion of SECA areas in Europe under the Smart and Sustainable Mobility Strategy.</p> <p>Significant synergies and optimization can be achieved when combining earth observation products with traditional surveillance means for pollution monitoring purposes and with new in situ surveillance capabilities such as those offered by RPAS.</p>		

2. Surveillance

2.1 MULTIPURPOSE MARITIME SURVEILLANCE RPAS (21020)



A European Green Deal



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(b), and 2b.1(b)		
CA	11,787,431		
PA	11,811,792		
STAFF	6 AD, 1.25 AST, 0.75 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
RPAS for multipurpose surveillance operations	number of RPAS deployments for multipurpose operations	n/a ⁶	5
	number of deployment days per year for multipurpose operations	828	600
Strategic priorities	Strategic objectives		Contributing outputs
Sustainability Security Surveillance	1. Support the development and implementation of relevant EU and international climate and environmental legislation		1, 3, 4, 5, 6
	13. Support proper implementation of EU and International maritime security legislation		1, 2, 4, 5, 6
	14. Provide further information services to protect the EU merchant fleet worldwide		1, 2, 4, 5, 6
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		1, 3, 4
	25. Support Search & Rescue efforts of Member States		1, 4, 5
Reliable partner	30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions		1, 2, 3
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU		1, 2, 3
Knowledge hub	36. Support innovation and development of new technologies		1, 4, 6
Outputs 2024			
1. Provide improved Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including satellite communications capacities, building up a more permanent capacity for RPAS based surveillance in maritime areas of interest.			
2. Provide RPAS and SATCOM services to one EFCA vessel in support to EFCA's Joint Deployment Plans.			
3. Organize the yearly EMSA RPAS User Group meeting and promoting exchange of best practices between RPAS services users and EU Agencies (EFCA, Frontex, EASA, ESA).			
4. Support RPAS services with satellite communication allowing for real-time maritime information transmission.			
5. Provide traffic monitoring and surveillance services upon request for safety, security and sustainability related purposes.			
6. Launch new procurements for the provision of multipurpose RPAS Services.			

⁶ In 2022 and previous years this KPI was linked with service availability of RPAS systems for deployment rather than actual RPAS deployments, as this was reflecting the implementation of a new service provided by the Agency. From 2023 onwards the emphasis is on the RPAS service delivery and thus the KPI is focusing on RPAS deployments.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA plans to reinforce the regional perspective of RPAS operations, aiming for extended duration deployments with increased user participation from both Member States' national administrations and EU Agencies. This approach will enhance overall surveillance coverage and foster cooperation among Member States.

Users will enjoy the benefits of longer deployments within a regional or sea basin approach, where a single RPAS can cover the surveillance needs of several neighbouring coastal States, contingent on the availability of multiple Permits to Fly from national aviation authorities and EASA. This integration allows both EU and National authorities to leverage this innovative technology within their maritime surveillance procedures, enhancing the overall surveillance coverage and fostering inter-state cooperation.

The establishment of more quasi permanent capacities in specific regions will facilitate further integration of this surveillance capability into coastal Member States' operational procedures. This will enable the development of operational protocols for using these RPAS services in emergency response scenarios, such as pollution response or search and rescue operations.

Furthermore, EMSA will continue to create a feedback loop with Member States, offering them an opportunity to share their experiences, identify, develop, and implement 'best practices' for RPAS operations throughout the deployments and via the EMSA RPAS User Group.

2.2 SATELLITE BASED SERVICES AND SURVEILLANCE INNOVATION (21060)



A European Green Deal



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(c), 2.3(b), 2.3 (d), 2.4(a), 2.4(b), and 2b1(b)		
CA	3,639,345		
PA	3,637,655		
STAFF	4.25 AD, 0.25 AST		
Performance Indicators (PI)		Result 2022	Target 2024
SAT-AIS	Global data stream availability	100%	99%
Maritime Emergencies	Percentage earth observation services response rate to maritime emergency requests	n/a	100%
Assess new technologies	Number of implemented activities including: <ul style="list-style-type: none"> - Preliminary market consultations - Pre-operational qualification exercises - Integration of new surveillance capabilities 	n/a	2
Strategic priorities	Strategic objectives		Contributing outputs
 Surveillance	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations		1, 3, 4, 5, 6, 8, 9, 10
 Sustainability	5. Prepare for response to new, evolving and diversified environmental challenges		3, 4, 5, 6, 7, 8, 9
	14. Provide further information services to protect the EU merchant fleet worldwide		1, 3, 6
Service provider	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation		3, 5, 10
Reliable partner	25. Support Search & Rescue efforts of Member States		1, 3, 4, 5, 6, 8, 9
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability		1, 2, 6
EMSA as knowledge hub	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice		5, 6, 7, 8, 9

	36. Support innovation and development of new technologies	3, 4, 5, 6, 7, 8, 9, 10
Outputs 2024		
<ol style="list-style-type: none"> 1. Global SAT-AIS feeds will continue to be contracted by the Agency to support the monitoring of vessels worldwide and allow for identification of vessels reporting in combination with the Earth observation services. 2. Hosting and chairing of the EU SAT-AIS Collaborative Forum at least once per year. 3. Earth Observation Services support to maritime emergencies, in the context of EMSA's Contingency Plan. 4. Implement market research activities, including proofs of concept, concerning new satellite constellations and new earth observation sensors and organize the transition of these new capabilities to operations to expand the existing portfolio. 5. Work closely with ESA in the definition of maritime related requirements linked with the evolution of EMSA's earth observation services, particularly in what concerns the Sentinels operations and radiofrequency detection activities. 6. Work closely with ESA concerning maritime surveillance requirements for RPAS, satellite communications and HAPS, and in identifying where possibly ESA and EMSA could further intensify their cooperation on space-based solutions and other innovative technologies. 7. Continue the development of artificial intelligence algorithms for earth observation services. 8. Provide input and support to the definition process of a new governmental satellite communication service (GovSATCOM). 9. Evaluate the operational added value of new RPAS platforms and sensor payloads with the aim to expand the existing RPAS portfolio and deploy new and enhanced capabilities to users. 10. Continue the dialogue with EU national administrations with a Satellite-AIS programme or interest in the development of a Satellite-AIS capacity or the VHF Data Exchange System (VDES) capability for non-commercial purposes and explore if new streams of national satellite AIS and VDES data can be channelled to EMSA users. 		
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
<p>Global SAT-AIS supports the enhanced monitoring of vessels worldwide in almost real time, allowing the identification of reporting vessels and, when in combination with Earth Observation services enable the identification of non-reporting vessels.</p> <p>Member States can activate EMSA's contingency plan and request earth observation products in support to a wide range of maritime emergencies at sea, including large accidental oil spills and search and rescue cases.</p> <p>Together with ESA, EMSA will continue to explore the usability of new sensors in order to improve the surveillance and emission monitoring capabilities, but also to explore new data products observed from RPAS, HAPS and satellites.</p> <p>Further expansion of the existing satellite portfolio will enable the Agency to increase its monitoring capabilities as well as to address new use cases (e.g., rapid tasking to support emergencies, thermal sensors, etc.).</p> <p>EMSA will expand the use of innovative artificial intelligence algorithms to analyse a wide range of datasets to extract maritime relevant elements (e.g., activity detection, feature detection, etc.) and automate alerting systems. These activities benefit all existing user communities of earth observation information, increasing the performance, reliability, and quality of the delivered products.</p> <p>EMSA will support Member States in their activities to get acquainted with new RPAS, aerial and satellite-based technologies for national surveillance and detection needs.</p>		

2.3 COPERNICUS MARITIME SURVEILLANCE SERVICE (75000) – PROJECT FINANCED ACTIVITY



A European Green Deal



A Europe fit for the digital age

Project Title	COPERNICUS		
Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c);		
Funding source	EC, DG-DEFIS		
Time frame / envelope	2021-2027 / 73,000,000 €		
Expenditure 2024	11,864,888 €		
Project financed staff	6 CA FGVI, 1 CA FGIII		
Performance Indicators (PI)		Result 2022	Target 2024
Copernicus Maritime Surveillance service earth observation (EO) image delivery	percentage per year EO image delivery ratio	95%	90%
Number of user organisations registered	number of Member States national administrations, EU institutions and international organisations using the service	60	65
Strategic priorities	Strategic objectives	Contributing outputs	
Sustainability	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations	1.5	
	14. Provide further information services to protect the EU merchant fleet worldwide	1.2, 1.3	
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1	
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 4	
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	2, 3, 4	
Security	25. Support Search & Rescue efforts of Member States	1.2	
	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	1,5 1 (1.2)	
Surveillance	32. Seek synergies with complementary EU bodies and communities to add more value for the EU		
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1	
Reliable partner	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1 (1.2, 1.6)	
Service provider	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 4	
International reference	36. Support innovation and development of new technologies	1, 2, 3, 4,5	
EMSA as knowledge hub			

Outputs 2024

1. Provision of CMS services to the six functions areas as defined in the Annual Implementation Plan.
 - 1.1. Fisheries control: completing the integrated maritime picture through wide area surveillance using synthetic aperture radar (SAR) imagery; providing vessel detection services using correlation algorithms for the identification of potential inspection targets; provision of high-resolution SAR and optical imagery in support of specific operations. EFCA coordinates requests from Member States concerning fisheries control activities.
 - 1.2. Maritime safety: tracking objects at sea; vessel locating and identifying.
 - 1.3. Maritime Security: routine analysis of EO products enhancing the maritime picture for anti-piracy and maritime security purposes, particularly in hotspot areas for piracy and armed robbery or where vessel reporting information is scarce.
 - 1.4. Customs: detection of potentially suspicious vessels involved in trafficking or smuggling of goods; monitoring of ship-to-ship transfers; early warning and identification of criminal trafficking and smuggling.
 - 1.5. Law enforcement: the detection and tracking of suspicious targets; monitoring of shorelines; identification of vessels carrying out suspicious activities. Law enforcement may also include environmental compliance related activities.
 - 1.6. Marine Pollution monitoring: detection and tracking of illegal ship-source pollution; identification of possible polluters by combining information on oil spill detections with information on vessel positions and routes; monitoring the extent and spread of oil over time following a large-scale accident.
 - 1.7. International cooperation in the maritime surveillance domain: wide area surveillance with vessel detection and correlation of reporting and non-reporting vessels; high resolution imagery to provide detailed information on specific vessels and activities for intelligence-led operations; monitoring of shoreline activities.
2. Increase in the number of organisations served by CMS.
3. Organising the CMS annual user group meeting and promote exchange of best practices.
4. Delivery of planned training, communication, and user uptake activities.
5. Establish further links with R&D projects in the scope of CMS activities.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Rapid access to a wide range of earth observation products, including synthetic aperture radar (SAR) and optical images, and value-added products such as vessel and oil spill detection.

Availability of earth observation based maritime surveillance services to a wide range of functions at sea, including: maritime safety, maritime security, fisheries control, law enforcement, customs and marine pollution monitoring.

Significant synergies and optimization when combining earth observation products with traditional surveillance means.

Significant economies of scale on licence costs and service costs (relative to acquisition of such services at national level).

By centralising service delivery of EO products, EMSA is able to reduce the number of conflicts between the different users, gather significant knowledge on the quality of the deliverables from the different service providers and ensure harmonization of delivered services.

EO services can be integrated with data from other EU information sources available at EMSA (e.g., traffic monitoring information, satellite AIS data, weather information, etc), making the overall information provided to Member States more valuable operationally.

Links with Copernicus R&D projects in the scope of Copernicus Strategic Research Agenda (SRA) may generate operational benefits not only to CMS but to all of EMSA Earth Observation Services.

3. Safety & Security

3.1 MARITIME SAFETY (44000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c), 2.4(d) and 2.4(h)		
CA	4,724,227		
PA	4,449,227		
STAFF	12.25 AD, 1.25 AST, 2 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
EMSA Technical Secretariat MarED. Organisation of meetings	number of meetings per year	n/a	1
Annual update of MED Implementing Regulation	number of draft IR provided to the Commission	n/a	1
IMO Meetings Participation and Contribution	Number of meetings	n/a	4
Passenger Ship Safety Expert Sub-Group Meeting Participation and Contribution	Number of meetings	n/a	3
Safety studies and guidance	number of products published	n/a	2
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	10. Explore further work on safety standards for vessels not covered by relevant international conventions	1, 2, 3, 4, 5, 6	
	11. Become the technical facilitator in relation to autonomous ships	3, 4	
	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18,	
	7. Support maritime administrations in their Flag State implementation effort	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18	
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher	3, 4	
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	2	
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, ,14, 15, 16, 17, 18	
Outputs 2024			
<ol style="list-style-type: none"> Assistance upon request to the Commission in the legislative processes to revise and implement the PSC Directive 2009/16/EC and the Flag State Directive 2009/21/EC, following the legislative proposals by the Commission tabled in 2023. Participation and active contribution to the meetings and working groups of the Paris MoU, on behalf of the Commission. Coordinate the IMO Correspondence Group on Port State Control. Provide technical support regarding implementation and developments on Maritime Autonomous Surface Ships (MASS), passenger ship safety, fire safety, life-saving appliances, steering and manoeuvrability standards, safe loading 			

and unloading of bulk carriers, places of refuge and the ISM code at EU and IMO level. Support the Commission in the organisation of the Tabletop Exercise for Places of Refuge.

4. Ensure that the EMSA studies CARGOSAFE, STEERSAFE and RBAT (risk-based assessment tool-MASS) have an appropriate follow-up including, where appropriate, dissemination sessions by the Commission, technical input to EU expert groups and, where appropriate, IMO committees and where needed a follow-on study.
5. Facilitate and provide technical assistance in the development and implementation of passenger ship safety legislation or guidelines including technical assessment of notified exemptions and derogations and implementation of the new Annex to Directive 2009/45/EC.EMSA to develop the necessary database for recording national exemptions as part of the implementation of the passenger ship safety legislation. As the LASH FIRE deliverables and other projects become available, contribute to the IMO work on this topic and assess whether the review of the existing high-level guidance on the carriage of AFVs on board ships is needed. If requested by the Commission, follow-up the small passenger ship study and further develop the potential harmonised standards for passenger ships below 24m in length.
6. Support the Commission in the EU fishing ship (Directive 97/70/EC) safety evaluation and organise, if possible, a workshop on fishing vessels safety.
7. Follow-up and coordinate safety issues related to new types of fuel or electricity storage onboard, like ammonia, hydrogen, biofuels and onshore power supply (cold ironing). Continue with the series of safety studies to follow up the HAZID recommendations of the studies on Alternative Fuels.
8. Finalise the guidance on the safe bunkering of biofuels.
9. Continue the work to update the Maritime Safety Report in view of its publication in 2025.
10. Coordinate the update to the list of standards for marine equipment which is subject to Flag State approval.
11. Business management of the EMSA MED Portal and propose functionalities upgrades. Management of the technical secretariat of the MarED group of Notified Bodies. Provide technical advice to Commission and Member States on MED issues.
12. Technical review of safeguard clause cases submitted under the Marine Equipment Directive.
13. Management of the alert system foreseen by the MRA signed between the EU and the USA and providing the Commission with a revised list of marine equipment and associated legislative, regulatory and administrative provisions that the EU and the USA may determine to be equivalent.
14. Finalise the pilot risk-based assessment tool (RBAT) for MASS and organise familiarisation sessions.
15. Provide technical input for the EU coordination process of IMO meetings and participate in IMO MSC meetings and to its Sub- Committees such as SDC, SSE, MSC, CCC, NCSR, and III and the associated correspondence groups, where safety topics are being discussed (see point 5).
16. Provide support to the Commission and the EU MS for the development of the EU guidelines on Passenger Ship Safety referring to the implementation of the Directive 2009/45/EC establishing the standards for passenger ships engaged on domestic voyages.
17. Launch a study on the safe evacuation of large passenger ships and support the development of a more harmonised regulatory regime for alternative/mass evacuation systems for large passenger ships providing support to the Commission and the EU Member States in this field.

EQUASIS (76000) – PROJECT FINANCED ACTIVITY

Project Title	Equasis
Funding source	<i>Equasis Member States</i>
Time frame	<i>Ongoing</i>
Expenditure 2024	<i>450,000 €</i>
Project financed staff	<i>No project-financed staff</i>

Performance Indicators (PI)		Result 2022	Target 2024
EQUASIS	percentage per year availability	99.88%	99.5%
	number of users per month	35459	32000

Outputs 2024

18. The Agency will continue to host the Management Unit of Equasis, thus addressing its day-to-day operation, liaising with the Technical Unit (hosted by the French administration), assessing the applications of potential data providers, preparing documentation and relevant meetings of the Editorial Board and the Supervisory Committee, monitoring the projects budget and publishing the annual statistical report on the world merchant fleet in Equasis. Furthermore, it will finalise the enhancement/revamping of the statistical analysis and the features provided by the system to the users.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency will further address safety concerns and challenges which came out of the first European Maritime Safety Report (EMSAFE) published in 2022.

EMSA contributes to the safety of ships and marine equipment at European level by supporting the implementation, update and development of appropriate and harmonised safety standards required by legislation. One of the main benefits for stakeholders is that EMSA is very well positioned to bring together technical expertise from the EU Member States and industry so that each safety issue is considered from different perspectives, so enriching the outcome and making it more robust. This is particularly visible in the EU contribution to the IMO where EMSA analyses the relevant submissions and provide a technical assessment to facilitate the coordination of the EU contribution to the IMO and ensure that an appropriate level of safety is maintained. In addition, EMSA at its own initiative, based on identified safety issues from technical reports like the EMSAFE or the Annual Overview of Marine Casualties and Incidents, raises subjects coming from lessons learnt from accidents, like on container ships, or in need of an appropriate harmonisation or update at international level, such as the carriage of AFV on board ships. This also contributes to the functioning of the internal market by assessing individual safety problems and market distortions due to differences in application of safety standards.

EMSA provides a platform where all stakeholders contribute to the implementation of the relevant legislation and harmonisation of standards in the EU. Studies commissioned by the Agency support the decision-making process for future actions in maritime safety as well as clarify uncertainties in relation to new technologies. Particular attention will be paid to the safety aspects of innovative developments that are taking place in the maritime field: autonomous ships (MASS) and cleaner propulsion methods, Onshore Power Supply, battery systems for propulsion and power supply onboard ships. In this regard, EMSA will offer a pilot risk-based assessment tool targeted to support Member States administrations to deal with MASS in close cooperation with the relevant authorities and stakeholders. As for the use of cleaner technologies on board ships, EMSA has been requested to coordinate the technical work to address the safety challenges of battery systems for propulsion and power supply onboard ships, transport of Alternative Fuelled Vehicles, especially electrical vehicles, and shore-side electricity and has developed guidance on all these topics. In addition, EMSA will continue contributing to the analysis of the safety implications of the use of cleaner fuels and propose, where appropriate, control options to be implemented.

Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and the Commission and the Member States in relation to its implementation as concerns Marine Equipment and ship safety standards. For example, EMSA assists with the preparation, from the technical point of view, of amendments to passenger ship safety legislation, assessment of exemptions and development of harmonised guidelines. Finally, EMSA also follows the new developments and technologies through its participation in advisory boards of EU-funded research projects.

The work of EMSA in relation to Marine Equipment and ship safety standards and supporting the enhancement of the overall level of safety in the EU is constantly increasing. In addition to the traditional tasks, which are well acknowledged by the stakeholders for their quality, like the annual update of the standards applicable to the Marine Equipment Directive or the review of safeguard clause cases, EMSA will continue to act as the technical secretariat of the MarED group of Notified Bodies and will manage and enhance the MED Portal which contains all the products certified under this Directive. This Portal also includes the capability to implement the new electronic tag (e-tag), which might be replaced in the mid-term by a digital passport, and a mobile application with the possibility to scan e-tags. Also in the MED, EMSA supports technically the Commission in the management of the Mutual Recognition Agreement with the USA.

Regardless of the safety legislation, accidents still happen, and a safety net is needed. EMSA's technical support to the scenarios used for tabletop exercises on places of refuge contributes to strengthening this safety net.

EMSA supports with its expertise and experience certain improvements in the relevant legislation as well as the proper implementation of Port State Control within the EU, thus contributing to the elimination of sub-standard ships and fostering adequate safety and environmental protection standards for the ships coming to EU ports, as well as aiming at a level playing field through harmonisation of standards and procedures.

The support provided within the context of Paris MoU also helps to bridge the gap between the EU and non-EU States. The coordination of the IMO Correspondence Group on Port State Control facilitates the harmonisation of procedures at international level, so facilitating the operation of EU ships globally.

3.2 HUMAN ELEMENT (36000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(e) and 2.4(h)		
CA	553,090		
PA	553,090		
STAFF	1.75 AD		
Performance Indicators (PI)		Result 2022	Target 2024
Human element	STCW Statistical Review	1	1

	Workshops	n/a	2
Strategic priorities	Strategic objectives		Contributing outputs
 Safety	12. Enhance role in relation to the human component of shipping		1, 2, 3, 4, 5, 6
Outputs 2024			
1. Publish the annual STCW statistical review.			
2. Workshop to support the comprehensive review of the STCW Convention and Code.			
3. Contribute to submissions related to the comprehensive review of the STCW Convention and Code.			
4. Support the Commission and the Member States in relation to Human Element issues.			
5. Cooperate with the Commission, IMO and ILO to foster the implementation of the MLC Convention.			
6. Study on identification of specific requirements for seafarer training for ships using alternative fuels.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
The review of STCW which will help to protect seafarers and ensure full consideration of the new challenges that the human element is facing on board of ships.			
The results of the MASS study (concluded in 2023) and the study related to alternative fuels may be considered during the comprehensive review of the STCW Convention and Code.			

3.3 ACCIDENT INVESTIGATION (42000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)		
CA	1,252,482		
PA	1,325,983		
STAFF	2.75 AD, 1 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
Number of EMCIP meetings per year	number of meetings per year	2	2
PCF meetings	number of meetings per year	1	1
Annual Overview of Marine Casualties and Incidents	one publication per year	1	1
Underwater survey services based on ROVs	percentage of response to Member State requests	n/a	100%
Strategic priorities	Strategic objectives		Contributing outputs
	7. Support maritime administrations in their Flag State implementation effort		7
	10. Explore further work on safety standards for vessels not covered by relevant international conventions		6
	12. Enhance role in relation to the human component of shipping		5
	6. Lead expertise and support the development, implementation and enforcement of safety standards		2, 5
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher		5



Safety

Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	3, 4, 6
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 5
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	3, 4, 6
Outputs 2024		
<ol style="list-style-type: none"> 1. Assist the Commission in the revision and implementation of the Accident Investigation legislation. 2. Provide the Secretariat of the Permanent Co-operation Framework. 3. Business management of the EMCIP system and all its functionalities including enhancement actions. 4. Coordinate activities related to EMCIP users on AI matters such as user group meetings and governance. 5. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission. 6. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States. 7. Provide underwater survey services based on ROV's to the Accident Investigative Bodies (AIB's) and other Authorities, on request of Member States, to support safety investigations related to very serious and serious casualties. 		
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
<p>Through the gained experience and knowhow, the Agency supports the Commission for any initiative related to the improvement of the relevant legislative framework and its implementation as concerns Accident Investigation.</p> <p>The work of EMSA in relation to Accident Investigation contributes to sharing of best practices and lessons learnt, contributes to the harmonised reporting of accidents by the EU AIB's with the ultimate aim to increase the overall level of ship safety in the EU.</p> <p>Underwater sensor capabilities will be exploited as a useful tool for Accident Investigation bodies to collect more evidence in case of a sunken ship.</p>		

3.4 MARITIME SECURITY (34000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)		
CA	1,452,477		
PA	1,452,477		
STAFF	4.5 AD, 1 AST, 1 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
Inspections	number of individual missions per year ⁷	23 ⁸	29 ⁹
Reports	percentage of inspection reports concluded within the deadline agreed with the Commission	100%	95%
Strategic priorities	Strategic objectives	Contributing outputs	
 Security	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4, 5, 6	
	15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster	5, 6	

⁷ This figure reflects a mission carried out by one staff member. More staff members may be needed to cover a mission, in those cases each staff member will be counted.

⁸ The inspection schedule was reduced by the Commission.

⁹ The final number of missions will depend on the number of Commission and EFTA Surveillance Authority requests to EMSA for Marsec inspections.

Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4
Outputs 2024		
1. Security Inspection missions to EU Member States, according to the Commission's annual plan.		
2. Individual security inspection missions to Norway and Iceland, according to the annual plan of the EFTA Surveillance Authority.		
3. Upon request of the Commission, contribute to the updating and enhancement of the procedures for performing maritime security inspections.		
4. Upon request of the Commission, provide assistance on the follow-up of the deficiencies identified during inspections.		
5. Contribute to European inter-agency co-operation on cybersecurity issues in the maritime transport sector, notably through participation in various technical fora and expert groups.		
6. Provide support to Commission and the Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on security and cybersecurity for the maritime cluster.		
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
<p>Based on its Founding Regulation and the Regulation 324/2008 on maritime security inspections and within the framework of the two working arrangements, EMSA provides technical support to the Commission and EFTA Surveillance Authority to carry out inspections in the Member States/EFTA countries regarding the implementation and enforcement of the EU maritime security legislation and to identify any change that may be needed in order to improve the overall level of maritime security.</p> <p>The provision of technical assistance enables the Commission and the EFTA Surveillance Authority to assess and verify independently the implementation and enforcement of EU maritime security legislation in the visited Member States and identify any changes that may be needed in the conduct of the Commission inspections in order to improve the overall level of maritime security.</p> <p>EMSA also provides valuable technical support in the implementation of the of EU and International maritime security legislation to Commission and the Member States by participating in the MARSEC (Maritime Security) Committee and the Stakeholders' Advisory Group on Maritime Security chaired by the Commission. The Agency notably contributes on specific agenda issues of interest to the Member States (e.g., cybersecurity).</p> <p>Additionally, EMSA assists the Commission in the process of accreditation for national security inspectors in the framework of the implementation of Regulation (EC) No 725/2004. EMSA also provides assistance to the Member States maintaining the reporting module in THETIS-EU to assist the Member States in the voluntary recording and reporting of maritime security inspections by Duly Authorised Officers.</p> <p>The provision of technical and cooperation support to Member States facilitates a better understanding of the cyber threats and cyberattacks aimed at disrupting the EU maritime domain. EMSA will be active in enhancing maritime cyber security awareness and information exchange. On the basis of the gap analysis undertaken, the Agency will further assess whether more guidance to Member States is needed addressing cyber security challenges.</p> <p>Based on its 5-year strategy and following the establishment of a dedicated Task Force, EMSA supports Commission and the Member States to facilitate a better understanding of the cyber threats and cyberattacks aimed at disrupting the EU maritime domain. EMSA will keep on enhancing maritime cybersecurity awareness and information exchange, notably through engagement with the main stakeholders (e.g., ENISA) to provide the Commission and Member States with technical support to better address maritime cyber risks.</p>		

4. Simplification

4.1 SAFESEANET (21030)



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2. (c), 2.3(a), 2.3(b), 2.4(a), 2.4(b), 2.4(h) and 2.4(i)		
CA	2,180,938		
PA	2,575,284		
STAFF	4.5 AD, 2.75 AST, 0.25 CA		
Performance Indicators (PI)		Result 2022	Target 2024
SafeSeaNet system: Service Operation	percentage per year availability of central SafeSeaNet system	99.64%	99%
	hours maximum continuous downtime of central SafeSeaNet system	07h:35min	max 12h
SafeSeaNet system: Reporting Performance	percentage of notifications processed in time in accordance with SafeSeaNet IFCD ¹⁰ requirements	100%	99%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	100%	99%
Strategic priorities	Strategic objectives	Contributing outputs	
 Security	13. Support proper implementation of EU and International maritime security legislation	1	
	16. Develop robust solutions to protect its maritime applications and information services	4	
 Simplification	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5, 7	
	 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 5, 7
22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission		7	
25. Support Search & Rescue efforts of Member States		1	
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	5	
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 6	
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1	
	36. Support innovation and development of new technologies	6, 7	
Outputs 2024			
1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring and surveillance.			
2. Host and manage the 'SSN User Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).			
3. Provide support to Member States regarding compatibility of national systems with SafeSeaNet and potential improvements on data quality and provide training on SafeSeaNet as part of EMSA's capacity building services.			
4. The SafeSeaNet Ecosystem Central Databases will be operational and available to use in national systems and EMSA maritime applications.			

¹⁰ System availability requirements as agreed with Member States are defined in the Interface and Functionalities Control Document (IFCD).

5. Deliver and upgrade data consolidation and analysis services including long term data archive, traffic density maps and other data services.
6. Continue the development of SafeSeaNet to support the EMSWe Regulation (EU) 2019/1239.
7. Deliver and upgrade facilitation services to Member States for ship-to-shore reporting and improving the interoperability of existing systems (e.g., SSN, Member States' and Coastal Stations' systems such as the Integrated Report Distribution (IRD)) including Phase 2B of the technical assistance to the Maritime Safety Permanent Transnational Network (MSPTN).

Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS

Considering that the quality of SSN information is a cornerstone for most of the maritime digital services EMSA offers to the Member States and other EU bodies, the Agency will continue to support Member States in the implementation of their national SSN systems (through the commissioning tests) and monitor the quality of the information exchanged via SSN. Support the implementation and testing of SSN V.5 by all Member States will be the focus for 2024.

The creation of a long-term archive of SSN data will provide extended analysis capabilities for monitoring SSN data quality and for deriving additional business intelligence by combining the dataset with other EMSA datasets using complex data analysis techniques (e.g., big data analytics, or machine learning algorithms). This data archive shall use cloud-based solutions to leverage on big data technologies allowing Member States and EMSA to perform data analysis with flexibility.

SafeSeaNet will be further upgraded to offer facilitation services to coastal stations for ship-to-shore reporting. Such developments will aim at simplifying the fulfilment of reporting obligations by reusing information already reported and applying the 'once only' principle, consolidating the role of SafeSeaNet as exchange platform for maritime information.

Following the request of the Maritime Safety Permanent Transnational Network (MSPTN) (framework for the continuation of the joint efforts initially taken by the EUREKA Consortium) and the approval of the EMSA Administrative Board, EMSA will continue to provide technical assistance for modernising the IMO adopted Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP). This includes further integration of their VTS systems with EMSA's Integrated Report Distribution (IRD) SafeSeaNet service as well as work on operational procedures and preparation of amendments to IMO resolution establishing ADRIREP SRS.

EMSA will continue to promote the use of modern technologies for ship reporting by organising operational tests with coastal stations and the shipping industry (shipping companies, ship operators). These operational tests will be used to verify the quality, availability and reliability of the technical solution. The feedback from the end users will be used to improve or adjust the solution. In the years to come a harmonised approach to ship reporting in the EU with a single graphical user interface for ships willing to electronically submit reports to MRS/VTS systems could be achieved. At the request of the Member States, EMSA and the Commission should facilitate and coordinate proposals from EU Member States to amend existing IMO Resolutions establishing the MRS systems.

The technical specifications for the further development of SSN in support to the EMSWe Regulation will allow the interoperability of national SSN systems and MNSWs. Following the approval of the technical requirements, the development of central SSN version 6 and the interface with the national SSN versions 6 systems will be initiated in 2024.

Following the results of an architecture study, and in view of the expected increase of information and transactions to be handled by SSN due to the EMSWe Regulation, plans for moving SSN version 6 services to a hybrid distributed architecture will be elaborated in collaboration with the stakeholders. The new approach will secure data exchanges, increase the availability of the systems and maintainability, as well as better performance of the system (since it would not depend on one single central node for data exchange). In addition, it will guarantee the non-repudiation and integrity of data.

The central reference databases will allow Member States' authorities, EU bodies and other user communities of EMSA maritime applications to share consistent and harmonised reference information on Member States' organisations, port facilities, geographical locations, ship identification information, particulars and certificates. The Central Ship Database will continue to expand to broader ship reference data on e.g., ship certificates and other types of ships. It will serve as reference for the maritime services offered by the Agency.

Further development of the Traffic Density Map service and other data consolidation services will provide extended analysis of ship movements and routes allowing for the identification of trends and risks and supporting the implementation of existing and future EU environmental policies.

Following the outcome of the study in 2023, EMSA will continue to co-operate with EUROSTAT on the usage of SSN data (plus other EMSA data such as detected port calls) to produce the so-called 'early statistical indicators' used by ESTAT. Subject to further discussions, EMSA and EUROSTAT will draft in 2024 a cooperation agreement defining the type of support and services EMSA will provide to EUROSTAT to facilitate the production of relevant maritime statistical information.

4.2 EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT (21040)



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)	
CA	1,010,307	
PA	1,042,438	
STAFF	2.5 AD, 0.25 AST, 0.25 CA	
Performance Indicators (PI)		
SafeSeaNet system data exchange in support of the Reporting Formalities Directive (2010/65/EU)	The information exchange requirements of the Reporting Formalities Directive are integrated in the SafeSeaNet services, and therefore covered by the SafeSeaNet indicators.	
Strategic priorities	Strategic objectives	Contributing outputs
 Simplification	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5, 6
	18. Support further simplification, harmonisation and rationalisation of reporting formalities	1, 2, 3, 4, 5, 6
	19. Support the transition of the EU maritime sector to a paperless environment including eCertificates	1, 2, 3, 4, 5
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 3, 4, 6
	Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2, 3, 4, 5
Outputs 2024		
1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, including by others, the maintenance of the EMSWe Data Set and of the Message Implementation Guide, together with the templates of harmonised digital spreadsheets, and the definition of the data to be exchanged via SafeSeaNet.		
2. Assist the Commission during the development and business validation of the different components of the EMSWe, such as the Reporting Interface Module (RIM) and the User Registry and Access Management System (URAM), in view of the operational phase starting in 2025.		
3. Assist Member States in the implementation of the EMSWe Regulation, including organisation of workshops, trainings and provision of technical assistance on the request of the Member States.		
4. Deliver SafeSeaNet services to exchange information between National Single Windows as required by the Directive 2010/65/EU and elaborate the technical specifications for the exchanges of EMSWe information required by the EMSWe Regulation (EU) 2019/1239.		
5. Under the guidance of the Commission initiate the discussions for the implementation of the Ship Sanitation database (SSDB).		

EMSWe project (79011) – PROJECT FINANCED ACTIVITY

Project Title Support in the implementation of the EMSWe Regulation

Funding source European Commission, DG MOVE

Time frame / envelope 48 months as from 21/06/2023 / 800,000 €

Expenditure 2024 450,000 € expected

Project financed staff No project-financed staff

6. Finalise the development of the EMSWe Ship Database, the Common Hazmat Database and the Common Location Database, and perform commissioning tests of the Maritime National Single Windows' interfaces with such databases.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency will continue to assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239 and in implementing measures to further achieve simplification, harmonisation and rationalisation of reporting formalities.

The Agency will further elaborate and maintain the reference EMSWe data set (Delegated Regulation (EU) 2023/205), Message Implementation Guide (which defines harmonised message specifications for B2G formalities and G2B responses) and harmonised spreadsheets. This reference documentation of the EMSWe will aim at a harmonised development of Member States' Maritime National Single Windows and at facilitating the fulfilment of reporting obligations by ship operators in all ports of the Union through harmonised digital reporting interfaces. For this activity, the Agency will work in collaboration with experts from the Member States authorities, shipping industry associations and relevant DGs of the Commission such as DG MOVE and DG TAXUD.

The Agency will finalise the development of the EMSWe ship database and common location and hazmat databases as defined in the Implementing Regulation (EU) 2023/204 and will perform commissioning tests of the Maritime National Single Windows' interfaces with the databases to ensure that all Member States have access to the common reference data. The Agency will as well provide its support to the Commission during the development and business validation of the IT components of the EMSWe, to the extent of the available resources. The Agency will support the Commission in the elaboration of the technical specifications of the EMSWe Common Ship Sanitation Database.

Under the guidance of the Commission, the Agency will discuss about the implementation of the Ship Sanitation database (SSDB). EMSA will assess if the already existing database that was set up in the context of EU Healthy Gateways (a joint action between the Commission and Member States) can be reused (fully or partially) for the purposes of the EMSWe or a new database needs to be developed.

Following the identification of the EMSWe information to be exchanged via SafeSeaNet, the Agency will elaborate the technical specifications of the necessary data exchanges and upgrade of the SafeSeaNet version 6 in collaboration with the SSN Group for their approval by the HLSSG.

The Agency will share best practices with Member States and provide technical assistance to Member States (including training) who may request assistance in upgrading their MNSWs to comply with the EMSWe specifications.

The Agency will contribute to the maintenance of the IMO compendium on facilitation and electronic business which aims at defining a harmonised dataset and message structures for maritime single windows. The Agency will participate to the IMO Expert Group on Data Harmonization (EGDH) for this purpose.

4.3 LONG RANGE IDENTIFICATION AND TRACKING (LRIT) (22000)



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.4 (a) and 2.4(h) 2017/210		
CA	2,647,725		
PA	2,637,494		
STAFF	2 AD, 1.5 AST, 0.25 CA		
Performance Indicators (PI)		Result 2022	Target 2024
EU LRIT DATA CENTRE			
System operational	percentage per year availability	99.88%	99%
	hours maximum continuous downtime	1h35m	max 4h
EU CDC reporting performance	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99.40%	99%
Web user interface	percentage per year availability to users through UWI	99.80%	99%
LRIT-IDE			
LRIT-IDE System operational	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.90%	99.9%

	hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	6h30min ¹¹	max 4h
Strategic priorities	Strategic objectives	Contributing outputs	
	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4, 5, 6	
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 2, 3, 4, 5, 6	
	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 4, 5, 6	
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 3, 4, 5, 6	
	25. Support Search & Rescue efforts of Member States	1, 2, 3, 4, 5, 6	
Outputs 2024			
1. Continued operations and ongoing maintenance of the LRIT IDE, the EU LRIT CDC, and the EU LRIT Ship DB.			
2. Perform necessary technological upgrade of the EU LRIT CDC as well as upgrades requested by EU LRIT CDC Participating Countries, IMO and IMSO.			
3. Perform necessary upgrading of the LRIT IDE, as requested by IMO and IMSO.			
4. Support EU LRIT CDC Participating Countries for use of the EU LRIT CDC and EU LRIT Ship DB.			
5. Support LRIT DCs Operators during testing activities for integration in the LRIT system.			
6. Participate and contribute to the LRIT Operational Governance Body.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
The EU LRIT CDC allows Participating Countries to comply with vessel tracking obligations under SOLAS 74, based on the high level of service performance and support from EMSA.			
The LRIT IDE is the central module of the LRIT network that interconnects all 69 LRIT DC, making possible for LRIT users worldwide to request and receive LRIT position reports from ships in an effective and timely manner. EMSA was appointed as the IDE Operator by the IMO since October 2011 ensuring the functioning of the service according to the IMO standards.			

Security

Surveillance

4.4 eCERTIFICATION (21050)



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art 2.2(b), 2.3(b), 2.3(c), 2.4.(d), 2.4 (h), 2.4 (i), 2a 1 (a)		
CA	682,383		
PA	831,590		
STAFF	1 AD		
Performance Indicators (PI)		Result 2022	Target 2024
EU Seafarers' Certification Platform	number of modules available	n/a	1

¹¹ On December 2, a “broken pipe” error, caused by the LRIT IDE periodic task “SystemStatusTask”, stopped the sending of the System Status messages (SSM) to LRIT DCs. The SSMs are used to measure the availability of the LRIT IDE. The incident did not impact the regular flow of LRIT messages among LRIT DCs. Technical implementations have been deployed and additional procedural actions were put in place to improve the reaction time.

THETIS statutory eCertificates facility	availability in percentage	n/a	96%
Strategic priorities	Strategic objectives		Contributing outputs
 Safety	7. Support maritime administrations in their Flag State implementation effort		1, 2
	8. Support maritime administrations in their PSC role and promote a harmonised approach to PSC globally		1, 2
 Simplification	12. Enhance role in relation to the human component of shipping		1
	18. Support further simplification, harmonisation and rationalisation of reporting formalities		1, 2
	19. Support the transition of the EU maritime sector to a paperless environment including eCertificates		1, 2
	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible		1, 2
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability		2
Outputs 2024			
<ol style="list-style-type: none"> 1. Implement the first phase of the EU seafarers' eCertification platform project, namely the services enabling the signing and sealing of the STCW seafarers' certificates by the authorising officers in the interested Member States. 2. Maintain availability and enhance the technical capability of THETIS to receive data on eCertificates from Flag administrations and Recognised Organisations at a global level, given the increased importance this data will have on the enforcement of the PSC and FS Directives and new requirements that may arise from their revision. 			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
<p>EMSA will offer a voluntary platform that will support and facilitate the efforts of the Member States with regard to the digitalisation of their STCW Certificates. The availability of such a platform will allow secure, accredited, and transparent means of signing and sealing eCertificates issued to seafarers by interested Member States in support of the implementation of Articles 4(11) and 4(13) of Directive (EU) 2022/993 on the minimum level of training of seafarers. The EU seafarers' eCertification platform will allow Member States to modernise their administrations without having to develop standalone solutions, thus resulting in efficiency gains due to the centralisation of the efforts to develop, host and operate a state-of-the-art system. By facilitating the verification of the authenticity and validity of the issued certificates the platform is also expected to reduce the administrative burden for all the stakeholders involved.</p> <p>Sharing and central availability of statutory eCertificates hosted by THETIS is supporting Member States in their capacity as Flag-, Port- and Coastal states, reduces administrative burden for stakeholders, compared to the classical paper certificate. In addition, efficiency gains are foreseen as a result of remote availability of always up-to-date information on certificates of ships which may be used by the stakeholders in any context considered appropriate.</p>			

5. Digitalisation

Maritime digital services

5.1 MARITIME DIGITAL SERVICES (45000)



A Europe fit for the digital age



A European Green Deal

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b
CA	17,231,766
PA	17,237,158
STAFF	22 AD, 10.5 AST, 1.5 CA, 1 SNE

5.1.1 INTEGRATED MARITIME SERVICES



A Europe fit for the digital age

Performance Indicators (PI)		Result 2022	Target 2024
Integrated Maritime Services Availability	percentage per year availability of IMS for Member States, including ABMs	99.23%	99%
	percentage per year availability of IMS specific functionalities and data sets to EU bodies (EUNAVFOR Atalanta, EUNAVFOR Med (Operation Irini), EUROPOL)	99.82%	99%
	percentage per year availability of IMS Mobile App service	99.92%	99%
Integrated Maritime Services users	Overall number of IMS services users ¹²	6,566	6,850
	Overall number of IMS S2S services	n/a	14
	Overall number of organizations	n/a	640
ABMs	Active Automated Behaviour Monitoring (ABM) algorithms	n/a	850
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	8. Support maritime administrations in their PSC role and promote a harmonised approach to PSC globally	1, 3, 4	
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 3, 4, 5, 6	
 Security	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 5,10	
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 2, 9	
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 3, 4, 5, 7, 8,9,10	
 Surveillance	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 3, 4, 5, 9,10	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	1, 2, 4, 5,10	

¹² The number does not include FRONTEX, EFCA, MAOC-N and CSN users all benefiting from SEG and IMS services.

	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	1, 2, 10
	25. Support Search & Rescue efforts of Member States	1, 2, 3, 4, 5, 6, 7, 8, 9
	26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services	1, 3, 4, 5
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 10
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 3, 4, 5, 6, 8, 9, 10
International Reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	2
	36. Support innovation and development of new technologies	1, 3, 4, 5, 10

Outputs 2024

1. Continue the operation, delivery and development of Integrated Maritime Services in line with VTMS scope (Directive 2014/100/EC, Annex III); and user requirements from EU Member States authorities executing functions in the maritime domain, EU bodies or other EU stakeholders with maritime related tasks and providing appropriate training.
2. Host and manage the 'IMS for Member States Group meetings' and sub-working groups established under the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).
3. Further advance the development of situational awareness analytics with Automated Behaviour Monitoring (ABMs) products and services, host and manage the ABM and Advanced Analytics workshop.
4. AI-based Standardization of AIS destination message module's initial version available in IMS.
5. Trial version of IMS Artificial Intelligence Maritime Awareness near-real time monitoring and classification of maritime events deployed for use by MSS. Design of IMS Maritime events module available.
6. Development of SAR toolbox – drift model demonstrator available and further development of operational drift model underway (in synergies with Project SOPROS).
7. Collaborative Chat Tool within IMS – 'pilot' phase solution concluded and final design available.
8. Coastal radar data interface – available in the IMS for voluntary use by Member States/organisations.
9. EMSA Maritime Analytics Tools (EMAT) – external trial IMS Analytics dashboards available to Member States combining position data, events as well as 'enrichment' information implemented.
10. The conceptual design of IMS Analytics module defined including definition of synergies with various maritime data sets to further enhance maritime traffic picture for analytical purposes.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA will continue collaboration with Member States on the further developments of IMS and ABM via webinar awareness sessions, hybrid trainings, and the Maritime Knowledge Centre Services (MaKCs) – EMSA Academy.

EMSA will continue making available a standardized Maritime Picture and the related functionalities, providing system-to-system services based on interoperable standards (e.g., OGC) for integration with national VTMS systems and services.

With the technological upgrade the performance of IMS services will increase. This will particularly improve the access to the comprehensive maritime traffic picture for the users of IMS with low internet bandwidth (such as officers on board vessels, on board ships conducting multipurpose operations, during operations at sea, remote locations, etc.).

EMSA will provide a set of services (graphical and S2S) responding to specific requirements of the communities and building them around concrete VTMS needs. IMS 'Toolboxes' comprising specific data sets, functionalities, and interfaces will be delivered to various Member States' authorities (e.g., SAR, Maritime Safety, Maritime Security).

New near real time, historical and 'always-on' Automated Behaviour Monitoring algorithms services will further improve analytical and awareness capabilities of the maritime traffic picture to the user community via SEG, IMS Mobile App and EMAT, as well as system-to-system interfaces. The added value of IMS relies on the transformation of data to information and thereafter to actionable operational knowledge, which can be shared at national, regional and international level. EMSA is the primary EU service provider of such services to Member States and EU Bodies and will increase the time coverage of the available historical queries to 6 years.

The development of new historical and combined Automated Behaviour Monitoring algorithms, as well as S2S interfaces to the ABM back-end services will increase the knowledge on the anomalous or specific situations that users can extract from IMS. e.g., detection of port calls for the ISPS notification verification. The ABM services also aim at reducing the workload of maritime surveillance operators by adding automation of certain labour-intensive processes (e.g., detection of rendezvous at sea, vessels not under command or drifting for other reasons).

EMSA will provide new functionalities to users on all IMS interfaces e.g., 'Deep Hyperlink' to SEG maritime picture, advanced replay function and 'Ship Activity Card' which provides a summary of events and timelines of ship activities.

EMSA will promote and further improve the SAR toolbox services. Access to additional data sets, supporting maritime safety, SAR and pollution monitoring/response will be maintained and enhanced. The SAR drift model demonstrator will provide to the user community basic functions for comparative modelling of drifting vessels and other objects at sea surface necessary for further development of an operational drift modelling solution. The collaborative chat tool within IMS will, once deployed in production, provide for interaction between users within the IMS working environment.

Continued development of IMS situational awareness functionalities and services through the integration of new data sets will ensure support to a wide set of communities (maritime safety, security, environmental, customs, law enforcement, fisheries, search & rescue, port state control, accident investigation, border control, etc.) while introducing Artificial Intelligence services based on the uptake of innovative solutions from EU co-funded research.

AI-based standardization of the AIS destination message will be made available to users in SEG/IMS Mobile App as well as EMAT dashboard for cross referencing reported port of destination in SSN and that via AIS, significantly improving predictability of vessel traffic and providing support to Member States in the detection of potential irregularities.

The potential of the Artificial Intelligence and Machine Learning is built for concrete maritime safety and VTMS business scenarios e.g., for flagging inconsistent destinations, inconsistent reporting, 'dark activities', similar routes, or behaviours. These are used to support VTMS and maritime safety authorities' tactical, strategic and analytical purposes e.g., for predicting vessel movements, supporting incident reporting and risk assessment or early warning on the developing, potentially dangerous situations. Availability of Artificial Intelligence and Machine Learning techniques offer the opportunity to systematically analyse, monitor, identify and derive maritime features, trends and patterns at global, national and regional scales.

Interfaces and standards for the voluntary provision of the coastal radar picture will be made available in order for Member States to benefit from processing capabilities of Automated Behaviour Monitoring algorithms across the radar picture in addition to the conventional AIS traffic picture.

Further expanded EMSA Maritime Analytics Tool (EMAT) will provide to stakeholders' analytical capabilities supporting monitoring of the SSN reporting obligations and other analysis to improve maritime safety risk assessment activities. EMSA can provide analysis that, thanks to the combination of different data sets, may support the risk assessment activities of the Member States and EU Bodies. This is due to the possibility of combining and aggregating data that is traditionally presented separately.

Member States will be consulted on the CISE service catalogue to define potential synergies with the IMS. Along with the start of the operational phase of CISE expected by mid-2024, coordinated with the HLSG, EMSA will further analyse synergies and potential complementarity between IMS and CISE.

5.1.2 THETIS



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.3(a) and 2.2(b); Directive (EU) 2017/2110, Art.10; Directive 2009/16/EC as amended; Directive (EU) 2016/802; Directive (EU) 2019/883; Regulation (EU) No 1257/2013; Regulation (EC) No 725/2004		
Performance Indicators (PI)		Result 2022	Target 2024
System operational	availability in percentage	99.88%	96%
	hours maximum continuous downtime	2h0m 27s	max 6h
Helpdesk Service	percentage of requests closed in less than 5 days	89.40%	80%
Strategic priorities	Strategic objectives		Contributing outputs
 Sustainability	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change		2, 4, 6, 7, 8
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards		1, 2, 3, 4, 5, 6, 7, 8, 9



	8. Support maritime administrations in their PSC role and promote a harmonised approach to PSC globally	1, 2, 3
Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 7
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	3
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4, 5, 6, 7, 8
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	3

Outputs 2024

1. THETIS information system continuously operational and maintained in support of PSC ship inspection reporting and ensuring working interface with SafeSeaNet.
2. As a result of the revision of the PSC Directive (EU) 2009/16/EC initial preparations for an overhaul of the THETIS information system initiated including both functional and technological developments in close engagement with the user communities (e.g., Member States of Paris MoU) as active participants in the requirement analysis.
3. THETIS-MED operational and maintained (see also Project: SAFEMED). Cooperation with the Mediterranean MoU on PSC for the operation and further enhancement of THETIS-MED to support the MeD MoU. Planning of technical evolution of THETIS platform to be considered in accordance with new technological requirements adopted by the Agency.

THETIS-EU (76000) & THETIS-AWF (77300) – PROJECT FINANCED ACTIVITIES

Project Title	THETIS–EU
Funding source	COMMISSION, DG-ENV, DG SANTE
Time frame / envelope	THETIS-EU: Extension until June 2024 / not known (DG ENV) TEHTIS-AWF: 2021-2024 / 100,000 € (DG SANTE)
Expenditure 2024	THETIS-AWF: 74,090 €
Project financed staff	No extra staff

Outputs 2024

4. THETIS-EU information system continuously operational, maintained, and under regular enhancement to meet new functional and legal requirements concerning the supported inspection modules: Sulphur, Port Reception Facilities (PRF), Ship Recycling, MARSEC, ROPAX /FSI, MRV, Animal Welfare. THETIS-EU PRF inspection module to support the Union risk-based targeting mechanism for selection of ships to be inspected.
5. As a result of the revision of the FS Directive 2009/21/EC, technical preparations for a functional and technological overhaul of the THETIS information system finalized.
6. Air emissions from individual ships reported by Member States or detected by EMSA RPAS services for SOx measurements continuously available and integrated in the THETIS-EU Sulphur inspection module.
7. THETIS-EU Sulphur Module extended with additional system-to-system services to authorised authorities to access SOx measurements uploaded into THETIS-EU to support risk-assessment.
8. Assistance to Member States and the Commission in implementing provisions of Directive (EU) 2016/802 (Sulphur), the Directive (EU) 2019/883 (port reception facilities), Regulation (EU) No 1257/2013 (Ship Recycling) and other legislation provided.
9. Provide assistance to DG SANTE to support animal welfare inspections through enhancements of THETIS Animal Welfare pursuant to Council Regulation (EC) 1/2005.

Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS

THETIS and THETIS-EU inspection databases support the harmonised enforcement of different legal instruments, thus supporting equal treatment and level playing field.

The tools facilitate the daily work and the efficient use of resources at national level. They contribute to quality both from a safety and an environmental perspective of ships coming in the EU ports.

Within the framework of Paris MOU, THETIS fosters and promotes a harmonised approach to Port State Control globally.

In the Revision of the PSC Directive and the FS Directive, the Agency will play a role in supporting and coordinating the necessary functional and technical changes to THETIS, for which a comprehensive requirement analysis and engagement with stakeholders will be of importance. Preparatory work on technical specifications will be initiated to re-design its main modules considering the new legal requirements should they be finalised. The objective is to prepare the THETIS Information system to be able to support user communities in the future, while at the same time assessing benefits stemming from the latest technological trends.

Reduced administrative burden for stakeholders through new developments and functionalities, in particular in relation to eCertificates and other innovative solutions.

The Agency will continue to liaise with the IMO Secretariat to secure regular data exchange between THETIS and IMO-GISIS.

Through the various modules of THETIS-EU, Member States are given a powerful tool to enhance environmental inspections and security controls on board their ships as well as ships calling their ports. The versatility of THETIS EU in catering for multiple inspection types at the same time allows for efficient deployment of resources by the Member States.

The tools could be exported further globally outside the EU, as it is the case of THETIS-MED for the Med MOU for Port State Control, thus exporting EU solutions and working towards harmonisation of standards and procedures globally. Importantly, EU flagged ship may encounter the same standards outside the region, as foreign flagged vessels inside the region.

Member States can access Sulphur measurements of ships reported by RPAS services to THETIS-EU system with automatic alerts being triggered when measurements are higher than the admissible sulphur limits thus supporting improved targeting of ships for inspection using THETIS graphical user interface as well as through system-to-system access.

Similarly, the THETIS-EU PRF inspection module will continue its further evolution with the inclusion of new features as the risk-based targeting mechanism and sufficient dedicated storage capacity calculation which is expected to bolster the effectiveness of PRF inspections to be performed.

5.1.3 THETIS-MRV & ETS (77100) – PROJECT FINANCED ACTIVITY



A European Green Deal

Project Title	THETIS – MRV & ETS		
Legal basis	<p>Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC</p> <p>Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757</p>		
Funding source	EC, DG CLIMA		
Time frame / envelope	2022-2026/ 3,185,000 €		
Expenditure 2024	1,081,310 €		
Project financed staff	5 CA		
Performance Indicators (PI)		Result 2022	Target 2024
THETIS-MRV	system availability	99.94%	95%
	hours max continuous downtime	2h 48m 28s	max 12h
THETIS -MRV&ETS	ETS enhancements available as per defined schedule	n/a	yes
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 4, 5	
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	2, 4, 5	
	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	1, 3, 4, 5	
 Sustainability	7. Support Maritime Administrations in their Flag State implementation effort	1, 2, 5	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4	

Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1
Outputs 2024		
1. Implementation of the tasks defined in the relevant Service Level Agreement with the Commission (DG CLIMA), including the publication of annual figures and contributing to the annual report.		
2. Provision of helpdesk services to support the users of the application.		
3. Enhancement of the application in order to ensure alignment between international obligations and EU legislation where relevant		
4. Revision and enhancement of THETIS-MRV, as requested by expected developments in the EU relevant legislative framework, in particular the extension of the EU ETS to maritime transport and the revision of the EU MRV Regulation.		
5. THETIS-MRV operational, maintained, and under continuous enhancement.		
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
The tool contributes directly to the green agenda of the EU and its Member States.		
The system is developed to offer a harmonised approach among all interested parties (companies, verifiers, Flag States & Commission) while preserving the confidentiality of commercial or industrial information. The system provides key data to monitor the CO2 emissions from maritime transport and it enables valuable analysis of the characteristics and energy efficiency of ships, helping to identify the various factors influencing CO2 emissions. It contributes to the removal of market barriers related to the lack of information.		
The system will be adapted to become the cornerstone of the extension of the ETS to maritime transport.		
This system is directly accessible by shipping companies and non-EU Flag States, contributing to the increased awareness of EU solutions related to the green agenda at a global level.		

5.1.4 FuelEU (77400) – PROJECT FINANCED ACTIVITY



A European Green Deal

Project Title	FuelEU Maritime		
Legal basis	Support in the implementation of the FuelEU Maritime Regulation		
Funding source	EC, DG MOVE		
Time frame / envelope	2023-2024 ¹³ / 500,000 €		
Expenditure 2024	500,000 €		
Project financed staff	No project-financed staff		
Performance Indicators (PI)		Result 2022	Target 2024
THETIS - MRV&FuelEU¹⁴	FuelEU Maritime IT initial developments available as per defined schedule	n/	yes
Strategic priorities	Strategic objectives	Contributing outputs	
Safety	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1	
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	1	

¹³ The Contribution Agreement covers the years 2023-2024 while the project will continue until 2027 and is covered by the EU Subsidy for the period 2023-2027.

¹⁴KPI for THETIS-MRV is shared with ETS and FuelEU enhancements.

	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	1
 Sustainability	7. Support maritime administrations in their Flag State implementation effort	1
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1
Outputs 2024		
1. Support the European Commission and the Member States in the implementation and enforcement of the FuelEU Maritime Regulation by the development of the relevant database.		
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS		
<p>The tool contributes directly to the green agenda of the EU and its Member States.</p> <p>The system is in support of the implementation of Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport, to reduce the carbon footprint of shipping.</p> <p>This project financed activity is targeted on the first building blocks of the planned IT development for the FuelEU "Compliance database.</p> <p>This solution will be made directly accessible to shipping companies and non-EU Flag States, contributing to the increased awareness of EU solutions related with the green agenda at a global level.</p>		

5.1.5 OTHER DIGITAL SERVICES



A Europe fit for the digital age

Performance Indicators (PI)		Result 2022	Target 2024
RuleCheck system operational	percentage per year availability	99.99%	97%
	days maximum continuous downtime	0d 0h 25m 0s	max 2d
STCW Information System	percentage per year availability	99.81%	96%
MED DB	percentage per year availability of MED data base	99.81%	96%
RPAS DC availability	RPAS DC service availability	99% ¹⁵	95%
Earth Observation Data Centre operational availability	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	100%	97.5%
EMCIP	percentage per year availability	99.80%	90%
DONA	percentage per year availability	n/a	95%
MARINFO	percentage per year availability	98.85%	95%
BlueDW	Number of use cases deployed	n/a	1
Strategic priorities	Strategic objectives		Contributing outputs
 Safety	8. Support maritime administrations in their PSC role and promote a harmonised approach to PSC globally		2, 5, 8, 10, 12, 13
 Simplification	12. Enhance role in relation to the human component of shipping		3, 7, 9

¹⁵ RPAS DC availability until 2022.

Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	2, 5, 6, 10
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 4, 7, 14
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	2, 3, 5, 7, 8, 9, 10

Outputs 2024

1. Transition to the new solution to replace the current RPAS DC Web Application completed. New service, maintained and operated, providing RPAS data.
2. RuleCheck (web based and mobile App) content is always up to date in relation to applicable EU and international legislation and enhanced on the basis of the experience gained. Develop an automated notification system (for new or amended legislation).
3. STCW Information System maintained with minimal down-time, ensuring a high level of availability and system support to users provided.
4. Earth Observation Data Centre maintained, operated, and enhanced with regular updates and a new Journaling module. Core components of the New EODC (Financial System, Service Acquisition and Alerting) under development allowing for complete replacement of the current EODC CleanSeaNet by 2026. Feasibility study on deployment of the Satellite Data Processing and Distribution System (EO Processing) in the Cloud finalized.
5. Dynamic Overview of National Authorities (DONA) operational with all functionalities (country profile, reporting gate and statistics). Further extension of the tool to accommodate the notification to Commission by Member States foreseen in Art. 9 of Directives 2009/45/EC and 98/41/EC.
6. Marine Equipment Database (MED DB) application maintained in operation and enhanced based on user community requirements.
7. European Marine Casualty Information Platform (EMCIP) maintained, in operation and enhanced based on the needs of the user community and of upgraded to facilitate the interface with IMO/GISIS.
8. Enhanced Marinfo operational and available to cater for the acquisition of trade and environmental data, thus increasing the capabilities of the Agency to develop valuable and reliable statistical products for the Member States, the Commission and the general public.
9. ePortal for Speakers and Experts maintained and in operation.
10. Blue DW (Datawarehouse) maintained, operational, and enhanced to integrate the data sets handled by the Agency's maritime applications and expand information services, statistics and data analytics (e.g., data publication, pre-set statistical products, ad hoc statistical products).
11. Continue implementation of the Cloud Roadmap including optimisation of the ICT portfolio.
12. Information Security Management System implemented and under continuous improvements and with penetration testing on maritime and corporate applications performed regularly. Preparatory activities for ISMS certification.
13. Horizontal notification platform (IRIS) deployments, maintenance and enhancements providing distribution of messages from maritime digital services to user community through various communicational channels (SMS, e-mail, WhatsApp, etc.).

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The EMSA RPAS Data centre allows users of EMSA RPAS operations to remotely follow and command RPAS missions. It allows for integration of the data received from the RPAS missions with data available in the EMSA systems in order to provide the users with a complete and more comprehensive maritime picture.

RuleCheck offers to its end users (PSC MoUs around the globe, EU FS, Accident Investigators, FS from ENP and IPA countries) a full set of updated maritime legislation along with valuable functionalities (such as find deficiency and the forthcoming aide memoirs) in an effort to harmonise inspections standards (FS or PSC), upgrade enforcement and ensure a level playing field.

The STCW-IS provides objective and comparable information on the number of seafarers holding EU certificates and endorsements and who are potentially available to crew ships under the EU flags. The webtool, made available to the public in 2023, will allow all interested stakeholders to obtain directly the data they require.

The MED Data Base provides a platform able to support electronic tagging for marine equipment, thus supporting quality, digitalisation, and safety in the marine equipment domain.

Marinfo is a valuable source of data for worldwide ships provided with IMO number and is made available for data retrieval, data exchange, the development of regular and ad hoc statistics as well as feeding studies, reports and assessments in support of the work of the Member States, the Commission and the general public.

The availability of an ePortal for Speakers and Experts contributes to knowledge exchange for the benefit of maritime communities.

DONA as a tool for capacity building to support the national authorities enabling single data delivery of the Country Profile (a publicly available and accessible part of DONA) the Reporting Gate (a restricted area of DONA, available only to designated users from the Member States, being granted relevant access rights by the national focal point) where Member States report to the Commission as foreseen by the EU maritime Legislation and Regular Statistics (a restricted area of DONA, available only to designated users from the Member States), supporting Member States in their capacity as Flag, Port and coastal States and enhancing monitoring activities as well as measuring performance. DONA will also provide a module to support the exemptions, derogations, equivalences, safeguard measures and additional safety requirements foreseen in art. 9 of both Directives 2009/45/EC and 98/41/EC.

European Marine Casualty Information Platform provides reliable and comprehensive access to data and documentation as well as business processes assistance to the maritime casualties investigations community.

The Blue DW provides an organizational and technological solution for integrated data management and data cross-fertilisation, datasets handling and accelerated statistics and data analytics (e.g., data analytics, publication, pre-set statistical products, ad hoc statistical products). Upon implementation of the 1st use case (Equasis World Fleet Report), the platform will be further enhanced to accommodate new uses cases that will improve the production of statistical products including RO Database.

State-of-the-art security and interoperability solutions are defined for the overall information services of the Agency.

A Cloud Roadmap defining use of cloud technologies in a planned and consistent manner provides for consolidation of EMSA portfolio and availability of innovative and cutting-edge technologies to users of EMSA digital services as well as reduced time to market and quality of digital services being provided.

The notification platform (IRIS) facilitates easier and customized access to relevant information in EMSA Maritime Digital Services to users with active notification service via several channels (SMS, e-mail, voicemail, etc.). The new EODC as well as the IMS chat tool are applications to be integrated with IRIS in 2024.

5.2 CISE TRANSITIONAL PHASE (79020) – PROJECT FINANCED ACTIVITY



A European Green Deal



A Europe fit for the digital age



Promoting our European way of life



A new push for European democracy

Project Title	CISE Transitional phase		
Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)		
Funding source	EC, DG MARE		
Time frame / envelope	04/2019-06/2024 / 3,500,000 € (1 st grant agreement) plus 12/2020-06/2024 / 3,400,000 € (2 nd grant agreement) <i>The Grant Agreement for the Operational Phase is under preparation with the aim to start from July 2024, subject to the approval of the EMSA Administrative Board.</i>		
Expenditure 2024	0 EUR. The last instalment was cashed in 2022 and it will be consumed by the end of the transitional phase		
Project financed staff	3 CA (1st grant agreement) plus 3 CA (2nd grant agreement)		
Performance Indicators (PI)		Result 2022	Target 2024
CSG meetings	number of CISE Stakeholder Group (CSG) meetings per year	3	1
Training and Best Practice workshops	overall number of Training and Best Practice Workshop per year	6	2
Networks' node	number of CISE's nodes deployed in the network	5	14
Strategic priorities	Strategic objectives		Contributing outputs
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy		1, 3, 4
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		2, 4
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		4, 5
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU		3, 4, 5
Reliable partner	35. Provide the central EU maritime information hub and access point for open data		2.d, 3, 4.e, 5
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data		2.d, 3, 4.e, 5
Outputs 2024			
The operational phase of CISE is currently planned to start in July 2024. The objectives, activities, resources, budget and the role of EMSA is still under preparation by the Commission.			
Hereafter the activities to be carried on until the end of the transitional phase:			
<ol style="list-style-type: none"> 1. Coordinate the activities of the CISE stakeholders <ol style="list-style-type: none"> a. Organize and coordinate the CISE stakeholder group meetings; b. Organize CISE trainings; c. Organize CISE workshops; 			



Security



Surveillance

- d. Promote CISE to new stakeholders;
- e. Report to EU Member States, Commission and Council the state of play of the project;
- 2. Maintain and further evolve the CISE infrastructure
 - a. Maintain and further evolve the CISE node and the network;
 - b. Provide the Technical and Operational support to the stakeholders connected to the network;
- 3. Consolidate the number of nodes connected to the CISE network
 - a. Maintain and further evolve the EMSA CISE adaptor;
 - b. Support the process to add new EU Member States authorities' nodes;
 - c. Consolidate the catalogue of services shared in the network;
- 4. Promote CISE as a framework for exchanging surveillance information between different user communities
 - a. Maintain the agreement for the condition of use of the data shared (so called Cooperation Agreement);
 - b. test the operational scenario elaborated by the pre-operational working group.

Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS

CISE will enhance the cross-sectorial exchange of information and will top up information in legacy systems connected to the CISE network. The authorities involved in CISE belong to several sectors: defence, customs, safety, fisheries, law enforcement, environmental, border control, and transport. Agreements and procedures will regulate the use of the information exchanged through the CISE network.

CISE is set to foster cooperation between civilian and military authorities. The CISE decentralized solution is designed in a way that each authority can establish a node connected to the network and control to and from whom to receive additional maritime surveillance information, which in a later stage can also include classified information

Digital infrastructure

5.3 MARITIME SUPPORT SERVICES (24000)



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2		
CA	2,086,564		
PA	2,086,564		
STAFF	3 AD, 1 AST, 5 CA, 4 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
Maritime Support Services available 24/7	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	10.4 min	<2h
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	13.1 min	<8h
MSS Data Quality Reports	reporting on the SafeSeaNet/LRIT implementation and data quality (overall and per Member State)	24 reports	25 reports
Activation Emergency Phase of the CP	average time to activate the emergency phase of the Contingency Plan from the moment a suitable request for assistance is received from a Member State	n/a	<2h
Strategic priorities	Strategic objectives	Contributing outputs	
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2	
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit maritime services and add more value for the EU	1	
	25. Support Search & Rescue efforts of Member States	3, 4	
 Sustainability	4. Further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and oil pollution from gas installations	3, 4	
Outputs 2024			
1. 24/7 User support and helpdesk to all user communities, including provision of maritime information. Directly linked to this output, the MSS will continue supporting the Commission and Member States with the periodic and <i>ad-hoc</i> reports.			
2. Incidents and problem management processed efficiently according to ITIL procedures.			
3. Requests for support for SAR and Pollution Response activities under the Contingency Plan are processed efficiently; Satellite images and other services are provided in the least time possible to support operational response on site, including information services to EMSA and the Commission in the Framework of the Working Arrangement in place with DG ECHO.			
4. The MSS carries out emergency drills to ensure and to improve the quality of the Contingency Plan service and regularly trains stand by duty officers on the lessons learnt.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
<p>The MSS monitors the exchange of information between the Member States/Commission and EMSA from a technical and ICT point of view, making sure that connections and interfaces are up and running and that technical issues experienced by the Member States and the Commission with the information systems are addressed properly and in a timely manner.</p> <p>The MSS provides a single point of contact for support, helpdesk and the Contingency Plan. The MSS contributes and provides input for improvements of the maritime traffic information systems, in particular as regards interfaces, interconnectivity and user issues regarding functional and non-functional aspects. As a result, the user community experiences improved quality of the information systems.</p> <p>The MSS delivers regular reports on SSN/LRIT implementation and data quality as reported by the Member States and thus contributes to the improvement of the information systems and data quality.</p>			

The MSS supports the Commission and the Member States with reporting and monitoring in specific areas such as vessels and commodities subject to sanctions against the Russian Federation. These information and services also support Pollution Response and SAR operations and are delivered to the Member States and to the Commission.

EMSA preparedness to provide effective support and services in case of emergencies as per its Contingency Plan is maintained through training, communication and exercises performed with Member States. In the framework of the EMSA led MMO, the Agency through the MSS will host and operate the European Coordination centre (ECC). While respecting the differing mandates of the Agencies, the ECC will liaise, as appropriate, with the EFCA, EMSA and Frontex Points of Contact (PoCs) and the nominated Member State PoCs where appropriate.

5.4 ICT OPERATIONS (64000)¹⁶



A Europe fit for the digital age

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
STAFF	3.75 AD, 12 AST, 2.75 CA		
Performance Indicators (PI)		Result 2022	Target 2024
ICT EMSA Service desk	percentage of timely response to users' ICT requests	94.3% ¹⁷	95%
Availability	ICT infrastructure availability per year	100%	99.5%
Testing and Validation	Number of tested, validated and deployed releases to the test and pre-production	n/a	>170
Strategic priorities	Strategic objectives	Contributing outputs	
Sustainability	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	1, 2, 3, 4, 5, 6, 7,	
Safety	12. Enhance role in relation to the human component of shipping	1, 2, 3, 4, 5, 6	
Simplification	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5, 6	
Security	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 4, 5, 6, 7, 8	
Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	2, 4, 6, 7, 8	
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 2, 3, 4, 5, 6	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	2, 3, 6	
	26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services	2, 4	
Knowledge hub	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 5, 6, 7, 8	
	36. Support innovation and development of new technologies	2, 6	

¹⁶ Financial resources distributed across the activities.

¹⁷ The yearly cumulative result for this KPI is below target due to Q2 results when Service Desk experienced significant lack of resources. Q1, Q3 and Q4 were above the target.

Outputs 2024

1. Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability.
2. Test, validate and deploy new releases of Maritime applications.
3. Maintain EMSA Corporate Services platforms and associated Business Continuity Platforms and Services in accordance with the relevant performance indicators.
4. Assist to the implementation of cloud services at EMSA.
5. Maintain the infrastructure cybersecurity protection.
6. Maintain up-to-date performance of the Data Centre hyperconvergence computing platform.
7. Maintain up-to-date infrastructure architecture of the Data Centre storage system.
8. Maintain the EMSA software portfolio according to business requirements.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Maritime Applications are available and provide requested input to all communities.

Corporate Service platforms are available providing efficient tools for EMSA staff enhancing internal productivity.

Critical EMSA data are securely back-up and restored when needed.

Cybersecurity protection of information systems is maintained in line with EMSA ICT security rules and guidelines.

Business Continuity Platforms and underlying processes are tested ensuring the business continuity for the critical Maritime Applications and for the Corporate Services platforms.

A new generation of services in cloud technologies are introduced.

6. Technical assistance *including monitoring the implementation of EU legislation and capacity building*

Visits & inspections

6.1 CLASSIFICATION SOCIETIES (31000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3		
CA	2,436,405		
PA	2,436,405		
STAFF	8.25 AD, 1 AST, 0.25 CA, 1 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
Inspections	number of RO inspections per year	20	16-20
Draft assessment reports	number of draft assessment reports per year	1 ¹⁸	5-6
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 4, 6, 7	
	7. Support maritime administrations in their Flag State implementation effort	1, 2, 4, 5, 6, 7	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 3, 4, 5, 6, 7	
Outputs 2024			
1. Carry out inspections of Recognised Organisations' (ROs) offices in line with the annual planning agreed with the Commission.			
2. Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.			
3. Upon request of the Commission, provide technical assistance in the periodic assessment of the Quality Assessment and Certification Entity set up by the ROs in accordance with Article 11 of Regulation (EC) No. 391/2009.			
4. Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.			
5. Assist the Commission with the follow-up of RO assessments under Articles 5 and 6 of Regulation (EC) No. 391/2009 and Commission Regulation (EU) No 788/2014.			
6. Support the Commission and the Member States in the implementation of Regulation (EC) No. 391/2009 and Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations, as necessary.			
7. Support the Commission in the discussions at international level on remote surveys and inspections, including technical assistance in drafting EU submissions.			

¹⁸ Draft assessments have been deferred in agreement with the Commission following delays completing the required number of inspections due to the COVID-19 pandemic.

Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS

Through the gained experience and knowhow, the Agency supports the Commission in any initiative related to the improvement of the relevant legislative framework and its implementation as concerns Classification Societies both at EU level and in the international domain.

The inspections of ROs contribute to the quality of the services provided by the ROs and increase the overall level of safety in the EU. They also contribute to maintain a level playing field among the Classification Societies providing services within the EU market.

By carrying out this activity, the Agency also supports the Member States to fulfil their obligations according to Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations.

6.2 SEAFARER TRAINING AND CERTIFICATION (32000)



A stronger Europe in the world



An economy that works for people



Promoting our European way of life

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b) and 3		
CA	1,888,878		
PA	1,888,878		
STAFF	5.5 AD, 0.75 AST, 0.25 CA, 2 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
Inspections and visits	number of inspections and visits per year	6	7-9
Reports	percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	100%
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3	
	7. Support maritime administrations in their Flag State implementation effort	1, 2, 3	

Outputs 2024

1. 4-5 inspections of third countries.
2. 3-4 visits to Member States.
3. Draft assessments of third countries upon request of the Commission.

Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS

EMSA's inspections of third countries allow the use of a common technical methodology and reduce the costs that would be involved if this activity was conducted by individual Member States, as it is found in the Directive (EU) 2022/993. This contributes to improved maritime safety, not only on-board EU registered vessels, but also in EU waters.

The regular monitoring of Member States, through EMSA's visits, contributes to a level playing field in the field of Standards for Seafarers in the European Union.

Together, these inspections and visits contribute to improving the overall quality of the education and training of seafarers and the correctness of their certification in line with the STCW Convention or Directive (EU) 2022/993 respectively.

6.3 VISITS TO MEMBER STATES (33000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), and 3		
CA	1,334,321		
PA	1,334,321		
STAFF	4.25 AD, 1.25 AST, 0.5 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Visits	number of visits per year	7	12
Reports	percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	100%
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation.	1, 2, 3, 4	
Outputs 2024			
1. 2 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers.			
2. 4 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety.			
3. 1 visit in respect of Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service. This Directive will also continue to be covered by some of the visits concerning passenger ship safety.			
4. 5 visits in respect of Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, including 1 to an EFTA State.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
<p>EMSA's visits serve as an important link between the objectives of Union law and the operational implementation of its requirements by each Member State. They provide the Commission and EFTA Surveillance Authority with information about the approach to and consistency in the application of the EU Regulation or Directive that is being assessed, enabling them to assess the level of operational implementation by each Member State and to identify areas where the objectives of the legislation are not being achieved.</p> <p>The visits also provide the operational units of the Member States visited with an opportunity to give feedback on the effectiveness of the maritime legislation, difficulties in its interpretation and implementation, and to learn about good practices from EMSA's visits to other Member States on the same subject.</p> <p>Another major added benefit of the visits is the opportunity for the personnel of the maritime administration who are specifically handling the various issues covered by the Directive which is the subject of the visit to be able to discuss with and learn from the EMSA experts who participate in these visits; for example short time training sessions are given, clarifications of detailed and/or complex sections of text of the Directive are provided, areas of concern in the operational application are identified and assistance in problem solving is given.</p>			

Capacity building

6.4 ANALYTICS AND RESEARCH (35000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5		
CA	1,083,395		
PA	1,083,395		
STAFF	4.25 AD, 0.25 AST, 0.25 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Analyses on the basis of full or part cycles or series of visits and inspections	number of horizontal analyses per year	1	1
Regular statistics on the EU maritime sector	number of updates of the EU maritime profile (statistics on EU maritime sector)	4	4
End of cycle workshops	Number of workshops	n/a	1
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 4, 5, 6	
	7. Support maritime administrations in their Flag State implementation effort	2, 4, 5, 6	
Service provider	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 4, 6	
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	2, 3, 6, 7, 8	
Knowledge hub	36. Support innovation and development of new technologies	7, 8	
Outputs 2024			
<p>1. Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2024, the Horizontal analysis of Directive 2014/90/EU (marine equipment) is planned.</p> <p>2. Provide reliable statistics in support of the work of the Agency to help monitor relevant maritime sanctions applied by the Union against the Russian Federation.</p> <p>3. Develop and publish on a monthly basis the EMSA report on "Impact of developments in Ukraine on maritime traffic and seaborne trade".</p> <p>4. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through end-of cycle workshops.</p> <p>5. Support the Member States with regular statistics through the specific functionality in DONA and customised BI dashboards of the EMSA Data Cockpit.</p> <p>6. Support the Commission with data and analysis using customised BI dashboards of the EMSA Data Cockpit.</p> <p>7. Produce upon request reports and analysis using available in-house data to address issues affecting shipping in general, upon request from the Commission and Member States and within the Agency</p> <p>8. Produce statistics with added value for the general public through the EU Maritime Profile, with focus on the importance of the maritime sector and of maritime services.</p>			

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The Agency carries out horizontal analyses to enable the Commission and the EFTA Surveillance Authority to assess and verify the implementation of EU maritime legislation and to identify whether and if so, what changes are needed to Union law to improve the level of maritime safety and the prevention of pollution by ships in the EU.

The horizontal analyses will be complemented by workshops organised with the Commission and the Member States to, inter alia, pursue continuous improvement through feedback on the effectiveness of the maritime legislation and the sharing of best practices.

The analyses support the identification of common issues or topics of common interest and examination of their root causes and contributing factors, helping to highlight examples of potentially good working practices, including suggestions for potential ways forward, including cost effectiveness elements.

Through MARINFO and DONA the Agency provides reliable statistics, thus supporting its end users in various activities.

Through its regular statistics in DONA, the Agency will support Member States to monitor their performance as Flag, Port and coastal States.

Providing analytics to the general public helps to highlight the status of maritime transport in the EU and worldwide, the range of maritime transport services/activities, the impact of shipping to safety and environment as well as to quantify EMSA services increasing Agency visibility to the general public.

6.5 CAPACITY BUILDING AND EMSA ACADEMY (43000)



An economy that works for people

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b), 2.5 and 2b		
CA	3,872,759		
PA	3,871,403		
STAFF	10.75 AD, 0.25 AST, 1 CA, 2 SNE		
Performance Indicators (PI)		Result 2022	Target 2024
EMSA Academy	number of Common Core Curricula delivered	n/a	3 to 4
	number of part time courses delivered	n/a	4
	number of short courses delivered	n/a	4 to 5
	number of awareness sessions on tools and services delivered	n/a	20
	number of Member States experts attending per year	1045	800
Enlargement countries	number of IPA experts attending learning services and technical meetings per year	28	30
	implementation ratio of planned activities per year	>85%	>80%
Customer satisfaction	learning services (MSs)	>85%	>90%
	learning Services (IPA)	>85%	>90%
	technical assistance services including provision of EMSA tools and services (IPA)	n/a	>90%
EMSA Academy's systems (MaKCs & VRESI) operational	percentage per year availability	100%	95%
EMSA Academy's Helpdesk Service	percentage of requests replied in line with the requirement of the Academy Quality Management System	n/a	99%



Safety



Sustainability

Strategic priorities	Strategic objectives	Contributing outputs
	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 3, 4, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	1, 3, 4, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	4, 5, 8, 10, 11, 12, 13, 14, 15
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	5, 8, 10, 11, 12, 14, 16
Service provider	28. Extend and formalize EMSA training schemes	1, 2, 3, 4, 7, 9, 17, 18, 19
Outputs 2024		
1.	Implementation of the EMSA Academy Quality Management System (AMS) for the design, development and delivery of learning services outside formal education.	
2.	Identification of Member States' needs for new trainings or modification of the existing courses through a structured Training Need Analysis Methodology as part of the AMS.	
3.	Implement the Harmonised Training Plan (HTP) and deliver four CCC namely Sulphur, FSI (basic and intermediate), AI, and Maritime Audits, six Part time courses (EU Maritime Law, IMS, Cybersecurity, SAR, SR, PRF) and eight short courses (IMSAS, CSN, RPAS, COPERNICUS, HNS, Marine Pollution Response, RPAS, and MLC). All learning services will be delivered on a blended mode (presential, online synchronous and online asynchronous) for the CCC, while short courses and part-time courses will be predominantly delivered online (synchronous and asynchronous).	
4.	Upon adoption by the Paris MoU of its revised training policy, deliver the CCC on PSCOs. Until the revised training policy is adopted, deliver maximum three PSC Seminars.	
5.	Enhance further MaKCs and VRESI and facilitate the use of the eLaboratory to enrich learning activities. Ensure proper access to Member State, IPA and ENP countries and various PSC MoUs (MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean, and Abuja) as foreseen by the respective agreements approved by the Administrative Board.	
6.	Support interested Member States in using MaKCs for national training programs	
7.	Continue the upskilling and continuous development of trainers and other relevant EMSA staff with dedicated training courses to get acquainted with the eLaboratory and develop skills of added value for the development and/or delivery of training activities.	
8.	Support to Member States and enlargement countries for IMSAS. The support will entail access to an ISO Certified course developed by the EMSA Academy, the performance of mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).	
9.	Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the implementation of joint trainings as per the agreed annual plan.	
10.	Support to enlargement countries to prepare implementing procedures, update technical plans and other technical support related to the implementation of maritime international conventions and EU legislation.	
11.	Support to the enlargement countries for the transposition of EU maritime legislation to their national legal system and the implementation of a Quality Management System for their maritime administrations.	
12.	Provide access to the enlargement countries to selected services developed by the Agency for the Member States (CSN, MAR-ICE and MAR-CIS).	
13.	Continue to cooperate with Paris MoU within the context of TF 34 for potential amendments to the existing Paris MoU Policy, to reflect the PSCOs scheme to be developed by the EMSA Academy.	
14.	Continue to cooperate with MeD MoU and BS MoU for the implementation of their respective training policies, thus offering them access to the PSCO CCC developed by the EMSA Academy.	
15.	Support to the work of the IMO Correspondence Group chaired by EMSA on the development of an entrant training manual for PSC.	
16.	Maintain requirements for RuleCheck thus providing up to date access to maritime legislation and other functionalities (like the Flag State Survey Functionality) to Member States, various PSC MoUs (MED, Black Sea, Vina del Mar, Tokyo, Riyadh, Indian, Caribbean) and other third countries (AMSA) as foreseen by the respective agreements approved by the Administrative Board.	
17.	Look at options and new technologies to enrich the EMSA Academy's toolbox.	
18.	Analyse the options available in support of possible fee-based learning services under the EMSA Academy.	
19.	Develop an impact assessment to explore the possibility of a future EMSA Academy able to offer learning services within the context of vocational education and training for both the public and private sector on a fee-based approach	

IPA III (78000) – PROJECT FINANCED ACTIVITY

Project Title	EU Funds for Candidate and Potential Candidate Countries
Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2.5
Funding source	EC, DG NEAR
Time frame	48 months as from 01/09/2023 / 800,000 €
Expenditure 2024	200,000 €
Project financed staff	No extra project financed staff

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

The structured approach for the learning services outside formal education offered through a controlled environment and the potential certification of knowledge, skills and competencies for specific activities or functions, will provide uniform and enhanced support to the competent authorities of the Member States in their effort to ensure continuous professional development for their staff.

The further progress of the EMSA Academy, with the introduction of a quality management system and the delivery of common core curricula in addition to the existing learning services, will further support the appropriate implementation of the professional development and training program and will provide state of the art learning services outside formal education to Member States and the ENP and IPA countries. The further development of learning technologies (i.e., MaKCs and VRESI) and the strengthening of its digital education capabilities (i.e., eLaboratory) enables delivery of course and training activities in a flexible, efficient and cost-effective way.

The introduction of ISO standards for the development of curricula will ensure the credibility of the EMSA Academy as an organisation that provides maritime lifelong educational services and the comparability and transparency of services offered at EU level and beyond.

The support offered for the IMSAS Audits will help Member States and enlargement countries to identify strengths and areas for improvement, thus contributing to enhancing safety and protection of the marine environment. Through the implementation of the IPA project the enlargement countries will continue the transposition of the EU maritime acquis into the national legislation thus fostering the approximation with the EU in terms of implementing maritime safety, security and pollution prevention and response.

6.6 SAFEMED V (71000) – PROJECT FINANCED ACTIVITY



A stronger Europe in the world

Project Title	SAFEMED V, EuroMed Maritime Safety Project		
Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
Funding source	EC, DG NEAR		
Time frame / envelope	72 months as from 01/04/2022 / 8,000,000 €		
Expenditure 2024	1,333,333 €		
Project financed staff	4.5 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Implementation of SAFEMED V, EuroMed Maritime Safety Project	implementation ratio of planned activities	100%	80%
	number of participants in learning services	59 ¹⁹	90
	customer satisfaction for learning services	91.25%	90%

¹⁹ The SAFEMED IV project ended on 31 March 2022, therefore the number of participants reported reflects participation in learning services provided only in Q1 As from 1 April 2022 the SAFEMED V started. In its inception phase emphasis was given to bilateral meetings to identify potential needs of the beneficiaries and discussions with the European Commission as Contracting Authority to define possible activities under the new Project. The Action Plan for SAFEMED V was approved in November 2022. Consequently, the reduced number of participants (compared to the target of 90) reflects the inception phase of the new Project.

	customer satisfaction for technical assistance activities including provision of EMSA tools and services	100%	90%
Strategic priorities	Strategic objectives	Contributing outputs	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2	
 Sustainability	13. Support proper implementation of EU and International maritime security legislation	1, 2	
	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2	
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1, 2	
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2	
Knowledge hub	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2	
Outputs 2024²⁰			
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy (including common core curricula) or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			
2. Support the building up of the national capacity through assistance in the transposition of international conventions to national legislation, technical meetings, seminars, workshops, exercises, bilateral activities, access to tools (i.e. THETIS-MED, RuleCheck, MaKCs and VRESI) and services (IMS/ CleanSeaNet) developed by EMSA, studies (feasibility studies for Sea Traffic Management for IPA and ENP countries) and fellowships in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Mediterranean partner countries in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.			
Safety, security and protection of the marine environment is fostered beyond the EU geographical dimension and solutions are exported to third countries thus ensuring higher standards and a level playing field.			

6.7 BC SEA II (74000) – PROJECT FINANCED ACTIVITY



A stronger Europe in the world

Project Title	<i>BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)</i>		
Legal basis	<i>Regulation (EC) N° 1406/2002 as amended, Art. 2.5</i>		
Funding source	<i>EC, DG NEAR</i>		
Time frame / envelope	<i>48 months as of 01/10/22 / 3,500,000 €</i>		
Expenditure 2024	<i>875,000 €</i>		
Project financed staff	<i>2.5 CA</i>		
Performance Indicators (PI)		Result 2022	Target 2024
	implementation ratio of planned activities	100%	80%

²⁰ The specific actions under the 2024 outputs will be outlined in the relevant detailed annual action plan following its adoption at the first Steering Committee, planned for October/November 2023.

Implementation BC Sea	number of participants in learning services	62 ²¹	70
	customer's satisfaction for learning services	97.87%	90%
	customer's satisfaction for technical assistance activities including provision of EMSA tools and services	100%	90%
Strategic priorities	Strategic objectives		Contributing outputs
	6. Lead expertise and support the development, implementation and enforcement of safety standards		1, 3
	13. Support proper implementation of EU and International maritime security legislation		1, 3
	1. Support the development and implementation of relevant EU and international climate and environmental legislation		1, 3
International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies		1, 2, 3
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards		1, 2
Knowledge hub	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation		1, 2
Outputs 2024²²			
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy (including common core curricula) or ad hoc trainings developed for the beneficiaries in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			
2. Through the implementation of the project, support will be offered to Ukraine to support the country's reconstruction as far as feasible.			
3. Support the building up of the national capacity through technical meetings, seminars, workshops, and exercises, bilateral activities, access to tools (i.e., RuleCheck, MaKCs and VRESI), services (IMS/ CleanSeaNet) developed by EMSA and studies (feasibility studies for Sea Traffic Management for IPA and ENP countries) in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
Through the implementation of the project the Agency contributes to improving the relevant capacities of maritime administrations in the Black and Caspian Seas region in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.			
Support Ukraine in its effort to reconstruct national capacity.			
Safety, security and protection of the marine environment is fostered beyond the EU geographical dimension and solutions are exported in third countries thus ensuring higher standards and a level playing field.			

²¹ The BC SEA project was supposed to end by 31 March 2022, but was extended until 30 September 2022 as a consequence of the aggression of Russia to Ukraine, to deliver a targeted action for the purchase of anti-pollution equipment in support of Georgia and Ukraine in the Black Sea. The start of the BC Sea II project was characterised by bilateral meetings to identify potential needs of the beneficiaries and discussions with the European Commission as Contracting Authority to define possible activities under the new Project. The Action Plan for BC SEA II was approved in November 2022. Consequently, the reduced number of participants (compared to the target of 70) reflects the focus of the extended period of the project on the purchase of anti-pollution equipment for Ukraine and Georgia and the inception phase for the new Project which included an online training session to enable Ukrainian CSN users to benefit of the EMSA's CSN service.

²² The specific actions under the 2024 outputs will be outlined in the relevant detailed annual action plan following its adoption at the first Steering Committee, planned for October/November 2023.

7. Strategic support *including cooperation with other EU agencies and bodies*

7.1 EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS



A Europe fit for the digital age



A European Green Deal



A new push for European democracy



A stronger Europe in the world



An economy that works for people



Promoting our European way of life

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
Performance Indicators (PI)		Result 2022	Target 2024
	Implementation of EMSA tasks under the Annual Strategic Plan	Full implementation	Full implementation
Strategic priorities	Strategic objectives		Contributing outputs
	1. Support the development and implementation of relevant EU and international climate and environmental legislation		1, 2
	6. Lead expertise and support the development, implementation and enforcement of safety standards		1, 2
	13. Support proper implementation of EU and International maritime security legislation		1, 2
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		1
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission		1
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		1, 2
Service provider	28. Extend and formalise EMSA training schemes		1
Reliable partner	30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions		1, 2
Outputs 2024			
	<ol style="list-style-type: none"> 1. Implementation of EMSA tasks under the Tripartite Working Arrangement Annual Strategic Plan 2024 on coast guard cooperation, to be agreed between the three Agencies by the third quarter of 2023. 2. Support Multipurpose Maritime Operations (MMO) through the provision of a range of EMSA services to host Member State authorities in support of maritime safety, including vessel traffic management, maritime environmental protection and response, maritime monitoring and surveillance and maritime Search and Rescue (SAR). 		

Sustainability

Safety

Security

Surveillance

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

EMSA tasks under the Tripartite Working Arrangement's Annual Strategic Plan 2024 will bring added value in particular to those coast guard functions within EMSA's remit, benefitting the Agency's longstanding core stakeholders.

The tasks under the Annual Strategic Plan 2024 will cover development of new cooperation areas or enhanced cooperation in the following topics: information sharing; surveillance and communication services; capacity building; risk analysis; and capacity sharing.

Based on the experience gained in 2023 from the first EMSA led Central and Eastern Baltic Sea MMO, and subject to the formal request of Member States, the Agency will take the responsibility to organise an MMO in 2024. According to the procedures approved by the TWA Steering Committee, the MMO Specific Modalities Document is the basic document describing the MMO activities. Under the EMSA coordination, the Specific Modalities Document will be drafted by the three Agencies and the participating Member States.

For the EMSA led MMO, the Agency will provide an MMO cooperation/coordination mechanism (European Coordination Centre) in coordination, as appropriate, with the Emergency Response Coordination Centre (ERCC), including the use of the Common Emergency Communication and Information System (CECIS) for maritime related major incidents.

EMSA will also contribute in other MMOs led by Frontex and/or EFCA in 2024 offering services according to the Specific Modalities Document that will be agreed with the participating Member States and the Agencies.

Bilateral cooperation between EMSA and either of the other two Agencies as well as continuous services specifically developed by EMSA are provided to EFCA and Frontex under the umbrella of specific SLAs.

Annual Strategic Plan 2024 - Priorities for 2024 (outline)

Horizontal

Objective:	To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level.
Tasks:	<ol style="list-style-type: none">1) To hold the joint Annual European Coast Guard Event (AECGE) in 2024 under the coordination of EFCA (as chair of the TWA), in line with the experience gained at the previous annual events, while enhancing interaction between participants.2) To ensure the joint participation of the three Agencies in European and international maritime events with coast guard relevance.3) To coordinate the cooperation with regional Coast Guard Functions Fora.4) To coordinate the implementation of the adopted interagency communication plan for 2024.5) To implement the "Greening Award initiative" and present the awards at the AECGE, with EMSA acting as the secretariat of the Award 2023-2024.6) To contribute as required to the updated European Maritime Security Strategy (EUMSS) and its Action Plan.
Timeline:	2024

Information sharing

The following specific projects shall be implemented:

Project A:	Sharing of data across Coast Guard Functions
Objective and tasks:	<ol style="list-style-type: none"> 1) Workshop with MS concerning: <ol style="list-style-type: none"> a. Accessing maritime data in support of coast guard functions and further sharing of maritime information between national authorities. b. Eliciting further operational use cases relevant to Member States regarding opportunities for enhancing the sharing of data. 2) To promote and increase the use of automated/AI based tools (e.g., ABMs, anomaly detection services, etc) in support of coast guard functions. 3) Evolve as appropriate the Maritime Data Catalogue to show which datasets could be accessible to the national authorities per coast guard function. Support the availability of the current Catalogue, in both electronic and online interactive formats, in a secure area of the TWA Portal. 4) Maintain a repository of use cases raised by Member States, for identifying opportunities for enhancing the sharing of data. 5) Explore possible additional datasets needed by national authorities per coast guard function.
Timeline:	2024
Contribution from Member States authorities:	<ol style="list-style-type: none"> 1) Participation in workshop 2) Input to updates and new additions to the Catalogue. Provide feedback on material and presentation format of the Catalogue and associated FAQs in both electronic and online interactive formats. 3) Provide use cases, to be used to facilitate enhanced sharing of data. 4) Identify possible additional datasets
Project B:	Roadmap addressing how CISE will support information exchange and cooperation between the three Agencies
Objective and tasks:	<p>Building on the Roadmap developed in 2023 which addressed how CISE will gradually support information exchange and cooperation between the three Agencies, while considering other information/data exchange systems already in place, TSC1 will:</p> <ol style="list-style-type: none"> 1) Produce a 5-month Report covering the period January-May 2024 by the end of June 2024. 2) Produce an 11 Month Report covering the period January-November 2024 by the end of December 2024.
Timeline:	2024
Contribution from Member States authorities:	<ol style="list-style-type: none"> 1) Provide feedback on progress made regarding the implementation of the Roadmap when presented at relevant fora.

Surveillance and communication services

The following specific projects shall be implemented:

Project C:	Mapping of information on incident/accident sightings reported to the three Agencies in the scope of their respective mandates.
Objective and tasks:	<ol style="list-style-type: none"> 1) Map the various types of accidents/incidents, reported to the three Agencies, e.g., SafeSeaNet incidents, activations of emergency support mechanisms by the 3 Agencies, EUROSUR incidents. 2) Analyse the usefulness of the additional information on accidents/incidents to individual Agencies and the possibilities of sharing in line with the legal basis of each. 3) Brainstorming session with the Member States to present findings and gather feedback.
Timeline:	2024
Contribution from Member States authorities:	Contribution to brainstorming session and provision of feedback on TSC1's findings.

Capacity building

The following specific projects shall be implemented:

Project: D	Practical Handbook on European cooperation on coast guard functions and Coast Guard qualifications Network
Objective and tasks:	<p>Strengthen the cooperation between the European coast guard function authorities in further developing the practical handbook²³ and in selected capacity building activities.</p> <ol style="list-style-type: none"> 1) To support the implementation of the project "Implementation of the results of the Coast Guard qualifications Network and the Practical Handbook on European cooperation on coast guard functions"²⁴ through: <ol style="list-style-type: none"> a. Using the existing databases in the Agencies for keeping the handbook updated in the online platform avoiding any double reporting from Member States. b. To maintain and update the coast guard training network and follow up with the on-the-job exchange opportunities. c. Promoting the Sectoral Qualifications Framework for Coast Guard Functions (SQF), among others, through a dedicated awareness session on SQF for Coast Guard functions. 2) To manage and maintain an online platform and define the generic contents to be included to reflect the existing areas of cooperation and to host the most important ASPs projects' deliverables, involving the 3 Technical Subcommittees (TSC). 3) To coordinate the collection of content proposals for the online platform related to the TWA.
Timeline:	2024 – 2026
Contribution from Member States authorities:	<ol style="list-style-type: none"> 1) Feedback related to the implementation of the online platform for the Handbook. 2) Feedback on possible further developments of the Handbook. 3) Update of country factsheets. 4) Member States authorities to participate in the identification of training needs, offer training and on-the-job exchange opportunities. 5) Member States authorities to cooperate on the promotion and, as relevant, implementation of the Sectoral Qualifications Framework for Coast Guard Functions (SQF).

²³ Commission Recommendation (EU) 2021/1222 of 20 July 2021 establishing a 'Practical Handbook' on European cooperation on coast guard functions, OJ L 268, 27.7.2021, p. 3–18.

²⁴ Contribution Agreement attributed to EFCA through Commission Implementing Decision of 4.6.2021 on the financing of the European Maritime, Fisheries and Aquaculture Fund and the adoption of the work programme for 2021, C(2021) 3870 final.

Project: E	Cross-sector training and capacity building
Objective and tasks:	<ol style="list-style-type: none"> 1) Offer joint cross-sectoral training to Member State national authorities by developing or implementing, as appropriate, joint cross-sector training events or awareness sessions for items such as (based on needs assessment): <ol style="list-style-type: none"> a. Search and Rescue; b. Maritime Surveillance; 2) Launch a new survey to the stakeholder communities of the three Agencies to get feedback on needs and possible joint training or awareness sessions to be jointly developed by the three Agencies. The survey should take into account: <ol style="list-style-type: none"> a. the new training delivery capabilities after the pandemic, and b. the possibility for each Agency to deliver tailored training or information sessions to the communities of the other Agencies, without simultaneously targeting all communities. 3) Explore the possibility to offer joint cross-sectoral training to at least one third country by developing or implementing, as appropriate joint cross-sector training events or awareness sessions.
Timeline:	Full year 2024
Contribution from Member States authorities:	<ol style="list-style-type: none"> 1) Member States will benefit from the cross-sector trainings to be organised. 2) Where relevant, Member States to participate with their input.

Risk Analysis

The following specific project shall be implemented:

Project: F	Cross-sector risk analysis
Objective and tasks:	<p>Provide support to Member States authorities carrying out coast guard functions on cross-sector risk analysis/assessments.</p> <ol style="list-style-type: none"> 1) Continue to provide cross sectorial risk analysis/assessment products to be used in different European sea basins and deliver a common report on specific areas and/or sea basins in coordination with the TSC3 MMO project. 2) Organise a workshop on risk analysis and assessment, taking into account the main outcomes and feedback from the workshop organised in 2023. One of the main objectives of the workshop is to raise awareness about the different frameworks and foster the exchange of information and best practices between the different communities of the three Agencies.
Timeline:	Full year 2024
Contribution from Member States authorities:	The tasks outlined above are related with the outcome of the survey done in 2021 and the workshop conducted in 2023. Member States will contribute to the planned workshop.

Capacity sharing

The following specific project shall be implemented:

Project: G	Multipurpose Maritime Operations
Objective and tasks:	<ol style="list-style-type: none"> 1) To further implement MMO(s): <ol style="list-style-type: none"> a. Identify potential areas and periods of interest for the implementation of MMOs in N+1, taking into consideration the availability of multipurpose capacities of the three Agencies, in those areas in such periods as well as operational activities already in place. b. Keep updated the generic modalities as per lessons learnt. c. Based on the evaluations of MMOs implemented in different European sea basins, to organise a workshop for the exchange best practices. 2) To implement the MMO(s) agreed by TWA Steering Committee in the European sea basin, upon MS's or Agencies' request and in line with the generic modalities for MMO. <ol style="list-style-type: none"> a. Implement a MMO possibly in the Black Sea led by Frontex. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee. b. Implement a MMO possibly in the Adriatic Sea led by EFCA. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee. c. Implement a MMO in one European sea basin (TBD) led by EMSA. Prepare specific modalities in accordance with the generic modalities for MMO and relevant decision of the Steering Committee.
Timeline:	<ol style="list-style-type: none"> 1) Possible areas/period of interest to be identified by September 2024 for the endorsement of ASP 2025 by the Steering committee. 2) During year 2024.
Contribution from Member States authorities:	Member States' feedback on MMO received through the evaluation report. Generic modalities: Through AECGE, gather feedback from MSs involved in previous MMOs.

Project: H	Mapping of the Agencies' assets deployment in support of Member States
Objective and tasks:	<p>Conducting a mapping of the agencies' assets deployment in support of the MSs.</p> <p>Each Agency to provide regularly updated information of their chartered assets deployed in EU sea basins that are suitable for multipurpose operations.</p>
Timeline:	2024 (multiannual).
Contribution from Member States authorities	N/A



A European Green Deal



A Europe fit for the digital age

Project Title	EFCA SLA		
Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
Funding source	EFCA		
Time frame	Annual perspective with regards to the indefinite duration of the SLA		
Expenditure 2024	300,000 €		
Project financed staff	2 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Integrated Maritime Services	percentage per year availability to EFCA	99.82%	99%
Strategic priorities	Strategic objectives	Contributing outputs	
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3, 4, 5	
	5. Prepare for response to new, evolving and diversified environmental challenges	2, 4, 5	
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	2	
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	2	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	2, 5	
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU.	1, 2, 4, 5	
	25. Support Search & Rescue efforts of Member States (sharing of VMS data)	1, 4	
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	2	
	30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	1, 2, 3, 4	
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3, 4	
Outputs 2024			
1. Continue implementing the Service Level Agreement signed between EMSA and EFCA based on the SLA Annual Programme and associated Specific Agreement signed with EFCA.			
2. Maintenance and further improvement of a tailored integrated Maritime Service including Earth Observation products acquired through the Copernicus Maritime Surveillance service or those acquired and shared under the EMSA – Frontex SLA, to support fisheries monitoring and control operations.			
3. Provide operational support to users under the EFCA-EMSA SLA framework.			
4. Provision on request and subject to available funding, RPAS services to support fisheries monitoring and control operations in particular operations coordinated by EFCA. EFCA will be associated, on request of the Member State users, to multipurpose RPAS operations involving National fisheries authorities.			
5. Sharing of operational capacities including setting-up pollution response equipment on EFCA chartered vessels			

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Tailored Integrated Maritime Services (IMS) are offered to EFCA in accordance with their user requirements and their end users in the Member States and the Commission. EFCA VMS data transmitted by EFCA, and Earth Observation products, sourced from either the Copernicus Maritime Surveillance (CMS) service or those acquired and shared under the EMSA – Frontex SLA, are integrated in the Integrated Maritime Service (IMS) for EFCA associated users.

Explore integrating information available at EFCA, including when relevant, information collected on scene by surveillance assets, should enhance ship detail and ship activity information for fisheries control authorities.

Within the framework of the EFCA-EMSA SLA, EMSA will continue providing support to EFCA by equipping its three chartered Offshore Patrol Vessels (OPVs) with oil pollution response equipment, thus making the EFCA OPVs available to assist Member States with response to pollution incidents in EU waters.

The cooperation with EFCA also covers the sharing of operational capacities and services (vessels, Earth Observation services, maritime traffic picture, RPAS) for multipurpose activities and will further increase the efficient use of EU maritime surveillance means. Such activities are undertaken in the general framework of the European cooperation on coast guard functions between EMSA, EFCA and Frontex.

7.3 FRONTEx SLA (72000) – PROJECT FINANCED ACTIVITY



A stronger Europe in the world



Promoting our European way of life



A Europe fit for the digital age

Project Title	Frontex SLA		
Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b); Regulation (EU) N° 2019/1986 Art. 69. (Frontex and EUROSUR); Commission Implementing Regulation (EU) 2021/581 of 9 April 2021 on the situational pictures of the European Border Surveillance System (EUROSUR)		
Funding source	Frontex		
Time frame / envelope	Annual perspective with regards to the indefinite duration of the SLA		
Expenditure 2024	Approximately 7,000,000 € expected		
Project financed staff	11 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Frontex Service platform	percentage per year availability to Frontex	100%	99%
Frontex Service platform	hours maximum continuous downtime of Frontex service platform	0d 0h 0m 0s	<12h
Frontex operational exercises	minimum number of exercises EMSA participates in	2	2
Strategic priorities	Strategic objectives	Contributing outputs	
	13. Support proper implementation of EU and International maritime security legislation	1, 3, 4	
	14. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	1, 3	
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 2	
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 4, 5, 6	

Security

Surveillance

	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 2
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	1, 2
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU	1, 2, 3, 4, 5, 6
	25. Support Search & Rescue efforts of Member States	2, 4, 5, 6
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2
Reliable partner	30. Engage actively with the European Border and Coast Guard Agency (Frontex) and the European Fisheries Control Agency (EFCA) to enhance European cooperation on coast guard functions	1, 2, 3, 4, 5, 6
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3, 4, 5, 6
Knowledge hub	35. Support innovation and development of new technologies	2, 3

Outputs 2024

1. Continue implementing the Service Level Agreement signed between EMSA and Frontex based on the SLA Annual Programme and associated Specific Agreement signed with Frontex.
2. Further develop tailored Integrated Maritime Services including Earth Observation products to Frontex and their end users, including tools for maritime risk assessment.
3. Continue implementing the Incidental Sightings of Potential Marine Pollution procedure established between Frontex and EMSA sharing incidents with Member States through CleanSeaNet.
4. Provide operational support to users under the Frontex-EMSA SLA framework.
5. EMSA Earth Observation services will continue to be provided to Frontex upon request and subject to available funding.
6. Frontex may be associated to multipurpose RPAS operations involving border control authorities, if agreed by national administrations requesting RPAS services.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Tailored Integrated Maritime Services are offered to Frontex in accordance with their user requirements and those of their end users in Member States.

Implementation of requirements to adapt EMSA-Frontex SLA services for use in European Integrated Border Management, including as part of Specific (Maritime) Situational Pictures.

Enhancing the exchange of information and cooperation on coast guard functions, including by analysing operational challenges and emerging risks assessment in maritime border control activities.

Delivering maritime related risk analysis products: via the combination of different datasets that are traditionally presented separately, EMSA may support Frontex's risk assessment activities mandated under the EUROSUR Implementing Regulation. Initiatives in this area will include Vessel Activity Mapping and improved search/query capabilities that provide users with possible targets based on a range of user-defined parameters. These functionalities can simultaneously be rolled out to the Member States.

Contributing to existing technologies and developing new technologies and software products in cooperation with Frontex, for the use and benefit of all EMSA user communities, including to SafeSeaNet functionalities such as Integrated Report Distribution and the capability of Integrated Maritime Services to provide services across the entire maritime domain, such as ABMs with a global coverage and the use of artificial intelligence/machine learning.

Under the SLA cooperation, Earth Observation products acquired under the CleanSeaNet and Copernicus Maritime Surveillance (CMS) services are also shared for free with Frontex, while all Copernicus Border Surveillance products acquired on behalf of Frontex are shared with the EMSA Member State authorities. Frontex is associated to RPAS multipurpose surveillance operations involving Border Control authorities, in agreement with the Member States' national administrations requesting the respective RPAS services.

7.4 MAOC (N) Cooperation Agreement (72200) – PROJECT FINANCED ACTIVITY



A stronger Europe in the world



A Europe fit for the digital age

Project Title	MAOC (N) CA
Legal basis	Regulation 1406/2002/EC as amended, Article 2.4(b)
Funding source	MAOC (N)
Time Frame	Automatic renewal since Dec 2020
Expenditure 2024	Not known
Project financed staff	No project-financed staff

Performance Indicators (PI)		Result 2022	Target 2024
Integrated Maritime Services Availability	percentage per year availability to MAOC (N)	n/a	99%
Strategic priorities	Strategic objectives		Contributing outputs
 Security	13. Support proper implementation of EU and International maritime security legislation		1, 2, 3
	14. Provide further information services to protect the EU merchant fleet worldwide		1, 2, 3
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy		1, 2, 3
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system		1, 2, 3
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission		1, 2, 3
	24. Capitalise on surveillance expertise to engage further with the broader EU surveillance community to benefit the maritime services and add more value for the EU		1, 2, 3
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability		1, 2, 3
Reliable partner	32. Seek synergies with complementary EU bodies and communities to add more value for the EU		1, 2, 3
Knowledge hub	36. Support innovation and development of new technologies		1, 2, 3
Outputs 2024			
1. Continue the operation, delivery and development of Integrated Maritime Services (IMS) including, subject to available funding, Earth Observation products via the Copernicus Maritime Surveillance service, in line with the MAOC (N) Cooperation Agreement framework, including provision of operational support such as training, as part of EMSA's capacity building services and helpdesk activities.			
2. Further advance the collaboration with MAOC (N) and development of historical and combined ABMs products and services in accordance with MAOC (N) feedback.			
3. Further improve IMS to support law enforcement monitoring and control operations by developing MAOC (N) user requirements.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
Integrated Maritime Services are offered to MAOC (N) in accordance with their user requirements.			
Enhancing the exchange of information and cooperation by analysing operational challenges and emerging risks assessment for counter narcotic operations.			
Eliciting, developing and delivering maritime related risk analysis products.			

7.5 COMMUNICATION (60000)

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
CA	1,410,696		
PA	1,410,696		
STAFF	2.5 AD, 2.75 AST, 1.75 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Social media	sum of followers of EMSA's social media channels	n/a	61,600
EMSA website	sum of page views to EMSA website	n/a	950,000
Public information	percentage of public inquiries responded to in 15 days or fewer	n/a	90%
Strategic priorities			
Organisational identity	In the provision of unique services, technical assistance, and support to its main stakeholders, be even more efficient and green as an organisation both in internal processes and in the way it interacts with external stakeholders.		
Outputs 2024			
1. Support the promotion of EMSA's five-year strategy, in each of its different priority areas, through targeted, high-impact, cost-effective communication campaigns and actions.			
2. Increase visibility of the Agency among maritime stakeholders and citizens, including among young people, and among citizens of Portugal, EMSA's host country.			
3. Improve and further develop EMSA's online presence, ensuring that its web content is audience-focused, and increases the transparency and visibility of the Agency.			
4. Further increase EMSA's social media presence, focusing on building engaged online audiences through different social media channels			
5. Further develop EMSA's multilingual policy in line with the Ombudsman's practical recommendations for the EU administration			
6. Further promote the Agency among stakeholders at national level (EU, EFTA, IPA, ENP) with targeted local engagements and activities.			
Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS			
Clear, concise and reliable information shared across multiple channels, enabling all interested parties to follow the Agency's activities.			
Multilingual products and outputs enable all EU citizens to easily access relevant maritime facts and data.			

7.6 MISSIONS AND EVENTS SUPPORT (65000)

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
CA	1,153,025		
PA	1,153,025		
STAFF	0.5 AD, 1.75 AST, 3.5 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Events support	total number of meetings/workshops organised by EMSA per year	83	90
	total number of participants at EMSA meetings/workshops per year	2790	2100
Strategic priorities			

Organisational identity	In the provision of unique services, technical assistance and support to its main stakeholders, be even more efficient and green as an organisation both in internal processes and in the way it interacts with external stakeholders.
-------------------------	--

Outputs 2024

1. Organisation of missions for EMSA staff travelling for business purposes.
2. Reimbursement of mission costs to staff.
3. Management of the framework contract with the EMSA travel agency.
4. Advice and support to EMSA Staff on different matters (visa, security, etc.), especially for those travelling to third countries.
5. Support the organisation of events/meetings (face-to-face, online and hybrid) in the Agency.
6. Ensure state-of-the-art technical solutions for online and hybrid meetings.
7. Ensure timely reimbursement of external participants to EMSA's events.

Added value 2024 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Efficient performance in all support tasks contributes to and facilitates the execution of the annual work programme of the Agency, thus contributing to achieving the expected outputs.

7.7 EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000) ²⁵

Legal basis	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
STAFF			
Management, quality and greening	10.5 AD, 6.75 AST, 1.5 CA		
Human resources, implementation of the Seat Agreement & document management	4.5 AD, 5 AST, 5.5 CA, 1 SNE		
Facilities & Logistics	1.25 AD, 0.25 AST, 2.5 CA		
Legal & Finance	4.75 AD, 5.5 AST, 2.25 CA		
Performance Indicators (PI)		Result 2022	Target 2024
Planning	implementation of the Work Programme	assessed through the CAAR 2022	as close as possible to full implementation
Budget	execution rate commitment appropriations	99.80%	as close as possible to 100% and in any case above 95%
	execution rate payment appropriations	98.42%	as close as possible to 100% and in any case above 95%
Audits	ECA recommendations implemented in time	100%	as close as possible to 100%
	IAS recommendations implemented in time	100%	as close as possible to 100%
Quality	IQEMS certification maintained	valid IQEMS Certificate	valid IQEMS Certificate
Greening	number of greening projects implemented	10	10
	EMAS registration maintained	EMAS registration maintained	EMAS registration maintained
Establishment plan	execution rate establishment plan	99.06%	as close as possible to 100% and in any case above 95%

²⁵ Financial resources distributed across the activities.

Strategic priorities	
Organisational identity	Implement efficient, transparent, SMART, client-oriented and gender balanced management principles.
	In the provision of unique services, technical assistance and support to its main stakeholders, be even more efficient and green as an organisation both in internal processes and in the way it interacts with external stakeholders.
Outputs 2024	
Management, quality & greening	
1.	Implementation of EMSA's multi-annual strategy.
2.	Establishment and implementation of the budget of the Agency.
3.	Preparation of the meetings of the Administrative Board, decisions, minutes.
4.	Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Annual Activity Report and the Financial Statement.
5.	Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.
6.	Providing budget follow-up including execution of transfers.
7.	Providing and further developing budget planning and management tools.
8.	Maintaining the Internal Control Framework (ICF) and continuous assessment of the ICF.
9.	Maintaining EMSA IQEMS certification and continuous improvement of the system.
10.	Implementation and first internal audit of the EMSA Information Management Security System (ISMS)
11.	Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.
12.	Maintaining EMSA registration within EU Eco-Management and Audit Scheme (EMAS).
Human Resources, implementation of the Seat Agreement & document management	
1.	Providing advice to the Executive Director in matters related to staff, the Seat Agreement, records management and archives.
2.	Updating and developing of Implementing Rules giving effect to the Staff Regulations and the Conditions of Employment of Other Servants.
3.	Management and implementation of HR Policies and Processes.
4.	Management and implementation of the Seat Agreement with the Republic of Portugal.
5.	Implementation of the Archive Regulation and its Implementing rules.
6.	Implementation of the annual Appraisal Exercise.
7.	Implementation of the annual Promotion/Reclassification Exercise.
8.	Implementation of the Staff Learning & Development Policy.
9.	Implementation of the traineeship programme and the programme for National experts on professional training.
10.	Implementation of the Decision of the Administrative Board on the Secondment of National Experts to EMSA.
11.	Implementation of the EMSA Gender Action Plan and gender SMART indicators.
12.	Ensuring the correct functioning and development of the e-HR tools, Ares and other relevant tools supporting administrative procedures and workflows.
13.	Managing selection and recruitment processes.
14.	Management of the day to day of EMSA staff, including payroll, management of staff files, working time, staff helpdesk, schooling issues, etc.
15.	Implementation of EMSA HR Strategy.
Legal & finance	
1.	Providing legal, financial and budgetary advice to the Executive Director and the different EMSA entities.

2. Legal and financial verification of procurement procedures, legal and financial files.
3. Further updates, development and integration of EMSA e-procurement, contract management, finance, budgetary and monitoring tools.
4. Drafting and implementing internal rules, guidelines, templates and procedures.
5. Implementation of Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.
6. Implementation of EMSA Rules on Sensitive Non-Classified Information and a new Information Security Regulation.

Facilities & logistics

1. Maintaining and operating EMSA's premises and infrastructure including safety, security and providing numerous support services.

Added value 2024 TANGIBLE BENEFITS FOR STAKEHOLDERS

The Management of the Agency aims to make EMSA the centre of excellence for a safe, secure, green, competitive and sustainable EU maritime sector, while serving the Member States and the Commission and operating as an innovative and reliable partner for the European maritime cluster and potentially beyond.

In parallel, the Management guarantees good corporate governance, transparency, efficiency, flexibility and quality.

Maintaining EMSA registration within the EU Eco-Management and Audit Scheme (EMAS) will be evidence of implementation of environmental management and continuous improvement within the Agency. The detailed programme of planned action is included in the Environmental Statement.

EMSA IQEMS ensures that stakeholder needs and expectations are fulfilled and EMSA services are provided to a high level of quality and in an environmentally responsible manner. The certification by the external Certification Body (TUV Portugal) is the documented evidence of the effective implementation of the system.

Staff is the key asset of EMSA, a motivated and well-trained workforce better contributes to the overall priorities and goals of the Agency and ultimately generates further additional value for the EU citizen, the Member States and the Commission.

An agile and efficient replacement and redeployment of staff helps to ensure business continuity and to address new challenges. Staff capabilities need to be continuously enhanced and upgraded through the EMSA Staff Development Policy.

The Agency through its traineeship scheme offers the possibility to young graduates to access the professional environment and gives them a head start in their chosen career.

By having a gender action plan in place, the Agency aims at having a more balanced workforce and to contribute overall to improve women representation in the maritime industry.

As a public body EMSA processes need to be compliant with the regulatory framework of the EU, without the support staff in the Corporate Services the Agency will not be able to ensure compliance with the different rules in place whilst achieving its operational goals.

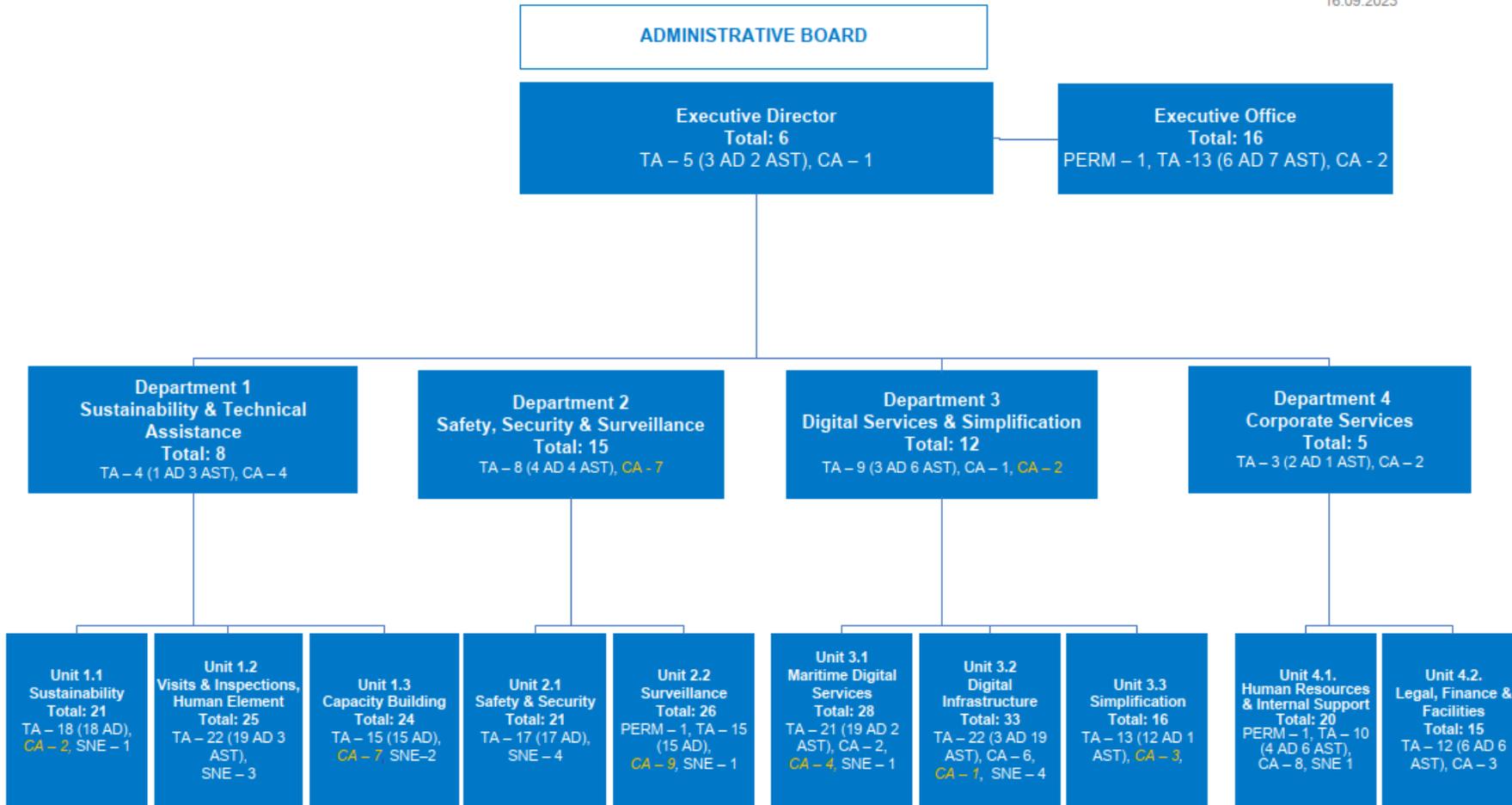
An efficient performance in all legal and financial tasks contributes to and facilitates the execution of the annual work programme of the Agency by ensuring regularity and legality of the operations.

Proper functioning of the premises contributes positively to the well-being of staff and overall efficiency.

Annexes

Annex I. Organisation chart

16.09.2023



*Project Financed Contract Agents

Annex II. Resources per Activity 2023 - 2026

ABB	List of activities	2023				2024				2025				2026			
		TA	CA & SNE (FTE)	Commitment apppr.	Payment apppr.	TA	CA & SNE (FTE)	Commitment apppr.	Payment apppr.	TA	CA & SNE (FTE)	Commitment apppr.	Payment apppr.	TA	CA & SNE (FTE)	Commitment apppr.	Payment apppr.
21020	Multipurpose maritime surveillance	7.25	1.00	11,793,757	12,188,658	7.25	0.75	11,787,431	11,811,792	7.25	0.75	11,358,237	11,840,346	7.25	0.75	11,616,922	12,110,011
21030	SafeSeaNet	6.50	0.25	3,179,109	2,863,510	7.25	0.25	2,180,938	2,575,284	7.25	0.25	2,296,211	2,315,070	7.25	0.25	2,348,507	2,367,796
21040	EMSW	2.75	0.25	723,582	734,252	2.75	0.25	1,010,307	1,042,438	2.75	0.25	1,062,833	1,054,013	2.75	0.25	1,087,039	1,078,018
21050	eCertification	0.75	-	560,543	339,459	1.00	-	682,383	831,590	1.00	-	287,119	534,254	1.00	-	293,658	546,422
21060	Satellite based services and surveillance innovation	3.50	-	2,806,448	1,980,823	4.50	-	3,639,345	3,637,655	4.50	-	3,647,348	3,555,452	4.50	-	3,730,417	3,636,428
22000	LRIT	4.00	0.25	2,565,375	2,716,135	3.50	0.25	2,647,725	2,637,494	3.50	0.25	2,631,836	2,668,981	3.50	0.25	2,691,777	2,729,767
24000	Maritime Support Services	2.00	9.25	1,501,052	1,627,865	4.00	9.00	2,086,564	2,086,564	4.00	9.00	2,133,188	2,133,188	4.00	9.00	2,181,771	2,181,771
31000	Classification Societies	9.00	1.25	2,216,798	2,216,798	9.25	1.25	2,436,405	2,436,405	9.25	1.25	2,462,149	2,462,149	9.25	1.25	2,518,225	2,518,225
32000	Seafarer Training and Certification	6.50	1.25	1,681,053	1,681,053	6.25	2.25	1,888,878	1,888,878	6.25	2.25	1,851,442	1,851,442	6.25	2.25	1,893,609	1,893,609
33000	Visits to Member States	5.75	1.50	1,416,674	1,416,674	5.50	0.50	1,334,321	1,334,321	5.50	0.50	1,363,577	1,363,577	5.50	0.50	1,394,633	1,394,633
34000	Maritime Security	5.50	2.00	1,439,509	1,461,509	5.50	1.00	1,452,477	1,452,477	5.50	1.00	1,552,607	1,552,607	5.50	1.00	1,587,968	1,587,968
35000	Analytics and research	4.50	0.25	1,008,451	1,008,451	4.50	0.25	1,083,395	1,083,395	4.50	0.25	1,107,669	1,107,669	4.50	0.25	1,132,896	1,132,896
36000	Human element	1.00	-	239,203	329,588	1.75	-	553,090	553,090	1.75	-	663,303	613,303	1.75	-	678,410	627,272
42000	Accident investigation	3.00	1.00	1,092,832	1,277,907	2.75	1.00	1,252,482	1,325,983	2.75	1.00	1,244,215	1,290,699	2.75	1.00	1,272,553	1,320,095
43000	Capacity Building and EMSA Academy	10.75	3.00	3,799,444	3,880,588	11.00	3.00	3,872,759	3,871,403	11.00	3.00	3,938,520	4,008,520	11.00	3.00	4,028,221	4,099,815
44000	Maritime Safety	12.75	1.00	4,016,998	4,312,998	13.50	2.00	4,724,227	4,449,227	13.50	2.00	4,753,515	4,711,015	13.50	2.00	4,861,777	4,818,309
45000	Maritime Digital Services*	33.50	1.50	13,653,282	14,069,029	32.50	2.50	17,231,766	17,237,158	32.50	2.50	18,180,339	18,536,174	32.50	2.50	18,594,398	18,958,338
46000	Prevention of Pollution	7.50	0.75	2,033,690	2,080,440	7.25	1.25	2,016,096	2,171,821	7.25	1.25	2,056,599	2,182,249	7.25	1.25	2,103,438	2,231,950
51000	Operational Pollution Response	11.75	3.00	20,975,278	20,217,493	11.25	2.50	18,920,492	18,041,878	11.25	2.50	18,916,376	17,935,251	11.25	2.50	19,347,199	18,343,728
52000	CleanSeaNet and RPAS for emissions monitoring	10.75	-	10,562,863	10,862,712	9.00	0.25	9,913,655	10,245,885	9.00	0.25	10,047,685	9,838,809	9.00	0.25	10,276,522	10,062,889
60000	Communication	5.75	1.25	1,414,271	1,414,271	5.25	1.75	1,410,696	1,410,696	5.25	1.75	1,441,258	1,441,258	5.25	1.75	1,474,083	1,474,083
65000	Missions and Events Support	1.25	4.50	1,136,827	1,136,827	2.25	3.50	1,153,025	1,153,025	2.25	3.50	1,175,996	1,175,996	2.25	3.50	1,202,779	1,202,779
61000	Management, quality & greening	18.00	1.00	Financial resources distributed across the activities		17.25	1.50	Financial resources distributed across the activities		17.25	1.50	Financial resources distributed across the activities		17.25	1.50	Financial resources distributed across the activities	
62000	Human resources, implementation of the Seat Agreement & document management	9.25	8.25			9.50	6.50			9.50	6.50			9.50	6.50		
63000	Facilities & logistics	1.25	2.00			1.50	2.50			1.50	2.50			1.50	2.50		
64000	ICT Operations	17.00	2.50			15.75	2.75			15.75	2.75			15.75	2.75		
66000	Legal & finance	10.50	2.00			10.25	2.25			10.25	2.25			10.25	2.25		
SUBTOTALS		212	48			212	49			212	49			212	49		
TOTAL		260		89,817,038	89,817,038	261		93,278,457	93,278,457	261		94,172,022	94,172,022	261		96,316,802	96,316,802

- Figures are based on the staff and budget proposed for the draft budget 2024 and are in line with Regulation (EU) 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency and use the Multiannual Financial Framework 2021-2027 plus additional resources made available for salary expenditure due to high inflation and plus possible additional resources subject to adoption of the Proposal for a Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (for RefFuel EU Maritime) and its subsequent resources allocation.
- The Agency implements an activity-based approach to budgeting and reporting. The lifecycle stretches from initial planning of the draft budget preparation which starts towards the end of year N-2 to the final presentation of actuals in the Consolidated Annual Activity Report in year N+1. Activity-Based Budgeting (ABB) codes are tagged to commitments and payments, tracking the cost of both direct and indirect activities. Direct staff is allocated to one or more operational activities in 25% FTE segments according to their prevailing functions. Indirect staff and overhead and administrative costs are ventilated across operational activities, based on the number of direct FTEs allocated to each activity.

- In line with the respective budget ceilings, 2025 and 2026 appropriations are derived by extrapolating 2024 appropriations in proportion to the variance between the base year 2024 budget ceiling and the budget ceilings of the target years 2025 and 2026. The human resource allocation per ABB for 2025 and 2026 is based on the planning for 2024 and is therefore indicative.
- Amending Budget No.1/2023 recorded EUR 2,058 as C4 credits cashed during the year. Presently, these appropriations are not allocated to any activity and are not disclosed in the ABB report since their use is only allowed once C1 credits are fully consumed under the relevant Budget line.

Annex III. Financial Resources

Table 1: Revenue

General revenue

REVENUES	2023		2024	
	Amended Budget No1		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
EU contribution	86,970,780	86,970,780	89,752,275	89,752,275
Other Revenue	16,559,476	16,559,476	3,526,182	3,526,182
TOTAL REVENUES	103,530,256	103,530,256	93,278,457	93,278,457

Commitment Appropriations

REVENUE	General Revenues						
	Executed Budget 2022	Amended Budget No1 2023	Draft Budget 2024		VAR 2024/2023 (%)	Envisaged 2025	Envisaged 2026
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	173,481	250,000	250,000	250,000	0.00%	250,000	250,000
2 EU CONTRIBUTION	84,106,886	86,970,780	89,752,275	89,752,275	3.20%	90,623,501	92,694,151
- Of which assigned revenues deriving from previous years' surpluses	1,575,800	1,286,961	752,777	752,777	-41.51%	1,000,000	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	2,071,530	2,506,258	3,186,182	3,186,182	27.13%	3,208,521	3,282,651
- Of which EEA/EFTA (excl. Switzerland)	2,071,530	2,506,258	3,186,182	3,186,182	27.13%	3,208,521	3,282,651
- Of which candidate countries	-	-					
4 OTHER CONTRIBUTIONS²⁶	92,541	92,058	90,000	90,000	-2.24%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT²⁷	35,677,811	13,711,160	p.m.	p.m.		p.m.	p.m.
7 CORRECTION OF BUDGETARY IMBALANCES							

²⁶ Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

²⁷ External assigned revenue (R0 funds) for revenue received in the past and for future revenue that is certain; otherwise a token entry 'p.m.' ('pro memoria') is made and the estimated revenue is shown for information in below External Assigned Revenue table (FFR Art. 20 & 21).

TOTAL	122,122,249	103,530,256	93,278,457	93,278,457	-9.90%	94,172,022	96,316,802
--------------	--------------------	--------------------	-------------------	-------------------	---------------	-------------------	-------------------

REVENUE	Additional EU funding: grant, contribution and service-level agreements						
	Executed Budget 2022	Amended Budget No1 2023	Draft Budget 2024		VAR 2024/2023 (%)	Envisaged 2025	Envisaged 2026
			Agency request	Budget forecast			
Contribution agreements (FFR Art. 7)	18,006,504	9,127,000	11,864,888	11,864,888	1.99%	12,087,382	11,885,518
Grant agreements (FFR Art. 7)	7,170,933	558,065	-	-	-	-	-
Service level agreements (FFR Art. 43)	9,714,179	4,651,425	8,086,500	8,086,500	-1.18%	7,913,000	7,416,500
Other external assigned revenue	786,195	490,800	450,000	450,000	-16.36%	450,000	450,000
TOTAL	35,677,811	13,711,160	19,551,996	19,551,996	0.16%	19,851,415	19,324,705

Payment Appropriations

REVENUE	General Revenues						
	Executed Budget 2022	Amended Budget No1 2023	Draft Budget 2024		VAR 2024/2023 (%)	Envisaged 2025	Envisaged 2026
			Agency request	Budget forecast			
1 REVENUE FROM FEES AND CHARGES	173,481	250,000	250,000	250,000	0.00%	250,000	250,000
2 EU CONTRIBUTION	82,938,811	86,970,780	89,752,275	89,752,275	3.20%	90,623,501	92,694,151
- Of which assigned revenues deriving from previous years' surpluses	1,575,800	1,286,961	752,777	752,777	-41.51%	1,000,000	1,000,000
3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)	2,042,212	2,506,258	3,186,182	3,186,182	27.13%	3,208,521	3,282,651
- Of which EEA/EFTA (excl. Switzerland)	2,042,212	2,506,258	3,186,182	3,186,182	27.13%	3,208,521	3,282,651
- Of which candidate countries	-	-	-	-	-	-	-
4 OTHER CONTRIBUTIONS²⁸	92,541	92,058	90,000	90,000	-2.24%	90,000	90,000
5 ADMINISTRATIVE OPERATIONS							-
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							-
6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT²⁹	23,505,606	13,711,160	p.m.	p.m.		p.m.	p.m.
7 CORRECTION OF BUDGETARY IMBALANCES							-

²⁸ Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

²⁹ External assigned revenue (R0 funds) for revenue received in the past and for future revenue that is certain; otherwise a token entry 'p.m.' ('pro memoria') is made and the estimated revenue is shown for information in below External Assigned Revenue table (FFR Art. 20 & 21).

TOTAL	108,752,651	103,530,256	93,278,457	93,278,457	-9.90%	94,172,022	96,316,802
--------------	--------------------	--------------------	-------------------	-------------------	---------------	-------------------	-------------------

REVENUE	Additional EU funding: grant, contribution and service-level agreements						
	Executed Budget 2022	Initial Budget 2023	Draft Budget 2024		VAR 2024/2023 (%)	Envisaged 2025	Envisaged 2026
			Agency request	Budget forecast			
Contribution agreements (FFR Art. 7)	12,189,127	9,127,000	11,864,888	11,864,888	1.99%	12,087,382	11,885,518
Grant agreements (FFR Art. 7)	4,011,226	558,065	-	-	-	-	-
Service level agreements (FFR Art. 43)	6,742,860	4,651,425	8,086,500	8,086,500	-1.18%	7,913,000	7,416,500
Other external assigned revenue	562,393	490,800	450,000	450,000	-16.36%	450,000	450,000
TOTAL	23,505,606	13,711,160	19,551,996	19,551,996	0.16%	19,851,415	19,324,705

Table 2: Expenditure

EXPENDITURE	2023 as amended		2024	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
Title 1 Staff Expenditure	31,020,451	31,020,451	34,664,497	34,664,497
Title 2 Infrastructure & Operating Expenditure	5,148,740	5,148,740	4,738,848	4,738,848
Title 3 Operational Expenditure	53,649,905	53,649,905	53,875,112	53,875,112
Title 4 Project Financed Actions	13,711,160	13,711,160	p.m.	p.m.
TOTAL EXPENDITURE	103,530,256	103,530,256	93,278,457	93,278,457

Expenditure	Commitment Appropriations						
	Executed Budget 2022	Amended Budget No1 2023	Draft Budget 2024		VAR 2024/2023 (%)	Envisaged in 2025	Envisaged in 2026
			Agency request	Budget forecast			
Title 1 - Staff expenditure	31,497,472	31,020,451	34,091,000	34,664,497	11.75%	35,248,000	36,050,778
11 Salaries & allowances	29,512,240	29,153,451	32,162,000	32,717,000	12.22%	33,306,000	34,064,548
- Of which establishment plan posts	26,851,151	26,200,004	28,824,000	29,187,000	11.40%	29,770,000	30,448,016
- Of which external personnel	2,661,089	2,953,447	3,338,000	3,530,000	19.52%	3,536,000	3,616,533
12 Expenditure relating to Staff recruitment	255,163	381,000	390,000	408,497	7.22%	409,000	418,315
Employer's pension contributions							-
13 Mission expenses	77,000	78,000	80,000	75,000	-3.85%	75,000	76,708
14 Socio-medical infrastructure	51,000	52,000	73,000	58,000	11.54%	60,000	61,367
15 Training	143,212	244,000	249,000	249,000	2.05%	149,000	152,393

16 Social welfare	1,184,900	807,000	824,000	871,000	7.93%	958,000	979,819
17 Receptions events and representation	34,000	34,000	35,000	35,000	2.94%	35,000	35,797
18 External Services	239,958	271,000	278,000	251,000	-7.38%	256,000	261,830
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	4,320,387	5,148,740	4,856,230	4,738,848	-7.96%	5,047,710	5,162,672
20 Rental of buildings and associated costs	3,273,032	3,763,248	3,646,200	3,646,200	-3.11%	3,750,000	3,835,407
21 Information communication technology and data processing	762,159	937,198	851,896	766,698	-18.19%	858,260	877,807
22 Movable property and associated costs	51,942	43,160	28,300	28,300	-34.43%	138,300	141,450
23 Current administrative expenditure	49,496	113,100	92,200	92,200	-18.48%	96,700	98,902
24 Postage / Telecommunications	99,686	107,034	137,634	125,450	17.21%	124,450	127,284
25 Meeting expenses	84,072	185,000	100,000	80,000	-56.76%	80,000	81,822
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	50,626,579	53,649,905	53,752,730	53,875,112	0.42%	53,876,312	55,103,352
31 Sustainability	25,457,733	27,145,526	24,878,899	24,485,216	-9.80%	24,592,292	25,152,384
32 Surveillance	10,380,603	11,446,377	11,625,000	11,505,000	0.51%	11,398,332	11,657,931
33 Safety & Security	2,618,614	2,951,000	3,554,500	3,575,572	21.16%	3,569,000	3,650,284
34 Digitalisation & Simplification	10,221,281	9,966,447	11,753,732	12,505,725	25.48%	12,611,688	12,898,921
35 Technical & Op. Assistance	1,558,767	1,642,000	1,444,000	1,337,000	-18.57%	1,312,000	1,341,881
36 Strategic Support	389,582	498,555	496,599	466,599	-6.41%	393,000	401,951
Traditional Titles 1, 2 & 3	86,444,438	89,819,096	92,699,960	93,278,457	3.85%	94,172,022	96,316,802
Title 4 - Project Financed Activities	35,677,811	13,711,160	p.m.	p.m.		p.m.	p.m.
41 Maritime Information Services	4,307,962	800,000	p.m.	p.m.		p.m.	p.m.
42 Assistance to Candidate and ENP Countries	3,337,611	201,935	p.m.	p.m.		p.m.	p.m.
43 Surveillance SLAs	9,714,179	4,682,225	p.m.	p.m.		p.m.	p.m.
44 CleanSeaNet Services to Third Parties	-	-	p.m.	p.m.		p.m.	p.m.
45 COPERNICUS	17,531,865	7,067,000	p.m.	p.m.		p.m.	p.m.
46 EQUASIS	524,401	350,000	p.m.	p.m.		p.m.	p.m.
47 THETIS Modules	261,794	550,000	p.m.	p.m.		p.m.	p.m.
49 Miscellaneous	-	60,000	p.m.	p.m.		p.m.	p.m.
TOTAL	122,122,249	103,530,256	92,699,960	93,278,457	-9.90%	94,172,022	96,316,802

Expenditure	Payment Appropriations						
	Executed Budget 2022	Amended Budget No1 2023	Draft Budget 2024		VAR 2023/2022 (%)	Envisaged in 2025	Envisaged in 2026
			Agency request	Budget forecast			
Title 1 - Staff expenditure	31,316,500	31,020,451	34,091,000	34,664,497	11.75%	35,248,000	36,050,778
11 Salaries & allowances	29,488,190	29,153,451	32,162,000	32,717,000	12.22%	33,306,000	34,064,548
- Of which establishment plan posts	26,851,151	26,200,004	28,824,000	29,187,000	11.40%	29,770,000	30,448,016
- Of which external personnel	2,637,039	2,953,447	3,338,000	3,530,000	19.52%	3,536,000	3,616,533
12 Expenditure relating to Staff recruitment	235,676	381,000	390,000	408,497	7.22%	409,000	418,315
Employer's pension contributions							-
13 Mission expenses	60,840	78,000	80,000	75,000	-3.85%	75,000	76,708
14 Socio-medical infrastructure	23,932	52,000	73,000	58,000	11.54%	60,000	61,367
15 Training	106,986	244,000	249,000	249,000	2.05%	149,000	152,393
16 Social welfare	1,184,469	807,000	824,000	871,000	7.93%	958,000	979,819
17 Receptions events and representation	30,618	34,000	35,000	35,000	2.94%	35,000	35,797
18 External Services	185,791	271,000	278,000	251,000	-7.38%	256,000	261,830
Other Staff related expenditure							
Title 2 - Infrastructure and operating expenditure	3,671,744	5,148,740	4,856,230	4,738,848	-7.96%	5,047,710	5,162,672
20 Rental of buildings and associated costs	2,896,365	3,763,248	3,646,200	3,646,200	-3.11%	3,750,000	3,835,407
21 Information communication technology and data processing	627,107	937,198	851,896	766,698	-18.19%	858,260	877,807
22 Movable property and associated costs	29,555	43,160	28,300	28,300	-34.43%	138,300	141,450
23 Current administrative expenditure	34,034	113,100	92,200	92,200	-18.48%	96,700	98,902
24 Postage / Telecommunications	20,316	107,034	137,634	125,450	17.21%	124,450	127,284
25 Meeting expenses	64,366	185,000	100,000	80,000	-56.76%	80,000	81,822
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
Title 3 - Operational expenditure	50,258,800	53,649,905	53,752,730	53,875,112	0.42%	53,876,312	55,103,352
31 Sustainability	24,671,476	26,283,715	24,689,245	23,981,785	-8.76%	23,377,940	23,910,375
32 Surveillance	10,561,234	11,392,711	11,601,667	11,490,474	0.86%	11,568,346	11,831,816
33 Safety & Security	2,546,943	3,629,960	3,348,000	3,292,823	-9.29%	3,571,734	3,653,081
34 Digitalisation & Simplification	10,684,458	10,141,820	12,098,220	13,297,789	31.12%	13,583,293	13,892,654
35 Technical & Op. Assistance	1,423,205	1,703,144	1,519,000	1,345,644	-20.99%	1,382,000	1,413,475
36 Strategic Support	371,484	498,555	496,599	466,599	-6.41%	393,000	401,951
Traditional Titles 1, 2 & 3	85,247,044	89,819,096	92,699,960	93,278,457	3.85%	94,172,022	96,316,802
Title 4 - Project Financed Activities	23,505,606	13,711,160	p.m.	p.m.		p.m.	p.m.
41 Maritime Information Services	2,516,029	800,000	p.m.	p.m.		p.m.	p.m.
42 Assistance to Candidate and ENP Countries	1,665,360	201,935	p.m.	p.m.		p.m.	p.m.

43 Surveillance SLAs	6,742,860	4,682,225	p.m.	p.m.		p.m.	p.m.
44 CleanSeaNet Services to Third Parties	-	-	p.m.	p.m.		p.m.	p.m.
45 COPERNICUS	12,018,965	7,067,000	p.m.	p.m.		p.m.	p.m.
46 EQUASIS	344,853	350,000	p.m.	p.m.		p.m.	p.m.
47 THETIS Modules	217,540	550,000	p.m.	p.m.		p.m.	p.m.
49 Miscellaneous	-	60,000	p.m.	p.m.		p.m.	p.m.
TOTAL	108,752,651	103,530,256	92,699,960	93,278,457	-9.90%	94,172,022	96,316,802

Table 3: Budget outturn and cancellation of appropriations

Budget outturn	2020	2021	2022
Reserve from the previous years' surplus (+)			
Revenue actually received (+)	97,845,598	105,785,206	115,807,271
Payments made (-)	-98,031,816	-100,294,668	-109,230,458
Carry-over of appropriations (-)	-18,978,600	-21,532,886	-26,328,290
Cancellation of appropriations carried over (+)	118,354	217,066	217,233
Adjustment for carry over of assigned revenue appropriation from previous year (+)	20,625,568	17,121,487	20,291,173
Exchange rate differences (+/-)	-3,304	-9,244	- 4,152
Adjustment for negative balance from previous year (-)			
TOTAL	1,575,800	1,286,961	752,777

Annex IV. Human Resources

Table 1: Staff population and its evolution; Overview of all categories of staff

A. Statutory staff and SNE

Staff population		2022 (N-1)			2023 (N)	2024 (N+1)	2025 (N+2)	2026 (N+3)
Establishment plan posts		Authorised budget	Actually filled as of 31.12.2022 ³⁰	Occupancy rate %	Authorised staff	Envisaged staff	Envisaged staff	Envisaged staff
Officials	AD	3	3	100%	3	3	3	3
	AST			n/a				
	AST/SC			n/a				
TA	AD	149	147	98.66%	149	149	149	149
	AST	60	60	100%	60	60	60	60
	AST/SC			n/a				
Total		212	210	99.06%	212	212	212	212
External staff		FTE corresponding to the authorised budget ³¹	Executed FTE as of 31.12.2022	Execution rate %	FTE corresponding to the authorised budget ³²	Envisaged FTE ³³	Envisaged FTE	Envisaged FTE
CA GFIV		27.4	22.6	82.43%	36.5	35.5	34	34
CA GF III		10.4	9.6	92.16%	13	11.5	10	10
CA GF II		19.0	17.9	94.21%	17	17	17	17
CA GFI		2.0	2.0	100%	2	2	2	2
Total CA		58.8	52.1	88.56%	68.5	66	63	63
SNE		19.3	12.9	67.01%	19	18	18	18
Total External staff		78.1	65.0	83.24%	86.5	84	81	81
TOTAL STAFF		290.1	275.0	94.80%	298.5	297	293	293

³⁰ Including 1 offer letter (1 AST)

³¹ Out of which 28.8 CA and 1.3 SNE are financed from other sources as follows: 18.4 CA FGIV, 8.4 CA FGIII, 2 CA FGII and 1.3 SNE.

³² One CA FGIV included from mid-2023 (0.5 FTE in 2023) following the adoption of the Proposal for a Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (FuelEU Maritime) and its subsequent resources allocation.

³³ 6 Contract Agents (3 FGIV and 3 FGIII) have been included relative to the extension of the CISE Transitional Phase Grant Agreements until June 2024 (equivalent to 3 FTEs).

A. External staff expected to be financed from grant, contribution or service-level agreements³⁴

Human Resources	2023	2024	2025	2026
	Envisaged FTE	Envisaged FTE	Envisaged FTE	Envisaged FTE
Contract Agents (CA)	38	35	32	32
Seconded National Experts (SNE)	1			
Total	39	35	32	32

C. Other Human Resources

- Structural services providers

	Actually in place as of 31.12.2022.
IT	2
Other (specify)	
Other (specify)	

- Interim workers

	Total FTEs in 2022
Number	3.5 ³⁵

³⁴ The exact number of external staff for certain Project Finances Activities is subject to the signature of relevant agreements with other entities. Therefore, beyond 2022, the number of Contract Agents and SNEs is indicative at this stage.

³⁵ EMSA Budget only.

Table 2: Multi-annual staff policy plan 2024, 2025 and 2026

Function group and grade	2022				2023		2024		2025		2026	
	Authorised budget		Actually filled as of 31.12.2022 ³⁶		Authorised budget		Envisaged		Envisaged ³⁷		Envisaged	
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA
AD 16												
AD 15		1				1		1		1		1
AD 14		3		3		3		3		3		3
AD 13	1	6	1	4	1	6	1	6	1	6	1	6
AD 12	1	17	1	11	1	18	1	18	1	18	1	18
AD 11		20		12		22		18		18		18
AD 10	1	28		34	1	29	1	31	1	31	1	31
AD 9		35	1	27		33		26		26		26
AD 8		24		17		22		18		18		18
AD 7		11		16		13		17		17		17
AD 6		4		21		2		11		11		11
AD 5				2								
Total AD	3	149	3	147	3	149	3	149	3	149	3	149
AST 11												
AST 10		1				1		1		1		1
AST 9		2		1		4		5		5		5
AST 8		7		4		6		6		6		6
AST 7		15		10		14		14		14		14
AST 6		19		21		19		18		18		18
AST 5		13		13		13		13		13		13
AST 4		3		6		3		3		3		3
AST 3				3								
AST 2				1								
AST 1				1								
Total AST		60		60		60		60		60		60
Total AST/SC												
TOTAL	3	209	3	207	3	209	3	209	3	209	3	209

³⁶ Including 1 AST offer letter sent and accepted in 2022.

³⁷ 2025 and 2026 figures are not final and will be adjusted in the future.

External personnel

Contract agents

Contract agents	FTE corresponding to the authorised budget in 2022 (N-1)	Executed FTE as of 31.12.2022 (N-1)	Headcount as of 31.12.2022 (N-1)	FTE corresponding to the authorised budget in 2023 (N) ³⁸	FTE corresponding to the authorised budget in 2024 (N+1)	FTE corresponding to the authorised budget in 2025 (N+2)	FTE corresponding to the authorised budget in 2026 (N+3)
CA GFIV	9	8.8	9	10.5	11	11	11
CA GF III	2	2	2	3	3	3	3
CA GF II	17	15.9	15	15	15	15	15
CA GFI	2	2	2	2	2	2	2
Total CA	30	28.6	28	30.5	31	31	31

Seconded national experts

SNEs	FTE corresponding to the authorised budget in 2022 (N-1)	Executed FTE as of 31.12.2022 (N-1)	Headcount as of 31.12.2022 (N-1)	FTE corresponding to the authorised budget in 2023 (N)	FTE corresponding to the authorised budget in 2024 (N+1)	FTE corresponding to the authorised budget in 2025 (N+2)	FTE corresponding to the authorised budget in 2026 (N+3)
SNE	18	12.71	16	18	18	18	18
Total	18	12.71	16	18	18	18	18

³⁸ One CA FGIV included from mid-2023 (0.5 FTE in 2023) following the adoption of the Proposal for a Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport (FuelEU Maritime) and its subsequent resources allocation.

Table 3: Recruitment forecasts 2024 following retirement/mobility or new requested posts
 (information on the entry level for each type of post: indicative table)

Job title in the Agency	Type of contract (official, TA or CA)		TA/Official		CA		
			Function group/grade of recruitment internal (...) and external (single grade) foreseen for publication				
	Due to foreseen retirement/mobility	New post requested due to additional tasks	Internal (brackets)	External (brackets)	Recruitment Function Group (I, II, III and IV)		
Senior Administrative Assistant	Retirement		To be defined, assessment of reintegration requests needed	To be defined			

Number of inter-agency mobility 2023 from and to the Agency: *No interagency mobility TAs cases in 2023 have taken place.*

Annex V. Human resources – qualitative

A. Recruitment Policy

Implementing rules in place

		Yes	No	If no, which other implementing rules are in place
Engagement of CA	Model Decision C(2019) 3016	X		
Engagement of TA	Model Decision C(2015) 1509	x		
Middle Management	Model Decision C(2018) 2542	x		
Type of posts	Model Decision C(2018) 8800	x		

The Agency has in place the necessary recruitment policies and implementing rules to engage the different categories of personnel allowed for. EMSA's recruitment and selection procedures endeavour to employ personnel of the highest standards of ability, efficiency and integrity from the broadest possible geographical basis among nationals of the EU Member States, Norway and Iceland. No position is reserved for nationals of any specific EU Member State.

The Agency applies a policy of equal opportunities and accepts applications without distinction on grounds of sex, race, colour, ethnic or social origin, genetic characteristics, language, religious, political or other convictions or opinions, belonging to a national minority, financial situation, property, birth, disability, age, sexual orientation, marital status or family situation. Transparency and equal treatment of the candidates are applied.

EMSA has identified its Temporary Agent positions as long-term positions because they cover tasks of a permanent nature. This allows for building up in-house expertise in sensitive and important areas like procurement, human resources, ICT, contract management, as well as for the operational tasks assigned to the Agency.

The majority of the Contract Agents are assigned to long term positions, with the exception of contract agent staff working for the Maritime Support Services and Project Financed Staff.

The Agency uses Seconded National Experts in the technical areas where advanced experience is available in National Administrations (e.g., Port State Control, Maritime Support Services, etc.). At the same time, the exchange of expertise through Seconded National Experts contributes to the development of effective and smooth working relationships between Member States' maritime administrations and EMSA.

All published vacancies are available on the Agency's website <http://www.emsa.europa.eu/positions-available/previous-vacancies.html>. The call for applications containing the requirements and functions of the post illustrate the profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is lower than in Brussels to reflect the lower cost of living in Portugal.

Temporary Agents and Officials

The Agency currently employs three Permanent staff (Officials transferred from another EU Institution) who are dealing with issues such as legal affairs and procurement, project coordination and internal control. In general, Permanent staff (Officials) are employed in areas of activity where expertise acquired in another EU institution or body is beneficial to the Agency. Permanent staff are recruited after publication of the vacancy on the inter-institutional market (e.g., Officials from other EU institutions and bodies are invited to apply).

On 25th March 2015, EMSA's Administrative Board adopted a new implementing rule governing the engagement and use of Temporary Agents under Article 2(f) of the Conditions of Employment of Other Servants of the European Union, in line with the ex-ante agreement of the Commission on this matter.

On 25 July 2018, the EMSA Administrative Board adopted a model decision laying down implementing rules on middle management staff. The model decision reflects in particular the situation of temporary staff referred to in Article 2(f) CEOS, the parties involved in the selection procedure of middle managers, differentiation between an internal, inter-agency and external publication and the compulsory use of assessment centres for middle managers.

In line with the above-mentioned decision, Temporary Agent positions are always published internally. The post can equally be published for the purpose of Inter Agency mobility and/or externally.

All Temporary Agent contracts on long term employment are based on the sequence of 3 years + 3 years + indefinite duration. The only staff member on limited term employment under a Temporary Agent contract is the Executive Director.

In general, long term Temporary Agents are recruited (externally) at the levels indicated below:

- AST1 for Administrative Assistants
- AST3 to AST4 for Assistants for technical issues (Finance, HR, ICT, etc.)
- AD5 for Junior Project Officers
- AD6 to AD7 for Project Officers
- AD8 for Senior Project Officers
- AD9 to AD12 for Heads of Unit
- AD12 for Heads of Department

In light of the amended Staff Regulations of 2014 a new function group has been created for Temporary Staff: AST/SC: 'Secretary/Clerk' for clerical and secretarial tasks. Currently Secretarial tasks are performed by Contract Agents FG II. The Agency intends to address this issue with the Commission in the future to enquire about the possibility to 'transform' the current FG II indefinite posts into AST/SC.

Contractual Agents

Contract Agents are recruited for permanent tasks related to support activities in the Agency such as legal affairs, finance, human resources and ICT as well as more operational profiles.

The legal framework related to the recruitment and use of contract agents is governed by the Decision of the Administrative Board of 24 June 2019 on the general provisions for implementing Article 79(2) of the Conditions of Employment of Other Servants of the European Union, governing the conditions of employment of contract staff employed under the terms of Article 3a thereof.

The model decision in particular addresses new possibilities for the career development of contract agents at Agencies including career, advancement and reclassification, mobility between Agencies and with the Institutions, as well as the exceptional possibility of changing grade through a specific internal selection procedure.

Indefinite contracts are concluded in accordance with the relevant implementing rule ("Procedure governing the engagement and use of contract staff at EMSA") as adopted by the EMSA's Administrative Board after having the agreement of the Commission. Contract Agents for a long-term employment are normally offered a contract for an initial period of 3 years with possibility of renewal (first renewal for 3 years – second renewal for an indefinite period).

The recruitment procedure for Contract Agents is regulated by the above-mentioned implementing rule. The Agency can also recruit its Contract Agents from existing EPSO reserve lists.

Contract Agents could also be assigned to non-permanent tasks such as replacement for long term absences, peaks of work, short term projects and basic administrative tasks.

Seconded National Experts and National Experts on Professional Training

Following the Commission decision of 12th of November 2008 laying down the rules on the secondment to the Commission of National Experts and National Experts in Professional Training (C(2008) 6866), the Administrative Board adopted on 20th of November 2009 new rules for the Secondment of National Experts and for National Experts in Professional Training (NEPT). The rules applicable to Seconded National Experts and National Experts on Professional Training can be found in the Agency's website: <http://www.emsa.europa.eu/recruitment-info/seconded-national-experts.html>.

Various programmes for National Experts in Professional Training (NEPT) have taken place since 2012. The NEPT programme has no substantial financial impact for the Agency.

Seconded National Experts are working in technical areas where the expertise and knowledge lie with Member States. Vacancies are circulated to the Permanent Representations in Brussels which forward them to the National Administrations of the Member States. These secondments are concluded for an initial period of one year and can be extended up to four years (exceptionally six). The recruitment procedure is similar to the one for Temporary Agents.

Interim Staff

interim staff provides for flexible arrangements in order to address service needs and replace statutory staff during long term absences and in peaks of worked linked to a time limited project.

B. Appraisal of performance and reclassification/promotions

Implementing rules in place:

		Yes	No	If no, which other implementing rules are in place
Reclassification of CA	Model Decision C(2015) 9560	x		
Reclassification TA	Model Decision C(2015) 9561	x		

Table 1: Reclassification of temporary staff/promotion of officials³⁹

Grades	Average seniority on the grade among promoted/reclassified staff													
	2019		2020		2021		2022		2023		Actual average over 5 years		Average over 5 years (according to Decision C(2015) 9563)	
	Officials	TA	Officials	TA	Officials	TA	Officials	TA	Officials	TA	Officials	TA	Officials	TA
AD 5		2.85		2.38		2.93		3.15				2.83	2.8	2.8
AD 6		3.78				2.99		2.50		3.08		3.09	2.8	2.8
AD 7	-	2.71		2.84		3.20		3.00		-	-	2.81	2.8	2.8
AD 8		3.78		3.67		2.60	-	2.88		3.00	-	3.19	3	3
AD 9		4.81		4.07		4.14		4.33		3.67		4.20	4	4
AD 10		3.67		4.00		-		4.00		4.16		4.17	4	4
AD 11		3.50		4.00		-	-	4.75		4.00	-	4.25	4	4

³⁹ With regard to the average number of years in grade of promoted/reclassified staff members, the average is not shown when only 1 staff member is promoted/reclassified. Relevant cells contain the dash symbol.

AD 12			-			-		-		-	-	7.00	6.7	6.7
AD 13			-									-	6.7	6.7
AST 1								-				-	3	3
AST 2								-				-	3	3
AST 3		5.92		3.00		-						4.13	3	3
AST 4		3.38		2.50		-		3.58		3.50		3.19	3	3
AST 5		4.27		3.80		4.17		4.00		4.00		4.05	4	4
AST 6		4.25		4.00		3.50		4.00		-		4.02	4	4
AST 7				-				3.50		3.67		4.06	4	4
AST 8										-		-	4	4
AST 9													N/A	N/A
AST 10 (Senior Assistant)													5	5
AST/SC1		N/A		N/A		N/A		N/A		N/A		N/A	4	4
AST/SC2		N/A		N/A		N/A		N/A		N/A		N/A	5	5
AST/SC3		N/A		N/A		N/A		N/A		N/A		N/A	5.9	5.9
AST/SC4		N/A		N/A		N/A		N/A		N/A		N/A	6.7	6.7
AST/SC5		N/A		N/A		N/A		N/A		N/A		N/A	8.3	8.3

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2021	Staff members reclassified in 2022	Average number of years in grade of reclassified staff members	Average number of years in grade of reclassified staff members according to Decision C(2015)9561
CA IV	17	0	0	0	Between 6 and 10 years
	16	0	0	0	Between 5 and 7 years
	15	10	1	3	Between 4 and 6 years
	14	7	3	3.5	Between 3 and 5 years
	13	0	0	0	Between 3 and 5 years
CA III	11	1	0	0	Between 6 and 10 years
	10	4	0	0	Between 5 and 7 years
	9	2	0	0	Between 4 and 6 years
	8	0	0	0	Between 3 and 5 years
CA II	6	4	0	0	Between 6 and 10 years
	5	6	1	4.4	Between 5 and 7 years
	4	0	0	0	Between 3 and 5 years
CA I	2	0	0	0	Between 6 and 10 years
	1	0	0	0	Between 3 and 5 years

In 2015 EMSA adopted General Implementing Rules for the appraisal of officials, temporary and contract agents on the basis of the model decisions provided by the Commission.

EMSA received the model decisions for promotion and reclassification at the beginning of 2016 and they were adopted by the Administrative Board by written procedure on 29 April 2016.

EMSA's promotion/reclassification policy is based on the consideration of comparative merits, the CDR reports of staff, the use of languages in the execution of their duties (other than the language for which they have produced evidence of thorough knowledge in accordance with Article 28(f) of the Staff Regulations) and the level of responsibilities exercised. The ability to work in a third language was also considered for officials and temporary agents.

The promotion possibilities were provided to the AIPN by the Human Resources & Internal Support Unit. Social dialogue took place between the Staff Committee and the Executive Director regarding the comparison of merits. Staff had the possibility to appeal against not being included on the list of staff proposed for promotion/reclassification. A Joint Promotion/Reclassification Committee was in place to review the appeals.

The same principles applied to the reclassification of contract agents.

After the finalisation of the promotion/reclassification exercise, the EMSA Joint Committee examined the exercise and concluded that it was carried out in appropriate way and in accordance with the relevant Decisions.

C. Gender representation

Table 1 – Data on 31.12.2022 / statutory staff (only officials, AT and AC)

	Officials		Temporary ⁴⁰		Contract Agents		Grand total		
	Staff	%	Staff	%	Staff	%	Staff	%	
Female	Administrator level	1	33.33%	40	19.32%	11	20.37%	52	19.70%
	Assistant level (AST&AST/SC)			32	15.46%	19	35.19%	51	19.32%
	Total	1	33.33%	72	34.78%	30	55.56%	103	39.02%
Male	Administrator level	2	66.67%	107	51.69%	14	25.93%	123	46.59%
	Assistant level (AST&AST/SC)			28	13.53%	10	18.52%	38	14.39%
	Total	2	66.67%	135	65.22%	24	44.44%	161	60.98%
Grand Total		3	100%	207	100%	54	100%	264	100%

The Agency adopted a new Gender Action Plan (GAP) for the period 2022-2025. EMSA has a low turnover rate and operates in the transport, maritime and ICT sectors, where big gender disparity exists. The Agency therefore faces challenges to improve its gender rate in the short-term, so the new GAP focuses on initiatives to improve gender equality and parity in the long-term through actions related to the promotion of values of non-discrimination by gender and equal opportunities in attracting and recruiting staff.

Actions in place to attract women and the younger generation not only to EMSA, but the transport, maritime and ICT sectors as well are:

- Female members of staff and members of EMSA's Women Network taking part in various conferences and events to challenge gender stereotypes and to represent female leadership and strong women in the working domains of EMSA;
- The Speed Networking Initiative: This is a yearly event on International Women's Day where women from the general public have the opportunity to have an informal conversation with EMSA female staff members about working in the maritime sector;
- The Ambassador Initiative: EMSA staff members and members of the EMSA Women Network visit schools, or give presentations to students at EMSA, with the aim of informing and educating young students about a career at EMSA and in the maritime sector, as well as promoting maritime-related fields of study, particularly amongst female students. The long-term objective is to receive more female applications in the future, in order to achieve better gender balance in the sector and within EMSA;
- EMSA taking part in career and employment fairs with the aim to attract university graduates and those looking to change career;
- SMART Indicator for our traineeship programme: EMSA seeks to attain at least 60% of female trainees on our Traineeship Programme with the aim that they will be interested in continuing a career in the maritime or ICT sectors, or at EMSA in the future.

In addition, EMSA ensures that it uses gender neutral language in its vacancy notices and strives to have gender balanced selection committees.

The Agency is also a member of the Women in Transport Network – EU Platform for Change and regularly attends meetings to share ideas and practices with other members of the group on how to improve gender disparity in the transport sector.

⁴⁰ Including 1 offer letter for an AST.

Table 2 – Data regarding gender evolution over 5 years of the middle and senior management

	2017		2022	
	Number	%	Number	%
Female managers	5	33%	5	31%
Male managers	10	67%	11	69%

Senior management positions (Executive Director and Heads of Department) are comprised of a majority of women (3 out of 5) since 01.12.2020. They are provided with data on gender and working arrangements on a quarterly basis to enable them to shape the internal culture and management practices, implementing efficient, transparent, SMART, client-oriented and gender balanced management principles.

D. Geographical balance

Table 1

The table below shows the geographical distribution of staff – statutory staff only (officials, AT and AC) working in EMSA at 31 December 2022:

Nationality	AD+CA FG IV		AST/SC – CA FG I/CA FG II/CA FG III ⁴¹		TOTAL	
	Number	% of total staff members in AD and FG IV categories	Number	% of total staff members in AST/SC/AST and FG I, II and III categories	Number	% of total staff
Portugal	43	24.57%	33	37.50%	76	28.90%
Spain	30	17.14%	6	6.82%	36	13.69%
Italy	21	12.00%	9	10.23%	30	11.41%
Belgium	5	2.86%	13	14.77%	18	6.84%
Poland	12	6.86%	4	4.55%	16	6.08%
Greece	11	6.29%	2	2.27%	13	4.94%
France	11	6.29%	2	2.27%	13	4.94%
Germany	5	2.86%	4	4.55%	9	3.42%
Ireland	6	3.43%	2	2.27%	8	3.04%
Bulgaria	7	4.00%		0.00%	7	2.66%
Romania	4	2.29%	1	1.14%	5	1.90%
Netherlands	2	1.14%	2	2.27%	4	1.52%
Malta	3	1.71%	1	1.14%	4	1.52%
Estonia	4	2.29%		0.00%	4	1.52%
United Kingdom	1	0.57%	2	2.27%	3	1.14%
Croatia	2	1.14%	1	1.14%	3	1.14%
Cyprus	2	1.14%		0.00%	2	0.76%
Czech Republic	1	0.57%	1	1.14%	2	0.76%
Denmark	1	0.57%	1	1.14%	2	0.76%
Slovakia		0.00%	2	2.27%	2	0.76%
Hungary		0.00%	1	1.14%	1	0.38%
Sweden		0.00%	1	1.14%	1	0.38%
Finland	1	0.57%		0.00%	1	0.38%
Latvia	2	1.14%		0.00%	2	0.76%
Austria	1	0.57%		0.00%	1	0.38%
Grand Total	175	100%	88	100%	263	100%

⁴¹ Including 1 offer letter for an AST.

On 31.12.2022 the Agency did not have amongst its staff nationals of Lithuania, Luxembourg and Slovenia.

Due to the Agency's location, the number of Portuguese staff continues to be high. It should be noted that the correction coefficient affects the attractiveness of Lisbon as a place of employment. The latest indications that the downward trend has ended are positive in this respect. In order to remain attractive as an employer for all EU nationalities it is important to offer suitable conditions for families, such as access to multilingual tuition with similar terms to those available for staff in the EU Institutions.

Regarding the nationality of staff (TAs, CAs and SNEs) who took up duties during 2022, the most represented nationalities were Spanish (30%) and Italian (17%).

▪ **Table 2 – Evolution over 5 years of the most represented nationality in the Agency**

Most represented nationality	2017		2022	
	Number	%	Number	%
Portuguese	72	28.5%	77	27.60%

E. Schooling

Contribution agreements signed with the Commission on type I European Schools	Yes		No	X
Contribution agreements signed with the Commission on type II European Schools	Yes		No	X
Number of service contracts in place with international schools:	0			
Description of any other solutions or actions in place:				
<p>The Administrative Board of the Agency has adopted a Social Measure 'Multilingual tuition for children of EMSA staff in Lisbon'.</p> <p>In March 2008 the Administrative Board amended the decision adopted in June 2005, as experience showed that a more formalised procedure to register staff members' children was necessary in order to implement the measure strictly according to its purpose. The procedure has been in force ever since and has proven to be efficient in meeting its objective and in keeping control of expenses.</p> <p>The primary aim of the decision adopted by the Administrative Board is to facilitate the recruitment of EMSA staff, respecting its obligation to maintain a balance of nationalities. In order to attract or retain staff of different nationalities it is important that their children have access to multi-lingual tuition free of charge.</p> <p>Following the Administrative Board's decision, the Agency has selected a number of suitable multi-lingual schools and developed detailed administrative rules to implement the decision. These administrative rules provide that children of EMSA staff members have access to multi-lingual tuition and that the school fees are covered through direct agreements between the Agency and the relevant schools.</p> <p>Subsequent to the assessments of a number of international schools in the Lisbon area and having received the opinion of the EMSA Staff Committee, a number of multi-lingual schools with an international character have been included in the social measure.</p> <p>Furthermore, the European School Board of Governors approved in December 2019 the General Interest file for the creation of an Accredited European School in Lisbon.</p> <p>The next step is the submission of a Dossier of Conformity to the Board of Governors laying down the specific details for the setting up and functioning of the school.</p>				

In 2022 a total of 120 children of staff members have been enrolled in the different schools. The number of children has increased by 3 in comparison with last year. The distribution of children of EMSA staff by language school is as follows:

Language school ⁴²	Number of Children	%
English Schools (St. Julians, St. Dominic's, The International Preparatory School, Oeiras International School and Carlucci American School)	74	61.7%
French School (Lycée Français Charles Lepierre)	26	21.7%
German School (Deutsche Schule Lissabon)	10	8.3%
Spanish School (Instituto Espanol de Lisboa)	10	8.3%
Total	120 children	100%

The additional cost of having this social measure in place has been of approximately €725,000,000 for the budgetary year 2022. It should be noted that the average cost per pupil follows the trend of the previous years and remains significantly lower than the average cost per pupil in the European School system.

The Agency continues its efforts towards the goal of setting-up an Accredited European School in Lisbon.

⁴² The Agency also has a direct agreement with the Svenska Skolan Lissabon, however no children are enrolled at present.

Annex VI. Environment management

In 2019, EMSA's management decided to aim for registration within the EU Eco-Management and Audit Scheme (EMAS) in 2021. Once the scheme is fully in place, further actions will be taken to ensure continuous improvement in respect of its environmental performance thus guaranteeing the maintenance of the EMAS registration.

In 2020 EMSA's first environmental review was completed, and an Environmental Management System (EMS) introduced. The Agency applied it to all its activities, committing to minimising the environmental impact of its everyday work, continuously improving individual and collective environmental performance, and supporting and stimulating innovation and development in marine-environmental matters. EMSA establishes environmental objectives and tasks on an annual basis, defines clear responsibilities, and openly provides information. The Agency also complies with all environmentally relevant legislation and obligations, as well as with voluntary obligations under the EMAS framework. The Agency implemented the newly established EMS in 2021, has completed the mandatory Internal Audit to check its robustness and undergone the annual review of the System, which was followed by verification and validation by an external entity. EMSA was EMAS registered in 2022. In 2022 environmental management has been integrated in EMSA's IQMS. EMSA has implemented its environmental programme and has successfully undergone the annual audit, thus maintaining the EMAS registration.

EMSA's Environmental Programme is set annually for the following year and made publicly available on the EMSA's website as part of the annual environmental statement.

In line with the EU's EMAS Regulation and ISO 14001, under which EMSA is committed to:

- prevent and minimise the environmental impact of everyday work,
- continuously improve individual and organisational environmental performance,
- support and stimulate innovation and development in marine-environmental matters,
- establish environmental objectives and tasks, defining clear responsibilities and openly providing information,
- comply with all environmentally relevant legislation and obligations, as well as with voluntarily assumed obligations, namely under the EMAS and ISO 14001 frameworks.

More specifically, EMSA is committed to:

- minimise its carbon dioxide emissions;
- promote the efficient use of energy and minimise its consumption;
- apply environmental criteria in its public procurement procedures;
- minimise the use of paper;
- minimise the production of waste and optimally manage it;
- encourage, train, and involve staff to achieve these goals.

Annex VII. Building Policy

	Name, location and type of building	Other Comment
Information to be provided per building:	EMSA HQ, Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL.
Surface area (in square metres) Of which office space Of which non-office space	10,667 m ² 10,180 m ² 486.84 m ²	
Annual rent (in EUR)	1,967,515.47	2024 estimated costs based on annual 2,5% increase
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Conference Centre (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	2,116.26 m ²	
Annual rent (in EUR)	327,789.56	2024 estimated costs based on 2,5% increase
Type and duration of rental contract	Lease Agreement signed on 01.05.2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	
	Name, location and type of building	Other Comment
Information to be provided per building:	Palacete (shared with EMCDDA), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and Lease Agreement between EMCDDA and APL
Surface area (in square metres) Of which office space Of which non-office space	1,933.9 m ²	
Annual rent (in EUR)	91,381.79	2024 estimated costs based on 2,5 %
Type and duration of rental contract	Service Level Agreement with EMCDDA	
Host country grant or support	n/a	
Present value of the building	n/a	

	Name, location and type of building	Other Comment
Information to be provided per building:	Underground parking (101 spots), Lisbon	Including indexation. Calculations based on SLA with EMCDDA and lease agreement with APL
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	153,707.76	2024 estimated costs based on 2,5% increase
Type and duration of rental contract	Lease agreement signed on 01/05/2009 for a period of 25 years	
Host country grant or support	n/a	
Present value of the building	n/a	

	Name, location and type of building	Other Comment
Information to be provided per building:	External parking (49 spots), Lisbon	Current lease agreement with APL temporarily suspended. However, APL has reached the agreement with Camara Municipal de Lisboa and it is planned to proceed with construction works of external parking. The definitive date has not been though indicated.
Surface area (in square metres) Of which office space Of which non-office space	n/a	
Annual rent (in EUR)	n/a	
Type and duration of rental contract	Lease agreement	
Host country grant or support	n/a	
Present value of the building	n/a	

Annex VIII. Privileges and immunities

Agency privileges	Privileges granted to staff	
	Protocol of privileges and immunities / diplomatic status	Education / day care
<p>In July 2004, the Protocol between the Government of the Portuguese Republic and EMSA was signed covering the relations between the Agency and Portugal as its host State.</p> <p>Privileges granted:</p> <ul style="list-style-type: none"> ▪ exemption from direct taxes; ▪ exemption from purchase tax on goods and services; ▪ exemption from customs duties and from any taxes on imports and exports; ▪ exemption from any duties and any import restrictions on vehicles of official use; ▪ exemption from road tax for vehicles under “special registration” (diplomatic plates); ▪ exemption from taxation on fuel and lubricants; ▪ replacement of official vehicles every 5 years; ▪ special status of the Agency Headquarters (Similar to Diplomatic mission); ▪ security staff with special authorisation to carry firearms; ▪ exemption from any charges for Visas and other authorisations for EMSA guests. 	<p>Comparable category of the members of diplomatic corps in Portugal;</p> <ul style="list-style-type: none"> ▪ exemption from national taxes on earning, salaries and respective payments paid by the Agency; ▪ immunity from jurisdiction as regards acts carried out by the staff member in official capacity; ▪ exemption from purchase tax on goods and services (VAT); ▪ exemption from customs duties and from any taxes on imports and exports (duty-free); ▪ exemption from any duties and any import restrictions on vehicles of official/private use; ▪ exemption from road tax for vehicles under “special registration” (diplomatic plates); ▪ exemption from taxation on fuel and lubricants; ▪ replacement of official/private vehicles once after 4 years. 	<p>Providing access to schools in the mother tongue of the staff member is an issue that the Agency has taken seriously and therefore in 2005 the Agency has adopted a social measure "multilingual tuition for children of EMSA staff" in Lisbon.</p> <p>Under this social measure EMSA currently assists in providing access to English, French, German, Spanish and Swedish schools. The Agency covers the school fees through direct agreements between the Agency and the relevant schools. This social measure is taken upon the Agency's own initiative and is paid by the Agency budget (no involvement of the hosting State).</p> <p>This social measure is not intended to replace the educational allowance, as provided by the Staff Regulations.</p> <p>Educational allowances are duly determined and paid when due.</p>

Annex IX. Evaluations

In line with the EMSA Financial Regulation, all proposals for programmes, projects or activities occasioning budget expenditure or changes to the work programme for which the overall estimated expenditure exceeds EUR 2 000 000 are subject to an ex-ante evaluation. Moreover, where the resources exceed EUR 4 000 000 an interim and/or ex post evaluation is carried out. The outcome of these evaluations might result in recommendations and actions plan to streamline even further future activities. To this end, an internal action plan is being developed.

Subsequent to the revision of the Founding Regulation in 2013, and in accordance with its Article 22, a five-year evaluation was completed by 2018, which concluded in its final Assessment⁴³ that **“EMSA has become an important and respected player in the maritime community, providing world-class services that enhance the ability of stakeholders to respond to the challenges and, ultimately, make the EU maritime sector safer and more secure.**

In the absence of EMSA, the activities the Agency undertakes would not be carried out at the same level (or would not be conducted at all). A discontinuation or reduction of EMSA’s mandate would have significant negative impacts on maritime safety and security in Europe: standards and practices in the field would be significantly less harmonised, there would be less sharing of data, information and practices, and this would ultimately have a negative impact on maritime safety and security.”

The subsequent Administrative Board recommendations to the Commission were taken into account in the EMSA 5-year Strategy for the years 2020-2024.

⁴³ The full evaluation report can be found on the agency’s website: <http://emsa.europa.eu/who-are-we/admin-board/evaluation-activities.html>

Annex X. Strategy for the organisational management and internal control systems

Since the start of its activities, and in pace with the growth of the Agency, EMSA has progressively developed and implemented a series of internal measures to ensure that its activities are subject to control and to provide reasonable assurance to management of the achievement of the Agency's objectives.

In line with Article 45.2 of the EMSA Financial Regulation, the Agency has implemented an Internal Control Framework (ICF) which was adopted by the Administrative Board in November 2018. EMSA's ICF is based on the framework adopted by the Commission and is in line with the latest international best practice regarding internal controls, more in particular the COSO-framework⁴⁴.

The Internal Control Framework contains a full set of processes applicable at all levels of management and is designed to provide reasonable assurance of achieving five objectives set in Article 30 of the Financial Regulation of the Agency:

- effectiveness, efficiency and economy of operations;
- reliability of reporting;
- safeguarding of assets and information;
- prevention, detection, correction and follow-up of fraud and irregularities;
- adequate management of the risks relating to the legality and regularity of the underlying transactions, taking into account the multiannual character of programmes as well as the nature of the payments concerned.

EMSA's ICF consists of five control "components"⁴⁵ and implies a continuous assessment whether each component is present and functioning and whether all components function well together. To this end, the Internal Control Coordinator provides a regular reporting to the Executive Director.

Examples of measures in place are: implementation of organisational structures and making sure they are continuously adapted to the changing environment; development and updates of several staff policies and operational procedures; setting of clear objectives and monitoring them through well-developed management reporting and monitoring tools including Key Performance Indicators, Risk management and business continuity planning. When implementing new measures, where possible, the Agency takes into account the costs and benefits of such controls.

The Internal Control Framework supplements the Financial Regulation and other applicable rules and regulations.

One of the key elements of the ICF concerns the Risk Management Framework. This framework aims to provide clear guidance on how to analyse and evaluate risks (i.e., identify and assess risks), decide on actions and controls to terminate or mitigate the risks, assign ownership and finally to implement these actions and controls and monitor and review the risk management process.

The Agency has developed a rigorous approach to risk management. This includes a risk register, which covers all identified internal and external risks related to all EMSA's activities and action plans to reduce the potential consequence of each identified risk to an acceptable level.

As regards the prevention, detection, correction and follow-up of fraud and irregularities, the Agency has implemented its Anti-Fraud Strategy (AFS)⁴⁶.

EMSA's AFS is based on the methodology and guidance for anti-fraud strategy presented by OLAF as well as on the Anti-Fraud Strategy of DG MOVE of the European Commission. It provides a framework addressing the issues of prevention, detection and conditions for investigations of fraud at Agency level. This methodology consists of the following steps:

- Fraud risk assessment (updated annually);
- Setting the Agency's objectives;
- Establishing an Action plan implementing the anti-fraud strategy;
- Evaluating the impact of the strategy and updating the strategy or action plan.

In line with the above, the Agency continues to adapt and improve its policies, guidelines and actions to:

- (1) Promote the highest level of integrity of EMSA staff,
- (2) Support effective prevention and detection of fraud risk and
- (3) Establish appropriate internal procedures for reporting and handling potential fraud cases and their outcomes.

⁴⁴ The Committee of Sponsoring Organizations of the Treadway Commission – COSO - is dedicated to providing thought leadership through the development of frameworks and guidance on enterprise risk management, internal control and fraud deterrence.

⁴⁵ (1) Control environment; (2) Risk Assessment; (3) Control Activities; (4) Information and Communication and (5) Monitoring Activities.

⁴⁶ This AFS was adopted by the Administrative Board in March 2021.

Annex XI. Plan for grant, contribution and service-level agreements⁴⁷

General information					Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2023	2024	2025	2026
Contribution agreements									
IPA II	December 2019	Until June 2023	DG NEAR	Preparatory measures for the future participation of relevant IPA II beneficiaries in EMSA	Amount	50,000	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
IPA III	September 2023	August 2027	DG NEAR	Preparatory measures for the future participation of relevant IPA III beneficiaries in EMSA	Amount	200,000	200,000	200,000	200,000
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Copernicus Maritime Surveillance	September 2021	December 2027	DG-DEFIS	Implementation of Copernicus Maritime Surveillance Services (2021-2027)	Amount	9,627,073	11,864,888	12,087,382	11,885,518
					Number of CA	7	7	7	7
					Number of SNE	n/a	n/a	n/a	n/a
SAFEMED V EuroMed Maritime Safety Project	April 2022	Until 31 March 2028	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: SAFEMED V, Euromed Maritime Safety Project (8 MEUR for the duration of the project; annual distribution not yet known)	Amount	1,333,333	1,333,333	1,333,333	1,333,333
					Number of CA	4.5	4.5	4.5	4.5
					Number of SNE	n/a	n/a	n/a	n/a
BCSea II, Maritime Safety, Security and Environmental Protection in B&CS Regions	October 2022	Until 30 September 2026	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: Maritime Safety, security and marine environmental protection in the Black and Caspian Sea Regions (3.5 MEUR for the duration of the project)	Amount	875,000	875,000	875,000	656,250
					Number of CA	2.5	2.5	2.5	2.5
					Number of SNE	0	0	0	0
EMSWe	21 June 2023	Until 20 June 2027	DG MOVE	Support in the implementation of the EMSWe Regulation	Amount	300,000	450,000	50,000	0
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
FuelEU Maritime	26 June 2023	Until 31 December 2024	DG MOVE	Support in the implementation of the FuelEU Maritime Regulation	Amount	0	500,000	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Grant agreements									
CISE Transitional Phase (Grant Agreement 1)	April 2019	Until December 2023 – extended until June 2024	DG MARE	Ad-hoc Grant agreement for the implementation of the action “Setting up and enabling the transitional phase to CISE Operations”	Amount	701,000	350,000	n/a	n/a
					Number of CA	3	3 ⁴⁸	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
CISE Transitional Phase (Grant Agreement 2)	December 2020	Until December 2023 extended until June 2024	DG MARE	Ad-hoc Grant agreement for the implementation of the action “Common Information Sharing Environment (CISE) – Transitional Phase”	Amount	1,520,000	700,000	n/a	n/a
					Number of CA	3	3 ⁴⁹	n/a	n/a
					Number of SNE	1	n/a	n/a	n/a
CISE Operational Phase ⁵⁰	Planned for July 2024	Not yet known	DG MARE	To be confirmed.	Amount	n/a	not yet known	not yet known	not yet known
					Number of CA	n/a	not yet known	not yet known	not yet known
					Number of SNE	n/a	not yet known	not yet known	not yet known

⁴⁷ The financial information provided reflects the expected project implementation expenditure for the given year.

⁴⁸ 6 CAs included following the extension of the CISE Transitional Phase until June 2024.

⁴⁹ See previous footnote.

⁵⁰ Subject to approval of the draft agreement concerning the CISE Operational Phase.

General information					Financial and HR impact				
Service Level Agreements									
	Date of signature	Duration	Counterpart	Short Description		2023	2024	2025	2026
FRONTEX SLA	May 2016	Indefinite	FRONTEX	Service Level Agreement between the European Border and Coast Guard Agency (Frontex) and the European Maritime Safety Agency (EMSA) for the provision of surveillance tools and services in support of Frontex activities, including for the implementation of the EUROSUR framework.	Amount	6,600,000	7,000,000	7,000,000	7,000,000
					Number of CA	10	11	11	11
					Number of SNE	n/a	n/a	n/a	n/a
EFCA SLA	December 2022	Indefinite	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency	Amount	670,000	300,000	300,000	150,000
					Number of CA	2	2	2	2
					Number of SNE	n/a	n/a	n/a	n/a
THETIS AWF	28 April 2021	3 years	DG SANTE	This Agreement is to further support the control and enforcement processes as regards the compliance of ships calling ports within the jurisdiction of the Member States with the requirements of Council Regulation (EC) No 1/2005 and the correct and cost-effective implementation by the Member States.	Amount	25,910	74,090	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
THETIS-MRV & ETS	28 October 2022	4 years	DG CLIMA	EMSA will support the European Commission in the implementation of the new legislative framework stemming from the ongoing discussions on the proposal for a Directive of the European parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757 for the elements related to maritime transport.	Amount	706,700	1,081,310	663,000	306,500
					Number of CA	5	5	5	5
					Number of SNE	n/a	n/a	n/a	n/a
Other project financed actions									
THETIS-EU	8 March 2018	7 March 2023, extension until September 2024	DG ENV	Support of the implementation of Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels	Amount	50,000	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
MAOC (N) CA	Dec 2020	Indefinite	MAOC (N)	Cooperation Agreement between the Maritime Analysis and Operations Centre – Narcotics and the European Maritime Safety Agency the provision and cooperation on counter narcotic operations.	Amount	30,800	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
EQUASIS	May 2000	No end date	EQUASIS members	MOU on the establishment of the Equasis information system	Amount	450,000	450,000	450,000	450,000
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
EUREKA	December 2022	31 August 2023	Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia	Cooperation Agreement between EMSA and Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia, acting on behalf of the EUREKA Consortium, for the modernisation of Mandatory Ship Reporting System ADRIREP in the Adriatic Sea.	Amount	60,000	n/a	n/a	n/a
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
Total					Amount	23,199,816	25,178,621	22,958,715	21,981,601
					Number of CA	37	38	32	32
					Number of SNE	1	-	-	-

Annex XII. Strategy for cooperation with third countries and/or international organisations

Setting the scene

The EU plays a valuable role on the global stage of maritime transport where EMSA acts as a key player in the implementation of the EU cooperation strategy. Since the very beginning, EMSA has worked to foster and strengthen its own international dimension as this is inherent to the shipping industry itself. Worldwide, more than 80% of trade in goods relies on international shipping and 33% of intra-EU trade is handled in EU ports. The European share of shipowners of the world's merchant fleet amounts to some 40% and these ships are manned by seafarers from all over the world. The nature of EMSA's work is international and the information handled, and measures supported by the Agency go well beyond the boundaries of traditional EU borders. Every day the Agency comes across and interacts with partners from all over the world making its contribution to enhancing the quality of maritime transport.

A vision for the EMSA role at international level

The new European Commission priority, "**a stronger Europe in the world: strengthening our unique brand of responsible global leadership**" puts emphasis on an area of work which can be further developed at EMSA in the years to come. The international dimension of the Agency and its potential in support of the Commission and the European Union could be further explored and possibly exploited to add value in the context of external policies when the tasks and the mandate of EMSA are relevant.

The EMSA 5-year strategy for 2020-2024, adopted by the Agency's Administrative Board in November 2019, recognises EMSA as an international reference and sets a specific strategic objective in this area: "**step up technical and operational support where EMSA can add value to relevant EU foreign policies.**"

According to the 5-year strategy, actions may encompass:

- *Enhance cooperation with IMO, WMU, ILO, IALA.* By providing technical expertise in support of the Commission and the Member States in relevant international organisations, EMSA can further enhance the contribution of the EU to safe, secure and sustainable shipping.
- As an increasingly recognised player in the international maritime arena, the Agency could also strengthen its relations with international partners such as IMO, ILO, WMU, etc. particularly in the capacity building area.
- *Investigate options to contribute to targeted initiatives related to development cooperation.* Safety and protection of the marine environment could be the subject of targeted initiatives with countries for which there is an EU policy to offer support within the framework of development cooperation, and the Agency could be the technical partner to support such actions.

The current level of engagement

EMSA's Founding Regulation already contains in its article 2.4 references to *assistance to Member States and the Commission to contribute to the relevant work of the technical bodies of IMO, ILO, the Paris MoU and relevant regional organisations to which the Union has acceded.*

Art 2.5 foresees both technical and operational assistance (in case of pollution) to countries applying for accession to the EU as well as to European Neighbourhood Policy (ENP) countries.

Similarly, its article 17 deals with participation of third countries in EMSA's activities, provided that *they have adopted and are applying Community law in the area of maritime safety, security, prevention of pollution and response to pollution caused by ships.*

The Agency has over the years been providing technical assistance to accession countries and neighbouring countries through the IPA and ENP instruments, which has in practice extended the use of elements of the Agency's expertise and portfolio of tools and thus supported EU standards and practices in the Agency's areas of expertise beyond EU borders. In addition, EMSA's services developed in the framework of the Paris MoU are available to Russia and Canada as signatories of that MoU.

Beyond this traditional assistance, and in agreement with the European Commission and EMSA Administrative Board, EMSA has also extended the use of some of its capacity building tools to regional MoUs on Port State Control beyond the EU (Tokyo MoU, Indian Ocean MoU, Caribbean MoU, Riyadh MoU, MED MoU).

A procedure is in place as adopted by the Administrative Board in March 2018 with a clear reference to the EU added value and a case-by-case decision by the EMSA Administrative Board, following assessment of workload involved, impact on core tasks of the Agency and resources needed.

At the request of the Commission, EMSA has also supported EU engagement in relevant international organisations, the IMO in particular. Regional organisations (Helcom, Bonn agreement, REMPEC, etc) are also among the players that interact regularly with the Agency in a mutually beneficial exchange of experience and expertise.

Another set of organisations that were recently added to the list of counterparts for EMSA beyond the EU context is that of regional Coast Guard fora (MEDCGF, BSCGF, etc), following the amendment of the EMSA Founding Regulation which incorporated the European Cooperation on Coast Guard functions and added a new level of interaction to EMSA's existing engagement with the two other EU Agencies (EFCA and Frontex). At European level, the main counterpart is represented by the European Coast Guard Functions Forum (ECCGF) where EMSA participates as observer and is regularly associated in the work streams. Every year the Agency and the presidency of the ECGFF are jointly co-organising a workshop to address cross sectoral issues. Beyond this level, EMSA participates in the Global Coast Guard Forum, organised by the Japan Coast Guard and the Nippon Foundation on an annual basis where authorities performing Coast Guard functions from all over the world share their best practices.

EQUASIS is an international initiative that sees EMSA working together with non-EU countries which are amongst the project's contributors (Brazil, USA, Japan, Canada and South Korea).

On an *ad hoc basis*, and when requested by the European Commission, the Agency has also provided relevant capacity building activities for selected third countries with the idea of supporting EU interests regarding competitiveness, safety, security and environmental sustainability and exporting EU best practises and solutions.

In the area of surveillance, EMSA naturally plays an important role with concrete examples that go beyond EU waters, for example:

- The LRIT IDE, which is run by EMSA, is the central module of the LRIT network that interconnects all LRIT Data Centres. The LRIT IDE makes it possible for LRIT users worldwide to request and receive LRIT position reports from ships in an effective and timely manner.
- EMSA provides maritime information services in support to EU authorities operating in the Gulf of Guinea and East Africa. This includes a wide range of European Navies, European organizations working in law enforcement (such as MAOC-(N), the European Fisheries Control Agency (EFCA) and the United Nations Office on Drugs and Crime (UNODC). Additionally, this service provision is also used to support capacity building activities in the region, coordinated by the above-mentioned EU authorities in close cooperation with African countries.
- As proven by the most recent cases, the potential of EMSA surveillance tools is known and used during maritime accidents happening worldwide, where satellite images may be provided upon request from the EMRCC to monitor the development of pollution accidents.

Priorities and objectives

Four groups of stakeholders can be identified as key priorities for EMSA international cooperation activities:

1. IPA countries
2. ENP countries
3. Regional and Intra European organisations, international organisations and multilateral fora
4. Other non-EU/EEA countries

Four strategic objectives can be identified:

1. Capacity building and preparation of IPA countries for implementation of EU legislation and participation in EMSA's work;
2. Capacity building, approximation of standards and increased cooperation with ENP countries;
3. Strengthening collaboration with relevant regional, international organisations and multilateral fora;
4. Support EU external policies with *ad hoc* projects/actions with other non-EU/EEA countries.

Guiding principles

The implementation of these priorities and strategic objectives will rely on a framework of guiding principles for coordination and partnership across all EMSA international activities which can be summarised as:

- **Compatibility with EU policies:** any activity will have to be framed within existing EU policies and instruments as well as the underlying policies that are at the basis of the mandate for EMSA's work;
- **Added value for the EU:** any activity will have to contribute directly or indirectly to the objectives of the EMSA's 5-year Strategy and the main EU political priorities ensuring benefit for EMSA and its stakeholders;
- **Resources:** beyond what is clearly foreseen by the EMSA Founding Regulation, extra activities will have to be covered by dedicated additional resources through external financing instruments or from alternative sources of funding, unless decided differently by the European Commission and the EMSA Administrative Board in order to pursue a clear EU interest;
- **Coordination:** as an EU agency, international activities will have to be coordinated with relevant EU institutions and where needed EU bodies in order to ensure dialogue and cooperation and avoid duplication of efforts and resources vis a vis an external counterpart.

Modalities for cooperation

From capacity building activities, to sharing of information; from technical and scientific assistance to exchange of expertise and lessons learnt; there are several ways and modalities for EMSA to engage with the four groups of stakeholders identified above in case of engagement on new activities with international partners.

Candidate and potential candidate countries, through the relevant Commission services.

Since 2006, the technical assistance provided by EMSA to the candidate countries is framed by a specific project financed by the relevant services of the European Commission (EU financed project "Preparatory measures for the future participation of relevant IPA II beneficiaries in the European Maritime Safety Agency (EMSA)"). This aims to transfer knowledge and build capacities within the enlargement countries in the field of maritime safety, maritime security and marine pollution prevention, preparedness and response. The action also aims at supporting the enlargement countries to transpose and implement the EU maritime acquis.

The objective of the action is to provide beneficiary countries (for the time being Albania, Bosnia and Herzegovina, the Republic of North Macedonia, Montenegro, Serbia and Turkey) with technical support towards the standards of implementation of the international maritime conventions and the EU acquis communautaire for the approximation of their national legislation to EU standards.

The range of activities that can be supported depends on the budget allocated by the European Commission and may also include access to EMSA services such as CleanSeaNet.

ENP countries, through the relevant Commission services.

Since 2013 the technical assistance provided to ENP countries is framed through specific projects financed by the relevant services of the European Commission. The ongoing technical assistance provided through the SAFEMED IV and BCSEA projects aims to deepen and strengthen relations between the EU and the projects' beneficiaries (SAFEMED IV: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine and Tunisia; BCSEA: Azerbaijan, Georgia, Iran, Kazakhstan, Moldova, Turkey, Turkmenistan and Ukraine).

The projects promote institutional restructuring, including the separation of the governmental regulatory functions from the operational and commercial activities, strengthening the independence of the authorities and of their administrative capacity. It also supports the transposition, ratification and implementation of International Conventions. The provision of services in support of Flag, Port and Coastal State through studies, guidance and training is also another component of these projects.

The projects aim to improve maritime safety, maritime security and marine pollution prevention standards by addressing shortcomings, gaps and grey areas which may hamper the fulfilment of the related international obligations as well as by providing support and promote the cooperation between the beneficiaries, and between the beneficiaries and the relevant EU Member States.

The promotion of the adoption of EU rules and standards is also an aim of the projects. This will have a positive side effect on contributing to the creation of a level playing field, the safety of maritime transport in the relevant regions and the reduction of marine pollution by ships.

The range of activities that can be supported depends on the budget allocated by the European Commission and may also include access to EMSA services such as CleanSeaNet. In addition, EMSA interacts with the UfM.

Regional and Intra European Organisations, International organisations and multilateral fora

The International Maritime Organisation (IMO) is by nature the primary stakeholder in this category. EMSA engages regularly with IMO and is part of the European Commission's representation in this organisation, including active participation in the various workstreams. Further dialogue and cooperation at technical level will be sought in view of enhancing the level of maritime safety, security and pollution prevention and response. The possibility of providing tools and services developed in the area of capacity building (for example) could be explored with the IMO to reach out to non-EU countries, thus promoting the higher standards achieved at EU level.

The International Labour Organisation (ILO) has gained a more prominent role in the maritime safety area with the entry into force of the Maritime Labour Convention 2006. EMSA regularly interacts with the ILO at technical level when it comes to capacity building activities and the possibility of supporting further this organisation in harmonising the application of MLC could be explored.

In 2010, EMSA signed an agreement with the European Space Agency's (ESA) for establishing a general framework for cooperation between the two Agencies and since then the collaboration between the two Agencies has been extremely beneficial in delivering the best possible services to our stakeholders across Europe. The services included areas concerning the use of space-based systems and data in support of EMSA's operational maritime activities such in the field of earth observation, maritime safety and security, surveillance, ship source pollution, and cooperation in the field of integrated space-based solutions. Additional potential synergies related to ship emissions monitoring data products are presently being explored with ESA.

The Paris MoU on Port State Control continues to play an important role in combating substandard shipping; EMSA participates in all technical meetings and working groups in support of the Member States and the European Commission.

By hosting the Management Unit of EQUASIS, EMSA contributes to fostering quality shipping worldwide with the provision of safety and environmentally related information to the general public, in cooperation with like-minded EU and non-EU countries. Under this heading the Agency will continue to look for more partners that could become signatories of the EQUASIS MoU.

EMSA provides data to HELCOM related to maritime accidents as reported in EMCIP, on behalf of Accident Investigation bodies of the EU Member States which are members of the regional forum. Equally, EMSA provides to Eurostat on annual basis a set of information related to marine casualties and incidents as reported in EMCIP for the benefit of the users of EU transport statistics, but also to reduce the burden of the Member States as regards data collection and transmission.

A number of Intra European organisations benefit from interactions with EMSA on different topics falling under the remit of the Agency:

EMSA has also signed an MoU with the European Telecommunication Standards Institute (ETSI). This MoU is being updated and as a result of that, EMSA can better follow the evolution of relevant innovations and thus anticipate the inclusion of new standards into the Commission regulations and promptly reacting for initiating safeguard investigations, whenever the EU Member State Market Surveillance Authorities have identified potential safety issues. With ETSI, EMSA is also involved in standardization processes to enable cross-sector and cross-border interoperability of ICT systems and services, such as the standardization of the Common Information Sharing Environment (CISE) Service and Data Model.

Currently there are regional cooperation fora (Helcom, Bonn Agreement, REMPEC, the Black Sea Commission, etc) dealing with the protection of marine environment at regional level in the various sea basins around EU waters. EMSA will continue engaging in these forums with the aim to provide technical and scientific assistance to reduce marine pollution taking into account the peculiarities of every regional sea.

Similarly, at coast guard level, there are a number of regional Coast Guard functions forums where EMSA engages at different level. Overall, the aim is to support Member States authorities in implementing their Coast Guard functions by adding an extra layer of cooperation (together with EFCA and Frontex).

Of particular relevance for its role and level of participation is the ECGFF which has developed over time a series of products (Sectorial Qualification Framework, etc) and projects (European Coast Guard Functions Academy Network, etc). EMSA continues to support the presidency of the ECGFF and its member with relevant actions stemming from the Annual Strategic Plan on Coast Guard Cooperation part of the Single Programming Document.

Security in the maritime sector has a strong international dimension:

EMSA is active in supporting and promoting the proper implementation of EU and International maritime security legislation in and around EU waters. Security incidents, however, happen mostly outside EU waters and the potential of EMSA's surveillance services to support authorities on a worldwide scale could be further extended.

That is why opening a dialogue at technical level with the most relevant players from other sea region around the world (USCG, Canadian Coast Guard, Japan Coast Guard, etc) would support a level playing field towards a more resilient and uniform answer to security issues.

Other non-EU/EEA countries

Shipping being the international transport mode by definition, it is of paramount importance that the highest safety, security and pollution prevention and response standards are applied worldwide. Every day EU flagged and/or owned vessels with EU seafarers on board sail around the globe. EU policy activities offering assistance to third countries, particularly in the area of cooperation and development, may benefit from the participation of EMSA in those projects/actions.

Requests for ad hoc assistance are often channelled to EMSA by non-EU countries through the European External Action Service or directly by the European Commission. The relevant Commission services are responsible of the assessment of the EU relevance added value and compatibility with relevant EU policies.

These types of requests will be handled by EMSA in line with the "guiding principles" highlighted above and in close cooperation with the European Commission. The Administrative Board will be kept informed of the actions planned and delivered.

Monitoring and reporting

The implementation of this strategic framework will be continuously monitored and reported through the main institutional documents that the Agency's Administrative Board adopts regularly for transmission to the EU Institutions: the Single Programming Document and the Consolidated Annual Activity Report.

Annex XIII. Procurement 2024

1. Framework contracts planned to be launched or signed in 2024 and their indicative ceilings:

Contract title	Duration (months)	Launch date	Signature date	Ceiling
0.0 - Executive Office				415,000.00 €
Access to a web-based Quality Management System tool	48	12/02/2024	10/05/2024	15,000.00 €
Economic and financial capacity information	48	15/08/2024	15/12/2024	400,000.00 €
1.1 - Sustainability				4,600,000.00 €
Equipment Assistance Service Southern Sea	72	15/03/2024	15/11/2024	3,200,000.00 €
Studies on alternative fuels, alternative technologies and update of previous studies	48	15/05/2024	15/10/2024	800,000.00 €
Studies on Response to Alternative Fuels	48	15/03/2024	15/09/2024	600,000.00 €
1.3 - Capacity Building				700,000.00 €
EMSA Maritime Knowledge Centre Services' (MaKCs) maintenance and further enhancement	48	01/12/2023	20/03/2024	400,000.00 €
Provision of services in support of the EMSA Academy and the eLab	48	15/03/2024	15/09/2024	300,000.00 €
2.1 - Safety and Security				680,000.00 €
RBAT Training and Maintenance	36	15/12/2023	30/04/2024	180,000.00 €
Studies on key safety issues - Evacuation of passenger ships	20	28/02/2024	31/07/2024	500,000.00 €
2.2 - Surveillance				122,050,000.00 €
Cosmo Skymed mission - Licences for EO Services (Pending PoC in Q4 2023)	48	01/10/2024	01/04/2025	6,000,000.00 €
Lightweight RPAS services for Pollution Response	48	01/08/2024	01/08/2025	2,500,000.00 €
Multipurpose RPAS Services for Maritime Surveillance (Multiple lots)	48	01/08/2024	01/08/2025	85,000,000.00 €
RPAS Services for Emissions Monitoring (Multiple lots)	48	01/02/2024	01/11/2024	23,500,000.00 €
Satellite Communications for RPAS (Multiple lots)	48	01/06/2024	01/02/2025	4,900,000.00 €
Savoir- Evolution for EO services	48	01/10/2024	01/04/2025	150,000.00 €
3.1 - Maritime Digital Services				5,050,000.00 €
Horizontal integration & API Gateway	48	01/10/2024	01/05/2025	1,500,000.00 €
Identity Management Services	48	01/08/2024	01/02/2025	450,000.00 €
Portal Services	48	01/09/2024	01/03/2025	200,000.00 €
Provision of Software Maintenance Support Services for the EU LRIT DC, LRIT-IDE, and LRIT-Ship DB systems.	48	01/03/2024	07/12/2024	800,000.00 €
Rulecheck maintenance and enhancement	48	01/09/2024	01/03/2025	1,800,000.00 €
STAR ABM - Preventive, Corrective and evolutive maintenance of the MPAE module	24	01/11/2023	01/06/2024	300,000.00 €
3.2 - Digital Infrastructure				400,000.00 €
Consultancy services for EMSA ICT Service Desk	24	01/11/2023	01/05/2024	200,000.00 €
Purchase of multifunctional devices, printers and their associated maintenance	48	01/02/2024	01/10/2024	200,000.00 €
Grand Total				133,895,000.00 €

2. Indicative Procurement Plan 2024:

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO
Accident investigation					304,572.00
42000	3154	2024-UNIT 2.1 - Remotely operated underwater vehicle (ROV)	Specific Contract under FWC	15/02/2024	304,572.00
Capacity building and EMSA Academy					542,000.00
43000	3293	2024-1.3-EMSA/OP/1/2019 VRESI Enhancements and Maintenance	Specific Contract under FWC	15/02/2024	200,000.00
	3294	2024-1.3-EMSA/OP/25/2023 MaKCs Maintenance and Enhancements	Specific Contract under FWC	15/05/2024	72,000.00
	3295	2024-1.3-Provision of services in support of the EMSA Academy	Specific Contract under FWC	15/09/2023	100,000.00
	3296	2024-1.3-CEI/1/2020 External experts	External Expert contract under CEI	15/03/2024	50,000.00
	3595	2024-1.3-Impact Assessment fees based services	Direct Service Contract	15/09/2024	120,000.00
CleanSeaNet and RPAS for pollution monitoring					7,732,859.03
52000	3036	2024-3.2-B3-130 - 3.2 APM-TESTING-VALIDATION	Specific Contract under FWC	30/06/2024	150,000.00
	3096	2024-3.1-BL3130 OGC Membership Fee - SCA/JDS	Administrative Arrangement: Corporate	31/03/2024	12,500.00
	3106	2024-3.1-BL3130 EODC Corrective maintenance - SCA/NAL	Specific Contract under FWC	30/06/2024	117,000.00
	3107	2024-3.1-BL3130 EODC Evolution (Mod.3 of new Tender) - SCA/NAL	Specific Contract under FWC	15/06/2024	585,312.00
	3181	B3130-2024 - CSN Service: Satellite services and licences	Specific Contract under FWC	01/12/2024	2,700,000.00
	3182	B3130-2024 - CSN Service: Oil spill detection and quantification based on optical images	Specific Contract under FWC	15/01/2024	30,000.00
	3183	B3130-2024 - RPAS service for Emission monitoring - Operation 1 (Channel)	Specific Contract under FWC	01/04/2024	2,144,543.00
	3184	B3130-2024 - RPAS service for Emission monitoring - Operation 2 (Germany)	Specific Contract under FWC	15/04/2024	1,465,000.00
	3185	B3130-2024 - RPAS service for Emission monitoring - Operation 3 (Spain/Barcelona)	Specific Contract under FWC	01/03/2024	205,000.00
	3186	B3130-2024 - RPAS services for Emission monitoring - Trainings	Other	01/12/2024	10,000.00
	3189	B3130-2024 - RPAS service for Emission monitoring - Mobilisations 2025	Specific Contract under FWC	01/11/2024	30,000.00
	3337	2024-3.1-BL3130 EODC Development (Mod.1 of new tender) - SCA/NAL/RRO (NEW))	Specific Contract under FWC	15/06/2024	195,000.00
	3338	2024-3.1-BL3130 Axway consultancy support services for Axway MFT Products - RRO/SCA (NEW)	Specific Contract under FWC	15/06/2024	63,504.03
	3340	2024-3.1-BL3130 EODC Cloud hosting KVE/NAL (NEW)	Other	15/06/2024	25,000.00
Communication					115,000.00
60000	3042	2024 Information and Communication	Order Form under FWC	15/11/2024	115,000.00
eCertification					339,000.00
21050	3105	2024-3.1-BL3430 ECERTIFICATION KVE/RAS	Specific Contract under FWC	31/03/2024	339,000.00
EMSW					200,000.00
21040	3501	2024-3.3-BL3430 SSN Development - EMSWe KVE/PDU	Specific Contract under FWC	31/03/2024	200,000.00
Human element					120,000.00
36000	3332	2024-1.2-Study to support review of STCW Convention - alternative sources of power	Direct Service Contract	15/03/2024	120,000.00
ICT operational support					3,702,059.97
21230	3031	2024-3.2-B3-430.SOFTWARE LICENSES	Specific Contract under FWC	15/09/2024	1,351,932.41
	3032	2024-3.2-B3-430 MTN-AND-DEV	Specific Contract under FWC	01/09/2024	150,000.00
	3033	2024-3.2-B3-430 IT OPERATIONS	Specific Contract under FWC	01/09/2024	431,303.56
	3034	2024-3.2-B3-430 HW-MAINTENANCE-RENEWALS	Specific Contract under FWC	01/09/2024	1,763,269.00
	3040	2024 QMS EMSA	Order Form under FWC	15/11/2024	5,555.00
LRIT					1,461,000.00
22000	3035	2024-3.2-B3-300 – 3.2 LRIT TESTING & QA SERVICES	Specific Contract under FWC	29/02/2024	45,000.00
	3066	2024-3.3-BL3330 IMSO Audit Fee EU LRIT DC AAR/DMO	Administrative Arrangement: Implementati	31/03/2024	60,000.00
	3068	2024-3.3-BL3330 LRIT ASP/CSP services KVE/DMO	Specific Contract under FWC	31/10/2024	1,020,000.00
	3069	2024-3.3-BL3330 LRIT messages purchased from ODCs KVE/DMO	Other	31/01/2024	80,000.00
	3070	2024-3.3-BL3330-IMSO Audit fee LRIT IDE AAR/DMO	Administrative Arrangement: Implementati	31/03/2024	6,000.00
	3100	2024-3.1-BL3330 LRIT CDC/Ship DB corrective maintenance - SCA/SPL/RMS	Specific Contract under FWC	15/10/2024	50,000.00

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO	
	22000	3101	2024-3.1-BL3330 LRIT CDC/Ship DB evolutive maintenance -SCA/SPL/RMS	Specific Contract under FWC	01/10/2024	150,000.00
		3102	2024-3.1-BL3330 LRIT IDE Evolutive maintenance -SCA/RMS	Specific Contract under FWC	15/10/2024	50,000.00
Maritime digital services					7,264,420.39	
	45000	3030	2024-3.2-B3-460-CG-DATA-ANALYSIS	Specific Contract under FWC	30/06/2024	126,000.00
		3071	2024-3.3-BL3430 Casualty reporting services (Licenses 2025) AAR/RMC	Order Form under FWC	31/03/2024	23,499.00
		3073	2024-3.3-BL3450 IALA Membership fee for Year 2025 SCA/MLG	Payment against invoice	31/03/2024	3,500.00
		3077	2024-3.1-BL3430 Marinfo DB-KVE/RAS	Specific Contract under FWC	31/03/2024	100,000.00
		3078	2024-3.1-BL3430 Identity Management-KVE/AAN	Specific Contract under FWC	31/03/2024	40,000.00
		3079	2024-3.1-BL3430 Access Management-KVE/AAN	Specific Contract under FWC	31/03/2024	291,000.00
		3080	2024-3.1-BL3430 EMCIP-KVE/RAS	Specific Contract under FWC	31/03/2024	85,000.00
		3081	2024-3.1-BL3430 Thetis-KVE/RAS	Specific Contract under FWC	31/03/2024	351,000.00
		3082	2024-3.1-BL3430 STCW IS DB-KVE/RAS	Specific Contract under FWC	31/03/2024	27,000.00
		3083	2024-3.1-BL3430 Mared-KVE/RAS	Specific Contract under FWC	31/03/2024	160,000.00
		3084	2024-3.1-BL3430 Rulecheck-KVE/RAS	Specific Contract under FWC	31/03/2024	157,405.00
		3085	2024-3.1-BL3430 PORTAL-KVE/AAN	Specific Contract under FWC	31/03/2024	35,000.00
		3086	2024-3.1-BL3460 CAP BUILDING DONA KVE/RAS	Order Form under FWC	31/03/2024	90,000.00
		3089	2024-3.1-BL3430 Maritime Picture in the Cloud-SCA/ORV/JDS	Specific Contract under FWC	15/06/2024	65,000.00
		3097	2024-3.1-BL3430 CSD enhancements maintenance and hosting (SIDE III)SCA/ORV	Specific Contract under FWC	15/05/2024	125,000.00
		3103	2024-3.1-BL3460 HP-IMS development and Maintenance - SCA/MTH	Specific Contract under FWC	15/07/2024	1,952,571.00
		3104	2024-3.1-BL3460 Traffic Density Mapping Service - TDMS - SCA/JNO	Specific Contract under FWC	30/06/2024	30,000.00
		3111	2024-3.1-BL3430 Integration (ESB, EAMS) SCA/FPR	Specific Contract under FWC	31/03/2024	24,000.00
		3116	2024-3.1-BL3460 Artificial Intelligence and Machine Learning for IMS - SCA/LBI/RMS	Specific Contract under FWC	15/06/2024	45,000.00
		3117	2024-3.1-BL3430 EMSA Project Management tool (Project Online and Power BI) - SCA/MOL	Specific Contract under FWC	15/06/2024	12,000.00
		3119	2024-3.1-BL3430 EMSA JIRA/CONFLUENCE services- SCA/MOL	Specific Contract under FWC	15/06/2024	20,000.00
		3123	2024-3.1-BL3460 STAR ABM - enhancements and maintenance (including MPAAE) - SCA/JNO	Specific Contract under FWC	15/06/2024	161,000.00
		3127	2024-3.1-BL3430 Api Gateway enhancements and maintenance SCA/ORV	Specific Contract under FWC	15/06/2024	40,000.00
		3128	2024-3.1-BL3430 QLIK dashboard enhancements (Maritime Analytics) and licenses - SCA/JDS	Specific Contract under FWC	15/07/2024	15,000.00
		3140	2024-3.1-BL3430 Jasper BI-KVE/AAN	Specific Contract under FWC	31/03/2024	65,000.00
		3191	2024-3.1-BL3430 ICT SECURITY-KVE/CPR	Specific Contract under FWC	31/03/2024	170,000.00
		3197	2024-3.1-BL3460 BLUE DW KVE/NMA	Specific Contract under FWC	31/03/2024	200,000.00
		3290	2024-1.3-Provision & Access to Marinfo data Lot 1, 2 & 3	Order Form under FWC	15/11/2024	290,986.00
		3331	2024-3.1-BL3430 Thetis FUEL-EU-MARITIME C1 ECB/RAS	Specific Contract under FWC	14/06/2024	609,000.00
		3350	2024-3.1-BL3430 SafeSeaNet (EIS/CLD/COD/CHD-Mar-Cis/IRD)- Lot 2 of OP92023 -SCA/MTH (NEW)	Specific Contract under FWC	15/06/2024	803,134.00
		3351	2024-3.1-BL3460 IMS (STAR/IMS drift/TDMS/ENC) - Lot 1 of OP92023 -SCA/ORV/JDS (NEW)	Specific Contract under FWC	15/06/2024	825,539.61
		3503	2024-3.1-BL3430 IMS (SEG/IMS/CGD) - Lot 1 of OP92023 -SCA/ORV/JDS (NEW)	Specific Contract under FWC	15/06/2024	321,785.78
Maritime safety					1,230,000.00	
	44000	3150	2024-UNIT 2.1 - EMSA Equasis annual contribution	Other	01/03/2024	50,000.00
		3153	2024-UNIT 2.1 - MED Technical and Scientific Support	Order Form under FWC	01/12/2024	150,000.00
		3155	2024-UNIT 2.1 - Study on evacuation of large passenger ships	Specific Contract under FWC	31/07/2024	200,000.00
		3156	2024-UNIT 2.1 - Alternative fuels	Specific Contract under FWC	28/02/2024	770,000.00
		3451	2024-UNIT 2.1 - RBAT maintenance, hosting and upgrade	Specific Contract under FWC	30/04/2024	60,000.00

Activity name and code	Planning ID no.	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated value in EURO
Multiple					12,000.00
99999	3037	2024 Econ & Fin. Capacity Assessment	Order Form under FWC	15/11/2024	12,000.00
Multipurpose maritime surveillance					9,940,200.00
21020	3109	2024-3.1-BL3460 RPAS KVE/APE	Specific Contract under FWC	31/03/2024	775,200.00
	3164	B3260-2024 - RPAS services for Multipurpose Surveillance - Mobilisations 2025	Specific Contract under FWC	01/11/2024	180,000.00
	3166	B3260-2024 - RPAS services for Multipurpose Surveillance - Interfacing and Development	Specific Contract under FWC	01/12/2024	50,000.00
	3167	B3260-2024 - RPAS services for Multipurpose Surveillance - L-RPAS for EFCA	Specific Contract under FWC	01/12/2024	400,000.00
	3168	B3260-2024 - RPAS services for Multipurpose Surveillance - SATCOM	Specific Contract under FWC	01/12/2024	535,000.00
	3169	B3260-2024 - RPAS services for Multipurpose Surveillance - Baltic Region	Specific Contract under FWC	15/04/2024	2,494,000.00
	3170	B3260-2024 - RPAS services for Multipurpose Surveillance - Atlantic Region	Specific Contract under FWC	30/04/2024	2,254,000.00
	3171	B3260-2024 - RPAS services for Multipurpose Surveillance - North Sea Region	Specific Contract under FWC	15/04/2024	1,642,000.00
	3172	B3260-2024 - RPAS services for Multipurpose Surveillance - Mediterranean Region	Specific Contract under FWC	15/02/2024	1,610,000.00
Operational pollution response					15,926,307.00
51000	3187	B3130-2024 - RPAS services for EMSA OPRvs	Specific Contract under FWC	01/12/2024	353,307.00
	3257	2024-1.1-VAC Renewal West Med	Direct Service Contract	15/03/2024	2,870,000.00
	3259	2024-1.1-VAC Renewal Adriatic Sea	Direct Service Contract	15/03/2024	3,040,000.00
	3261	2024-1.1-Vessel tender Black Sea South	Direct Service Contract	15/11/2024	3,925,000.00
	3264	2024-1.1-Vessel Improvements & Storage	Direct Service Contract	15/11/2024	140,000.00
	3265	2024-1.1-EAS Additional services	Specific Contract under FWC	15/11/2024	375,000.00
	3267	2024-1.1-EAS Black Sea Second Renewal CPNEG/3/2021	Specific Contract under FWC	15/11/2024	220,000.00
	3269	2024-1.1-EAS Baltic North First Renewal CPNEG/4/2021	Specific Contract under FWC	15/11/2024	290,000.00
	3270	2024-1.1-Pollution Response Exercises	VAC Exercise	15/11/2023	300,000.00
	3273	2024-1.1-Study on Response equipment for alternative fuels (biofuels)	Specific Contract under FWC	15/10/2024	250,000.00
	3277	2024-1.1-MAR-CIS IT Services OP/9/2023 (maintenance + upgrades)	Specific Contract under FWC	15/03/2024	50,000.00
	3508	2024-1.1-SOPROS Modelling Tool	Specific Contract under FWC	15/06/2024	393,000.00
	3599	2024-1.1-Vessel tender Canary Islands and Madeira	Direct Service Contract	15/11/2024	3,720,000.00
Prevention of pollution					125,650.00
46000	3262	2024-1.1- EMSA/OP/43/2020 Study on Carbon Caption	Specific Contract under FWC	15/11/2024	125,650.00
SafeSeaNet					160,600.00
21030	3072	2024-3.3-BL3430 SLAs for maintenance and operation of AIS regional servers 2024-2025 AAR/EBE	Administrative Arrangement: Implement	31/01/2024	160,600.00
Satellite based services and surveillance innovation					2,605,400.00
21060	3173	B3130-2024 - EO Evolution: Artificial Intelligence for EO	Specific Contract under FWC	01/12/2024	260,400.00
	3174	B3130-2024 - EO Evolution: Qlik software development	Specific Contract under FWC	01/12/2024	50,000.00
	3175	B3130-2024 - EO Evolution: SaVoiR developments	Specific Contract under FWC	01/12/2024	60,000.00
	3176	B3130-2024 - EO Evolution: JIRA and Confluence developments	Specific Contract under FWC	01/12/2024	30,000.00
	3177	B3260-2024 - EO Services: Maritime Emergencies	Specific Contract under FWC	01/12/2024	200,000.00
	3178	B3260-2024 - SAT-AIS - Back-up service (including set up)	Specific Contract under FWC	01/12/2024	505,000.00
	3180	B3260-2024 - SAT-AIS Global feed including S2S	Specific Contract under FWC	01/12/2024	1,500,000.00
Grand Total					51,781,068.39

Legislative references

Legislative References in EMSA Single Programming Document	Short name or phrase (where applicable)
Directive 2009/45/EC on safety rules and standards for passenger ships as amended by Commission Directive 2010/36/EU and Commission Directive (EU) 2016/844	Domestic Passenger Ship Directive
Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community as amended by Directive 2002/84/EC, Regulation (EC) No 1137/2008 and Directive (EU) 2017/2109	Directive on the registration of persons on board
Directive 96/98/EC on marine equipment, repealed by Directive 2014/90/EU	Marine Equipment Directive
Directive 2016/802/EU relating to a reduction in the sulphur content of certain liquid fuels (codified)	Sulphur Directive
Directive 1999/35/EC on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services as amended by Directive 2002/84/EC, Regulation (EC) No 219/2009 and Directive 2009/18/EC	Ropax Directive or "on mandatory surveys of ro-ro ferry and HSC passenger services"
Directive 2001/96/EC establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers as amended by Directive 2002/84/EC and Regulation (EC) No 1137/2008	Bulk Carrier Directive
Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC as amended by Directive 2009/17/EC, Directive 2009/18/EC, Commission Directive 2011/15 and Commission Directive 2014/100/EU	VTMIS Directive
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	
Directive 2005/33/EC amending Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels	
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements	Directive on ship-source pollution
Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	
Directive 2009/16/EC on port State control	PSC Directive
Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	Accident Investigation Directive
Directive 2009/20/EC on the insurance of shipowners for maritime claims	
Directive 2009/45/EC on safety rules and standards for passenger ships	
Directive 2011/15/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	
Directive 2012/33/EU as regards the sulphur content of marine fuels amending Council Directive 1999/32/EC	

Directive 2012/35/EU amending Directive 2008/106/EC on the minimum level of training of seafarers	
Directive 2014/90/EU on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance	New Marine Equipment Directive
Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	
Directive (EU) 2017/2110 of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC	
Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC	PRF Directive
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organisations	
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Regulation on the liability of carriers of passengers
Regulation (EC) No 725/2004 on enhancing ship and port facility security	
Regulation (EU) No 100/2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) No 528/2012 concerning the making available on the market and use of biocidal products	Biocides Regulation
Commission Implementing Regulation (EU) No 651/2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council	
Regulation (EU) No 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC	Ship Recycling Regulation
Regulation (EU) No 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/	MRV Regulation
Regulation (EC) No 1052/2013 establishing the European Border Surveillance System (EUROSUR)	EUROSUR Regulation
Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels	
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	EMSA Founding Regulation
Regulation (EU) No 911/2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations	Multiannual funding Regulation
Regulation (EU) No 2016/1625 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	
Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU	EMSWe Regulation
Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations	

List of acronyms

Acronym	Full name
ABM	Automated Behaviour Monitoring
AI	Accident Investigation
AIS	Automatic Identification System
BC SEA	Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions
BWMC	International Convention for the Control and Management of Ships' Ballast Water and Sediments
CAAR	Consolidated Annual Activity Report
CHD	Central HAZMAT Database
CNTA	Consultative Network for Technical Assistance
CMS	Copernicus Maritime Surveillance Service
CSD	Central Ship Database
CTG MPPR	Consultative Technical Group for Marine Pollution Preparedness and Response
DG DEFIS	Directorate-General for Defence Industry and Space
DLP	Distance Learning Package
DUET	Dispersant Usage Evaluation Tool
EAS	Equipment Assistance Service
EC	European Commission
ECGFF	European Coast Guard Functions Forum
EEA	European Economic Area
EEDI	Energy Efficiency Design Index
EEZ	Exclusive Economic Zone
EFCA	European Fisheries Control Agency
EFTA	European Free Trade Association
EMCIP	European Marine Casualty Information Platform
EMPOLLEX	Exchange Programme for Marine Pollution Experts
EMSWe	European Maritime Single Window environment
ENP	European Neighbourhood Policy
EODC	Earth Observation Data Centre
ERCC	Emergency Response Coordination Centre
ESSF	European Sustainable Shipping Forum
EU	European Union
EU LRIT CDC	European Union Long Range Identification and Tracking Cooperative Data Centre
EUNAVFOR	EU Naval Forces

EUROPOL	European Police Office
EUROSUR	European Border Surveillance System
Frontex	European Border and Coast Guard Agency (formerly the European Agency for the Management of Operational Cooperation at the External Borders)
FWA	Fixed wing aircraft
HNS	Hazardous and Noxious Substances
HSC	High Speed Craft
ICCAT	International Commission for the Conservation of Atlantic Tunas
IFCD	Interface and Functionalities Control Document
ILO	International Labour Organization
IMO	International Maritime Organization
IMS	Integrated Maritime Services
IMSAS	IMO Member State Audit Scheme
IPA	Instrument for Pre-Accession Assistance
ISM	International Safety Management
ITU	International Telecommunication Union
KPI	Key Performance Indicator
LNG	Liquefied Natural Gas
LRIT	Long Range Identification and Tracking
LRIT IDE	International LRIT Data Exchange
MaKCs	Maritime Knowledge Centre systems
MAOC (N)	Maritime Analysis and Operations Centre – Narcotics
MAR-CIS	Marine Chemical Information Sheets
MED DB	Marine Equipment (Directive) Database
MAR-ICE	Marine Intervention in Chemical Emergencies
MARINFO	Maritime Industry Information Infrastructure
MASS	Maritime Autonomous Surface Ships
MMSI	Maritime Mobile Service Identity
MoU	Memorandum of Understanding
MRA	Mutual Recognition Agreement
MRV	Monitoring, Reporting and Verification
MSC	Maritime Safety Committee
MSS	Maritime Support Services
NSW	National Single Windows
OLAF	European Anti-Fraud Office
PCF	Permanent Cooperation Framework for Accidents in the Maritime Transport Sector
PCZ	Preferred Conservation Zone

PFA	Project Financed Activity
PRF	Port Reception Facilities
PSC	Port State Control
PSCOs	Port State Control Officers
QACE	Quality Assessment and Certification Entity
REFIT	Regulatory Fitness and Performance programme (EC)
RFD	Reporting Formalities Directive
ROPAX	Roll-on/roll-off passenger ships
ROs	Recognised Organisations
RPAS	Remotely Piloted Aircraft Systems
SAFEMED IV	EuroMed Maritime Safety Project
SAT-AIS	Satellite detected Automatic Identification System
SECA	Sulphur Emission Control Area
SEG	SafeSeaNet Ecosystem Graphical User Interface
SLA	Service Level Agreement
SOLAS 74	International Convention for the Safety of Life at Sea (1974)
SSN	SafeSeaNet
STCW	Standards for Training, Certification and Watchkeeping of seafarers
THETIS	Inspection database to support Directive 2009/16/EC on Port State Control
THETIS-EU	Inspection database to support other enforcement regimes not falling within the remit of Directive 2009/16/EC on Port State Control
THETIS-MRV	System to support Regulation (EU) 2015/757
TWA	Tripartite Working Arrangement
VDES	VHF Data Exchange System
VDS	Vessel Detection System
VHF	Very High Frequency
VOO	Vessels of opportunity
VTMIS	Vessel Traffic Monitoring and Information Systems