

7th Meeting of the Consultative Network on Technical Assistance

Lisbon, 21st March 2012

Conclusions

- i. The 7th meeting of the Consultative Network on Technical Assistance (CNTA) was well attended.
- ii. Representatives from 22 Member States were present, including some new focal points. Generally speaking, the discussions revealed a continued and widespread support for EMSA's training and cooperation activities in the field of maritime safety, security and prevention of pollution by ships.
- iii. The Member States' delegates were informed about:
 - a. the training activities performed for their benefit on 2011;
 - b. the number of officials from the maritime administrations trained on EU maritime legislation;
 - c. the training sessions performed for candidate/potential candidate (IPA) countries; and
 - d. the actions performed in support of the EU Commission in the implementation of the SAFEMED II Project.
- iv. The Member States' representatives were also informed about the implementation of actions decided during the 6th CNTA meeting, including:
 - an automatic notification of registrations to CNTA focal points through the pre-training questionnaire;
 - the 2012 training sessions plan; the organisation of two regional trainings (Finland and Greece);
 - the preparation of an inventory of available training courses; and,
 - the anticipation to March of the annual CNTA meeting, to facilitate the planning by the national co-ordinators.

Upon request of the Members States attending the meeting, the Agency will explore the possibility to move the "automatic notification" from the pre-training questionnaire to the registration form and will revise and update the e-mail addresses to which the notification is sent.

- v. The procedures for updating the "Overview of the 29 EU maritime administrations" were explained. Print-outs (hard copies) with the procedure established for the purpose were distributed to the participants, who were again urged to keep constantly updated the general information and the contact details concerning their maritime administrations.

- vi. Subsequently, based on a brief presentation of EMSA's and Member States' proposals, and some additional proposals made on the spot, the CNTA focal points compiled the following list of trainings, which forms the basis for a further selection to be done via e-mail at a later stage:

1. Training on ISM Code – auditing techniques⁽¹⁾
2. Training on quality standards ISO 901:2008⁽¹⁾
3. Training on ISPS Code – ship security⁽²⁾
4. Training on ISPS Code – practical training⁽²⁾
5. Training on the EU maritime legislation
6. Training on liability and compensation
7. Training on the Marine Equipment Directive
8. Training on air emission
9. Training on the Ballast Water Management convention
10. Training on ISM – passenger vessel simulated audit
11. Training on the Maritime Labour Convention
12. Training on education and certification of seafarers – STCW Manila amendments
13. Training on Flag State Implementation
14. Training on Directive 2002/59/EC – VTMS
15. Training on ship recycling

(1) Only one of the training sessions at the line 1. and 2. will be included in the 2013 training plan

(2) Only one of the training sessions at the line 3. and 4. will be included in the 2013 training plan

By 15 May 2012 each Member State will forward to EMSA the above list indicating its own priorities. EMSA will then consolidate it into the Agency's 2013 plan for technical assistance which will include 9 training proposals. The consolidated plan will be circulated to Member States by 31 July 2012 and published on EMSA's website.

It was agreed not to include any training on CleanSeaNet in the above list because it is regularly delivered by the relevant Unit in EMSA. Similarly, some topics proposed by the Member States will be included in the Agenda of the in-depth training on EU legislation, which is scheduled for November 2012. Based on the experience of that training a new in-depth training could be planned for 2014.

- vii. EMSA informed about an analysis of the expenses for flight tickets and hotel accommodations of the participants to the training sessions. This document represents the background for further action to be developed by EMSA together with the Member States, aimed at improving the quality of the services provided by the training sector and save extra costs. It was agreed that the reimbursement of hotel expenses should be capped at the level of EMSA's block booking price.
- viii. Member States' representatives were also reminded that, according to the current procedures, reimbursement for participation to an EMSA event has to be claimed no later than 90 days from the date of the event.

- ix. The Member States' representatives expressed their appreciation of the progressive move from traditional trainings towards best practices sessions with an increased participation of external experts from Member States and international bodies.
- x. The participants agreed with EMSA's considerations and aims to reduce the amount of traditional lecturing at the training events in favour of tools aimed at increased participation, such as case studies, practical exercises, working groups/teams etc. In this context, Member States were encouraged to continuously submit proposals and suggestions towards the enhancement of EMSA's training performance on the benefit of the Member States
- xi. EMSA was also encouraged to look at the possibilities of using e-learning, based on the experiences and infrastructure made available in the port State control field. More particularly, Member States requested EMSA to explore the possibility to prepare an e-version of the "Introduction to EU maritime legislation".
- xii. The participants renewed their support for regional trainings as a complement to, but not a substitute for, centralised trainings in Lisbon and took note of the requests that had already been received from Germany, Malta and Spain for 2013. EMSA's intention to respond positively to all three requests was welcomed.
The role of the EMSA trainings as a key activity for maritime administrations was recognised. Some representatives asked EMSA to centralize the administrative management of all trainings delivered in house in order to improve efficiency and to make easier the contact with the Agency, for the maritime administrations as well as for the participants.