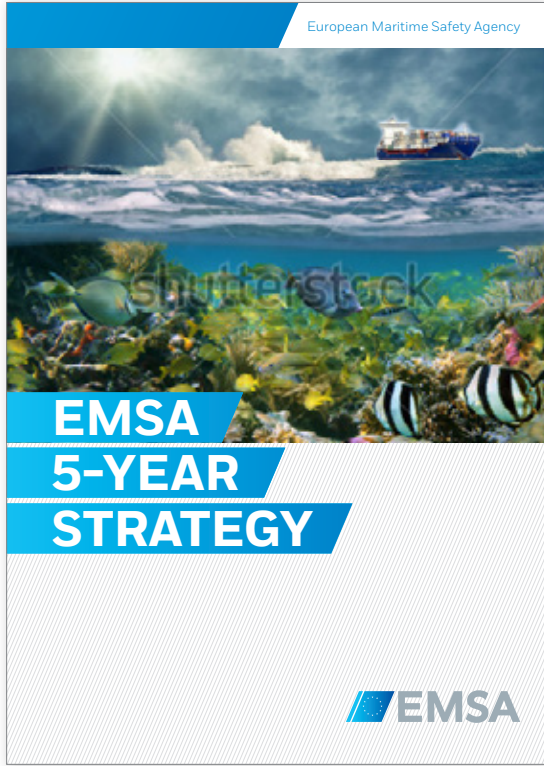


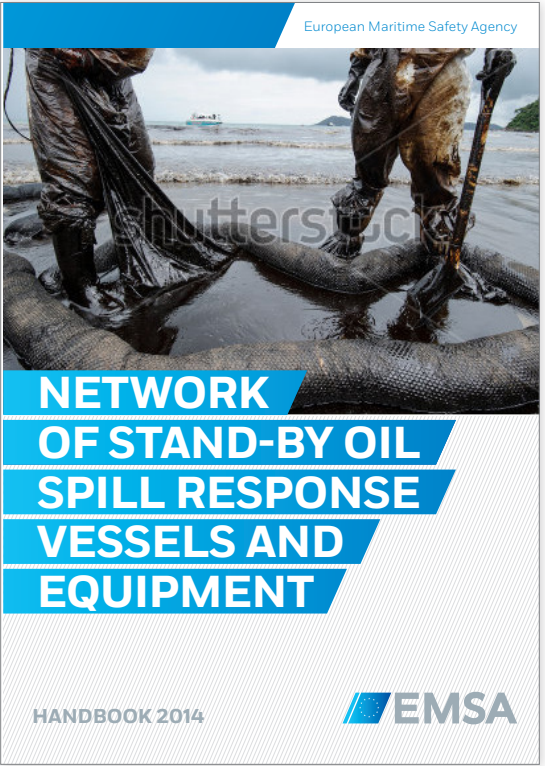
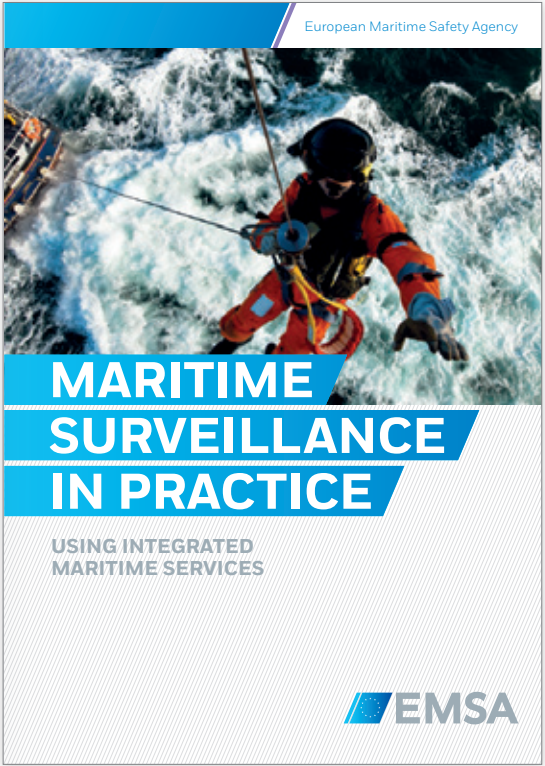
EMSA CORPORATE **PUBLICATIONS**

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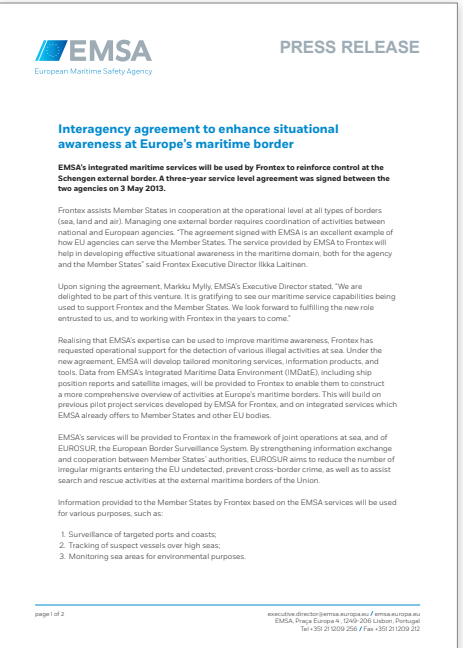
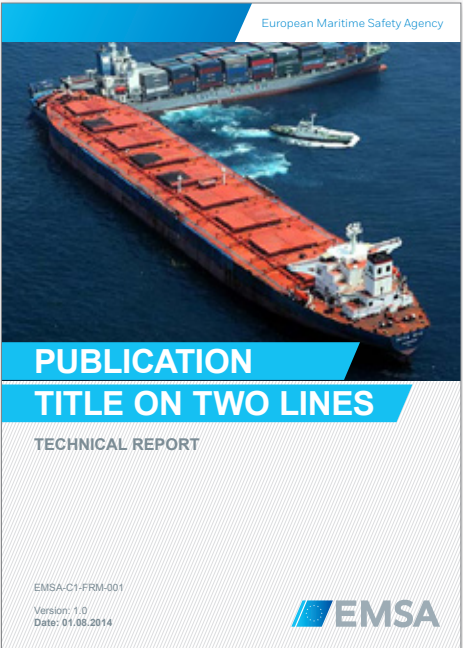


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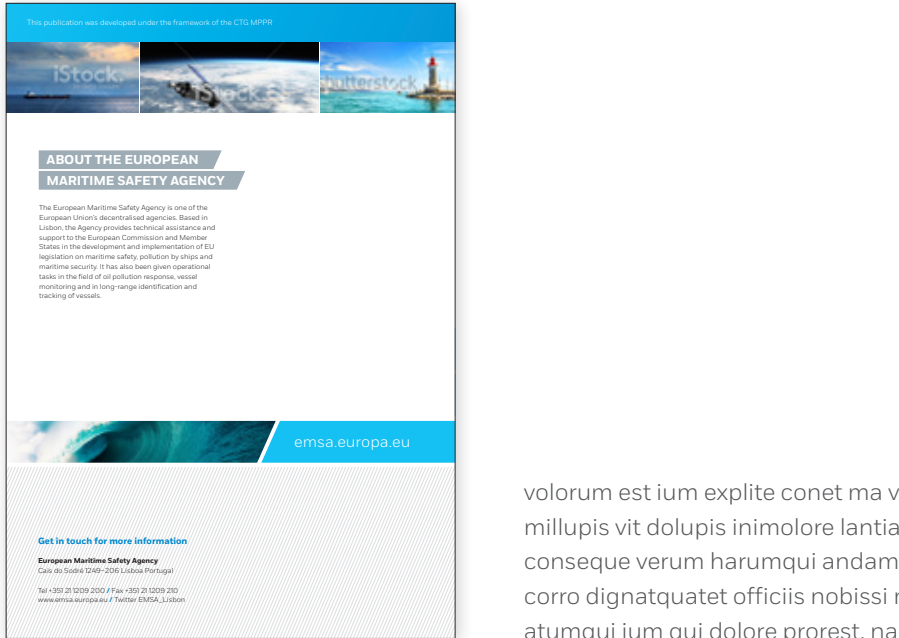
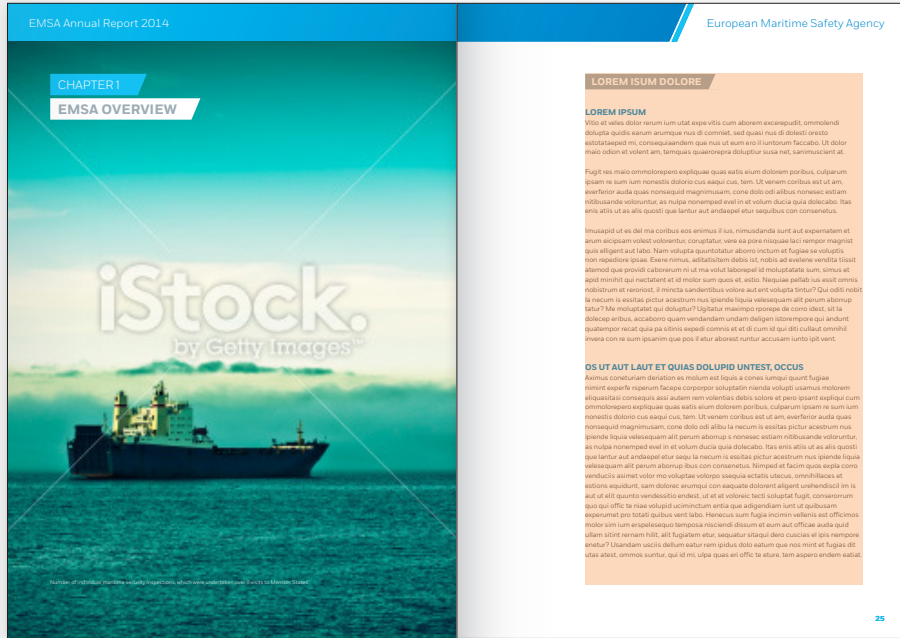
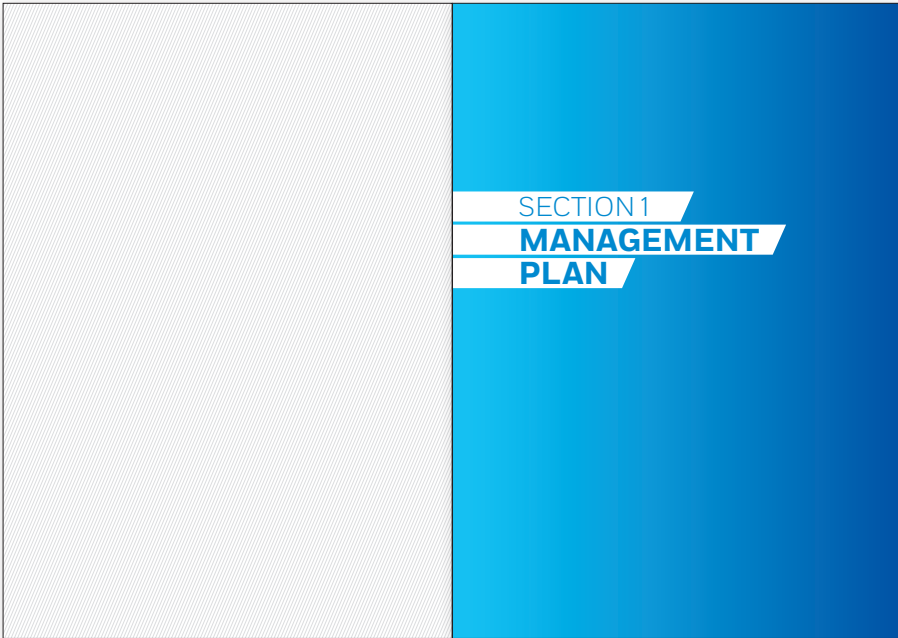
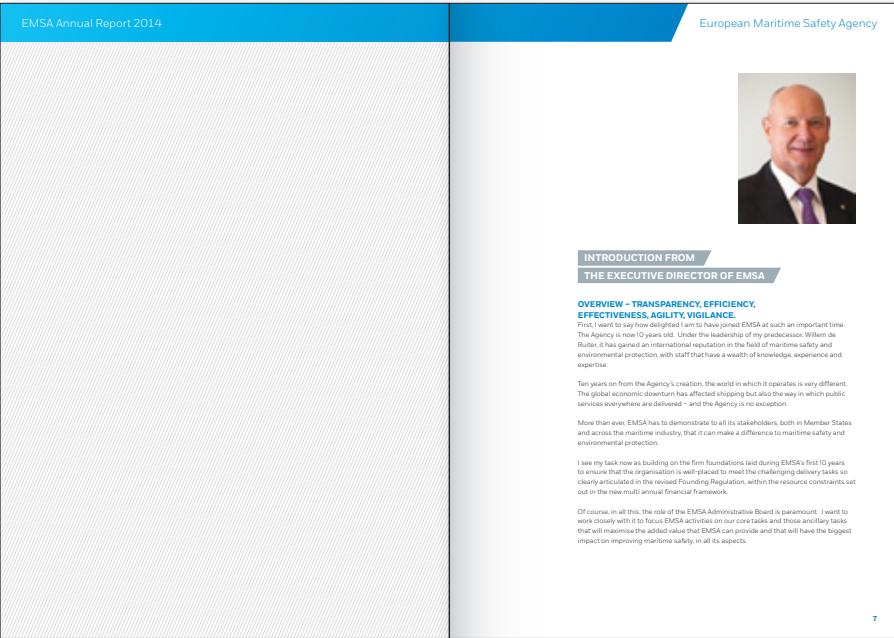
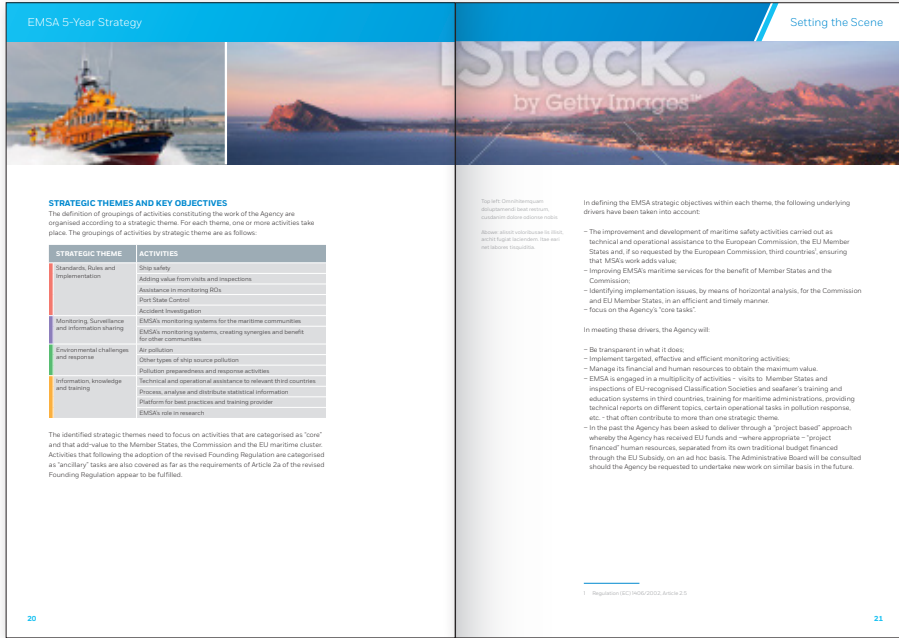
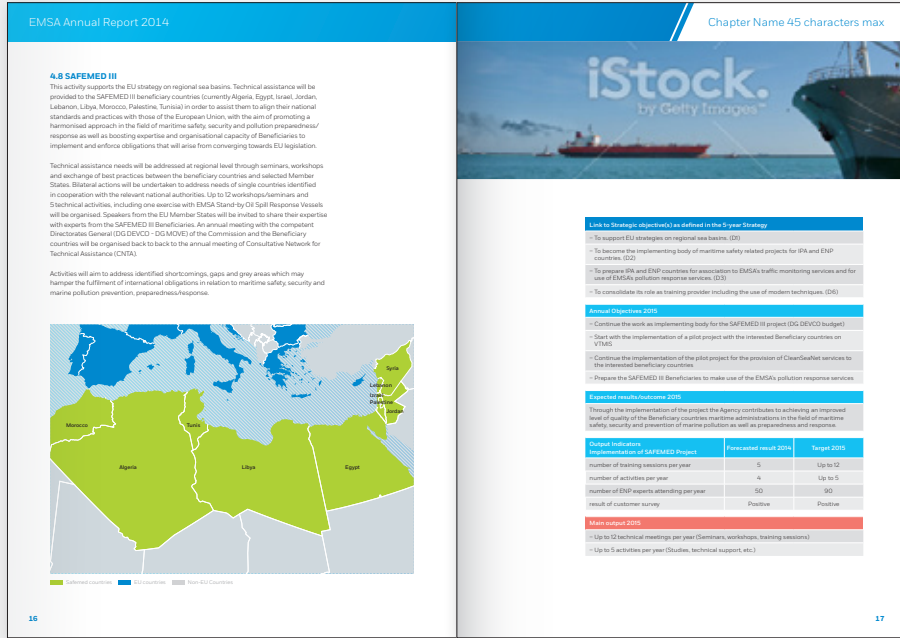
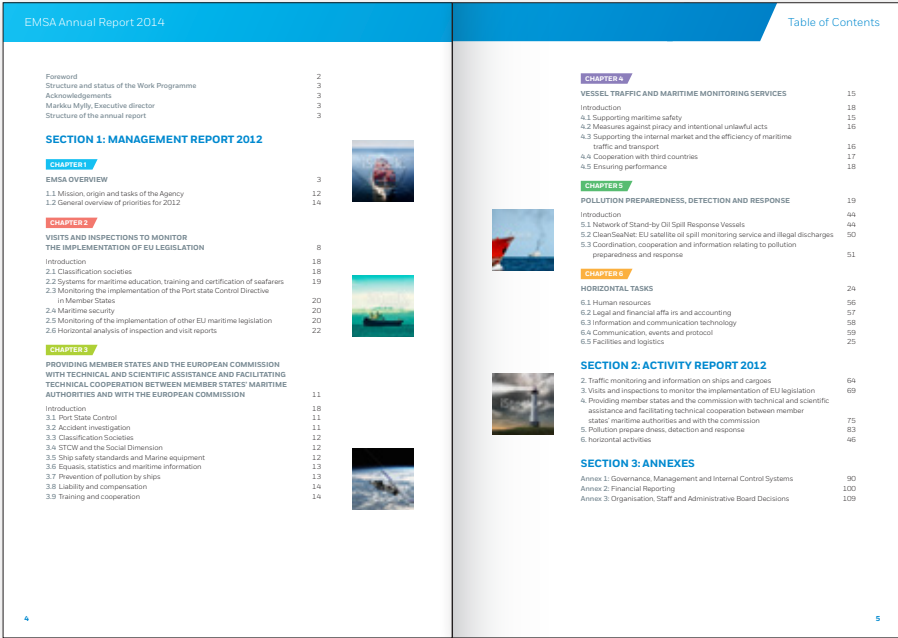


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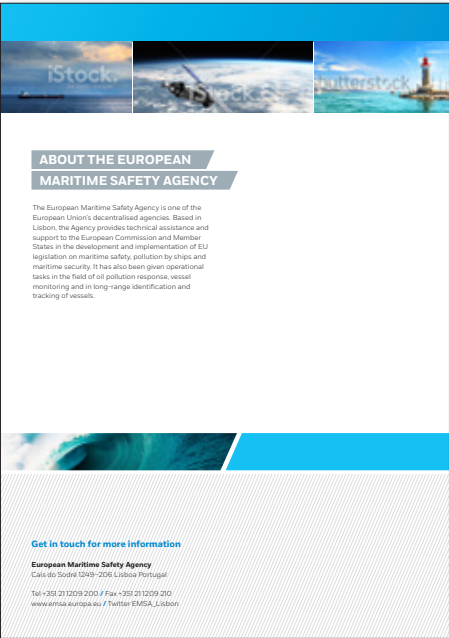
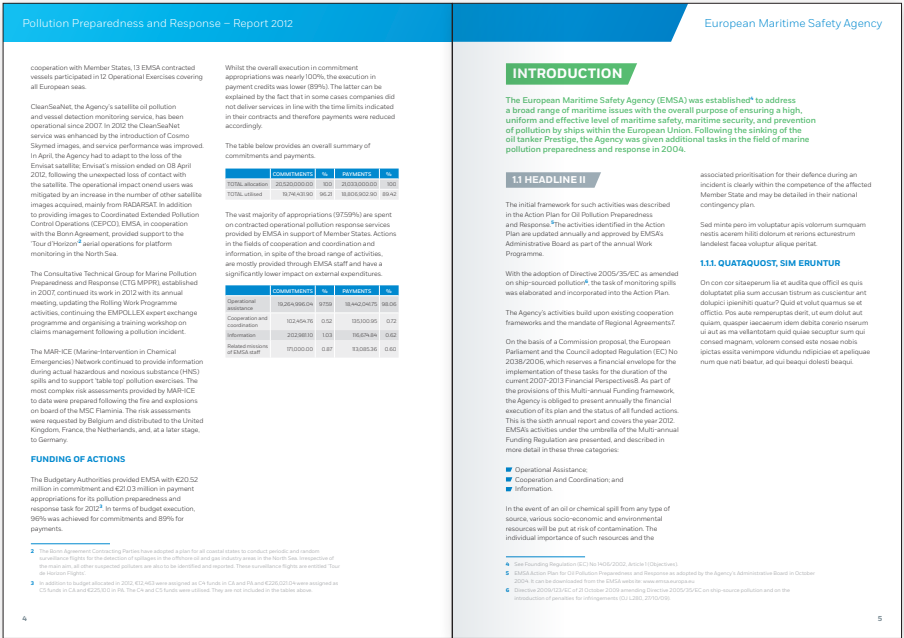
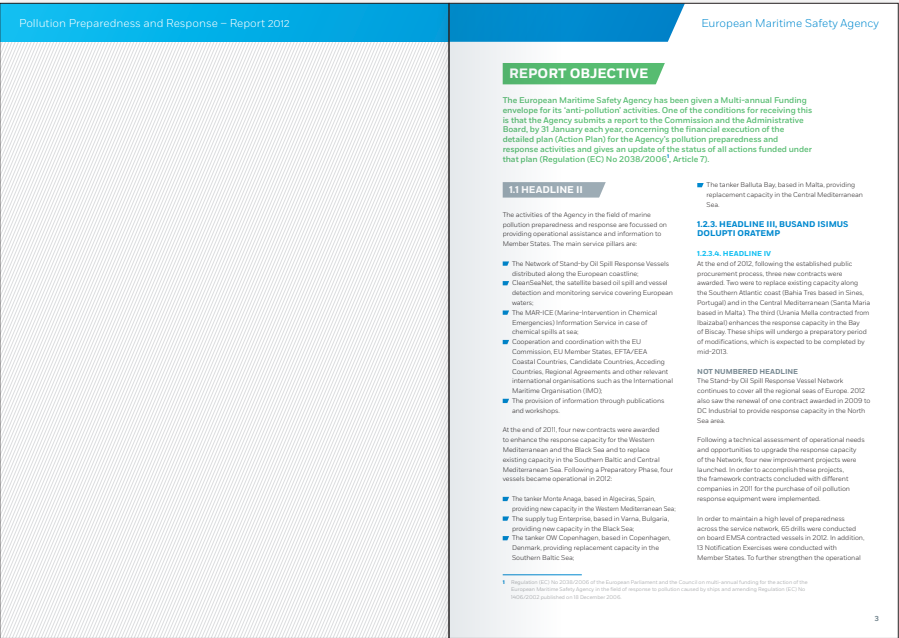
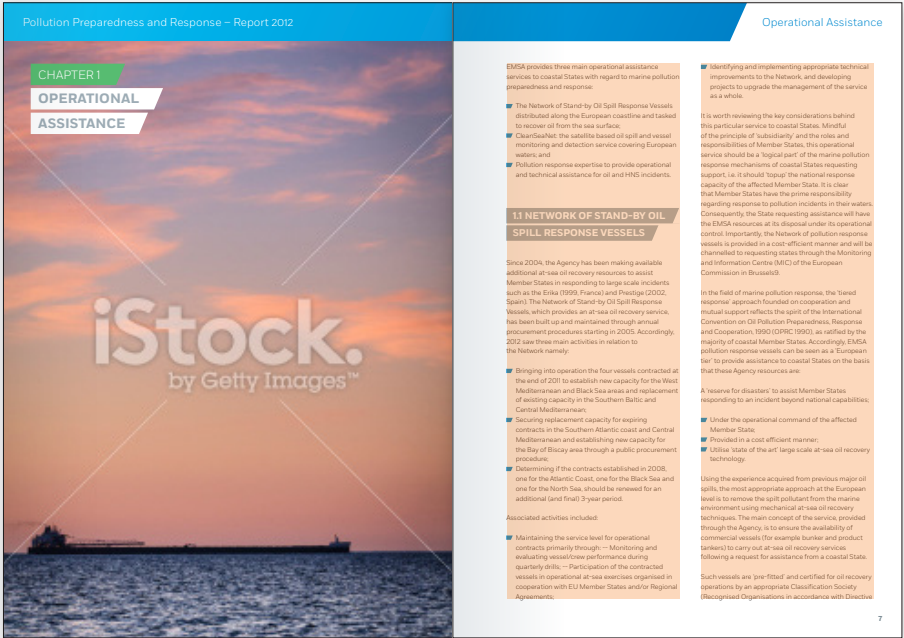
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annual report
(1 collumn layout)

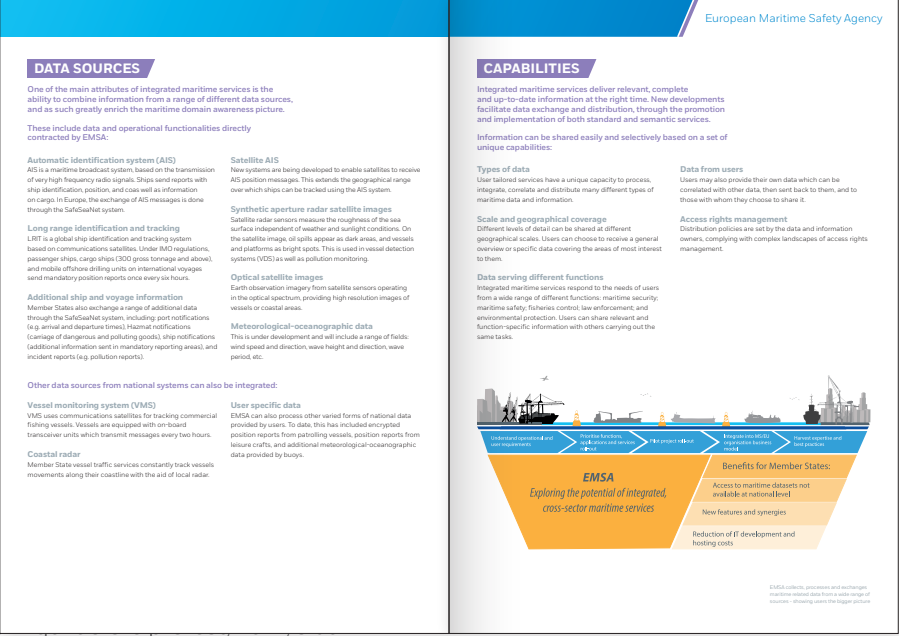
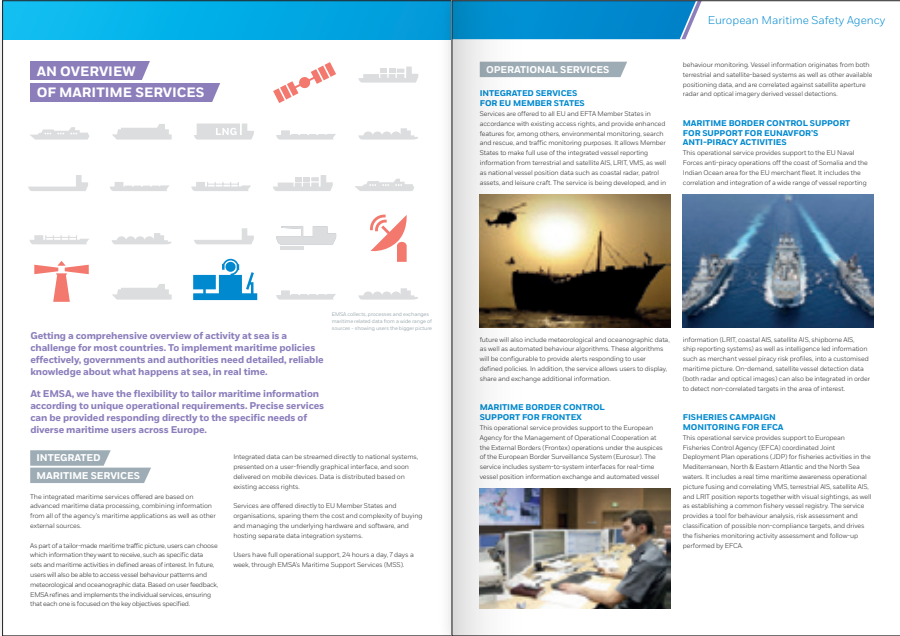


activities report
(2 column layout)



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brochure
(2 column layout)



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ILLEGAL DISCHARGES IN THE MARINE ENVIRONMENT

4–5 June 2013, Lisbon


WORKSHOP REPORT

EMSA-C1-FRM-001

Version: 1.0

Date: 01.08.2014

LEGAL DISCHARGES IN THE MARINE ENVIRONMENT



HEADING 1

Heading 2

In February 2011, the European Maritime Safety Agency (EMSA) organised a workshop entitled 'Enhancing the effectiveness of the law enforcement chain in combating illegal discharges'. The workshop brought together representatives from the main stakeholder groups involved in the illegal discharge enforcement chain in Europe:

- 1) operational actors responsible for split detection and response, including CoastGuard users;
- 2) authorities responsible for vessel inspections in port; and
- 3) administrative and judicial enforcement authorities.

Minutes of previous meeting Workshop

17 and follow-up actions

The workshop conclusions indicated that EMSA and the Member States should work together to support the enhancement of the illegal discharge response chain by hosting training events on related issues, holding more regular meetings to share best practice in relation to law enforcement of ship-source pollution regulations, and by facilitating an informal working group to draft an introductory overview and guidance document, Addressing illegal ship-source pollution in the marine environment.

Approval of the agenda

For this workshop, held on 4-6 June 2011, 'illegal discharges in the marine environment', EMSA has once again brought together Member State participants representing the same three stakeholder groups. The workshop was intended to establish a shared knowledge and understanding among key stakeholders from operational authorities, vessel inspection authorities, and administrative and judicial enforcement authorities, on the current status and key future trends in the law enforcement chain for countering illegal discharges.

Heading 3 slightly larger and coloured

As well as presentations from ten invited speakers, there was an emphasis on sharing case studies in order to talk through a range of practical issues experienced by participants and address unique cases. One of the main objectives of the workshop was also to present and obtain feedback from the Member States on the introductory overview and guidance document Addressing illegal ship-source pollution in the marine environment drafted by the working group, which was circulated in advance and discussed in a dedicated session.

EMSA-C/PRM-01 / Version: 1.0 / Date: 03.08.2014

Page 1 of 22



European Maritime Safety Agency

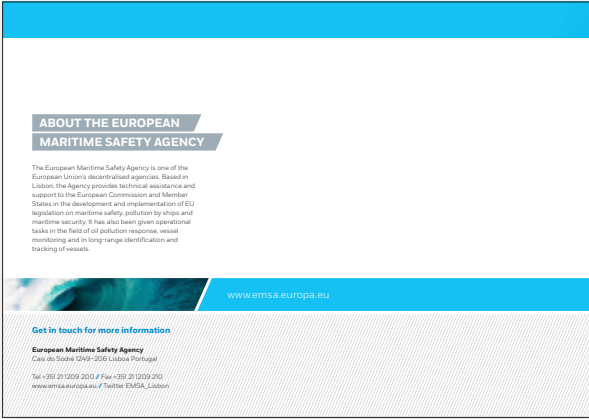
**NETWORK
OF STAND-BY OIL
SPILL RESPONSE
VESSELS AND
EQUIPMENT**

EMSA

HANDBOOK 2014

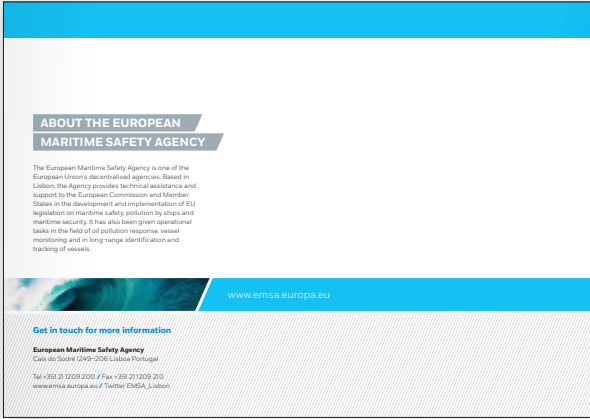
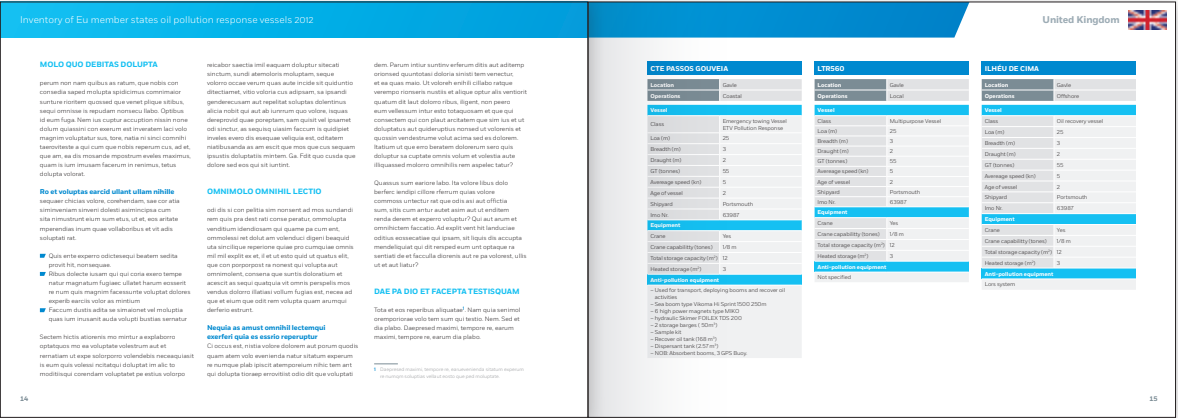
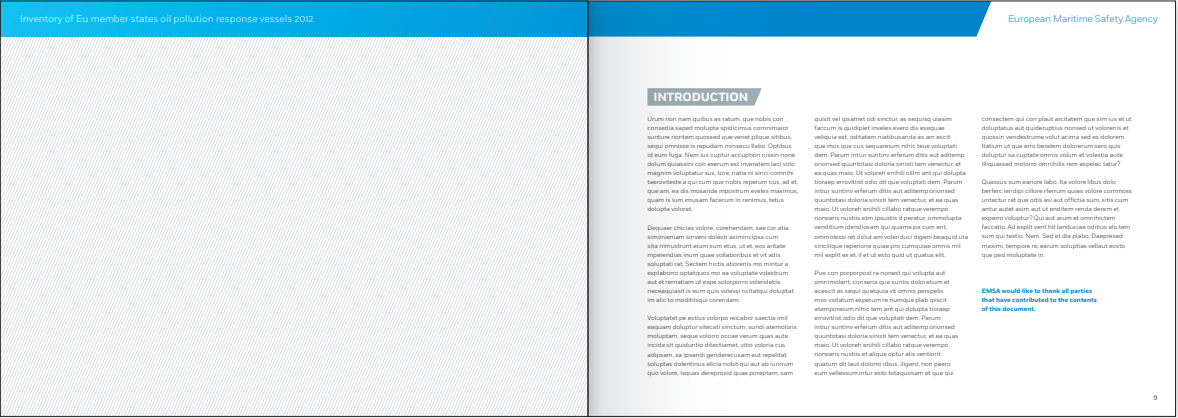
Network of Stand-by Oil/Spill Response Vessels and Equipment		Table of Contents
	EMSA'S ROLE AND SERVICE	3
	NETWORK MAP	5
	SUMMARY TABLE OF THE NETWORK	8
	EMSA CONTRACTORS' INFORMATION SHEETS	
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	OW Tankers	12
	NORTH SEA	
	James Fisher Edward	13
	EC Industrial	15
	ATLANTIC COASTLINE	
	James Fisher Edward	17
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	Normatiscia	20
	Murelco	21
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	Daewoo Ro-Boom 2000	41
	Lamort H20 2000 Heavy Duty Boom	43
	Lamort L40 2200 Neoprene Anti Boom	45
	Lamort LSP 2000 Boom	47
	Markelien Uniboom X/ USD 500	49
	Norlensea M2-H20 S-Boom SPI	51

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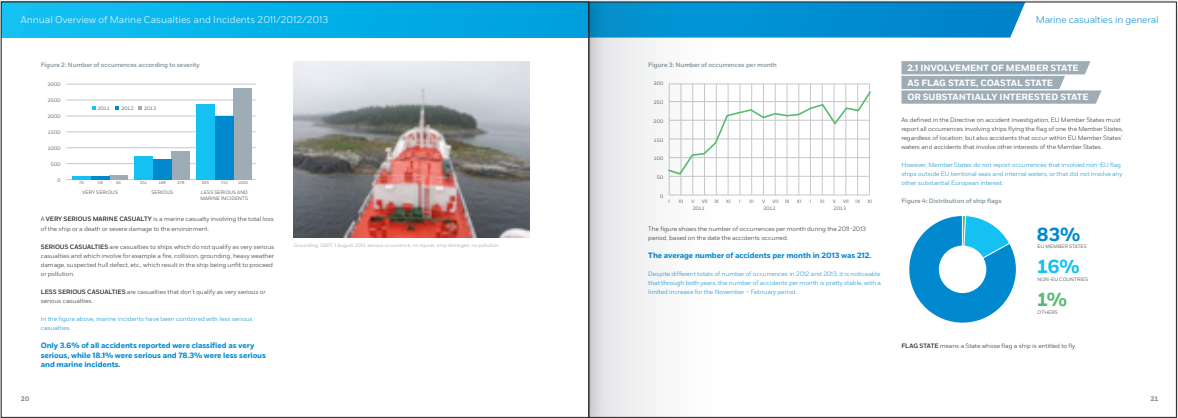
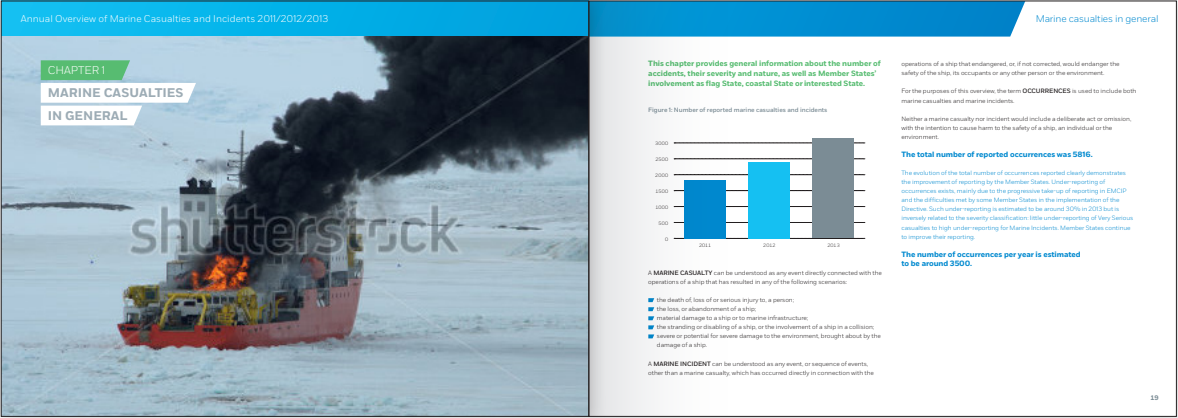


inventories
(3 columns,
bound)

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action plan
(2 columns,
bound)



EMSA CORPORATE **LOGO GUIDELINES**

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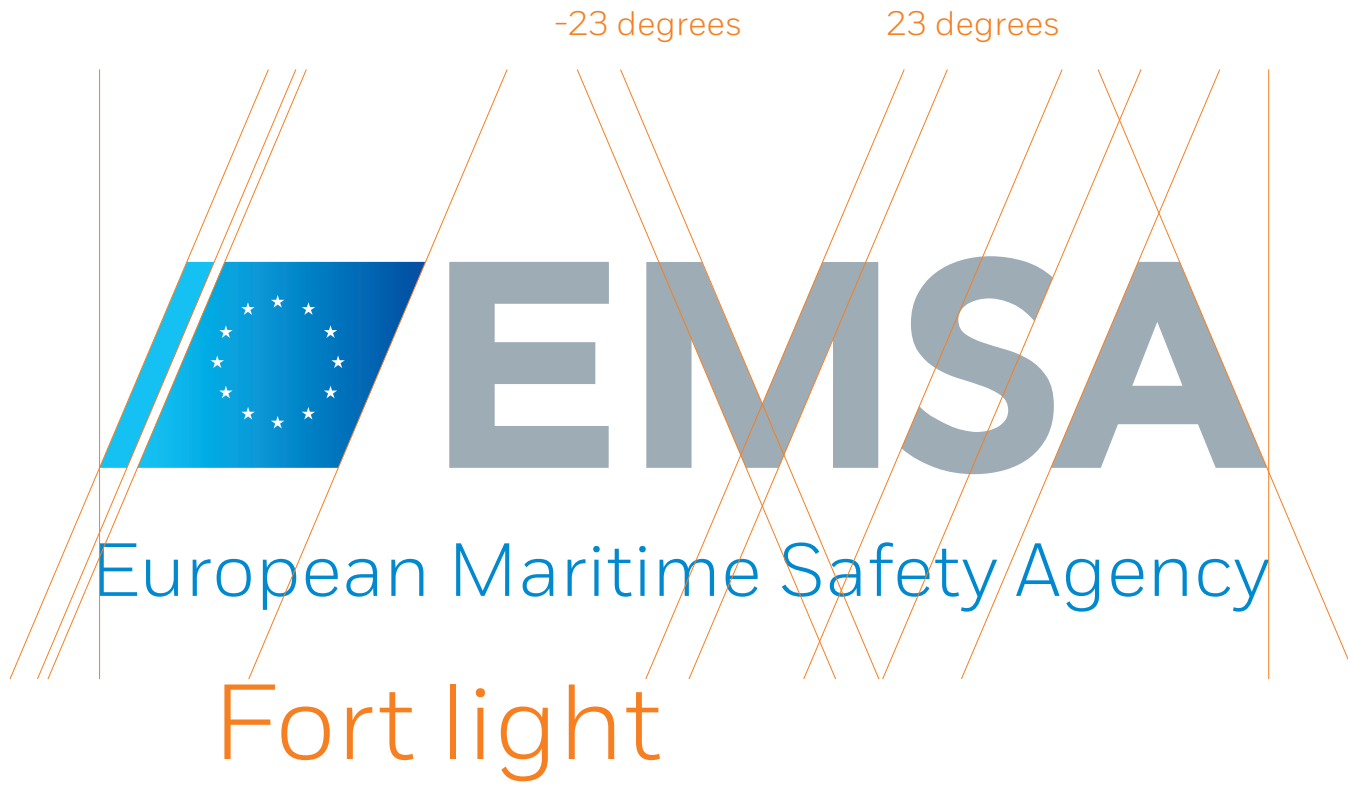


European Maritime Safety Agency



Full logo and Acronym logo

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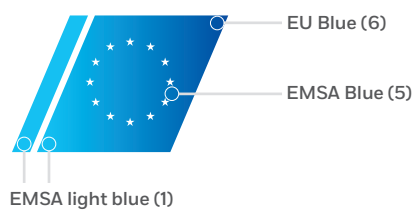


neexistuje barevna negativni verze loga, ale jsou specialni verze loga, která jsou pro konkrétní užití mimo běžné tiskoviny - viz dále.

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- 1/ EMSA Light blue
CMYK: 70/0/0/0
RGB: 32/174/230
- 2/ EMSA Gradient (see below)
Raging left to right from EMSA Light Blue via EMSA Blue to EU Blue
- 3/ EMSA Grey
CMYK: 10/0/0/35
RGB: 158/168/175
- 4/ EMSA Typography blue
CMYK: 100/30/0/0
RGB: 0/110/188
- 5/ EMSA Blue
CMYK: 100/60/0/0
RGB: 0/75/155
- 6/ EU Blue
CMYK: 100/80/0/0
RGB: 0/75/155

EMSA Gradient Scheme



68 mm



53,5 mm



35 mm



25 mm

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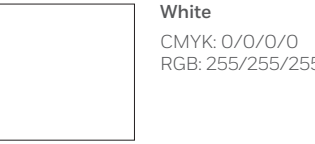
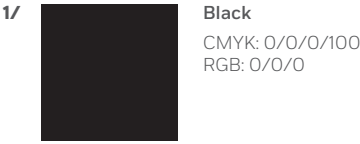
logo v barevných basic variacích lze
používat **pouze na bílé pozadí, na světlé
sede pozadí do intenzity, která neohroží
čitelnost sede typografie loga a na
pozadí tvorene srafurou.** pro všechny
jiné možné pozadí se používá logo BW v
pozitivní nebo negativní verzi.

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pro vsechny jine mozne pozadi nez bílé,
svetle sede a srafované se pouziva logo BW
v pozitivni nebo negativni verzi. viz priklady
na nasledujici dvoustrane.

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pro vsechny jine mozne pozadi nez bílé,
svetle sede a srafované se pouziva logo BW
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✓ DO



✗ DO NOT



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- 1/

EMSA Light blue
PANTONE 298 C
- 2/

EMSA Typographic blue
PANTONE 3005 C
- 3/

EMSA Grey
PANTONE 429 C



pokud neni mozne tisknout logo v basic verzi (CMYKem s gradientem) existuje specialni verze loga z primych Pantone barev bez gradientu. prikladem uziti muze byt napríklad logo na propagacnich predmetech jako je tuzka, pero, atd.

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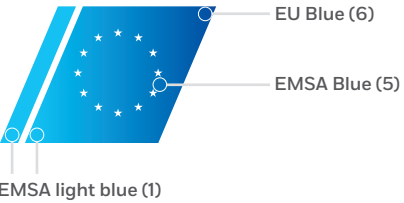
- 1/

EMSA Light blue
CMYK: 70/0/0/0
RGB: 0/0/0
- 2/

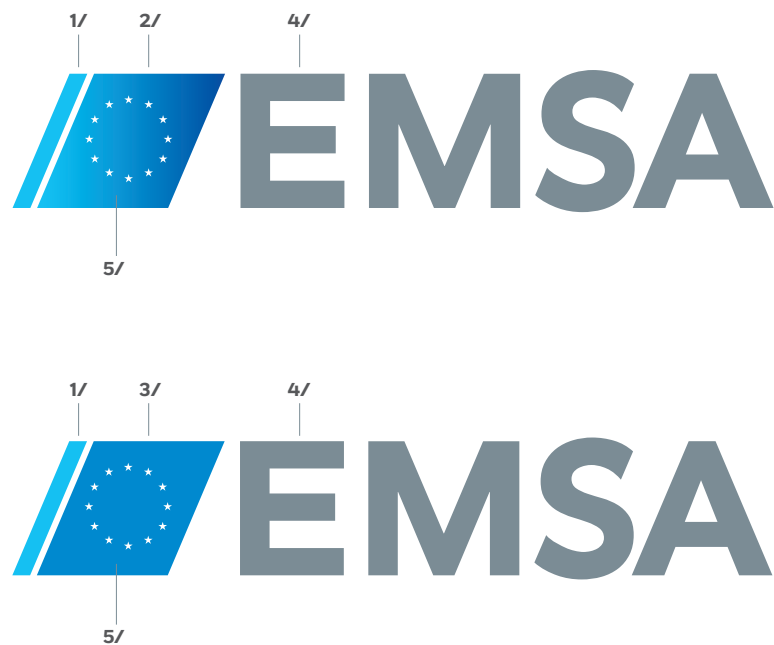
EMSA Gradient (see below)
Raging left to right
from EMSA Light Blue
via EMSA Blue
to EU Blue
- 3/

White
CMYK: 0/0/0/0
RGB: 255/255/255

EMSA Gradient Scheme



tato specialni verze loga – v barevnem negativnim provedeni - je povolena pouze pro uziti na video-wall EMSA, kde je preddefinovane stredne sede pozadi, které neni mozne barevne upravit. **je zakazano pouzivat barevnou negativni verzi loga pro jine nez tyto ucely.**

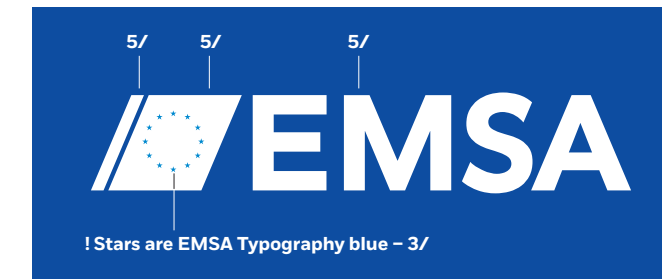


pro znacení lodí a port equipmentu se používá verze logotypu s acronymem

pro lepší citelnost loga ve venkovních podmínkách na moři je **typografie acronymu tvořena speciálním tmavším odstínem sedí**.

logo na bílém či světlém pozadí je možné použít ve dvou variacích - s modrým EMSA gradientem anebo bez gradientu - záleží na zvolené technologii značení.

1/		EMSA Light blue CMYK: 70/0/0/0 RGB: 32/174/230 PANTONE 298 C
2/		EMSA Gradient (see p. XX) Raging left to right from EMSA Light Blue via EMSA Blue to EU Blue
3/		EMSA Typography blue CMYK: 100/30/0/0 RGB: 0/110/188 PANTONE 3005 C
4/		Dark grey CMYK: 15/0/0/50 RGB: 120/130/140 PANTONE 430 C
5/		White CMYK: 0/0/0/0 RGB: 255/255/255



na tmavých plochách pozadí se používá speciální negativní verze loga, která se od základní verze negativního loga odlišuje tím, že hvězdy jsou modré a nikoliv průhledné.

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emsa flag here





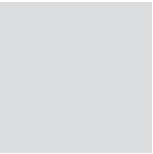



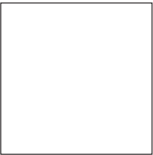

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X DO NOT

neni povoleno pouzit pouze cast loga –
samostatny symbol bez typografie... krome
vlajky

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EMSA Light Blue CMYK: 70/0/0/0 RGB: 32/174/230 Pantone® 298 C	EMSA Typo Blue CMYK: 100/30/0/0 RGB: 0/110/188 Pantone® 3005 C	EMSA Blue CMYK: 100/60/0/0 RGB: 0/75/155 Pantone® 2935 C	EU Blue CMYK: CMYK: 100/80/0/0 RGB: 0/51/153 Pantone® Reflex Blue
			
EMSA Stripes CMYK: 0/0/0/15 RGB: 220/220/220 Pantone® 420 C	EMSA Stripes CMYK: 0/0/0/15 RGB: 220/220/220 Pantone® 420 C	EMSA Grey CMYK: 10/0/0/35 RGB: 158/168/175 Pantone® 429 C	Dark grey CMYK: 15/0/0/50 RGB: 120/130/140 Pantone® 430 C
			
White CMYK: 0/0/0/0 RGB: 255/255/255	Black CMYK: 0/0/0/100 RGB: 0/0/0		

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EMSA Yellow CMYK: 0/35/85/0 RGB: 243/163/28	EMSA Red CMYK: 0/66/50/0 RGB: 225/94/87	EMSA Green CMYK: 65/0/75/0 RGB: 89/166/75	EMSA Violet CMYK: 48/52/0/0 RGB: 129/110/170	EMSA Kiwi CMYK: 37/0/100/0 RGB: 174/195/0
				
EMSA Yellow 65% 65%: 0/35/85/0 RGB: 249/195/107	EMSA Red 65% 65%: 0/66/50/0 RGB: 237/153/139	EMSA Green 65% 65% 65/0/75/0 RGB: 152/198/134	EMSA Violet 65% 65% 48/52/0/0 RGB: 169/157/201	EMSA Kiwi 65% 65% 37/0/100/0 RGB: 204/215/93
				
EMSA Yellow 35% 35%: 0/35/85/0 RGB: 252/223/175	EMSA Red 35% 35%: 0/66/50/0 RGB: 246/201/189	EMSA Green 35% 35% 65/0/75/0 RGB: 202/225/190	EMSA Violet 35% 35% 48/52/0/0 RGB: 208/201/226	EMSA Kiwi 35% 35% 37/0/100/0 RGB: 228/234/171

Horizontal
tasks

Visits and
inspections

Pollution
preparedness,
detection
and response

Maritime
Services

Technical
and scientific
assistance

additional barvy lze pouzivat dvojim
zpusobem

- jako barvy, které odlišují jednotlivé sekce
EMSA (kupříkladu při barevném značení
jednotlivých kapitol v publikacích)

- ad hoc - při vytváření složitějších grafů,
ilustrací a infografik, kde je zapotřebí
vysoká míra odlišení jednotlivých prvků

Fort Light

Fort Light Italic

Fort Medium

Fort Medium Italic

Fort Bold

Fort Bold Italic

volorum est ium explite conet ma versped
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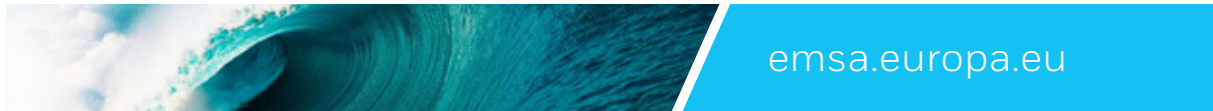
EMSA CORPORATE **GRAPHIC ELEMENTS**

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INTRODUCTION

The European Maritime Safety Agency (EMSA) was established⁴ to address a broad range of maritime issues with the overall purpose of ensuring a high, uniform and effective level of maritime safety, maritime security, and prevention of pollution by ships within the European Union. Following the sinking of the oil tanker Prestige, the Agency was given additional tasks in the field of marine pollution preparedness and response in 2004.



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A 'reserve for disasters' to assist Member States responding to an incident beyond national capabilities;

- Under the operational command of the affected Member State;
- Provided in a cost efficient manner;
- Utilise 'state of the art' large scale at-sea oil recovery technology.



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European Maritime Safety Agency

WORK PROGRAMME 2014

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This publication was developed under the framework of the CTG MPPN

ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the EU's decentralised agencies. Based in Lisbon, the Agency provides technical assistance and support to the European Commission and Member States in the development and implementation of EU legislation on maritime safety, pollution by ships and maritime security. It has also been given operational tasks in the field of oil pollution response, vessel monitoring and in long range identification and tracking of vessels.

emsa.europa.eu

Get in touch for more information

European Maritime Safety Agency
Cais do Sodré 1249-006 Lisboa Portugal
Tel +351 21 1209 200 # Fax +351 21 1209 210
www.emsa.europa.eu # Twitter EMSA_Lisbon

WORK PROGRAMME 2014

SECTION 1 MANAGEMENT PLAN

Management Plan 2014

CHAPTER 1 EMSA OVERVIEW

1.1 MISSION, ORIGIN AND TASKS OF THE AGENCY

MISSION STATEMENT
The European Maritime Safety Agency has been established for the purpose of ensuring a high, uniform and effective level of 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.

OBJECTIVES
The Agency provides the Member States and the Commission with the technical and scientific assistance needed and with a high level of expertise, in order to help them:
- Apply EU legislation properly in the field of maritime safety and prevention of pollution by ships;
- Monitor its implementation;
- Evaluate the effectiveness of the measures in place.

The Agency also provides operational means, upon request, as well as technical and scientific assistance, to help Member States and the Commission respond to marine pollution by ships within the EU. With the revision of the Founding Regulation, a new objective related to the response to marine pollution caused by oil and gas installations has been introduced by the co-legislator.

ORIGIN & TASKS
The idea of a European Maritime Safety Agency (EMSA) originated in the late 1990s along with a number of other important European maritime safety initiatives. EMSA was set up as the regulatory agency that would provide a major source of support to the Commission and the Member States in the field of maritime safety and prevention of pollution from ships. The Agency was established by Regulation (EC) No 1406/2002 and subsequent amendments have refined and enlarged its mandate.

Chapter Name 31 characters max

1.3 GENERAL OVERVIEW OF PRIORITIES FOR 2014

As in 2013, the Agency will continue to assist the Commission and the Member States in accordance with its revised Founding Regulation. The Agency will continue to work with the Commission and the Member States to maximise the added value to be gained from the programme of visits and inspections and will ensure that technical assistance is provided and trainings, workshops and meetings are held as required. In particular, further assistance will continue to be provided with the implementation of the third maritime safety package, focusing on Directive 2009/18/EC on Accident Investigation, Directive 2009/15/EC, as amended, on Port State Control, including the social dimension of shipping, the implementation of Directive 2002/34/EC, amending Directive 1990/269/EEC as regards the sulphur content of marine fuels, and support for the regime implementing Directive 2009/20/EC on Shipowner Insurance for Maritime Claims. It will also support new Commission initiatives related to passenger ship safety, as well as to the Proposal on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport.

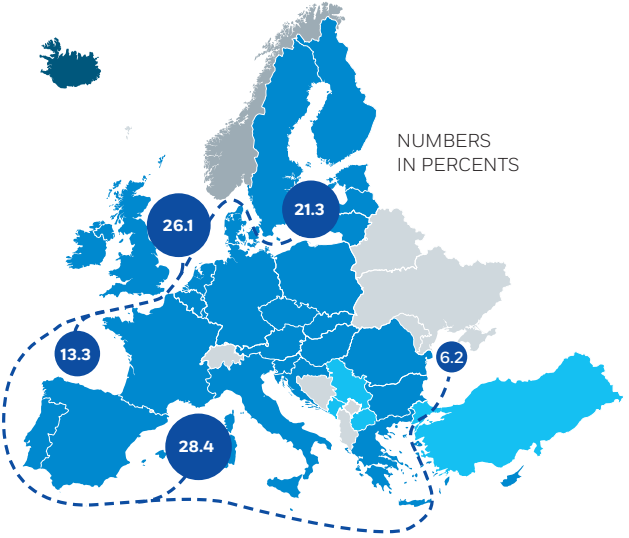
Continued effort will be made to deliver maritime information services to Member States and the Commission through the various maritime systems hosted at, or provided by, the Agency: THE15, Central SafetyNet, CleanShipNet, the EU LRIT Cooperative Data Centre and ENCIP. The Agency will also continue to provide wider assistance to the maritime community through other information systems, such as RiskCheck, MatCis and the Marine Equipment Database (MarEdi-Ware). In addition, the hosting of the LRIT International Data Exchange will continue. Further improvements to the data quality and reliability of the systems will remain a priority.

SETTING THE SCENE

Europe's very identity is intertwined with both ocean and sea. Of 28 member states, 23 have a coastline. While the maritime sector has not been spared the effects of the challenging economic climate, the gross added value of this sector to EU is estimated at €500 billion including jobs for some five million people. The maritime sector is important for a number of policy areas including energy, transport, environment, fisheries and research. Europe will continue to assert itself as a leading player in the maritime world. The following info graphic illustrates just some of the trends currently influencing the maritime sector in the EU.

MARITIME TRANSPORT AS AN ENABLER OF TRADE

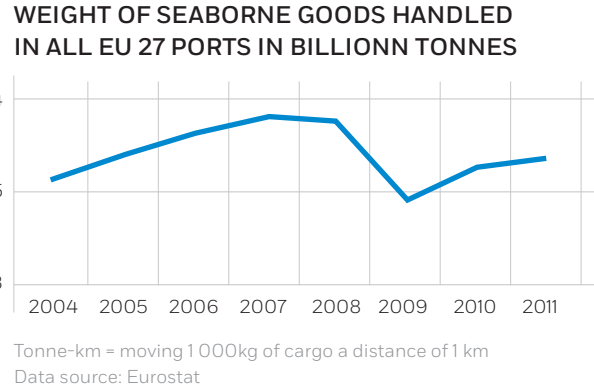
37% of the intra-EU exchange of goods goes through EU ports



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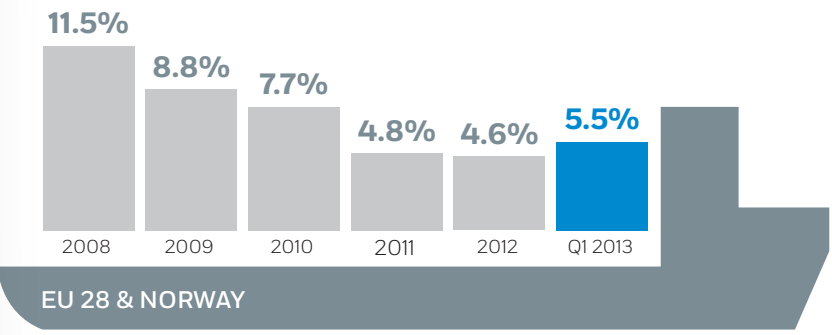
3.7bn tonnes of goods were handled by EU ports in 2011, up 1.7% on 2010



SHIPBUILDING IN EUROPE

GLOBAL MARKET SHARE OF SHIP COMPLETIONS (IN % OF COMPENSATED GROSS TONNES)

5.5% European shipyards have halved their production since 2008 due to the recent drop in demand



Data source: IHS Fairplay June 2013

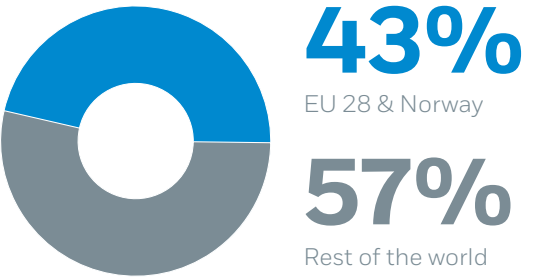
BEYOND SHIPBUILDING TO MAINTAINING, REPAIRING AND CONVERTING

€3 bn This segment of the ndustry has an estimated annual turnover of around €3 bn

Data source: SMRC

SUPPLIERS OF MARINE EQUIPMENT

WORLD SHARE OF MARINE SUPPLY MARKET

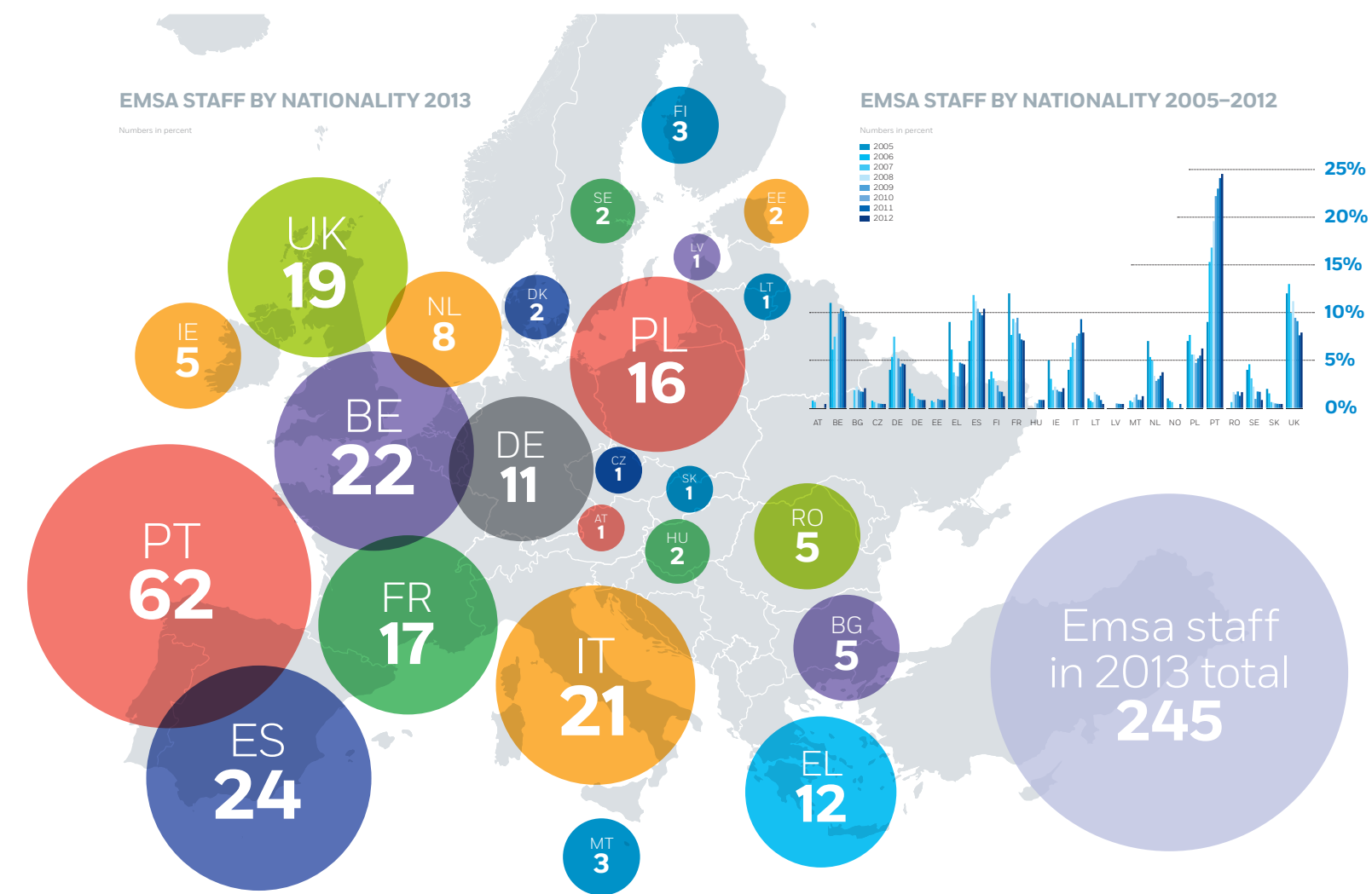


Data source: SEA Europe



The European shipbuilding industry also covers maintenance, repair and conversion yards

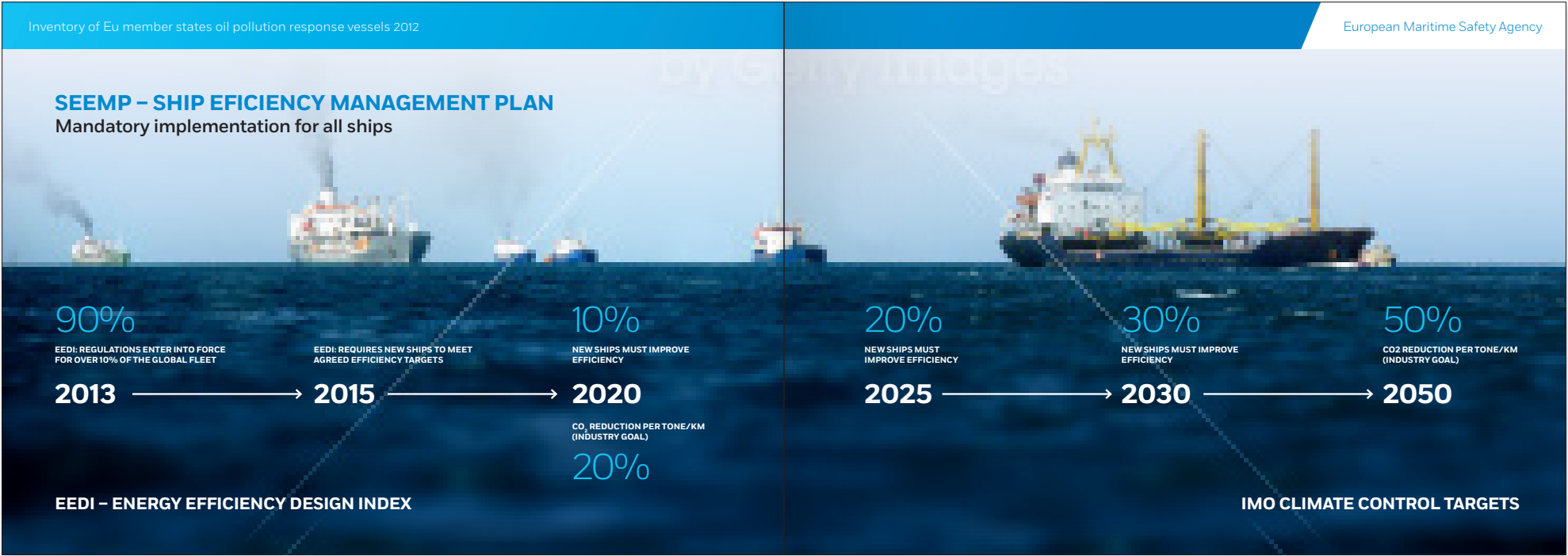
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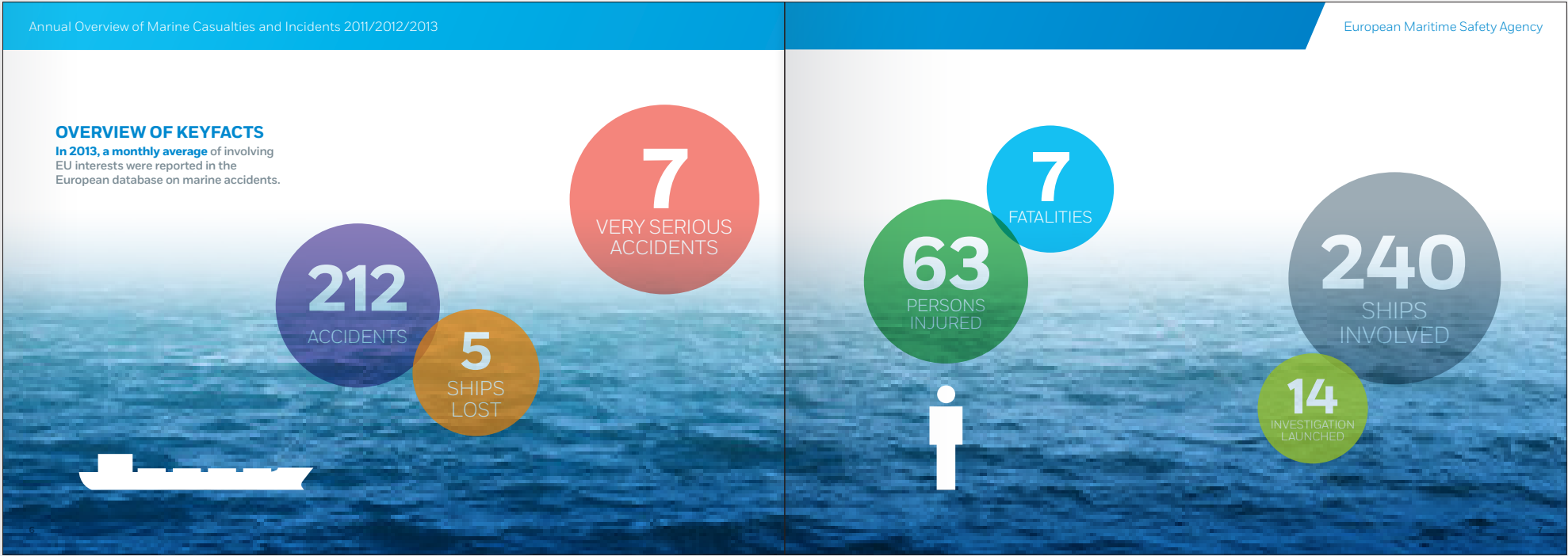
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STRATEGIC THEMES AND KEY OBJECTIVES

The definition of groupings of activities constituting the work of the Agency are organised according to a strategic theme. For each theme, one or more activities take place. The groupings of activities by strategic theme are as follows:

STRATEGIC THEME	ACTIVITIES
Standards, Rules and Implementation	Ship safety
	Adding value from visits and inspections
	Assistance in monitoring ROs
	Port State Control
	Accident Investigation
Monitoring, Surveillance and information sharing	EMSA's monitoring systems for the maritime communities
	EMSA's monitoring systems, creating synergies and benefit for other communities
Environmental challenges and response	Air pollution
	Other types of ship source pollution
	Pollution preparedness and response activities
Information, knowledge and training	Technical and operational assistance to relevant third countries
	Process, analyse and distribute statistical information
	Platform for best practices and training provider
	EMSA's role in research

The identified strategic themes need to focus on activities that are categorised as “core” and that add-value to the Member States, the Commission and the EU maritime cluster. Activities that following the adoption of the revised Founding Regulation are categorised as “ancillary” tasks are also covered as far as the requirements of Article 2a of the revised Founding Regulation appear to be fulfilled.

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EMSA shall be a leading EU technical partner in cooperation with EU Members States for the development and implementation of EU safety standards and regulations in the maritime sector.

1.1 SHIP SAFETY

Ship safety standards are at the core of EMSA's activities and the Agency will continue over time to follow the IMO's work in this field. The Agency assists the Commission and the Member States with technical evaluation of IMO submissions and technical assistance in the preparation of submissions to IMO as appropriate.

- marine equipment;
- passenger ship safety including:
 - safety of ro-ro passenger ferries and high speed passenger craft in regular service;
 - specific stability requirements for ro-ro passenger ships;
- a safety regime for fishing vessels and
- developments in relation to offshore service vessels.

EMSA will offer technical support whenever revision or further development of EU safety standards and regulations is undertaken by the Commission, in particular with regard to a safety and environmental protection point of view.

OBJECTIVE:

a. To support the Commission and the Member States in improving ship safety.

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Link to Strategic objective(s) as defined in the 5-year Strategy		
– To support EU strategies on regional sea basins. (D1)		
– To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)		
– To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services. (D3)		
– To consolidate its role as training provider including the use of modern techniques. (D6)		
Annual Objectives 2015		
– Continue to work with complementary activities in the implementation of the TRACECA II project (DG DEVCO budget)		
– Pilot project with the interested beneficiary countries on VTMS		
– Pilot project for the provision of CleanSeaNet services to the interested beneficiary countries		
– Prepare the TRACECA II Beneficiaries to make use of the EMSA's pollution response services		
Expected results/outcome 2015		
By providing complementary activities to those implemented by the current DG DEVCO contractor the Agency contributes to achieving an improved level of quality by the Beneficiary countries maritime administrations in the field of maritime safety, security and prevention of marine pollution as well as preparedness and response.		
Output Indicators Implementation of TRACECA II Project	Forecasted result 2014	Target 2015
number of training sessions per year	n/a	7
number of activities per year	n/a	4
number of ENP experts attending per year	n/a	60
result of customer survey	n/a	positive
Main output 2015		
– Up to 7 technical meetings per year (Seminars, workshops, training sessions)		
– Up to 4 activities per year (Studies, technical support, practical exercises etc.)		

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LIST OF EMSA ACTIVITIES

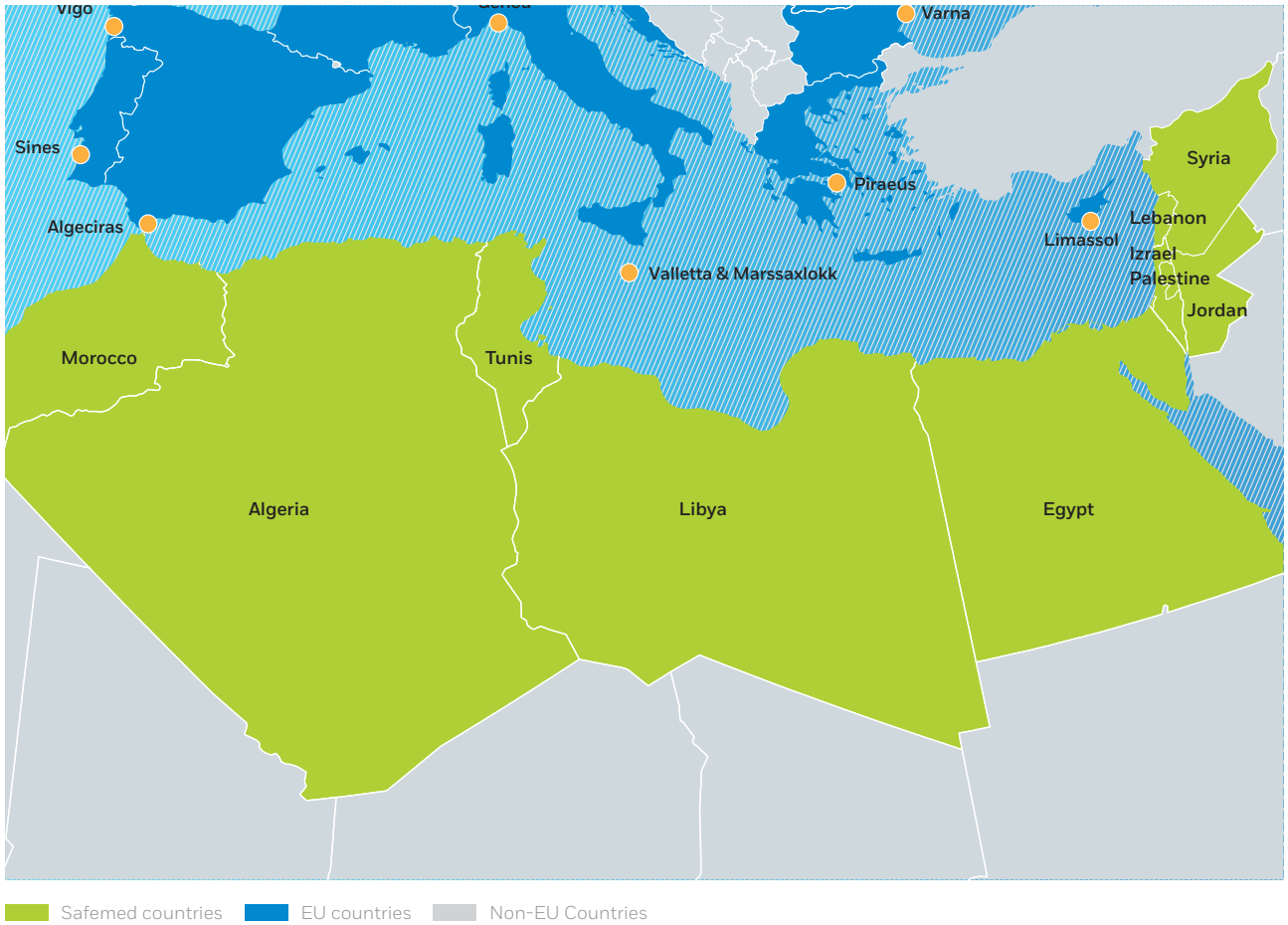
CODE ¹	ACTIVITY NAME
Traffic monitoring and information on ships and cargoes	
2.1.	EU vessel traffic monitoring (covers SafeSeaNet, IMDATE, maritime surveillance, SLAwith FRONTEX and EFCA, Satellite AIS)
	2.1.2 Internal market and maritime transport efficiency
2.2.	EU LRIT Data Centre and LRIT IDE
2.3.	Information System for PSC (THETIS)
2.4.	Maritime Support Services
Visits and inspections to monitor the implementation of EU legislation	
3.1.	Classification Societies
3.2.	STCW and social dimension
3.3.	Implementation of PSC Directivesin Member States and EFTA
3.4.	Maritime Security
3.5.	Monitoring implementation of EU maritime legislation
3.6.	Horizontal analysis of inspection reports, liability and compensation and research
Providing Member States and the Commission with technical and scientific assistance and facilitating technical cooperation between Member States' Maritime Authorities and with the Commission	
4.1.	Port State Control
4.2.	Accident investigation
4.3.	Technical assistance (training and cooperation)
4.4.	Marine equipment and ship safety standards (including IMO)
4.5.	Maritime Information, Equasis and statistics
4.6.	Prevention of pollution by ships
4.8.	SAFEMED III
4.9.	TRACECA II

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Number of individual maritime security inspections, which were undertaken over 11 visits to Member States. <?> Number of individual maritime security inspections, which were undertaken over 11 visits to Member States.



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STRATEGIC ACTION AREA	SUB-AREA	STRATEGIC OBJECTIVES	REF.
Environmental challenges and response Driver: EMSA shall aim to become the main EU resource to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime and offshore sector. Northern North Sea, Atlantic North, Aegean Sea (Eastern Mediterranean)			
Air pollution	Sulphur emission and alternative fuels	To assist the Commission, Member States and the maritime industry, where appropriate, in meeting, implementing and monitoring international and European legislation and initiatives on the reduction of SOx and NOx emissions.	C1
		To assist the Commission, Member States and the industry in the technical development related to alternative fuels for ships.	C2
	Greenhouse gases (ancillary task)	To support if necessary the Commission in setting up a Monitoring, Reporting and Validation system for emissions in line with future policy developments in this area.	C3
Other types of ship source pollution		To contribute to the protection of the marine environment in the EU.	C4
		To assist Member States in the implementation of the new rules in the field of ship related pollution.	C5
Pollution preparedness and response activities		To maintain pollution preparedness and response capability to assist Member States to effectively respond to marine pollutions from ships.	C6
		Subject to financial and human resources availability the Agency shall extend its scope of activities to include marine pollutions from oil and gas installations.	C7
Information, knowledge and training Driver: EMSA shall aim to become one of the foremost knowledge providers within the maritime cluster.			
Technical and operational assistance to relevant third countries		To support EU strategies on regional sea basins.	D1
		To become the implementing body of maritime safety related projects for IPA and ENP countries.	D2
		To prepare IPA and ENP countries for association to EMSA's traffic monitoring services and for use of EMSA's pollution response services.	D3
Process, analyse and distribute statistical information		To become a reliable source of information and statistics for the EU on maritime matters.	D4

Link to Strategic objective(s) as defined in the 5-year Strategy
– To support EU strategies on regional sea basins. (D1)
– To become the implementing body of maritime safety related projects for IPA and ENP countries. (D2)
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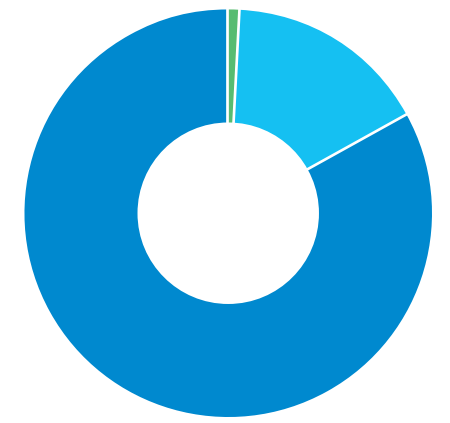
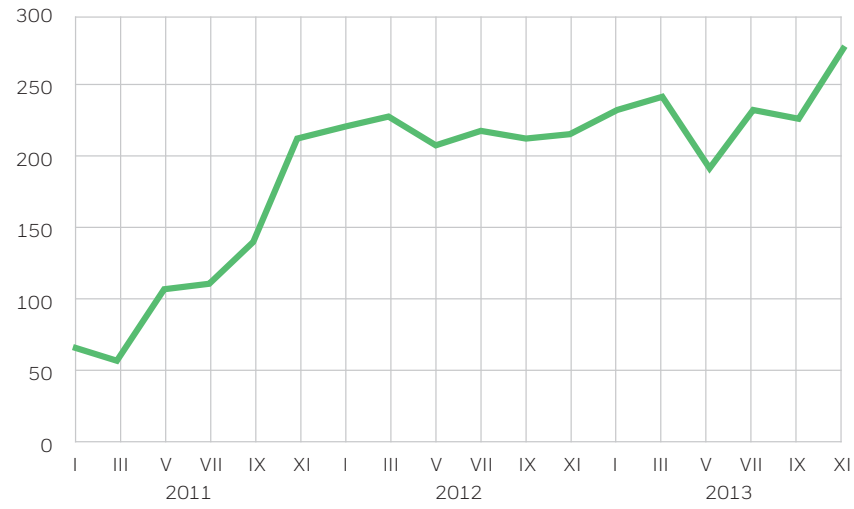
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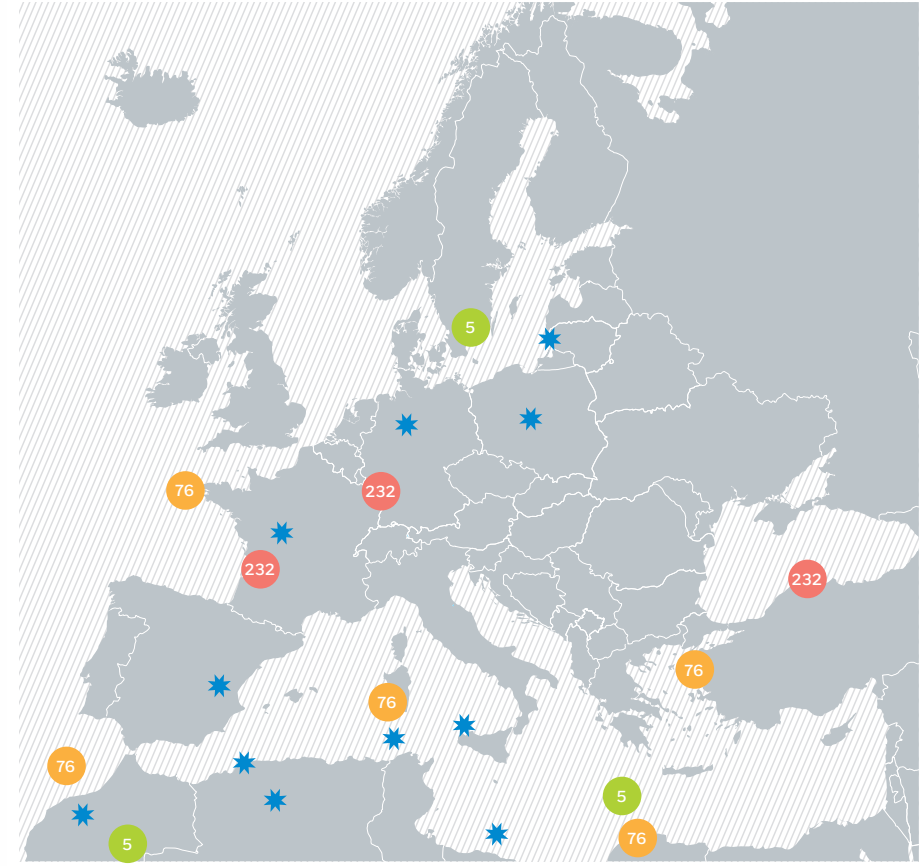


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corro dignatquetet officiis nobissi minihit
atumqui ium qui dolore prorest, nam, sitia



RED: MORE THAN 100 ACCIDENTS
ORANGE: FROM 10 TO 99 ACCIDENTS
GREEN: FROM 2 TO 9 ACCIDENTS
★ 1 ACCIDENT



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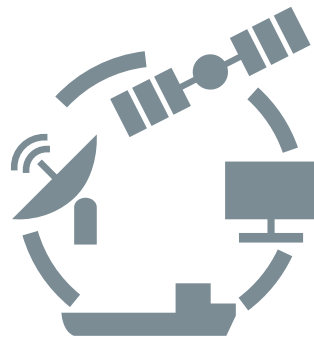
The Earth



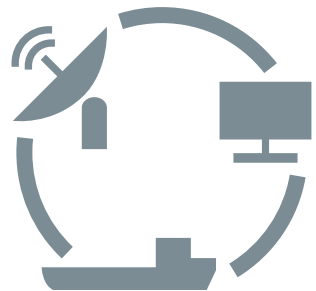
Introduction of invasive species



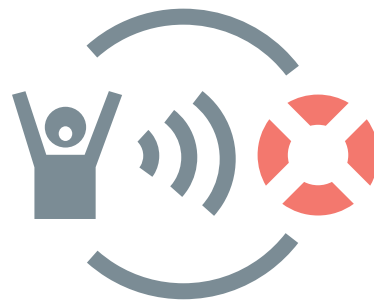
Places of I refuge



Vessel Traffic Service



Vessel Traffic Service (alternative)



Search and Rescue Coordination Centre



Radars

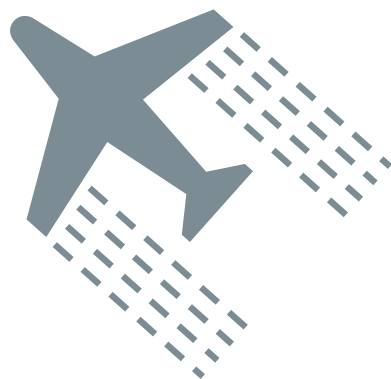


Dangerous substances

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Booms and skimmers



Dispersant spraying
operations for aircraft



Tiller



Lifesaver



Lifesaver (alternative)



Scrubbers



Servers



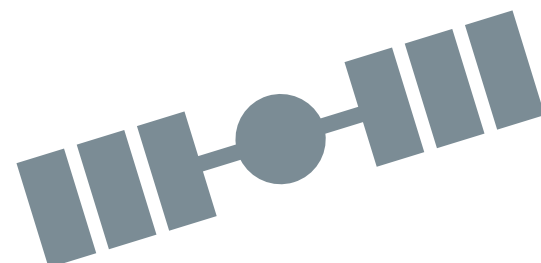
Ship database



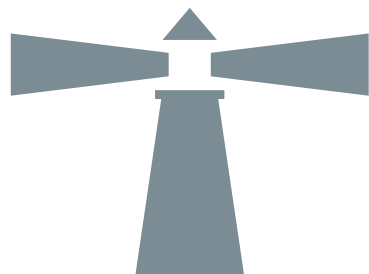
Control centres



Control centres
(alternative)



Satellites



Lighthouse



Gas carrier



Bulk ship



Oil / chemical tankers



Container / Cargo ship 01



Container / Cargo ship 02



Purely passanger ship / cruise ship



Ferries / Ro-ro ship



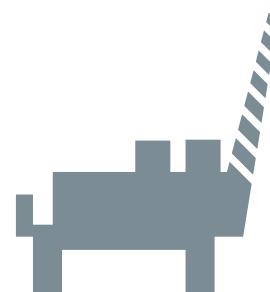
LNG fullled ship



Oil spill response equipment
including sweeping arms



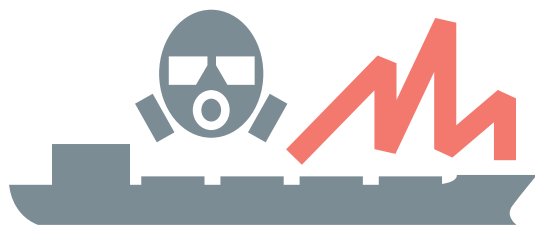
Dispersant spraying operations for vessels



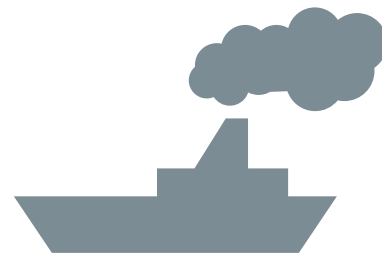
Offshore instalations



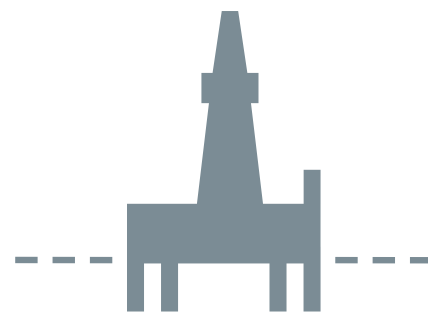
Traffic separation scheme
/ship's routing system



Hazmat marine incidents



Emissions



Mobile oil drilling unit



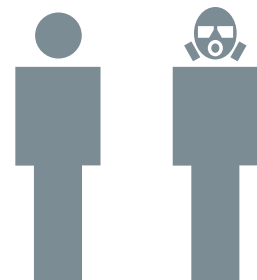
Polluting goods 01



Polluting goods 02



Ports



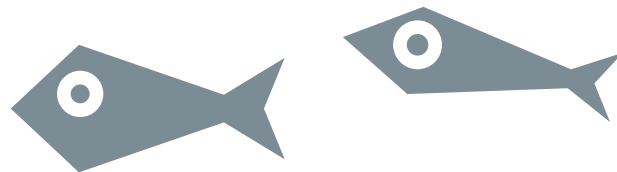
Man / Hazmat worker



Port reception facilities
for recycling



Lock



Fish