

## EMSA Single Programming Document 2022-2024

### Document history

30 November 2021	Transmitted to the Institutions in line with Article 10(d) of the EMSA Founding Regulation
17 November 2021	Version 2 adopted by the EMSA Administrative Board at its 62 <sup>nd</sup> ABM
29 January 2021	Transmitted to the Institutions in line with Articles 32 and 35 of the EMSA Financial Regulation
13 January 2021	Version 1 endorsed by the EMSA Administrative Board by written procedure no. 8/2020
11 November 2020	Version 0 submitted for consideration to the EMSA Administrative Board at its 59 <sup>th</sup> ABM

Mission statement.....	3
<b>SECTION I: General context .....</b>	<b>4</b>
<b>SECTION II: Multi-annual programming .....</b>	<b>7</b>
1. Multi-annual work programme .....	7
1.1 EMSA's 5-year Strategy.....	7
<b>1.2 Multi-annual activities .....</b>	<b>9</b>
Sustainability.....	10
Surveillance .....	11
Safety & Security .....	13
Simplification.....	14
Digitalisation.....	16
Technical assistance.....	18
2. Human and financial resources outlook.....	20
<b>2.1 Human resources.....</b>	<b>20</b>
<b>2.2 Financial resources .....</b>	<b>21</b>
<b>2.3 Strategy for achieving efficiency gains.....</b>	<b>22</b>
3. Evolution of tasks .....	22
<b>3.1 New tasks .....</b>	<b>22</b>
<b>3.2 Growth of existing tasks .....</b>	<b>23</b>
<b>SECTION III: Work programme 2022 .....</b>	<b>26</b>
Overview and list of activities .....	26
<b>1. Sustainability .....</b>	<b>28</b>
<b>2. Surveillance .....</b>	<b>33</b>
<b>3. Safety &amp; Security .....</b>	<b>41</b>
<b>4. Simplification .....</b>	<b>47</b>
<b>5. Digitalisation .....</b>	<b>52</b>
Maritime digital services.....	52
Digital infrastructure .....	59
<b>6. Technical assistance.....</b>	<b>62</b>
Visits & inspections .....	62
Capacity building .....	65
<b>7. Strategic support.....</b>	<b>71</b>
<b>8. Executive and corporate services.....</b>	<b>80</b>
<b>Annexes .....</b>	<b>83</b>
<b>Annex I. Organisation chart.....</b>	<b>84</b>
<b>Annex II. Resources per Activity 2021 - 2024.....</b>	<b>85</b>
<b>Annex III. Financial Resources .....</b>	<b>87</b>
Table 1: Revenue.....	87
Table 2: Expenditure .....	89
Table 3: Budget outturn and cancellation of appropriations .....	93
<b>Annex IV. Human Resources.....</b>	<b>94</b>
Table 1: Staff population and its evolution; Overview of all categories of staff.....	94
Table 2: Multi-annual staff policy plan 2022, 2023 and 2024 .....	96
Table 3: Recruitment forecasts 2022 following retirement/mobility or new requested posts .....	98
<b>Annex V. Human resources – qualitative .....</b>	<b>99</b>
A. Recruitment Policy.....	99
B. Appraisal of performance and reclassification/promotions .....	101
C. Gender representation .....	104
D. Geographical balance .....	105
E. Schooling.....	106
<b>Annex VI. Environment management .....</b>	<b>108</b>
<b>Annex VII. Building Policy .....</b>	<b>109</b>
<b>Annex VIII. Privileges and immunities .....</b>	<b>111</b>
<b>Annex IX. Evaluations .....</b>	<b>112</b>
<b>Annex X. Strategy for the organisational management and internal control systems.....</b>	<b>113</b>
<b>Annex XI. Plan for grant, contribution and service-level agreements .....</b>	<b>115</b>
<b>Annex XII. Strategy for cooperation with third countries and/or international organisations.....</b>	<b>117</b>
<b>Annex XIII. Indicative Procurement Plan 2022 .....</b>	<b>122</b>
<b>Legislative references .....</b>	<b>125</b>
<b>List of acronyms.....</b>	<b>127</b>

## **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 Community 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 EMSA, Frontex (European Border and Coast Guard Agency) and the European Fisheries Control Agency (EFCA) to improve synergies between those agencies in order to provide more efficient and cost-effective multipurpose services to national authorities carrying out coast guard functions.

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;*
- *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 initiatives launched by the EU in all policy areas related to the seas in order to strengthen Europe's competitiveness, sustainable growth and Blue economy, as well as contribute to the EU's security agenda and international profile.

### *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. Similarly, the Agency has been stepping up its digital capacity and security to prepare for when stakeholders are ready and standards in place (the future "Digital Services Act") to shift from "need to know" to "responsibility to share".

*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 operations in the context of the response to the migration and security 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. 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.

*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 support 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 and EU joint submissions to relevant 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 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 transport sector's responsibility to [harness 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.

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

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 to help develop and implement maritime safety legislation and standards at European and at international level, addresses the human element in shipping and builds capacity; under security to support better port and ship security but also contribute to preventing unlawful or illegal acts; and under the heading of surveillance, to provide operational maritime traffic monitoring and surveillance services to support implementation and enforcement, contributes directly to this priority.

EMSA's work also contributes to a number of other portfolios. The blue economy is very much in the spotlight under the [European Green Deal](#) for its potential contribution to zero pollution, decarbonisation and ultimately the [climate-neutral ambition](#). Specifically in the context of the [Environment, Oceans and fisheries mission](#), efforts to promote a sustainable blue economy are central. EMSA is positioned to contribute on various fronts, looking to curb pollutants – [emissions to air and water marine litter including plastics, hazardous substances](#) – and polluters – with integrated surveillance services and a range of monitoring, reporting 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. 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 safety.

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.

Finally, the Agency continues to support the EU's migration and security response, through its on-going work under the European cooperation on coast guard functions and by providing the EU integrated maritime picture. There may be a role for the Agency in the future in relation to strengthening support to Member States in the field of search and rescue. EMSA contributes significantly in the maritime domain to ensuring the interoperability of EU information systems, which is an important component of the Security Union under the Home Affairs mission.

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 aquis, and agility on the other hand to rise to new challenges and opportunities, the Agency will during the course of the period covered by this document, 2022-2024, be following two important developments. The first is the Impact Assessment study concerning the possible revision of the Agency's mandate, which has been initiated by the Commission and is expected to materialise in a formal proposal for the second semester of 2022 and could have an impact on the Agency's tasks in the years to come. The second is the election of a new European Parliament scheduled in 2024, followed by the nomination of a new Commission. The political priorities arising from this process will also have an impact on the work of the Agency. Without prejudice to such developments 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 2022-2024 (Section II) and the annual work programme 2022 (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 56<sup>th</sup> 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 2022-2024 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 EMSA 5-year Strategy (2020-2024) provides the strategic framework for this programming exercise and channels the Agency's support to the Commission and the Member States through the key areas of Sustainability, Safety, Security, Surveillance and Simplification, as well as the cross-cutting areas of Digitalisation and Technical Assistance.

The programme is in line with the Agency's mandate, Regulation (EC) No 1406/2002, as amended, and takes 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.

### A new budget structure from 2022

In order to clarify and further strengthen the relationship between the financial resources and the Agency's output, from 2022 onwards the Agency has aligned its budget structure with the strategic framework. As a result, the Agency's operational expenditure funded by the EU subsidy now reflects both the Commission political and the Agency's strategic priorities, making them visible and easy to report on.

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 impact of COVID-19

At the end of 2021 the evolution of the COVID-19 pandemic remains uncertain. Services developed during the course of 2020 and 2021 to support the analysis and mitigation of the impact of the pandemic on the maritime sector will continue.

On a broader scale, the need for the development of digital and operational solutions for prediction and mitigation of emerging threats to global waterborne transport including cyber-attacks has become clear and EMSA will support the Commission and the Member States in this area.

Finally, the pandemic fast-tracked the integration of a series of tools and methods to enable work to continue remotely, from live broadcasting to virtual reality technology to remote auditing techniques. The Agency will continue to explore and capitalize on the potential of these innovative approaches to both add value for Member States and the Commission and increase efficiency within the Agency.

## 1. Multi-annual work programme

### 1.1 EMSA's 5-year Strategy

Approaching 20 years of operation, EMSA positions itself as the main EU technical maritime partner for both the Member States and the European Commission. In the third 5-year strategy document covering the period 2020-2024, the Agency strives to add maximum value for its stakeholders through **5 multi-annual strategic priorities** and the ensuing strategic objectives:

**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 oil pollution from 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 formalize 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

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” - and Digitalisation and Technical Assistance, as illustrated below, and the activities under each area, including **Project financed activities**.



The following pages outline in each area the key outcomes, added value, contribution to EU priorities and expected developments over the period 2022-2024.

## 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 the biodiversity and the actions against the degradation of the oceans due to waste from ships and marine litter. 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, smart and sustainable mobility, uptake and deployment of alternative sources of power for ships, improvements of ship's energy efficiency, accelerating the use of on shore power supply, protection of biodiversity, and zero-pollution ambitions.

In particular, EMSA will continue to assist the Commission in the initiatives linked to the Green Deal for Europe, such as the "Fit for 55" Package - which includes the implementation of the FuelEU Maritime Initiative, the extension of the EU Emissions Trading System to maritime transport and the revision of the Alternative Fuels Infrastructure Directive - and in the implementation of the Smart and Sustainable Mobility Strategy. 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 for any further initiatives of relevance for greener shipping.

The Agency will continue assisting the Commission and the Member States in the implementation of the IMO Strategy on the reduction of GHG emissions from ships, in particular as regards the development and implementation of carbon intensity and alternative fuel standards for shipping and with a focus on the corresponding safety, technological and operational challenges.

Data on air emissions will be gathered through the systems hosted by the Agency or through cooperation with other entities. Studies and technical work on sustainable alternative sources of power for shipping will be conducted, prioritising the necessary input to the regulatory framework at global and EU level, namely the revision of the IGF Code and the implementation of the FuelEU Maritime Initiative and the Alternative Fuels Infrastructure Directive.

EMSA will support the Commission in the ongoing discussions at IMO on air pollution, biofouling, marine litter, ballast water and underwater noise from ships.

EMSA will also assist the Commission in promoting directly or through the Regional organisations, the ratification and implementation of relevant international instruments.

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, the Regulation on the prohibition of organotin compounds and the Ship Source Pollution Directive. Finally, EMSA will also assist in the implementation and potential revision of the Marine Strategy Framework Directive for the aspects related to maritime transport.

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.

Following the publication of the first European Maritime Transport Environmental Report (EMTER) in 2021 in cooperation with the European Environmental Agency, the Agency will start working on the preparation of a new report, expected for 2024.

The support provided by EMSA to EFCA in the framework of the SLA signed by the two Agencies will continue to contribute 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, control, and surveillance.

Although prevention remains key to ensure 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 both in terms of quantity and adequacy, taking also into consideration the feedback received by the Member States, lessons learnt from accidents, the stress test conducted in 2019, and technological developments. In this respect due consideration will be given to expanding the type of equipment available in the stockpiles distributed along the EU coasts and to increasing the ability to respond to pollution in shallow waters and to threats caused by new fuels. The Agency will also continue developing its services regarding Hazardous and Noxious Substances (HNS) to provide Member States with quick

and accurate expert information. The development of a dedicated software toolbox to support the preparedness of Member States will be launched.

The network of vessels will continue to be fine-tuned and enhanced to take into consideration both the needs of the different geographical areas and the ability to find suitable vessels in those areas. In this regard the procurement plan follows 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. Work will also start to include intermediate storage capacity in the North Sea as well as, if feasible, ice breaking capabilities for the vessel foreseen for the Baltic Sea.

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

## Surveillance

In the surveillance domain, coast guard authorities in the Member States and EU Agencies will continue to benefit from the innovative maritime surveillance services EMSA has and will continue to develop. These complement surveillance capabilities achieved by classical means (Terrestrial AIS, manned aircraft and patrol vessels).

Regarding satellite surveillance, EMSA will continue to improve its CleanSeaNet service, for routine monitoring of the seas and detection of illegal discharges and polluting vessels, as well as in support of emergency response in case of large accidental spills. Adjustments to the service could be proposed to support possible future revision of the Directive on ship-source pollution and on the introduction of penalties. In addition, the Agency will explore further how its satellite imagery capacity can be better used to support Member States with Search and Rescue activities.

As a complement to the detection and monitoring of pollution at sea, the satellite-based surveillance services will continue to be provided by EMSA for all Member States and EU authorities with surveillance competences. A new Contribution Agreement signed in 2021 will establish continuity for service delivery of Copernicus Maritime Surveillance Services until 2027. This will enable 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, pollution monitoring and customs).

While satellite-based monitoring provides cost efficient surveillance capability over very large areas, Remotely Piloted Aircraft services (RPAS) provide live, very high resolution information, over a large distance combined with the capability to stay on-site in case of a certain event at sea (SAR, identification, investigations, etc.). This unique information highly improves the maritime picture and provides Member States and EU Agencies the information needed to support their activities.

EMSA will continue to provide RPAS services to EU and Member States' maritime authorities to complement their surveillance means. These operations consist of providing, for target areas of interest, a full-scale service including aircraft provision, piloting services, communication means, and data dissemination combined with the integrated maritime data available in the other EMSA systems.

With regard to multipurpose surveillance operations in 2022, the RPAS Regional Strategy will continue to be implemented after the first preparatory steps were taken in 2020 and 2021. It proposes the identification of regions where operations could be concentrated and deployed more permanently and with common operational interest for more than one Member State, or for EU operations involving the European Fisheries Control Agency (EFCA) or the European Border and Coast Guard Agency (Frontex). This longer-term perspective allows for a more in-depth integration of EMSA services, becoming part of the operational procedures of Member States, thereby increasing its operational added value. Member States will be given the opportunity to benefit from RPAS surveillance operations at sea, share such resources and experiences, and to identify, develop, and implement 'best practice' for RPAS operations used for maritime surveillance, pollution detection and emission monitoring.

In terms of coast guard cooperation at EU level with EFCA and Frontex, EMSA will continue to offer RPAS services to these Agencies and their stakeholders 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 also plans to indirectly support Multipurpose Maritime Operations (MMOs) organized by one of the three coast guard agencies by offering its RPAS services to the Member States and Agencies operationally active under a MMO.

RPAS based monitoring activities will continue to provide additional support to the protection of the marine environment, including emissions monitoring and pollution response, beyond the capabilities presently available to Member States. The EMSA chartered 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 recovery operations.

Global SAT-AIS data feeds will continue to be procured by the Agency to support monitoring of vessels worldwide, i.e. to allow for the identification of so-called "dark vessels" in combination with the Earth observation services.

Further development of the services including new RPAS and satellite communication technologies, but also processing mechanisms and algorithms, will keep EMSA services at the forefront of maritime surveillance with the aim to provide Member States and EU Agencies with technologies that are not yet necessarily available at national level. The cooperation with ESA is, in this regard, also a corner stone for building up new surveillance solutions.

With the Earth observation, RPAS, Satellite communication and SAT-AIS services, EMSA provides to Member States complementary tools to complete their maritime picture for security, safety and sustainability purposes, by offering resources at EU level in a cost-effective manner. EMSA will also continue to develop Integrated Maritime Services in order to provide to EU Member State authorities and EU bodies the integrated maritime situational picture including Earth observation and RPAS data products supporting on-scene surveillance operations.

In 2019 EMSA was tasked by the Commission to establish an operational network allowing all EU Member State authorities and EU bodies with an interest in maritime surveillance to share information through the so-called Common Information Sharing Environment (CISE). During the period up to 2023, the CISE transitional phase should prepare the operational phase, stimulating as many Member States and EU Agencies as possible to participate. EMSA is in charge of coordinating the following activities: developing the technical infrastructure (i.e. the network, software, and support); deploying operational services (information to be exchanged and procedures for sharing the data); establishing the administrative framework (the agreement about the conditions of use of the data exchanged and the audit to promote the responsibility to share principles); and starting to develop the capability to exchange classified information.

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> <i>CISE Transitional Phase</i>
Relevant Partnerships	<i>Grant Agreements with DG MARE</i> <i>Contribution Agreement with DG DEFIS</i> <i>EMSA-ETSI Memorandum of Understanding</i>
Relevant digital services	<i>IMS, EODC, RPAS DC/SurvSeaNet</i>

## Safety & Security

EMSA's vision is to be the centre of excellence supporting a safe and sustainable EU maritime sector. With regard to safety and security, the Agency will intensify its efforts to act as a respected point of reference in the maritime sector and as service provider to Member States and the Commission, but also as an innovative and dedicated partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally. At the same time EMSA will continue to be a reliable partner for EU security and law enforcement policy goals including support to EUNAVFOR-Atalanta, EUNAVFOR-Med operations, Europol, Frontex and MAOC (N).

EMSA will work to deliver the first publication of the EU Maritime Safety Report (EMSAFE) to provide a holistic overview of the different dimensions of maritime safety in Europe.

EMSA will continue working to address the safety implications that the development and application of new (MASS – unmanned vessels) and greener technologies (e.g. batteries, hydrogen) will have in the maritime field. In particular, EMSA will continue to develop the Risk Based Assessment Tool for the evaluation of new MASS projects and will initiate the work for developing guidance on the use of battery systems in maritime applications.

In this context, 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. Safety of fishing vessels will also be assessed in support of the Commission's initiative in this field.

EMSA will continue to support 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.

EMSA will also continue to support Maritime Administrations in their Flag State implementation effort and in their Port State Control role providing knowledge-based solutions and expertise, hosting specific applications and databases (e.g. EMCIP, the MED DB, THETIS and its modules, etc). These digital services will be continuously improved and enhanced to cater for the functional needs of the user communities as well as regulatory requirements.

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 the Integrated Maritime Services for preparedness and response to life threatening incidents at sea including drift modelling capabilities and related analytics).

EMSA will continue to conduct visits and inspections to monitor the implementation of the Community acquis in the area of maritime safety and the lessons learnt from them, playing a key role in saving lives at sea and protecting the marine environment.

EMSA will assign new studies on key safety issues, such as the CARGOSAFE study looking at fire issues at large and a new study to assess specific implications in safety and detect potential COVID19-related safety issues leading to marine casualties and incidents, to support Member States when conducting safety investigations. EMSA will promote appropriate consideration at EU and IMO level of the of recently concluded and ongoing studies (e.g. the FIRESAFE and STEERSAFE) in view of updating safety standards where relevant, through dissemination sessions, submissions to IMO and technical input to EU expert groups and IMO committees. EMSA will also continue developing guidance on the carriage of AFVs (alternatively fuelled vehicles) on board ships, together with the stakeholders, and will start the work on safety issues related to the use of battery systems in maritime applications.

In addition to participating in the advisory boards of certain EU funded maritime safety projects, the Agency will organise, where possible, workshops offering a platform for discussing technical options and putting forward knowledge-based solutions. In 2021 the Agency updated together with ECDC the "COVID-19 guidance" for the restart of operations of cruise ships in the European Union, which will be monitored in 2022 as well.

Within the Marine Equipment framework, EMSA will continue enhancing the MED Portal to make it more user-friendly, to cater for future developments in MED standardization and provide useful and practical functionalities to the Marine Equipment community. In addition, the technical secretariat task that EMSA has in the MARED group will build more on the MED Portal to create synergies. The update of the mutual recognition agreement (MRA) with the USA and the technical support to the Commission to conclude a new MRA with Canada will also be important tasks to pursue.

EMSA will further explore the options to provide operational support to Member States (upon request) concerning safety investigations related to serious or very serious casualties and, in particular, the Agency will assess and may

establish overtime underwater survey services supporting accident investigation based on Remotely Operated Vehicles (ROVs) or similar tools, once interest of Member States is confirmed.

Furthermore, the Agency will explore ways to further increase its support to Member States with Search and Rescue in full respect of the national competences in this field with its information applications and surveillance tools, including the development of an online part time course on SAR activities.

In the area of maritime security, EMSA will support proper implementation of EU and International maritime security legislation supporting the Commission and the EFTA Surveillance Authority's inspections to assess and verify independently the implementation and enforcement of EU maritime security legislation in the visited Member States. 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 and to further assess the scope of possible remote inspections. Finally, EMSA will pursue the exchange of best practices and cross-sectoral cooperation on cybersecurity for the maritime cluster proposing where possible new actions based on a mapping exercise and the conclusions of the conducted gap analysis, which may include providing more guidance to Member States in this field.

Activity group	Safety & Security
EU-subsidy activities	Maritime Safety Accident Investigation Maritime Security
Project financed activities	<i>Equasis (partly)</i>
Relevant digital services	<i>IMS, SSN, EMCIP, MED DB, THETIS, THETIS EU</i>

### Simplification

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 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 as well support the Commission and Member States during the development and validation of the different elements of the EMSWe architecture.

Furthermore, EMSA will continue developing and improving common databases and data exchange services between ports through 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 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. The developments above will consolidate the role of SafeSeaNet as cross-border and cross-sector exchange platform for maritime information.

EMSA will continue to work with the Member States to further develop facilitation services for coastal stations for ship-to-shore reporting. This activity started in 2020 as a pilot project with the objective of testing technical solutions for re-using information already available in the SSN Ecosystem to minimise the reporting burden in the Mandatory Ship Reporting Systems (MRS) and Vessel Traffic Services (VTS) and to improve coastal stations' awareness in their areas of control. EMSA in cooperation with Member States will continue to develop, test and further improve the Integrated Report Distribution (IRD) system which monitors ships sailing in areas of interest of Member States coastal stations and distributes the Integrated Ship Reports (ISR) to the corresponding authorities by combining information from the SSN Ecosystem. Such developments will aim at simplifying the fulfilment of reporting obligations by reusing information already reported and applying the "once only" principle of the EMSWe.

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 features which allow users to better evaluate the overall shipping density within selected areas and basic factors influencing maritime traffic dynamics.

EMSA will continue providing a range of services under the umbrella of various cooperation agreements to EU bodies or other EU stakeholders with maritime related functions in support of their overall objectives. Such organisations include the European Union Agency for Law Enforcement Cooperation (Europol), EU Naval Forces (EUNAVFOR-Somalia: Operation Atalanta and EUNAVFOR-Med: Operation Irini), the European Fisheries Control Agency (EFCA), the European Border and Coast Guard Agency (Frontex), the Maritime Analysis and Operations Centre – Narcotics (MAOC-N) and the Emergency Response Coordination Centre (ERCC). The Working Arrangement signed between EMSA and DG ECHO in November 2014 will be revised to include further improvements and strengthen the EMSA support to ERCC.

Following the outcome of the exercise to explore the feasibility for EMSA to offer a platform in support of Member States for issuing seafarers' eCertificates, work will be carried out in preparation of such platform, with different functionalities available in support of the national competent authorities. In addition, EMSA will continue the ongoing digitalisation activities to support the eCertificates objectives to facilitate the work of the Member States in their capacity as Flag, Port and coastal States.

The Agency will continue with the development of big data analysis techniques, machine learning and artificial intelligence technologies to provide added operational insight for users through a cloud environment, where and when efficient, secure and effective. These techniques will aim mainly at serving the EMSA user communities but the users falling under the various cooperation agreements should benefit as well.

As the premier European Union hub for maritime data, it is financially efficient and operationally effective for EMSA to provide such information services and analysis tools to other EU stakeholders benefitting from the experience and/or funding contributions of those partners. The Agency will 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).

Activity group	Simplification
EU-subsidy activities	SafeSeaNet European Maritime Single Window environment (EMSWe) EU Long Range Identification and Tracking Cooperative Data Centre (EU LRIT CDC) eCertification
Project financed activities	<i>EFCA Service Level Agreement</i> <i>Frontex Service Level Agreement</i>
Relevant partnerships	<i>EUNAVFOR-Med: Operation Irini, Cooperation Agreement.</i> <i>EUNAVFOR-Somalia: Operation Atalanta Cooperation Agreement</i> <i>Europol Working Arrangement</i> <i>MAOC-N Cooperation Agreement</i> <i>Emergency Response Coordination Centre (ERCC) Working Arrangement</i>
Relevant digital services	<i>IMS, SSN, RPAS DC/SurvSeaNet, EU LRIT CDC and EODC/CMS</i>

## Digitalisation

The EMSA Maritime Support Services (MSS) will continue to be the central EU hub monitoring and facilitating the exchange of information between the Member States. The MSS operates on 24/7 mode, making sure that connections and interfaces are up and running and that technical issues raised by the Member States and the Commission are rapidly and adequately addressed. MSS will continue to handle incidents and problems and provide valuable feedback resulting in improved quality of the information systems for the users. MSS is defined as the point of contact for any assistance required in the aftermath 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.

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 figures 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 also continue to work with Member States to deliver regular reports on their SafeSeaNet and LRIT implementation and data quality, thus contributing to improve quality of underlying data.

Integrated Maritime Services (IMS) as the core safety and security solution provided to maritime communities of EU Member States will be further enhanced in line with evolving requirements of the growing user community. The main improvements will be made to user interfaces (SEG 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 vessels' position reports for the detection of abnormal and/or user specific behaviours. EMSA will explore enhancements of IMS Services in order to facilitate cross-referencing of ship movements data with other vessel and voyage related data as well as external situational data (e.g. weather conditions, non-SOLAS maritime traffic, etc.) in order to provide for real-life interpretation of maritime operations.

The application of innovative Artificial Intelligence (AI) technology for Integrated Maritime Services (IMS) will be further investigated. AI will be considered on the initial selection of use-cases to analyse previous and current behaviour of selected vessels across specific timespan and in specific areas as well as to provide for predictive analyses that will also support SAR or salvage/emergency response operations as well as maritime awareness and crisis management. 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 establishment of the Maritime Picture in the Cloud in the period of 2022-2024 will facilitate the possibility for transition 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 applications enhanced by AI/ML in the following period.

EMSA will continue to develop its tools and support to Member States and EU bodies regarding risk assessment and management. The Long-Term Storage (cloud based) will allow accessing to up to 5 years historical vessel positions via IMS. The development of Spatial Data Infrastructure 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 while the drift modelling capabilities would facilitate for preparedness of Member States to SAR challenges.

Integrated Maritime Services (IMS) will also be gradually enriched with additional EO and RPAS information and fully operational CISE adaptor/node as an alternative system-to-system interface while IMS user interface (SEG) will provide for designated datasets generated by CISE user community in order to consolidate maritime awareness picture.

The development of the new Earth Observation Data Centre (EODC) will initiate in 2022. 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 EO product portfolio.

EMSA will launch the SurvSeaNet Web Application, which will be replacing the initial RPAS DC and provide a more performant and integrated operational picture in the context of RPAS operations. A more robust service and further integration with IMS services is planned.

THETIS-EU will be further expanded with a new inspection module to support inspections to livestock vessels carried out under Council Regulation (EC) 1/2005. The main objective is to move forward with the development of a stronger and 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, EMSA will continue with further technical discussions on the possible expansion of the THETIS inspection database to support additional PSC MoU regions and promotion of data-exchange initiatives.

Improvement is also foreseen for other systems such as THETIS-MED, MED DB and Marinfo. The latter will be enhanced to allow the use of new ship-based data that are expected to be purchased (trade and environmental data). THETIS-EU and THETIS-MRV will also be subject to enhancements in the light of the experience gained and to better support the enforcement of relevant EU Legislation, as well as to cater for the outcome of the discussions on the FuelEU Maritime Initiative and the development of a potential supporting tool, as well as for adaptations to THETIS-MRV linked to the proposed extension of the Emissions Trading Scheme to maritime transport.

In 2022, Phase I of the Dynamic Overview of National Authorities (DONA) will be operational with two of its three specific functionalities going live, namely the public profile and the reporting gate. In 2022, the statistics section will be developed, the reporting gate will be further enhanced to cater for the reporting of more legal acts and, if feasible, direct links with IMO GISIS will be introduced.

In support of the inspection and monitoring of organisations recognised under Regulation (EC) No. 391/2009, the development of a new platform for recording and analysing the results of the inspections carried out by EMSA will be kicked off and developed during the period 2024-2025. The new functionalities would allow for more efficient analysis of inspection results as well as integrating other 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.

Finally, in 2022, the Agency will continue to use the EMSA ePortal as a channel for the identification of the speakers and experts in support of different activities of the Agency.

The Agency will initiate the development of an innovative platform utilizing data science in order to integrate 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 in support of safety, security and sustainability and at improving the awareness of Member States authorities, the maritime cluster and the general public.

In addition, the 2022-2024 period is expected to be the period of developments of EMSA's cloud computing capabilities based on the EMSA Cloud Strategy adopted in 2021. 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 bringing added value to business continuity.

The ICT Security is a horizontal and key activity achieved by maintaining a system where the security is continuously measured, monitored and enhanced. A study contracted in 2021 to investigate and evaluate the ICT security will result in the development of ISMS system and increasing resilience to cyber-attacks.

ICT business continuity and disaster recovery will still 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.

The COVID-19 pandemic expedited EMSA's digital transformation. EMSA will continue to work towards enhancing its business continuity against any type of incident and to minimize downtime and achieve sustainable improvements in business continuity, IT disaster recovery, corporate crisis management capabilities and regulatory compliance. 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 run a comprehensive assessment of its overall ICT services to apply state-of-the-art security and interoperability solutions.

Activity group	Maritime digital services and digital infrastructure
EU-subsidy activities	Integrated Maritime Services (IMS) THETIS RuleCheck STCW Information System European Marine Casualty Information Platform (EMCIP) MED Data Base Earth Observation Data Centre (EODC) RPAS DC/SurvSeaNet Dynamic Overview of National Authorities (DONA)

	Marinfo tool E Portal to support the Roster of Speakers and Database of Experts Integrated Management of data sets Maritime Support Services (MSS) ICT operations Platform for recording and analysing results of RO inspections
Project financed activities	<a href="#">THETIS-EU</a> <a href="#">THETIS-MRV</a> <a href="#">THETIS-MED</a>

### Technical assistance

With the introduction of the EMSA Academy Quality Management System all necessary building blocks and methodologies will be put in place in 2022, looking towards certification following the principles of ISO 29993:2017 for the delivery of learning services outside formal education by the end of 2022/beginning of 2023.

Member States' needs for new training or modification of the existing courses will be identified through a structured Training Need Analysis (TNA), thus using a bottom up approach, The process for "Curriculum Development and Design" will be applied for all learning services offered by the Agency, including existing ones.

As concerns common core curricula (CCC), in 2022 two curricula will be available for Member States, namely the one for the Sulphur Inspectors and the one for the Flag State Inspectors which will intensify the upskilling and continuous development of staff from national competent authorities, through innovative and modern courses and training activities complemented by state-of-the-art tools, such as the eLearning Platform MakCs and the Virtual Reality Environment for Ship Inspections (VRESI).

Work will also continue for other two CCC, namely the one for Port State Control Officers and the one for staff involved in Search and Rescue activities.

Traditional "face-to-face" trainings, as much as feasible and efficient, online part-time courses live broadcasting trainings on new EU/International maritime legislation, and on EMSA's operational maritime applications and part time online courses will be on offer and complemented by eLearning courses through MAKCs and VRESI, thus further enriching all learning services.

Finally learning services on operational tools and applications developed by the Agency, will continue to be developed and delivered both to Member States and other Agencies and EU bodies, on the basis of identified needs using a "bottom up" approach.

The feedback provided by the participants through the Evaluation and Review methodology foreseen by the quality management system that will be implemented for the EMSA Academy will strive for continuously improved services.

The learning services outside formal education offered by the EMSA Academy will contribute to enhance capacity at national level towards homogeneous implementation and enforcement, thus fostering safety, security and sustainability in the EU and beyond.

In the light of the experience gained and technological developments, the different tools developed by the Agency within the context of capacity building (such as MaKCs, RuleCheck and DONA) will be further enhanced and modernised thus ensuring continuous state of the art support to the range stakeholders. As highlighted under the "Digitalisation" section, in 2022, two of the functionalities of DONA (Public profile and reporting gate) will be operational while the third one (statistics) will be under development. The mobile application of RuleCheck will be available, while the system will be further enhanced, thus offering tailor made aide memoires for Flag State Inspections. Finally, Member States will be given the possibility to use MaKCs in support of their own national trainings and for registering and monitoring the professional development of their own staff.

In addition the Agency will continue to keep open for applications from as many as possible specialists of diverse profiles the Roster of Speakers and a Database of Experts, in order to offer the opportunity to the Agency to identify in a simple and speedy manner the right expertise/profile when the need arises.

Work will also be carried out in developing statistics (regular and ad hoc) and indicators. The Agency in 2022 will support various data needs of EMSA Business Units (preparation of visits and inspections, Safety Report, EMTER, Annual Equasis Statistics) as well as all the data and information possibly requested by external stakeholders or the Commission. In addition, in house data will be further exploited and the Agency will continue to develop and

enhance the EU Maritime Profile, a one-stop-shop providing relevant and up to date statistics highlighting the details and importance of various segments and domains within the maritime transport sector in the EU in an easily accessible and user-friendly way, thus raising awareness with the general public.

In order to reduce burden on Member States and at the same time increase effective provision of information from them and other stakeholders, EMSA in 2022 is going to use the EUSurvey platform, a powerful EU proprietary tool to create online based survey and forms. The tool will be used to prepare all EMSA questionnaires, surveys and other tasks related to collecting stakeholders' views on a specific issue, such as the cost-effectiveness analysis of member states' measures to implement Directives and Regulations.

States applying for accession to the Union as well as Paris MOU Parties and other MOUs on Port State Control will also benefit from capacity building activities and the services of the EMSA Academy. PSC Seminars will be enriched with realistic scenarios using VRESI, while the Common Core Curriculum for Port State Control Officers to be developed in 2022, will be offered both to Paris MoU and MeD MoU (in 2023). Access to tools and services for States applying for accession to the Union will be continued and enhanced (CSN, RuleCheck, MaKCs).

Following the conclusion of the SAFEMED IV and BCSEA Projects, it is expected that two new projects will be entrusted to the Agency following an approach that will link the different functions covered by a maritime administration (as defined by IMO in the III Code) with the strategic priorities of the European Commission and those defined in the EMSA 5-year strategy. Furthermore, the new approach foresees that each thematic area will entail three types of action namely "Tools & Services", "Technical activities" and "Training activities", in support of flag State, coastal State and port State responsibilities. The services of the EMSA Academy will be offered, thus ensuring structured training as well as access to the maritime applications developed by the Agency (THETIS MED, RuleCheck, CSN, MaKCs) will be continued. The link with the Commission's strategic priorities and EMSA 5-year Strategy will be deepened and finally the way to the digitisation of beneficiaries will be paved through enhanced access to tools and services.

In 2022, the project for the Southern partners (continuation of SAFEMED IV) is expected to begin with a duration of 72 months. Similarly, a project for the Eastern partners, which will cover mainly the Black Sea, is also expected to start for a period of 4 years.

EMSA's visits and inspections continue to be a key tool to improving maritime safety, 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 Member States and the Commission gain a clear picture of where additional effort would be beneficial or changes to Union law may be desirable. Subject to the COVID-19 pandemic allowing the fieldwork part of the visits already undertaken remotely to be carried out, three visit cycles on the seafarer training, port State control and sulphur directives will be concluded in 2021 or early 2022 and the related end-of-cycle workshops will provide a clear opportunity in this regard. Visits on seafarer training will, however, continue in 2022 with the start of a third cycle of visits, which will pay particular attention to the latest amendments to Directive 2008/106/EC as well as at the closure of the findings of the previous cycle. The Commission may also request the start of additional cycles to monitor the implementation of new legislation that would be in force by 2022. Since the COVID-19 pandemic limited EMSA's ability to carry out fieldwork onsite in 2020 and 2021, only a few full visits are planned in 2022 and the majority of the visit and inspection activity will be to carry out the fieldwork to allow the visits and inspections concerned to be completed.

In respect of Recognised Organisations (ROs), legislation concerning their recognition and oversight has changed in the wake of Brexit. The result is an increased participation of the Member States in EMSA's inspections and the Commission's assessment processes and a consequent improvement in the exchange of information between the Commission, EMSA and the Member States, thus enhancing the overall oversight of ROs at EU level and resulting in improved compliance on their part. A workshop to further explore how this co-operation can further enhance such oversight will take place in EMSA in 2022.

The EMSA repository of information related to Recognised Organisations will be consolidated and the process for the development of a new platform for recording and analysing the results of the inspections carried out by EMSA will start. This digital solution would facilitate processes of preliminary analytics, planning, execution, on-demand report generation as well as statistical analyses and provide a more complete picture of RO performance.

In terms of the Human Element, assistance to the Commission and the Member States regarding the development, adoption and implementation of European and international legislation, such as the STCW and STCW-F Conventions and respective Codes, will be a key focus for the period. EMSA will also commission a study in support of the development of standards for shore-based personnel responsible for the operation of MASS. Meanwhile, EMSA's STCW inspection activity in third countries continues to be crucial in assisting the Commission with recognising and ensuring STCW certification and compliance.

Finally, lessons learned through the COVID-19 pandemic and the possibility of executing parts of the visits and inspections remotely will continue to be considered to increase efficiency and effectiveness, although it is expected that generally there will always be a need for fieldwork to be carried out to complete visits or inspections.

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. MaCKs and VRESI)
Project financed	<i>Commission Funds for candidate and potential candidates</i> <i>SAFEMED IV – SAFEMED V<sup>1</sup></i> <i>BC SEA – BC SEA IP<sup>2</sup></i>
Relevant digital services	<i>STCW-IS, IMS, MaCKs and VRESI</i>

## 2. Human and financial resources 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. In 2013, the legislator broadened the geographical spread of technical assistance capabilities, extended response tasks to marine pollution caused by oil and gas installations and created the possibility for the Agency to use its expertise and tools for ancillary tasks related to the Union maritime transport policy. This was followed in 2016 by a new amendment that brought a broad package of support to national authorities carrying out coast guard functions. At the time of writing, an Impact Assessment study concerning the possible revision of the Agency's mandate has been initiated by the Commission and is expected to be completed in 2022.

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. This was reflected in the EMSA 5-year Strategy 2020-2024, which was adopted in November 2019.

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 2022 is 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 as a basis.

The proposal in terms of statutory staff for 2022 is stability. The same approach is foreseen in relation to staff needs for 2023 and 2024.

### 2.1 Human resources

Following the initial staff cut of 5% required over the period 2013-2018 and in parallel with the additional cuts that were implemented in 2017 and 2018, the Agency phased in the new posts granted for the European

<sup>1</sup> The name of the project may be altered.

<sup>2</sup> The name of the project may be altered.

cooperation on coast guard functions tasks, in line with Regulation (EU) No 2016/1625 of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency.

Since 2019 there has been zero variance in the total number of posts proposed for the establishment plan, and the same approach is foreseen for 2022, 2023 and 2024.

	Establishment plan/Statutory posts	Variance compared to previous years	
		Additional posts for new tasks	Implemented cuts
2013	213	+2 for new tasks	-2
2014	210		-3
2015	207		-3
2016	202		-5
2017	212	+14 for cooperation on coast guard functions	-4
2018	212	+3 for cooperation on coast guard functions	-3
2019	212		
2020	212		
2021	212		
2022	212		
2023	212		
2024	212		

## 2.2 Financial resources

The budget proposed for 2022 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 2022 and is in line with the Multi-annual Financial Framework 2021-2027, which defines funding for EMSA for the duration.

### ◆ Revenue

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

	2022	2023	2024
EU Subsidy *	84,272,400	85,957,848	87,677,005
<i>Of which assigned revenues deriving from previous years' surpluses</i>	<i>1,575,800</i>	<i>1,000,000</i>	<i>1,000,000</i>
EFTA Contribution (2.51% from 2021 onwards)	2,075,685	2,132,442	2,175,593
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
<b>TOTAL REVENUE</b>	<b>86,688,085</b>	<b>88,430,290</b>	<b>90,192,598</b>

\* 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 the Multiannual Financial Framework 2021-2027.

R0 Funds (other external assigned revenue) are not included in the budget above presented.

\*\* "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. EMSA's learning and development policy supports this approach by giving staff opportunities to enhance their technical skills in different areas, which promotes mobility and leads to a more agile organisation able to adapt in a dynamic environment and ready to adjust to possible shifts in priorities.

For corporate applications EMSA will continue to monitor and evaluate the use of ICT tools and systems from other Agencies and the European Commission. 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). In the near future, the Agency will transition to the RUEX service for electronically sharing EU classified information with the Commission, according to a timeline to be defined with the relevant Commission services.

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 support effectively the European Commission on these matters.

With the progressive digitalisation of administrative and financial procedures in the past years, the Agency is operating in an almost paperless mode and has already achieved efficiency gains and enhanced the security and retrieval of records and the final step will be the implementation of Qualified Electronic Signature (QES) Within the digitalisation actions most of the processes were streamlined and where possible, simplified. The success of this process was proven with the onset of the COVID-19 pandemic and smooth transition to both full-scale teleworking and hybrid regimes during 2020 and 2021. In the period of 2022 -2024 the Agency will continue development, integration and consolidation of its corporate IT solutions leading to more efficient planning and execution of activities.

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, interinstitutional procurements have become a growing area for achievement of efficiency gains. To this effect, the Agency annually considers possible interinstitutional procurements as a leading or participating party.

## 3. Evolution of tasks

### 3.1 New tasks

At the time of writing, an Impact Assessment study concerning the possible revision of the Agency's mandate, has been initiated by the Commission and is expected to be completed in 2022. The consequences of this process will be reflected in due course 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.

#### ❖ 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.

At the time of writing it is not known if there will be new requests for technical assistance from 2022 onwards.

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 additional so-called ancillary tasks that could be requested 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 be entrusted to the Agency, provided they are not detrimental to the core tasks, and if approved by the Administrative Board in the context of the Agency's annual work programme.

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

##### 1. Assistance to the Commission:

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; providing technical assistance in relation to greenhouse gas emissions from ships<sup>3</sup>, in particular in following up ongoing international developments;

---

<sup>3</sup> 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.

as concerns the "Global Monitoring for Environment and Security" (GMES<sup>4</sup>), in promoting the use of GMES data and services for maritime purposes, within the GMES governance framework;  
 in the development of a Common Information Sharing Environment for the European maritime domain;  
 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;  
 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.

In addition, the following legislative developments related to the European Green Deal priorities for maritime may have an impact on EMSA's existing tasks:

Legislative proposal/ Policy area	Possible impact in 2022-2024 on workload and consequences for human resource needs
Extension of the ETS to maritime transport	The proposal included in the Fit for 55 package calls for the amendment of THETIS-MRV. In addition, tasks could be entrusted to the Agency, in support of the implementation and enforcement of the new regime, being EMSA explicitly mentioned to support the Commission and the Member States. At this early stage of the discussions, the role that the Agency could be asked to play and the impact on its existing tasks is still not yet defined.
FuelEU Maritime Initiative	The recently adopted proposal part of the Fit for 55 package will require the development of a new supporting tool and the Agency could be tasked to host such tool and to provide assistance in the implementation and enforcement of the initiative and in preparing implementing acts. At this early stage of the discussions, the role that the Agency could be asked to play and the impact of its existing tasks is still not yet defined.
EU Alternative Fuel Infrastructure Directive	It is not yet known if the revision of this directive, for which the discussions have just started, 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 and hydrogen-based fuels in the international regulatory framework and to fill the current regulatory gaps especially related to safety.
IMO carbon intensity standards	The technical work on the implementation details of the introduction of operational energy efficiency (carbon intensity) standards in the international legal framework, 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

<sup>4</sup> 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 Delegation Agreement with the Commission.

	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:

Port State Control Directive	The Commission is currently preparing the revision of Directive 2009/16/EC on Port State Control. In the context of the process for the finalisation of the Impact Assessment and the potential upcoming legislative initiative, the Agency will provide assistance to the Commission and may be called upon to enhance the portfolio of tools and services (eCertificates, inspection databases, specific reporting for fishing vessels, training, etc). There may also be a need for a new visit cycle.
Accident Investigation Directive	The Commission is currently preparing the revision of Directive 2009/18/EC on maritime accident investigation. In the context of the process for the finalisation of the Impact Assessment and the potential upcoming legislative initiative, the Agency will provide assistance to the Commission and may be called upon to enhance the portfolio of tools and services (enhancement of EMCIP data base, provision of operational support to AIBs, training, etc). There may also be a need for a new visit cycle.
Flag State Directive	The Commission is currently preparing the revision of Directive 2009/21/EC on compliance with flag State requirements. In the context of the process for the finalisation of the Impact Assessment and the potential upcoming legislative initiative, the Agency will provide assistance to the Commission and may be called upon to assist in the implementation and enforcement of the revised Directive and to enhance the portfolio of tools and services (capacity building, DONA, CSD, eCertificates, inspection databases). There may also be a need for a new visit cycle.

## SECTION III: Work programme 2022

### 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, and followed by Digitalisation and Technical Assistance, as well as a cross-cutting theme called Strategic Support. 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.

The activities under each strategic theme are presented in tabular form, offering coherence between activities and for reporting purposes. The information provided for each activity is the same: the legal basis, relevant strategic objectives and added value for stakeholders situate the activity within the legal, political and strategic framework; 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. 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 has been redesigned from 2022 to explicitly reflect 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.

## List of activities – EU subsidy activities + Project financed activities

### 1. Sustainability

- 1.1. Prevention of pollution by ships
- 1.2. Operational pollution response services

### 2. Surveillance

- 2.1. Remotely piloted aircraft and satellite communication services
- 2.2. Satellite based services and innovation
  - 2.2.1. Earth observation services
  - 2.2.2. Innovative satellite-based services, remote sensing and communication technologies
- 2.3. [COPERNICUS maritime surveillance service](#)
- 2.4. [CISE Transitional phase](#)

### 3. Safety & Security

- 3.1. Maritime safety (+ EQUASIS)
- 3.2. Human element
- 3.3. Accident investigation
- 3.4. Maritime security

### 4. Simplification

- 4.1. SafeSeaNet
- 4.2. EMSW – European maritime single window
- 4.3. LRIT – Long range identification and tracking
- 4.4. eCertification

### 5. Digitalisation

#### *Maritime digital services*

- 5.1. Maritime digital services (+ [THETIS-EU](#) & [THETIS-MRV](#))

#### *Digital infrastructure*

- 5.2. Maritime support services
- 5.3. ICT operations

### 6. Technical Assistance

#### *Visits & inspections*

- 6.1. Classification societies
- 6.2. Seafarers training and certification
- 6.3. Visits to Member States

#### *Capacity building*

- 6.4. Analytics and research
- 6.5. Capacity building and EMSA Academy (+ [Commission Funds for candidate/potential candidate countries](#))
- 6.6. [New project in support of ENP Countries sharing the Mediterranean Sea \(SAFEMED V\)](#)
- 6.7. [New project in support of ENP Countries sharing the Black Sea and the Caspian Sea \(BC SEA II\)](#)

### 7. Strategic Support

- 7.1. European cooperation on coastguard functions
- 7.2. [EFCA Service level agreement](#)
- 7.3. [FRONTEX Service level agreement](#)
- 7.4. Communication
- 7.5. Missions and events

### 8. Executive and corporate services

# 1. Sustainability

## 1.1 PREVENTION OF POLLUTION BY SHIPS (46000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(d), 2.4(h), 2a.2(a) and 2a.2(b)		
<b>CA</b>	1,897,046		
<b>PA</b>	1,984,556		
<b>STAFF</b>	7 AD, 0.5 AST, 0.75 SNE		
<b>Performance Indicators (PI)</b>		<b>Results 2020</b>	<b>Target 2022</b>
	Studies	n/a	2
	Workshops	n/a	2
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	1, 3, 4, 5, 8, 9	
	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	3, 6, 7, 9	
<b>Knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	6, 7, 8, 10, 11	
<b>Reliable partner</b>	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	2, 4, 5, 7, 8, 11	
<b>Service provider</b>	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	3	
	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 9, 10	
<b>Outputs 2022</b>			
<ol style="list-style-type: none"> <li>1. Support the Commission in the development and implementation of new or amending 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, sanctions for ship source pollution, ship energy efficiency, ship recycling, sustainable alternative fuels and technologies, cleaner power technologies and underwater radiated noise. The support entails technical notes, drafting of IMO submissions and annual reporting obligations, drafting of implementing or delegated acts, participation in deliberations, providing technical advice, organizing workshops, etc.</li> <li>2. Participate and contribute to any initiative within the framework of the European Green Deal, including the newly released "Fit for 55 package", mainly the Fuel EU Maritime Initiative, the extension of ETS to maritime transport, the Alternative Fuel Infrastructure Directive, the Zero Pollution Action Plan, the maritime aspects of the revision of the marine strategy framework Directive, as requested and relevant for the Agency's mandate.</li> <li>3. Support the Commission at IMO (mainly at MEPC and PPR but also CCC) in areas of pollution prevention and sustainability including the IMO Strategy on reducing GHG emissions, carbon intensity of shipping, safety, evaluation, deployment and use of sustainable alternative fuels and technologies, marine litter and underwater noise. The upcoming IMO work on developing the corresponding requirements and standards for the use of new fuels and technologies will be of key importance in their uptake at both global and EU level.</li> <li>4. Support the Commission in the framework of the Regional Sea Conventions and Agreements in areas of pollution prevention.</li> </ol>			

5. Support the European Sustainable Shipping Forum (ESSF) and all its subgroups as technical secretariat.
6. Support the European Ports Forum (EPF), with its sub-group on Sustainable Ports.
7. Commissioning studies for sources of power for ships, with focus for example on biofuels, ammonia, hydrogen and the operation, safety and technological standards for fuels and technologies, the use of which is expected to be accelerated by the FuelEU maritime initiative.
8. Continue commissioning studies on issues of interest in the environmental domain, and in particular on underwater noise and if possible marine litter.
9. Contribute to the identification of business requirements for the development and enhancement of tools supporting the environmental legislation (THETIS-EU / Sulphur module, THETIS-EU / PRF module, THETIS-EU / SR Module, THETIS-MRV and a possible new FuelEU Tool, emissions modelling tool, pollution monitoring through satellite and RPAS).
10. Support the Commission and the Member States in the implementation of the Sulphur Directive through the organization of an end-of-cycle visits workshop.
11. Start the work for an updated EMTER report to be published in 2024 and explore with EEA the possibility of targeted focussed annual releases.

#### Added value 2022 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

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

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 will serve as a bridge between the maritime industry, regulators and enforcement authorities.

Studies commissioned by the Agency will 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)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2(b), 2.3(d) and 2.5		
<b>CA</b>	18,070,418		
<b>PA</b>	18,370,104		
<b>STAFF</b>	9.75 AD, 1.5 AST, 2 CA, 1 SNE		
<b>Performance Indicators (PI)</b>		<b>Results 2020</b>	<b>Target 2022</b>
<b>Stand-by Oil Spill Response Vessel Network</b>	number of fully equipped vessels for mechanical recovery	17	16
	number of fully equipped vessels for dispersant application	6	6
	number of vessels equipped with RPAS	8	12
<b>New vessels pre-fitting</b>	number of newly contracted vessels pre-fitted	4	1
<b>Equipment Assistance Service (EAS)</b>	number of EAS stockpiles	4	5
	number of newly contracted EAS established	n/a	1
<b>Vessel/Equipment replacement/adaptation/upgrade</b>	number of projects completed per year	6	4

	number of Vessel drills (acceptance drills and quarterly drills) per year	72	66
	number of operational exercises per year	5 <sup>5</sup>	10
<b>Vessel/Equipment drills and exercises</b>	number of Equipment Assistance Service (EAS) drills	26	30
	number of notification exercises per year	5 <sup>6</sup>	12
	number of seminars and “hands-on” training sessions	1 <sup>7</sup>	n/a
<b>Response to requests for vessel/equipment services</b>	mobilisation time in hours vessels	24	24
	mobilisation time in hours EAS	n/a	12
<b>Dispersant stockpiles</b>	number of stockpiles	8	8
	minimum quantity of dispersants available at any time	1600 tonnes	1580 tonnes
<b>Performance Indicators (PI)</b>		<b>Results 2020</b>	<b>Target 2022</b>
<b>HNS operational support</b>			
<b>Response to requests for assistance to MAR-ICE</b>	percentage of responses within 2 hrs.	100	100
<b>Developing datasheets</b>	number of datasheets produced	25	20
<b>Cooperation, coordination and information</b>			
<b>Coordination of the CTG MPPR rolling work programme</b>	number of workshops, guidance documents	14 <sup>8</sup>	4
<b>Coordination of the CTG MPPR annual meeting</b>	number of meetings	0 <sup>9</sup>	1
<b>Coordination of the PRS User Group annual meeting</b>	number of meetings	1	1
<b>Coordination of the annual Inter-Secretariat meeting with Regional Agreements</b>	number of meetings	n/a	1
<b>Strategic priorities</b>	<b>Strategic objectives</b>		<b>Contributing outputs</b>
	1. Support the development and implementation of relevant EU and international climate and environmental legislation	22	
	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	13, 14, 18-22, 23	



Sustainability

<sup>5</sup> Due to COVID, a number of exercises were cancelled or re-scheduled for 2021.

<sup>6</sup> See above.

<sup>7</sup> Lack of participants due to COVID led to one training being cancelled.

<sup>8</sup> Given the switch to the online format, more informal meetings were held.

<sup>9</sup> The CTG MPPR training planned for 2020 did not take place due to the COVID outbreak.

	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	1-17, 21, 25
	5. Prepare for response to new, evolving and diversified environmental challenge	8, 10, 11, 22, 25
<b>Service provider</b>	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	21, 22, 25
<b>Reliable partner</b>	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	15, 18, 19
	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	19, 20, 21, 23, 24
<b>Knowledge hub</b>	36. Support innovation and development of new technologies	10, 11, 22, 25
<b>Outputs 2022</b>		
<ol style="list-style-type: none"> <li>1. Manage the current stand-by service contracts, including supervision of vessel and equipment performance as well as crew capability for oil pollution response.</li> <li>2. Following the expected signature of the Vessel Availability Contract for the Aegean Sea in 2021, the vessel will become operational in 2022.</li> <li>3. Tender one stand-by oil spill response service contract for the Atlantic North, following the unsuccessful outcome in 2021 of the relevant procedure; tender one stand-by oil spill response service contract for the Channel and North Sea, one for the Atlantic middle and one for the Black Sea to replace the non-renewable contracts ending in 2023.</li> <li>4. Replace the second stand-by oil spill response service contract for the Channel and North Sea, that expires in 2023, by procuring a new vessel with a large capacity for intermediate storage of recovered oil for the North and Baltic Seas.</li> <li>5. Renewal of the vessel availability contract covering the Bay of Biscay for an additional 4-year period.</li> <li>6. Manage the existing Equipment Assistance Service (EAS) contracts, monitoring equipment management and level of training of technical support personnel.</li> <li>7. Following the expected signature of the EAS contract for the Black Sea, the arrangement will become operational in 2022.</li> <li>8. Retender the EAS contract for the Northern Baltic to replace the non-renewable contract that expire in 2023.</li> <li>9. 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.</li> <li>10. Improve the response capacity of certain Vessels and EAS arrangements through purchase of new equipment or upgrades.</li> <li>11. Enhance the detection capability for oil pollution in a number of suitable oil spill response vessels to be equipped with light RPAS systems.</li> <li>12. Replace or declassify obsolete equipment, in line with the 'Equipment Policy' of the Agency.</li> <li>13. Develop HNS operational support to Member States through a public procurement for supply of HNS response equipment and PPE kits for the existing EAS.</li> <li>14. Organise the participation of EMSA's pollution response assets in exercises, using the mobilisation procedure of the ERCC (DG ECHO).</li> <li>15. Support "hands-on" training in the use of EAS equipment for Member States' operators.</li> <li>16. Mobilise pollution response assets in case of request for assistance by a Requesting Party.</li> <li>17. Provide expertise to Member States and/or the European Commission in case of pollution incidents.</li> <li>18. Support Member States pollution response operations through the provision of equipment and training for EU Agencies' multipurpose vessels, within the context of cooperation on coast guard functions.</li> </ol>		

19. Renew the 3-party cooperation Agreement in order to maintain the network of specialised chemical experts (MAR-ICE Network).
20. Maintain, update and improve database/datasheets of chemical substances for marine pollution response (MAR-CIS).
21. Maintain oil and chemical spills fate and trajectory modelling capabilities.
22. Develop, maintain and update marine pollution preparedness and response related information, studies, tools and reports.
23. Coordinate the annual PRS User Group, Inter-Secretariat and CTG MPPR meetings, workshops, and implement the CTG MPPR Rolling Work Programme.
24. Support as a member of the INTERSPILL Committee the organisation of the tri annual INTERSPILL Conference and Exhibition events.
25. Start the development of a software for a response simulator tool to assist the competent authorities of the Member States and enhance their preparedness.

#### **Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS**

Use of the Vessel Network and EAS services by EU and EFTA coastal States for oil spill response.

Quick mobilisation of assets in support to accidents and large accidental spills by providing access to a toolbox of pollution response services.

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 through deployment of EMSA's assets in national/international exercises integration of EMSA's assets into.

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 (e.g. oil spill sampling, HNS spill response, occupational safety and health (OSH) of oil spill responders, etc) promoting the exchange of expertise.

Information transfer between Member States pollution response authorities and industry.

## 2. Surveillance

### 2.1 REMOTELY PILOTED AIRCRAFT AND SATELLITE COMMUNICATION SERVICES (21020)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2b, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5			
<b>CA</b>	13,746,259			
<b>PA</b>	14,223,449			
<b>STAFF</b>	8 AD, 1 AST, 1 SNE			
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>	
<b>RPAS for multipurpose surveillance Operations</b>	number of RPAS systems available for deployment for multipurpose operations	6	6	
	number of deployment days per year	944	600	
<b>RPAS for environmental surveillance</b>	number of (small/medium) RPAS systems available for environmental protection (marine pollution and emissions)	13	14	
	number of deployment days per year (pollution monitoring and emission monitoring)	440	360	
<b>SAT-AIS</b>	global data stream availability	99,93%	99%	
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>		
 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, 3, 4, 6		
	13. Support proper implementation of EU and International maritime security legislation	1, 2, 6, 7		
 Security	14. Provide further information services to protect the EU merchant fleet worldwide	1, 2, 5, 6, 7		
	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, 6, 7		
 Surveillance	25. Support Search & Rescue efforts of Member States	1, 2, 4, 6, 7		
	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, 5, 6, 5	
		32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 5, 6	
Knowledge hub	36. Support innovation and development of new technologies	5, 6, 7		
<b>Outputs 2022</b>				
<ol style="list-style-type: none"> <li>1. Provision of improved Multipurpose Regional RPAS Services for Member States and EU Agencies executing coast guard functions, including satellite communications capacities and multi-purpose systems with advanced sensor technologies, building up a more permanent capacity for RPAS based surveillance in those areas of interest for more than one Member State, where possible.</li> <li>2. On request, continue providing tailor-made RPAS services in support of EFCA, including support to EFCA's Joint Deployment Plans, and Frontex and their stakeholders' activities in the fishery and border domains, participation in Multipurpose Maritime Operations (MMOs) in cooperation with Frontex, EFCA, and Member State authorities.</li> <li>3. Provide on request, specific RPAS based services to coastal States, for the monitoring of emissions by vessels and detection of illegal discharges and polluting vessels.</li> <li>4. Provide assistance to coastal States and the Commission in case of emergencies at sea, including accidental spills with the RPAS deployed on site and, if operationally feasible, by further equipping EMSA Oil Pollution Response Vessels (EMSA-OPRV) with lightweight RPAS (quadcopters).</li> <li>5. Hosting and management of the EMSA RPAS User Group by meeting at least once per year.</li> <li>6. The maritime surveillance operations, and in particular the RPAS services, will be supported by satellite communication allowing for real-time maritime information transmission from assets at sea to shore, where needed.</li> </ol>				

7. 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 and, in combination with the Earth observation service identify dark vessels to be more closely monitor by surveillance authorities.

#### Added value 2022 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

RPAS operations will be gradually transformed into regional services, with less deployments in parallel but having a longer duration for interested Member States and EU Agencies.

Users will where possible benefit from longer deployments within a regional or sea basin approach, whereby one RPAS can be used to cover surveillance needs of several neighbouring coastal States, provided that multiple Permits to Fly will be made available by the national aviation authorities or EASA. EU or National authorities are then able to fully integrate the service in their maritime surveillance procedures and taking full advantage of this new technology. This will allow a better overall surveillance coverage and will foster the cooperation between Member States. The establishment of a more permanent capacity in certain regions will allow for further integration of this surveillance capability in the surveillance operational procedures of the coastal member states and for the development of operational procedures for the use of these RPAS services in emergency response in case of pollution response or search and rescue operations.

Additionally, RPAS with gas sensors ("sniffers") will be deployed in areas of high traffic density at the request of Member States to fly in the plume of passing merchant vessels through their waters to make measurements of the amount of SOx versus CO2. This will allow for determining if individual vessels are using heavy fuel for propulsion exceeding the EU sulphur limits, on which basis coastal authorities are alerted. Such an alert will be available at the next port of call through the THETIS-EU system, where the measurements will be recorded. The emission measurements will be extended to NOx in order to start supporting Member States with the implementation of new NOx related legislation.

Member States will be given the opportunity to provide feedback to EMSA on the service, share experiences, identify, develop, and implement 'best practice' for RPAS operations throughout the deployments and through the EMSA RPAS User group.

A new RPAS DC (SurvSeaNet) will allow for integration of national RPAS data with data from the EMSA IMS and for a full operational and very performant view around the actual RPAS location during deployment.

### 2.2 SATELLITE BASED SERVICES AND INNOVATION (52000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3 (d), 2.4 (f), 2.4(g) and 2.5
<b>CA</b>	12,911,162
<b>PA</b>	11,097,202
<b>STAFF</b>	11.25 AD, 1.5 AST

#### 2.2.1 EARTH OBSERVATION SERVICES

Performance Indicators (PI)		Result 2020	Target 2022
<b>CleanSeaNet service earth observation (EO) image delivery</b>	percentage per year EO image delivery ratio	98%	90%
<b>Assistance for accidental spills</b>	percentage response rate to assistance requests	100%	100%
<b>Participation in oil spill response exercises</b>	percentage response rate to requests for participation in oil spill response exercises.	100%	90%
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 5, 6

1. Support the development and implementation of relevant EU and international climate and environmental legislation 1,7

#### 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, 2, 3, 4

5. Prepare for response to new, evolving and diversified environmental challenges 1, 4, 5, 8,11

Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 4, 8,9,10
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	6, 10
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 5, 6, 7

## Outputs 2022

1. Delivering 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, including providing training on the practical use of CleanSeaNet, as part of EMSA's capacity building services.
2. Provide assistance to coastal States and the Commission in case of accidental spills if operationally feasible.
3. Participate in oil spill response exercises organized by Member States.
4. Organise meeting of the EMSA CleanSeaNet User Group.
5. Develop activities with enforcement authorities to promote effective follow-up to CleanSeaNet detections.
6. Provide earth observation services to support border control activities in the context of the interagency SLA with Frontex.
7. Provide earth observation services to SAFEMED, IPA and Black and Caspian Sea beneficiary countries.
8. Establish new framework contracts concerning the provision of earth observation services from radar and optical satellites.
9. Depending on the outcome of a technology readiness level assessment, establish new framework contract concerning the provision of satellite-based radiofrequency detection services. Operational delivery of the first satellite-based radio-frequency detection services will follow (if possible).
10. Delivery of oil spill characterization and volume estimation reports based on Sentinel-2 optical images in support of oil spill emergencies and larger combatable spills.
11. Delivery of earth observation services in support of maritime emergencies at sea, in the scope of EMSA's Contingency Plan.

## Added value 2022 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

Earth observation services are the pillar of CleanSeaNet, which is provided to EU and EFTA coastal States for oil spill monitoring and vessel detection for: 1) Identifying ship-sourced discharges (e.g. oil pollution) on the sea surface; 2) Monitoring accidental pollution during emergencies; 3) Contributing to the identification of polluters.

Rapid access to a wide range of earth observation products, including synthetic aperture radar (SAR) (for routine oil spill monitoring) and optical images (mostly in support to accidents and large accidental spills). In 2022 earth observation services contracts (both from radar and optical) will be signed, to ensure continuity of service as well as to integrate new satellite constellations.

Improved oil spill classification and quantification services based on medium resolution optical sensors (e.g. Sentinel-2), to further support Member States activities.

Significant synergies and optimization 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.

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 earth observation 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.

Additionally, by deploying artificial intelligence algorithms in the delivery of added value products (such as vessel detection), the Agency wants to increase the quality and the value provided to its stakeholders.

Deployment of new capabilities linked with radiofrequency detections can revolutionize maritime surveillance by enabling the detection of new elements (e.g. satellite phones, marine radios, ship radars, etc.), greatly improving the existing maritime picture. When commercially available and affordable, EMSA will try to include this type of information in its services.

Use of the CleanSeaNet service is also offered to European Neighbourhood Policy countries through relevant projects (see section 1.3.3 and 1.3.4). 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.

## 2.2.2 INNOVATIVE SATELLITE BASED SERVICES, REMOTE SENSING AND COMMUNICATION TECHNOLOGIES

Performance Indicators (PI)		Result 2020	Target 2022
<b>Integrating new satellite sources</b>	Integrating new information sources from satellites in the field of earth observation and frequency detection counted per satellite or sensor	n/a	2
Strategic priorities	Strategic objectives	Contributing outputs	
 Surveillance	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, 7, 8, 9, 10, 11	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	3, 9	
 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, 2, 5	
	5. Prepare for response to new, evolving and diversified environmental challenges	1, 2, 4, 5, 8	
Service provider	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2, 3, 4, 7, 8, 9, 10, 11	
Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	1, 2, 3, 4, 6, 7, 8, 9, 10, 11	
EMSA as knowledge hub	36. Support innovation and development of new technologies	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	
Outputs 2022			
<ol style="list-style-type: none"> <li>1. Assessment on how satellite-based thermal imagery can be used to support maritime surveillance use cases.</li> <li>2. Implement proofs of concept for new earth observation sensors and organize the transition of new capabilities to operations in order to expand the existing portfolio.</li> <li>3. Continue the development of machine learning algorithms for satellite base products (Phase 2). In phase 2 of these activities these can include vessel detection and classification and feature detection (both from SAR and optical products).</li> <li>4. Assess new radar and optical satellite constellations, particularly concerning rapid tasking and very high-resolution optical capabilities with the perspective to phase these into operational service.</li> <li>5. Closely work with the European Space Agency in the operational assessment and review of operational use of existing Sentinel missions, associated technical elements and capabilities.</li> <li>6. Finalize a technology readiness level assessment of different radio-frequency detection capabilities from space, towards potential deployment into operations.</li> <li>7. RPAS operations require a stable communication infrastructure. EMSA will therefore continue supporting together with other EU Agencies, ESA and industry, the definition process of a new European governmental satellite communication service (GOVSATCOM).</li> <li>8. Continue evaluating the operational added value of latest RPAS platforms (incl. High Altitude Pseudo Satellites - HAPS) which allow to optimise existing services and to provide new capacities.</li> <li>9. Continue evaluating the operational added value of improved communication technologies for live streaming and latest generation of sensors and payloads on board of RPAS such as AI detection systems, remote gas measurements radio frequency detection, day and night target detection sensors and multispectral radars.</li> </ol>			

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.

11. Hosting and Chairing of the EU SAT-AIS Collaborative Forum at least once per year.

#### Added value 2022 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

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.

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 the generation of new data products observed from RPAS and satellites (remote sensing). Expansion of the existing satellite portfolio to include "new space" players, which 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.).

Expand the use of innovative machine learning algorithms to analyse a wide range of datasets to extract maritime relevant elements (e.g. vessel detection, vessel classification, 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.

In addition, mainly in cooperation with ESA, new developments will be monitored in the field of HAPS which will still take some time, assessing the (pre-)operational value of pilots and upcoming services in view of testing them as a new sensor platform enriching EMSA's services.

### 2.3 COPERNICUS MARITIME SURVEILLANCE SERVICE (75000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b) and 2a.2(c); Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme		
<b>Project financed activity</b>	COPERNICUS		
<b>Funding source</b>	COMMISSION (DG-DEFIS)		
<b>Time frame / envelope</b>	2021/2027 (expected entry into force: end of 2021. Estimated budget: EUR 73,000,000 until 2027).		
<b>Expenditure 2022</b>	10,589,860		
<b>STAFF</b>	6 CA FGIV, 1 CA FGIII		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Copernicus Maritime Surveillance service earth observation (EO) image delivery</b>	percentage per year EO image delivery ratio	94%	90%
<b>Number of user organisations registered</b>	number of Member States National Administrations, EU institutions and international organisations using the service	50	56
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 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	
 Security	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	

**Surveillance**

	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
	25. Support Search & Rescue efforts of Member States	1.2
<b>Reliable partner</b>	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	1 1 (1.2)
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	
<b>Service provider</b>	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1
<b>International reference</b>	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1 (1.2, 1.6)
<b>EMSA as knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 4
	36. Support innovation and development of new technologies	1, 2, 3, 4

**Outputs 2022**

Copernicus Maritime Surveillance (CMS) baseline objectives (coming from the previous delegation agreement) should be maintained and include:

1. Provision of CMS services to the six functions areas as defined in the Annual Implementation Plan (as agreed with DG DEFIS, as required by the agreement in place).

- 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. Example of this cooperation is the close cooperation with the United Nations Office on Drugs and Crime (UNODC) Global Maritime Crime Programme.

- 2. Increase in the number of organisations served by CMS.
- 3. Organising the CMS annual user group meeting.
- 4. Delivery of planned training, communication and user uptake activities.

**Added value 2022 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.

Support for operations in fisheries control, maritime safety and security, law enforcement, customs, marine environment pollution monitoring, support to international organisations and other functions.

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 earth observation 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.

Earth observation 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.

The new Contribution Agreement focuses on establishing long term service continuity that benefits a wide range of crucial operations of multiple user communities in the maritime domain.

## 2.4 CISE TRANSITIONAL PHASE (79020)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(d)		
<b>Project financed activity</b>	CISE Transitional phase		
<b>Funding source</b>	COMMISSION, DG MARE		
<b>Time frame / envelope</b>	04/2019-12/2023 / 3,500,000 € (1 <sup>st</sup> grant agreement) plus 12/2020-12/2023 / 3,400,000 € (2 <sup>nd</sup> grant agreement)		
<b>Expenditure 2022</b>	2,000,000 €		
<b>STAFF</b>	3 CA (1 <sup>st</sup> grant agreement) plus 3 CA and 1 SNE (2 <sup>nd</sup> grant agreement)		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>CSG meetings</b>	Number of CISE Stakeholder Group (CSG) meetings per year	n/a	3 per year
<b>Training and Best Practice workshops</b>	Overall number of Training and Best Practice Workshop per year	n/a	2 per year
<b>Network's node</b>	Number of CISE's nodes deployed in the network	11	12
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Security</b>	15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster	2.a, 2.c, 4.b	
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 3, 4	
 <b>Surveillance</b>	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	2, 4	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	3.b	
	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	
<b>Reliable partner</b>	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	3, 4, 5	
<b>Knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	2.d, 3, 4.e, 5	
<b>Outputs 2022</b>			
1. Coordinate the activities of the CISE stakeholders			
a. Organize and coordinate the CISE stakeholder group meetings;			
b. Organize CISE trainings;			
c. Organize CISE workshops;			
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 in order to target the operational stage			
a. Roll-out and maintain the new CISE node (version 2.0);			
b. Provide the Technical and Operational support to the stakeholders connected to the network;			
c. Start the preparation of the CISE network for exchanging EU classified information.			
3. Increase 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.			
4. Promote CISE as a framework for exchanging surveillance information between different user communities			
a. Establish the agreement for the condition of use of the data shared (so called Cooperation Agreement);			
b. Elaborate the responsibility to share principle in order to foster the sharing of information;			
c. Standardize the CISE data model and services in order to be adopted in surveillance systems.			

**Added value 2022 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.

### 3. Safety & Security

#### 3.1 MARITIME SAFETY incl. EQUASIS (44000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c), 2.4(d) and 2.4(h)		
<b>CA</b>	3,817,978		
<b>PA</b>	4,259,630		
<b>STAFF</b>	13.5 AD, 0.5 AST, 1 SNE		
<b>+ Project financed activity</b>	EQUASIS		
<b>Funding source</b>	Equasis Member States		
<b>Time frame</b>	Ongoing		
<b>Expenditure 2022</b>	450,000 € expected		
<b>STAFF</b>	No extra project-financed staff		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>EQUASIS – Availability of the system</b>	percentage per year availability	99.92%	99.5%
<b>EQUASIS – Users</b>	number of users per month	34 288	32 000
<b>EQUASIS Contributors</b>	number of contributing members	10	9-10
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	10. Explore further work on safety standards for vessels not covered by relevant international conventions	1, 4, 6, 19	
	11. Become the technical facilitator in relation to autonomous ships	1, 2, 3, 12	
	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 4, 7, 8, 9, 10, 20	
	7. Support Maritime Administrations in their Flag State implementation effort	1, 4, 10, 13, 15	
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher	2, 5, 12	
<b>Reliable partner</b>	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	11, 16, 18	
<b>Knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 4, 5, 6, 7, 10, 12, 16, 19, 20	
<b>Service provider</b>	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 2, 4, 8, 14, 15, 17	
<b>Outputs 2022</b>			
1. Provide pro-active technical support to the Commission and the Member States on the work carried out at EU and IMO level in the field of Maritime Safety Standards, including proposing initiatives where safety problems have been identified. Participating and providing technical input to the EU coordination documents related to the IMO committees SDC, SSE, MSC, CCC and III and the associated correspondence groups.			
2. 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 and the ISM code.			
3. Ensure that the EMSA studies STEERSAFE, FIRESAFE and RBAT (risk-based assessment tool)-MASS have an appropriate follow-up including, where appropriate, dissemination sessions, submissions to IMO and technical input to EU expert groups and IMO committees.			

4. 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, development of the Small Passenger Ship Guide, review of Directive 2003/25/EC, and implementation of the new Annex to Directive 2009/45/EC. Finalise the Guidelines on the carriage of alternative fuelled vehicles (AFV) on board ships.
5. Manage the CARGOSAFE study to address container ship fire safety issues.
6. Conduct initial analysis on EU fishing ship safety (in support of the Commission).
7. Follow-up and coordinate safety issues related to new types of fuel or electricity storage onboard, like hydrogen fuel cells, LPG, onshore power supply (cold ironing). In particular, kick off the work for preparing guidelines on the use of battery systems in maritime applications.
8. Coordination of the update to the list of standards for marine equipment which is subject to flag State approval.
10. Technical review of safeguard clause cases submitted under the Marine Equipment Directive.
11. 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. Support the Commission in concluding a new MRA with Canada.
12. Follow-up to research project relevant for Ship Safety, e.g., AUTOSHIP, LASHFIRE, FLARE, SAFE PASS and PALAEMON.
13. Participate and provide expertise, including documents and drawing analyses, for the cycles of visits related to Bulk Carrier loading and unloading (Directive 2001/96/EC), Marine Equipment (Directive 2014/90/EC) and Passenger Ship Safety (Directive 2009/45/EC, Directive 98/41/EC and Directive 2003/25/EC).
14. Assistance to Member States and the Commission on the implementation of Directive 2009/16/EC on PSC and for the PSC provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service.
15. Assistance to Member States and the Commission on the implementation of the FS provisions of the Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service.
16. Participation in all technical meetings and working groups of the Paris MoU, and related policy meetings when requested, on behalf of the Commission.
17. Assistance to the Commission in preparing the revision of Directive 2009/16/EC on PSC, Flag State Directive 2009/21/EC and Accident Investigation Directive 2009/18/EC.
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.
19. Explore possibilities to better support Member States with their Search and Rescue plans of domestic passenger ships.
20. Develop the first EU Maritime Safety Report (EMSAFE).

#### **Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS**

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 raises subjects coming from lessons learnt from accidents, like fire safety of ro-ro passenger ships, or in need of an appropriate harmonisation or update at international level, like the steering and manoeuvrability standards or standards related to autonomous 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, including battery systems, and Onshore Power Supply and power supply onboard ships and the transport of Alternative Fuelled Vehicles (AFVs). In this regard, EMSA is developing a 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 and the development of Guidance on the transport of Alternative Fuelled Vehicles. 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 coordinates, from the technical point of view, 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 increasing. In addition to the traditional tasks, like the annual update of the standards applicable to the Marine Equipment Directive or the review of safeguard clause cases, which are well acknowledged by the stakeholders for their quality, 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 will also include the capability to implement the new electronic tag (e-tag) and a mobile application with the possibility to scan e-tags.

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 helps to bridge the gap between the EU and non-EU States.

The support offered to EQUASIS contributes to the provisions of safety and environmentally related information on ships and companies to general public free of any charge, thus contributing to the overall campaign against substandard shipping.

### 3.2 HUMAN ELEMENT (36000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.4(e) and 2.4(h)		
<b>CA</b>	422,540		
<b>PA</b>	322,540		
<b>STAFF</b>	1 AD		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
	STCW Statistical overview	n/a	1
<b>Human element</b>	Number of meetings attended in support of European Commission on the review and/or implementation of STCW, STCW-F and MLC	n/a	3
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	12. Enhance role in relation to the human component of shipping	1, 2, 3, 4, 5, 6, 7	

#### Outputs 2022

1. Publish the annual STCW statistical review.
2. Workshop on the review of the STCW Convention and Code.
3. Contribute to submissions related to the comprehensive review of the STCW Convention and Code.
4. Contribute to submissions on the comprehensive review of the STCW-F.
5. Support the Commission and the Member States in relation to Human Element issues.
6. Commission a study in support of the development of standards for shore-based personnel responsible for the operation of MASS, expected to be concluded in 2023.
7. Cooperate with the European Commission, IMO and ILO to foster the implementation of the MLC Convention.

#### Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS

The review of STCW and STCW-F and the research involved in the MASS study which will help to protect seafarers and ensure full consideration of the new challenges that the human element is facing on board ships.

### 3.3 ACCIDENT INVESTIGATION (42000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a) and 2.4(c)		
<b>CA</b>	1,328,163		
<b>PA</b>	927,261		
<b>STAFF</b>	2.75 AD, 1 SNE		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>EMCIP meetings</b>	number of meetings per year	2	2
<b>PCF meetings</b>	number of meetings per year	2	1
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	7. Support Maritime Administrations in their Flag State implementation effort	9, 10	
	10. Explore further work on safety standards for vessels not covered by relevant international conventions	1, 6	
	12. Enhance role in relation to the human component of shipping	1, 10	
	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 6, 10	
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher	1, 6	
<b>Knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	3, 4, 5, 7	
	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	2, 6, 8	
<b>Service provider</b>	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	3, 4, 7	
<b>Outputs 2022</b>			
1. Support the Member States and the Commission in the implementation of the Accident Investigation (AI) Directive.			
2. Provide the Secretariat of the Permanent Co-operation Framework, as foreseen by Regulation (EU) No 651/2011 adopting the rules of procedure of the PCF.			
3. Prepare and propose business changes and upgrades of the EMCIP system.			
4. Take care of the business management of the EMCIP system and all its functionalities, including cooperation with the EMCIP contractor.			
5. Coordinate activities related to EMCIP users on AI matters, including training, workshops, user group and governance.			
6. Analyse casualty data and reports from safety investigations, produce safety analyses and propose, when relevant, any appropriate Safety Recommendations to the Commission.			
7. Publish the annual overview of marine casualties and incidents on the basis of data provided by the Member States. If necessary, publish a preliminary Annual Overview of Marine Casualties and Incidents.			
8. Assist the Commission with the preparations of the revision of the Accident Investigation legislation.			
9. The Agency will assess and may establish overtime underwater survey services supporting accident investigation based on Remotely Operated Vehicles (ROVs) or similar tools once interest of Member States is confirmed.			
10. Launch a new study to assess specific implications in safety and detect potential COVID19-related safety issues leading to marine casualties and incidents to support the Member States when conducting safety investigations.			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
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.			
The work of EMSA in relation to Accident Investigation contributes to sharing of best practises and lessons learnt, harmonisation of procedures by the Accident Investigation Bodies (AIB) in the European Union and to ultimately increase the overall level of ship safety in the EU.			
From 2022 and onwards, the Agency may engage in designing, developing and providing a new service to AIBs consisting of underwater monitoring/surveying services if interest is confirmed by Member States. It will help Accident Investigation bodies to collect more evidences in case of a sunken vessel.			

### 3.4 MARITIME SECURITY (34000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2 and 2.2 (b)		
<b>CA</b>	1,198,099		
<b>PA</b>	1,197,362		
<b>STAFF</b>	3.25 AD, 1.5 AST, 2 SNE		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Inspections</b>	number of individual missions per year	8 <sup>10</sup>	35 <sup>11</sup>
<b>Reports</b>	number of contributions to reports per year <sup>12</sup>	7	35
	percentage of inspection reports concluded within the deadline agreed with the European Commission	100%	95%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4, 5, 6, 7	
	15. Provide the platform to exchange best practices and ensure cross-sectoral cooperation on cybersecurity for the maritime cluster	5, 7	
<b>Service provider</b>	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,	
<b>Outputs 2022</b>			
1. Up to 35 individual inspection missions to EU Member States, upon request of the Commission.			
2. Up to 2 to 4 individual inspection missions to Norway and Iceland, upon request 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 in the transport sector, notably through membership of the Transport Resilience and Security Experts Group (TRANSSEC).			
6. Support proper implementation of EU and International maritime security legislation.			
7. Provide support to Commission and the Member States in the development, identification and exchange of best practices and cross-sectoral cooperation on cybersecurity for the maritime cluster.			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
<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 European 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. Due to the constant increase in cyber threats and cyber-attacks</p>			

<sup>10</sup> Amended SPD 2020-2022. The original target was 15-18.

<sup>11</sup> 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. Subject to the evolution of the COVID-19 pandemic and the availability of staff resources.

<sup>12</sup> More than one report may be prepared following an inspection mission, e.g. if more than one Member State is inspected.

aiming at disrupting the 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.

## 4. Simplification

### 4.1 SAFESEANET (21030)

<b>Legal basis</b>	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)		
<b>CA</b>	2,053,075		
<b>PA</b>	2,100,908		
<b>STAFF</b>	3.75 AD, 2.75 AST, 0.25 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>SafeSeaNet system: Service Operation</b>	percentage per year availability of central SafeSeaNet system	99.57%	99%
	hours maximum continuous downtime of central SafeSeaNet system	07h:00min	max 12
<b>SafeSeaNet system: Reporting Performance</b>	percentage of notifications processed in time in accordance with SafeSeaNet IFCD requirements	100%	99%
	percentage of responses to Member States' requests delivered in accordance with SafeSeaNet IFCD (time) requirements	100%	99%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Security</b>	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	
 <b>Simplification</b>	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5	
	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 5	
 <b>Surveillance</b>	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	
	<b>Service provider</b>	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	5, 7
<b>Reliable partner</b>	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 6	
<b>Knowledge hub</b>	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	
<b>Outputs 2022</b>			
1. SafeSeaNet is operational on a 24/7 basis to support Member States to undertake activities related to maritime monitoring.			
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 (HLSSG).			
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.			
5. Deliver, and upgrade as needed, the Traffic Density Map service.			
6. Prepare for the development of SafeSeaNet to support the EMSWe Regulation (EU) 2019/1239.			
7. Further develop facilitation services for ship-to-shore reporting.			

**Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS**

Following deployment of SSN version 5 in production, end of 2021, Member States will be able to exchange the information of persons on board passenger ships operating to and from ports of Member States for search and rescue purposes in the event of an emergency or accident in accordance with Council Directive 98/41/EC as amended and to exchange information from the revised advanced waste notifications and waste delivery receipts in line with the new PRF Directive (EU) 2019/883 also in support the new PRF inspection system (THETIS-EU).

The exchange of information on Incidents in EU waters between Member States' national authorities will be facilitated and improved.

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 technical specifications for the further development of SSN in support to the EMSWe Regulation will allow the interoperability of national SSN systems and maritime national single windows to make sure that information reported for a ship in a port can be reused at next port and therefore reduce the administrative burden applied to ship operators.

Following the completion of the Interoperability project, SSN services will be further developed to facilitate and simplify the reporting procedures from ship to shore, improving the interoperability of existing systems (e.g. SSN, Member States and Coastal Stations' systems, reference databases), promoting the re-use of data and the reporting once principle, and allowing the reduction of voice communication from ship to shore by using automatized electronic communication via Internet and via Satellite.

Further development of the Traffic Density Map service will provide extended analysis of ship movements and routes allowing for the identification of trends and risks.

*4.2 EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT (21040)*

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.3, 2.2(a), 2.2(d), 2.4(i) and 2a.3(a)
<b>CA</b>	389,611
<b>PA</b>	390,307
<b>STAFF</b>	1.5 AD, 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.

<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>
-----------------------------	-----------------------------	-----------------------------



Simplification

- 20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible 1, 2, 3, 4
- 18. Support further simplification, harmonisation and rationalisation of reporting formalities 1, 2, 3
- 19. Support the transition of the EU maritime sector to a paperless environment including eCertificates 1, 2, 3



Surveillance

- 21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system 1, 2, 3, 4
- Reliable partner: 31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice 1, 2
- Service provider: 29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability 1, 2, 4

**Outputs 2022**

1. Assist the Commission in the implementation of the EMSWe Regulation (EU) 2019/1239, including assisting in the development and validation of the different parts of the EMSWe architecture, e.g. Reporting Interface Module, Maritime National Single Windows, and in the maintenance of the specifications of e.g. EMSWe data set, reporting interface module, common functionalities of the graphical user interfaces, templates of harmonised digital spreadsheets, and common ship, location and hazmat databases.
2. Assist Member States in the implementation of the EMSWe Regulation, including organisation of workshops and provision of technical assistance on the request of the Member States.

3. Work on measures which will facilitate the overall effectiveness and efficiency for ships in relation to reporting obligations, including the contribution to the maintenance and expansion of the IMO compendium on facilitation and electronic business.
4. Deliver SafeSeaNet services to exchange information between National Single Windows as required by Directive 2010/65/EU and make such information is available to relevant authorities, provide data analysis services.

#### Added value 2022 **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 support the Commission in relation with the EMSWe Regulation (EU) 2019/1239 to maintain the relevant technical specifications in collaboration with experts from the Commission, Member States and maritime industry (e.g. for the EMSWe data set, Reporting Interface Module, harmonised spreadsheets, common functionalities of user interfaces and common databases) which will be used by the Commission and the Member States to develop the required IT systems of the EMSWe architecture. The Agency will provide its support to the Commission during the development and validation of such IT systems.

Pending the agreement with the Commission, EMSA will develop the EMSWe ship database and the common hazmat and locations databases and prepare the specifications for the upgrade of SafeSeaNet for data exchange services between MNSWs in collaboration with Commission, Member States and industry experts. Such development will aim at simplifying the fulfilment of reporting obligations by reusing information already reported and applying the “once only” principle of the EMSWe.

The technical specifications and systems of the EMSWe will aim at a harmonised development of interfaces with the ship operators and facilitate the fulfilment of reporting obligations through harmonised digital reporting interfaces in all ports of the Union.

The Agency will share best practices with Member States and provide technical assistance to Member States 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. The group should expand the scope of the Compendium to cover additional domains such as such as E-navigation and port logistics therefore bringing harmonisation to systems beyond the Maritime Single Windows.

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

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	2,412,196		
PA	2,415,976		
STAFF	2.5 AD, 1.5 AST, 0.25 CA		
Performance Indicators (PI)		Result 2020	Target 2022
<b>EU LRIT DATA CENTRE</b>			
<b>System operational</b>	percentage per month availability	99.89%	99%
	hours maximum continuous downtime	00h37min	max 4
<b>EU CDC reporting performance</b>	percentage position reports delivered in accordance with IMO requirements (per. Reports: 15 min; polls:30 min)	99.57%	99%
<b>Web user interface</b>	percentage per year availability to users	99.83%	99%
<b>LRIT-IDE</b>			
<b>LRIT-IDE System operational</b>	percentage per year availability of LRIT IDE in accordance with IMO requirements	99.68% <sup>13</sup>	99.9%
	hours maximum continuous downtime of LRIT IDE in accordance with IMO requirements	6h <sup>14</sup>	max 4

<sup>13</sup> The result was below the target due to the failover exercise to and for the Disaster Recovery (DR) site, operated by the USCG, 17-19 November 2020. During the exercise the DR LRIT IDE did not deliver the service as expected due to configuration issues in the DR network infrastructure.

<sup>14</sup> See previous footnote.

Strategic priorities	Strategic objectives	Contributing outputs
 Security	13. Support proper implementation of EU and International maritime security legislation	1 – 5
	14. Provide further information services to protect the EU merchant fleet worldwide	1 – 5
	16. Develop robust solutions to protect its maritime applications and information services	1 – 5
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1 – 5
	25. Support Search & Rescue efforts of Member States	1 – 5
<b>Outputs 2022</b>		
1. Continued operations and ongoing maintenance of the LRIT IDE and the EU LRIT CDC.		
2. Perform necessary upgrading of the EU LRIT CDC, as 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.		
5. Quality of the services maintained.		
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>		
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 68 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.		

#### 4.4 eCERTIFICATION (21050)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art 2.2(b), 2.3(b), 2.3(c), 2.4.(d), 2.4.(e). 2.4 (h), 2.4 (i), 2a 1 (a)		
<b>CA</b>	416,553		
<b>PA</b>	295,893		
<b>STAFF</b>	0.75 AD		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
	Percentage of EU flagged ships for which Statutory eCertificates have been delivered by EU Recognized Organisations in their registers (THETIS)	n/a	95%
	EU Flag Administrations providing Statutory eCertificates (THETIS)	n/a	1
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 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	
	9. Intensify work on ships for which the risk and impact of accidents are potentially higher	1	
	12. Enhance role in relation to the human component of shipping	2	
	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	2	
 Simplification	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2	
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2	
<b>Service provider</b>	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	2	
<b>Reliable partner</b>			

<b>Knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	2
<b>Outputs 2022</b>		
<ol style="list-style-type: none"> <li>1. Facilitate the work of the Member States in their capacity as Flag and Port States.</li> <li>2. Start the development of a platform in support of eCertification for STCW purposes, through the completion of high-level business requirements and technical specifications aiming at a platform available to Member States to issue seafarers' eCertificates and other functionalities linked to the implementation of STCW requirements.</li> </ol>		
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>		

As regards the sharing and central availability of statutory eCertificates hosted by EMSA operational systems to support of Member States in their capacity as Flag-, Port- and coastal states, stakeholders may expect that the administrative burden of the classical paper certificate will subside. Efficiency gains as a result of remotely available, always up-to-date information on certificates of ships which may be used by the stakeholders in any context considered appropriate, are paramount.

As regards the facilitation of responsibilities entrusted to Member States by offering a platform for the issue of STCW eCertificates the benefit lies on the economy of scale and centralisation of the effort to develop, host and operate a state-of-the-art system. This system will allow Member States to modernise Administrations without the burden of creating an intricate system.

## 5. Digitalisation

### Maritime digital services

#### 5.1 MARITIME DIGITAL SERVICES (45000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.4 (a), 2.4 (b), 2.5, 2a.2(d) and 2b
<b>CA</b>	14,205,023
<b>PA</b>	15,044,997
<b>STAFF</b>	24 AD, 11.25 AST, 0.5 CA

#### 5.1.1 INTEGRATED MARITIME SERVICES

Performance Indicators (PI)		Result 2020	Target 2022
<b>Integrated Maritime Services Availability</b>	percentage per year availability of IMS for Member States, including ABMs	99.75%	99%
	percentage per year availability of IMS specific functionalities and data sets to support relevant anti-piracy and maritime law enforcement and border control bodies (EUNAVFOR-Somalia: Operation Atalanta, EUNAVFOR-Med: Operation Sophia, EUROPOL, MAOC (N)).	99.75%	99%
	percentage per year availability of the AIS Maritime Picture service to legitimate users (shipowners, agents, masters, shippers and others) authorised by the NCA <sup>15</sup> .	n/a	95%
	percentage per year availability of IMS Mobile App service	99.78%	99%
	Overall number of IMS services users	n/a.	5,000

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
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 3, 4, 6
 Security	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 4, 6
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 3, 4
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 3, 4, 6
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 3, 4, 6
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	1, 2, 3, 4, 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, 2, 3, 4
	25. Support Search & Rescue efforts of Member States	1, 2, 3, 4, 5, 6, 7
	26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services	1, 3, 4, 6
<b>Reliable partner</b>	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1
<b>Service provider</b>	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 3, 4, 6, 7
<b>International Reference</b>	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1

<sup>15</sup> Pending green light from the HLSG.

<b>Knowledge hub</b>	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

### Outputs 2022

1. Continue the operation, delivery and development of Integrated Maritime Services' interfaces and Automated Behaviour Monitoring tools 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 / functions, including the European Fisheries Control Agency (EFCA), the European Union Agency for Law Enforcement Cooperation (Europol), EU Naval Forces (EUNAVFOR Atalanta and MED, Irini) and the Maritime Analysis and Operations Centre – Narcotics (MAOC-N), and/or third countries, including provision of operational support such as training, as part of EMSA's capacity building services, and helpdesk activities.
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 collaboration with the IMS Member State and EU bodies within the context of the "Automated Behaviour Monitoring and Advanced Analytics" Workshop and development of historical and combined Automated Behaviour Monitoring (ABMs) products and services.
4. Develop IMS cloud-based products, functionalities and services, advanced Data Analytics and explore the potential of Artificial Intelligence (and Machine Learning, where applicable) to support maritime safety and VTMS authorities, to improve of maritime domain awareness and to support coast guard functions.
5. Development of SAR toolbox with drift modelling capabilities initiated.
6. Maritime Picture in the Cloud development underway.
7. EMSA Maritime Analysis Tools (EMAT) and its external dashboards will be further explored.

### Added value 2022-TANGIBLE BENEFITS FOR STAKEHOLDERS

Member States, EU Bodies and third countries build their maritime domain awareness, locally and globally, using the integrated maritime picture while EMSA provides a set of services (graphical and S2S) that respond to their specific requirements. EMSA will analyse, tailor-make and provide new functionalities (e.g. for integrating new types of AIS messages, other sensors like coastal radars or other national data sets). As a result, tracking and monitoring of non-SOLAS, recreational or pleasure crafts will be improved and AIS Search and Rescue Transmitter (SART) data will be displayed in IMS. This will support a wide set of communities: maritime safety, security, environmental, customs, law enforcement, fisheries, search & rescue, port state control, accident investigation, border control, etc. Users from the Member States will continue to receive customised IMS services based on the maritime situational picture available in the spatial data repository and are therefore able to use IMS services in a dynamic user-oriented environment.

EMSA will prepare a standardized maritime picture Application Programming Interface (API), providing system-to-system services based on interoperable standards (OGC) that can be integrated into national VTMS systems and services. Additionally, analysis on the performance of the existing graphical interfaces will be launched to find appropriate solutions for access to SEG functionalities in low internet bandwidth scenarios (use in patrol vessels etc).

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 5 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 conduct and share results of the study which aims at defining how to build Artificial Intelligence (AI) and Machine Learning (ML) solutions within the EMSA's Integrated Maritime Services (IMS). The potential of the Artificial Intelligence and Machine Learning is, built around concrete maritime safety and VTMS business scenarios e.g. for flagging inconsistent destinations, inconsistent reporting, 'dark activities', similar routes, or behaviours. These will be 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.

EMSA has already explored the added value of other cloud-based services. The (High Performance) HP-IMS project implemented the following services (hosted in Microsoft Azure Cloud Services): Long Term Vessels positions archive (LTS); Raw AIS messages archive (Raw AIS); Historical Automated Behaviour Monitoring (H-ABM) including the detection of Port Calls from Vessels positions (Detected Port Calls). EMSA will integrate the mentioned HP-IMS services in the existing graphical interfaces (SEG). Additionally, EMSA will further work on the HP-IMS developments expanding the existing services and adding new scenarios and functionalities for the maritime safety and the VTMS communities.

In order to make the maritime picture even more complete, EMSA will commence analysis on the voluntary integration of the Member States coastal radar data and the applicable standards (e.g. IVEF) in the Integrated Maritime Services.

EMSA will further expand its SAR toolbox, considering the outcome of the 'Drift' Working Group defining requirements for the SAR (object and persons) drift modelling tools in IMS. EMSA, in collaboration with relevant authorities, will analyse the feasibility of displaying the COSPAS SARSAT alerting in the IMS interfaces. Other SAR supporting functionalities will be defined and

promoted in collaboration with Member States via awareness sessions and trainings. The use of new data sets, e.g. weather and Metocean data will be further explored in this context and a work on the chat or collaboration tool for SAR authorities will commence.

The existing Near Real Time ABMs and Long-Term Storage (LTS) services will be exposed for the collaboration with CISE adaptor (the component of CISE responsible for the link to the 'legacy'/existing maritime applications and services). The IMS for Member States will be regularly consulted on the CISE service catalogue to define potential synergies with the IMS. EMSA will analyse how to display structured or unstructured CISE layers in IMS and potentially other data sets.

In terms of processing and integrating various data sets, 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. In terms of tangible results, the EMSA Maritime Analysis Tools (EMAT) and its external dashboards will be further explored. New types of analysis, combining PSC public data, ship reporting, ABMs and other types of information will be analysed.

The Public Maritime Picture (PMP) service is the first EU public and fully open data maritime service providing information on EU vessel traffic. EU citizens may benefit from cross-sector sharing of data, easier access to information, content and knowledge in turn contributing to the development of innovative services and the creation of new business models and more transparent and accessible data, enhancing collaboration, participation and social innovation. The Legal Service of Commission observed that this action does not have a sufficient legal basis in the EMSA Regulation and that the legal basis in the VTMIS Directive (Article 23a) is not sufficient or specific enough for providing public access to AIS information. Moreover, public access could be regarded as inconsistent with the considerations reflected in recital 6 of the Directive. The HLSG 6 (Brussels 20 Jan 2020) agreed that for the moment there is not a sufficient basis for making T-AIS data publicly available. Instead, the HLSG agreed on the opening up to legitimate users (shipowners, agents, masters, shippers and others), when authorised by the NCA, with details to be defined.

### 5.1.2 THETIS AND THETIS-EU

<b>Legal basis</b>	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		
<b>+ Project financed activity</b>	THETIS – EU		
<b>Funding source</b>	COMMISSION, DG ENV, DG SANTE		
<b>Time frame / envelope THETIS-EU</b>	2018-2022 / 200,000 € (DG ENV)		
<b>Expenditure 2022</b>	n/a		
<b>Time frame / envelope THETIS-AP</b>	2021-2024 / 100,000 € (DG SANTE)		
<b>Expenditure 2022</b>	50,000 €		
<b>STAFF</b>	No extra staff		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
System operational	availability in percentage	99.50%	96%
	hours maximum continuous downtime	3h:41min:30s	max 6
Helpdesk Service	percentage of requests closed in less than 5 days	97.80%	75%

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, 5, 6, 9
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 3, 4, 5, 7
	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	1, 3, 8
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2
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, 9

International reference 34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies 3

### Outputs 2022

1. Information System THETIS: operational, maintained, interfaced with SafeSeaNet and under continuous enhancement to meet new requirements. Enhanced to support the requirements set by the user communities (Paris MoU, EU Member States for ROPAX/PSC).
2. Assist in the development related to eCertificates. EMSA will further enhance the inclusion of eCertificates into THETIS and other applications.
3. Information System THETIS-EU: operational, maintained, and under continuous enhancement to meet new requirements. Enhanced to support the requirements set by the user communities (Ship Recycling, MARSEC, and EU Member States for ROPAX /FS) as well as Directive (EU) 2019/883 on Port Reception Facilities which entered into force in June 2021 including the foreseen Union risk based targeting mechanism for the selection of ships to be inspected. THETIS-EU to remain available for extension to support other EU legal instruments requiring a database for inspections of ships or other objects.
4. To further expand THETIS-EU with a new inspection module THETIS-AP catering for the reporting of inspections to livestock vessels carried out under Council Regulation (EC) 1/2005.
5. To further enhance THETIS EU in support of the enforcement of the MRV Regulation (THETIS MRV).
6. THETIS-MED operational and maintained (see also Project: SAFEMED IV). Cooperation with the Med MoU for the operation and further enhancement of THETIS-MED to support the Med MoU. Concept will be anonymised through de-configuration to allow cloning in support of other MoUs if and when deemed appropriate.
7. Assist in the monitoring of air emissions from individual ships through the RPAS based service for SOx monitoring. Calculations can then be made of the sulphur content in the fuel used on board the ships and this data is then made available and integrated in the THETIS-EU system. Service to be extended to include NOx measurements following the relevant MARPOL Annex VI changes on 01 Jan 2021.
8. Assistance to Member States and the Commission in implementing the PSC provisions not falling within the context of Directive 2009/16/EC, such as the 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 as may be agreed.
9. Assist the Commission in the discussions on the Fuel-EU Maritime Initiative for the aspects related to the potential impact on THETIS-EU enhancements.

### Added value 2022 **TANGIBLE BENEFITS FOR STAKEHOLDERS**

THETIS and THETIS-EU 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.

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

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 receive sulphur measurements from ships through the RPAS service in the THETIS-EU system and almost immediate alerts when measurements are higher than the allowable Sulphur limits, thus supporting better targeting of ships for inspection. Similarly, the amendments of the PRF Directive will have taken effect on THETIS EU in 2021 and bolster the effectiveness of the inspections to be performed.

#### 5.1.3 THETIS-MRV

<b>Legal basis</b>	<i>Regulation (EU) 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC</i>
<b>Project financed activity</b>	<i>THETIS – MRV</i>
<b>Funding source</b>	<i>COMMISSION, DG CLIMA</i>
<b>Time frame / envelope</b>	<i>2018-2022 / 700,000 €</i>

<b>Expenditure 2022</b>	n/a			
<b>STAFF</b>	No extra staff			
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>	
<b>THETIS-MRV</b>	system availability	n/a	95%	
	hours max continuous downtime	n/a	max 12	
<b>Strategic priorities</b>	<b>Strategic objectives</b>		<b>Contributing outputs</b>	
 Sustainability	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		2	
	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change		1, 3	
 Safety	7. Support Maritime Administrations in their Flag State implementation effort		1, 2	
	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
	Knowledge hub	35. Provide the central EU maritime information hub and access point for open data		1
<b>Outputs 2022</b>				
1. Continued implementation of the tasks defined in the relevant cooperation agreement with the Commission, 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. It is also expected that THETIS-MRV will be revised and further enhanced to support the implementation of FuelEU maritime as well as the appropriate extension of EU ETS to maritime transport.				
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>				
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. This scope also aligns the EU MRV system with international initiatives to introduce efficiency standards for existing ships, also covering operational measures, and contributes to the removal of market barriers related to the lack of information. It is expected to provide significant added value in the implementation of the forthcoming policy measures namely FuelEU maritime and ETS for maritime using the EU MRV data.				
It is the first system directly accessible by companies and non-EU Flag States. It therefore contributes to raise awareness beyond the EU on EU solutions.				

#### 5.1.4 OTHER DIGITAL SERVICES

<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>RuleCheck system operational</b>	percentage per year availability	99.75%	95%
	days maximum continuous downtime	0d:0h:15 min:0s	3d
<b>RuleCheck Helpdesk Service</b>	percentage of requests closed in less than 9 days	100%	95%
<b>STCW Information System</b>	percentage per year availability	99.17%	96%
<b>MED DB</b>	percentage per year availability of MED data base	99.23%	95%
<b>SurvSeaNet availability</b>	SurvSeaNet availability	n/a	95%

<b>Earth Observation Data Centre operational availability</b>	EODC availability (interface or alert reports distribution) for scheduled acquisitions of the CleanSeaNet Service	99%	97.5%
<b>EMCIP</b>	percentage per year availability	98.30%	90%
<b>MARINFO</b>	percentage per year availability	n/a	95%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	5, 8, 10, 11, 12, 13, 16,17,18	
	12. Enhance role in relation to the human component of shipping	3, 7, 9, 11, 12	
 <b>Simplification</b>	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, 14, 15, 16, 17,18	
	Reliable partner	31. Engage actively with industry to generate transfer of knowledge and provide non-commercial technical maritime advice	5, 6, 10, 11, 12
		33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 4, 5, 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	3, 5, 7, 8, 9, 10, 11, 12	
<b>Outputs 2022</b>			
<ol style="list-style-type: none"> <li>Commissioning and rollout of the SurvSeaNet Web Application, the next generation of the RPAS Data Centre.</li> <li>Maintenance and development of the RPAS DC service to support the needs of integrated maritime services including RPAS operations until go live of the SurvSeaNet Web Application.</li> <li>Maintaining, operation and enhancements of the STCW Information System, minimising down-time, ensuring a high level of availability and providing system support to users.</li> <li>Maintenance, operation and enhancements of the Earth Observation Data Centre. A technological upgrade of the EODC CleanSeaNet and EO Processing modules.</li> <li>Ensure that the content in RuleCheck (web based and mobile App) is always up to date in relation to applicable EU and international legislation as well as introducing required enhancements to make the system more robust. This includes expansion as an intelligent search engine for maritime legislation, its interaction with, but not limited to, both operational tools (THETIS) and capacity building tools (MaKCs, VRESI ) as well as the development of tailor-made aid memoirs for Flag State Inspections.</li> <li>MED DB available, maintained and in operation with enhanced features simplifying delivery of data.</li> <li>Maintaining, operation and enhancements of European Marine Casualty Information Platform (EMCIP) released in 2018.</li> <li>Design the enhancement of the MARINFO tool in order to cater for 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.</li> <li>Maintain and enhance the ePortal for Speakers and Experts.</li> <li>Phase I of the Dynamic Overview of National Authorities (DONA) deployed and in operation with its two distinguished functionalities (country profile, and a reporting gate). Development of Phase II (regular statistics and enhancement of the reporting gate including links to GISIS). DONA will support Member States in their different functions while on the same time reducing their administrative burden.</li> <li>Elaborate a comprehensive analyses and assessment on ICT security and interoperability solutions for the overall information services of the Agency available and in actions in implementation.</li> <li>Investigate and design a cost-effective solution 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) on the bases of business cases.</li> <li>Establishment of Data management infrastructure- Datawarehouse: business cases for data analytics developed.</li> <li>"Cloud Roadmap" adopted providing implementation of the EMSA Cloud Strategy.</li> <li>Promotion of CISE for operational use by EMSA maritime digital services.</li> <li>Project plan for the new platform for recording and analysing the results of RO inspections developed.</li> <li>Information Security Management System Implemented and Penetration testing concluded.</li> </ol>			

18. Horizontal notification platform available providing distribution of messages from maritime digital services to user community through various communicational channels (SMS, e-mail, WhatsApp, etc.).

#### **Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS**

1. The EMSA RPAS Data centre/SurvSeaNet allows users of EMSA RPAS operations to remotely follow and command RPAS missions. It allows to integrate the data received from the RPAS missions with data available in the EMSA IMS and THETIS systems in order to provide the users with a complete and more comprehensive maritime picture.
2. The STCW-IS provides objective and comparable information on the number of seafarers holding EU certificates/endorsements and who are consequently able to work on board EU registered vessels.
3. Earth Observation Data Centre providing effective planning and acquisition of satellite imagery available to Member States, EMSA and satellite operators enabling management of complex Earth Observation services in development consequently substituting CleanSeaNet.
4. 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 level playing field.
5. 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.
6. European Marine Casualty Information Platform providing reliable and comprehensive access to data and documentation as well as business processes assistance to the maritime casualties investigations community.
7. EMCIP available and adjusted to the requirements of the user community.
8. Marinfo is a valuable source of data for worldwide ships provided with IMO number and is made available for data retrieving, 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.
9. ePortal for Speakers and Experts contributing knowledge exchange to the benefit of maritime communities.
10. 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 European 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.
11. Data management structure established as backbone for integration and quality control of datasets improving statistics and data analytics (e.g. data publication, pre-set statistical products, ad hoc statistical products).
12. State-of-the-art security and interoperability solutions are defined for the overall information services of the Agency.
13. Cloud Roadmap defining transition to the Cloud in a planned and consistent manner would provide for consolidation of the ICT Application portfolio and introduce ICT Portfolio Management unleashing use of innovative and cutting edge technologies by users of EMSA digital services as well as reduced time to market and quality of digital services being provided.
14. Notification platform facilitating easier and customized access to relevant information in EMSA Maritime Digital Services to users.
15. Actions and enhancements in the ICT security area will benefit all users by increasing the resilience of EMSA digital services to cyber-attacks.

## Digital infrastructure

### 5.3 MARITIME SUPPORT SERVICES (24000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2		
<b>CA</b>	1,585,865		
<b>PA</b>	1,618,141		
<b>STAFF</b>	1 AD, 4.25 CA, 6 SNE		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Maritime Support Services available 24/7</b>	average time in hours for feedback or resolution of issues relating to emergencies, incidents in maritime applications or urgent helpdesk requests	6.8min	<2
	average time in hours for feedback or resolution of issues relating to non-urgent helpdesk requests or scheduled interventions	12.3min	<8
<b>MSS Data Quality Reports</b>	reporting on the SafeSeaNet /LRIT implementation and data quality (overall and per Member State)	23 reports	20 reports
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 5, 6	
	25. Support Search & Rescue efforts of Member States	3	
 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	4	
<b>Outputs 2022</b>			
<ol style="list-style-type: none"> <li>24/7 User support and helpdesk as per SLAs, including provision of maritime information.</li> <li>Incidents and problems are managed under ITIL procedures, reporting on the process efficiency in place.</li> <li>Requests for support of SAR and Pollution Response activities are processed efficiently under defined Contingency plan; Satellite images and other services are provided in the least time possible to support operational response on site, including information services to Commission.</li> <li>Exercises and trainings are provided to ensure efficient communication and provision of services during emergencies.</li> <li>Feedback on the toolbox is regularly provided to business and development units, potential improvements are registered and managed.</li> <li>Issue at least 20 SSN/LRIT data quality reports per year.</li> </ol>			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
<p>The MSS is monitoring the exchange of information between the Member States/Commission and EMSA from a technical and IT point of view, making sure that connections and interfaces are up and running and that technical issues experienced by Member States and the Commission with the information systems are properly and timely addressed.</p> <p>The MSS provides single point of contact for support, helpdesk, and the Contingency Plan. MSS contributes and provides invaluable 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 will experience improved quality of the information systems.</p> <p>The MSS will deliver regular reports on SSN/LRIT implementation and data quality at Member State sites and thus MSS contributes to improvement of information systems and improvement of data quality.</p> <p>Information and services supporting Pollution Response and SAR operations is delivered to the Member States and to the Commission.</p> <p>EMSA preparedness to provide effective support and services in case of emergencies as per its Contingency Plan is maintained very high through training, communication and exercises performed with Member States.</p>			

## 5.4 ICT OPERATIONS (64000)<sup>16</sup>

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19		
<b>STAFF</b>	5.25 AD, 12.5 AST, 2.5 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Service desk</b>	Percentage of timely response to users' ICT requests	n/a	95 %
<b>Availability</b>	Infrastructure availability per year	n/a	99,5 %
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Sustainability</b>	3. Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change	1, 2, 3, 4, 5, 7, 8, 9	
	5. Prepare for response to new, evolving and diversified environmental challenges	1, 2, 3, 4, 5, 7, 8	
 <b>Safety</b>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 7, 8	
	8. Support Maritime Administrations in their PSC role and promote a harmonised approach to PSC globally	1, 2, 3, 4, 5, 7, 8	
	14. Provide further information services to protect the EU merchant fleet worldwide	1, 2, 3, 4, 5, 7, 8	
 <b>Simplification</b>	12. Enhance role in relation to the human component of shipping	1, 2, 3, 4, 5, 7, 8	
	20. Facilitate the improvement of overall efficiency of shipping in Europe where feasible	1, 2, 3, 4, 5, 7, 8	
 <b>Security</b>	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4, 5, 7, 8	
	16. Develop robust solutions to protect its maritime applications and information services	1, 2, 3, 4, 5, 7, 8, 9	
	17. Enhance involvement as a technical and operational partner in the context of the EU maritime security strategy	1, 2, 3, 4, 5, 7, 8	
 <b>Surveillance</b>	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	2, 4, 5, 7, 8, 9	
	22. Monitor the emergence of promising technologies and operationalize them for new services for Member States and the Commission	1, 2, 3, 4, 5, 7, 8	
	23. Develop machine learning and artificial intelligence applications in order to improve risk assessment, vessel position predictability, statistics and innovation	2, 3, 5, 7	
	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, 5, 7	
	25. Support Search & Rescue efforts of Member States	1, 2, 3, 4, 5, 7	
	26. Move the EU maritime picture to the cloud and explore the added value of other cloud-based services	2, 6	
<b>Reliable partner</b>	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3, 4, 5, 7, 8	
	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 7, 8	
<b>Service provider</b>	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, 7, 8	
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2, 3, 4, 5, 7, 8	
<b>International Reference</b>	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1, 2, 3, 4, 5, 7, 8	

<sup>16</sup> Financial resources distributed across the activities.

<b>Knowledge hub</b>	35. Provide the central EU maritime information hub and access point for open data	1, 2, 3, 5, 7, 8, 9
	36. Support innovation and development of new technologies	2, 7, 8

#### Outputs 2022

1. Maintain 24/7 ICT Operations for hosting of maritime applications including Business Continuity Facility and Maritime Applications availability SLAs.
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 SLAs.
4. Continue tasks related to the automation of the infrastructure monitoring and operational tasks.
5. Assist to the implementation of cloud services at EMSA.
6. Maintain ICT security operation of the EMSA digital services (maritime and corporate).
7. Migrate the Microsoft Exchange system to the cloud.
8. Modernise the back-up system architecture.
9. Contribute to the EMSA greening project by modernising the Data Centre.

#### Added value 2022 **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 backed 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 is introduced.

The Data Centre is modernised to improve the EMSA greening.

## 6. Technical assistance

### Visits & inspections

#### 6.1 CLASSIFICATION SOCIETIES (31000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2 (b), 2.3(c), 2.4(h) and 3		
<b>CA</b>	2,212,789		
<b>PA</b>	2,212,789		
<b>STAFF</b>	8.5 AD, 1.25 AST, 0.25 CA, 1 SNE		
<b>Performance Indicators (PI)</b>		<b>Result 2020<sup>17</sup></b>	<b>Target 2022</b>
<b>Inspections</b>	Number of RO inspections per year	5 <sup>18</sup>	16-20 <sup>19</sup>
<b>Reports</b>	Number of reports per year	7	16-20
<b>Draft assessment reports</b>	Number of reports per year	5	5-6
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <span style="border: 1px solid red; border-radius: 15px; padding: 2px 5px;">Safety</span>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 4, 6, 9	
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2, 4, 5, 6, 7, 8	
<b>Service provider</b>	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, 9	
<b>Outputs 2022</b>			
<ol style="list-style-type: none"> <li>1. 16-20 inspections of Recognised Organisations' (ROs) offices.</li> <li>2. Upon request of the Commission, initiate inspections of classification societies following any new request for EU recognition.</li> <li>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.</li> <li>4. Provide draft assessment reports to assist the Commission in its preparation of the assessments of ROs and their follow-up.</li> <li>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.</li> <li>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.</li> <li>7. Organise a workshop with the Commission and the Member States on the monitoring of ROs.</li> <li>8. Upon request from the Commission, organise a workshop on RO activity focussing on passenger ship safety</li> <li>9. Support the Commission in the ongoing discussions at international level on remote surveys and inspections, including technical assistance in drafting EU submissions.</li> </ol>			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
<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 Classification Societies both at EU level and in the international domain.</p> <p>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.</p> <p>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.</p>			

#### 6.2 SEAFARER TRAINING AND CERTIFICATION (32000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b) and 3
--------------------	--

<sup>17</sup> Amended SPD 2020-2021. The original targets were 16-20 inspections and reports and 7 draft assessment reports.

<sup>18</sup> RO inspections were suspended from March 2020 due to the COVID-19 pandemic. From September 2020, a campaign of remote inspections focused on the measures adopted by ROs in response to the pandemic.

<sup>19</sup> Subject to the evolution of the COVID-19 pandemic.

<b>CA</b>	1,537,461		
<b>PA</b>	1,537,461		
<b>STAFF</b>	5.25 AD, 1 AST, 0.25 CA, 1 SNE		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Inspections and visits</b>	Number of inspections and visits per year	6 <sup>20 21</sup>	5-7 <sup>22</sup>
	Fieldwork to complete inspections already started remotely	n/a	1
	Percentage of visit notifications sent to Member States within the applicable deadline <sup>23</sup>	100%	95%
<b>Reports</b>	Number of reports per year	3 <sup>24</sup>	7-9
	Percentage of draft reports submitted to the visited Member State or third country within 90 days from the end of the visit/inspection	100%	95%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4	
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2, 3, 4	
<b>Outputs 2022</b>			
1. 3-4 inspections in third countries. In addition, 1 inspection that was carried out remotely in 2020 will be completed by fieldwork on-site.			
2. 3-4 visits to Member States.			
3. Support to the Commission for draft assessments of third countries upon request.			
4. Organisation of a workshop at the end of the second cycle of visits to Member States.			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
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. This contributes to improved ship 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 2008/106/EC, as amended, respectively.			

### 6.3 VISITS TO MEMBER STATES (33000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2 (b), and 3		
<b>CA</b>	1,430,531		
<b>PA</b>	1,430,531		
<b>STAFF</b>	4.5 AD, 1.75 AST, 0.5 CA, 1 SNE		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Visits</b>	Number of visits per year	17 <sup>25</sup>	7 <sup>26</sup>
	Fieldwork to complete visits already started remotely	n/a	17

<sup>20</sup> STCW visits and inspections have been suspended from March 2020 due to COVID-19 restrictions. Visits and inspections were carried out remotely from September 2020.

<sup>21</sup> Amended SPD 2020-2022. The original target was 7-9.

<sup>22</sup> Subject to the evolution of the COVID-19 pandemic. Fieldwork on-site following a remote visit or inspection not included.

<sup>23</sup> Due to the volatility in planning due to uncertainty caused by COVID-19, the usual 3 months notice was reduced to 2 months in 2020/21.

<sup>24</sup> Amended SPD 2020-2022. The original target was 7-9.

<sup>25</sup> Visits were suspended from March 2020 due to COVID-19 pandemic. They restarted in September 2020, with most visits being carried out remotely.

<sup>26</sup> Subject to the evolution of the COVID-19 pandemic. Fieldwork on site following a remote visit not included.

	Percentage of visit notifications sent to Member States within the applicable deadline <sup>27</sup>	100% <sup>28</sup>	95%
	Number of reports per year	12 <sup>29</sup>	16-20
<b>Reports</b>	Percentage of draft reports submitted to the visited Member State within 90 days from end of visit	100%	95%

<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
-----------------------------	-----------------------------	-----------------------------	--

 <b>Safety</b>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 6,	
	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	

#### Outputs 2022

- 1 visit in respect of Directive 2009/16/EC on port State control. In addition, 4 visits that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.
- 1 visit in respect of Directive 2014/90/EU on marine equipment. In addition, 5 visits that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.
- 2 visits in respect of Directive 2001/96/EC on the safe loading and unloading of bulk carriers. In addition, 2 visits that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.
- 3 visits in respect of Directives 2009/45/EC, 2003/25/EC and 98/41/EC, as amended, regarding passenger ship safety. Most of these visits will also include Directive 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service. In addition, 1 visit that was carried out remotely in 2021 will be completed by fieldwork on-site.
- 5 visits, including to two EFTA Member States, in respect of the Sulphur Directive 2016/802/EU that were carried out remotely in 2020 and 2021 will be completed by fieldwork on-site.
- Upon request of the Commission, assistance to verify the implementation of any other EU legislative acts in the field of maritime safety or ship-sourced pollution.

#### Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS

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.

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.

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.

<sup>27</sup> Due to the volatility in planning caused by COVID-19, the usual 3 months notice was reduced to 2 months in 2020/21

<sup>28</sup> To reduce the risk of having to change the visit dates due to COVID-19, the deadline was reduced to two months for visits from Q3. The KPI is reporting on that basis.

<sup>29</sup> Visits suspended from March to September 2020 due to COVID-19 restrictions so fewer reports to be sent out.

## Capacity building

### 6.4 ANALYTICS AND RESEARCH (35000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.2(a), 2.2(c) and 3.5		
<b>CA</b>	933,674		
<b>PA</b>	932,845		
<b>STAFF</b>	4.25 AD, 0.25 AST, 0.25 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
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 shipping sector	number of updates of the EU maritime profile	n/a	4
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4	
	7. Support Maritime Administrations in their Flag State implementation effort	1, 2, 4	
	27. Consolidate EMSA support to the Commission for the development of EU and international legal acts and for assessing their implementation	1, 3, 5, 6	
	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	2, 6, 7	
<b>Service provider</b>			
<b>Knowledge hub</b>	36. Support innovation and development of new technologies	4	
<b>Outputs 2022</b>			

1. Horizontal Analyses, including cost-effectiveness analyses (CEAs) of full or part cycles or series of visits and inspections. For 2022, work is expected to focus on End-of-Cycle Horizontal Analyses of the Port State Control Directive.
2. Production of the Equasis Annual Statistics.
3. Support the Commission and the Member States by sharing the results of and knowledge gained from the Horizontal Analyses through workshops and seminars.
4. Support the Member States with regular statistics through the specific functionality in DONA and the BI dashboards.
5. Support the Commission with data and analysis for updating/developing legislation impact assessments for the FS, PSC and AI Directives.
6. Produce upon request meaningful reports and analysis using available in-house data to address issues affecting shipping in general. Within this context support will be offered for the Safety Report.
7. Produce meaningful and up-to-date statistics with added value for the general public, through the EU Maritime Profile in order to highlight the importance of shipping and maritime transport.

#### Added value 2022 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 simple and meaningful analytics to the general public helps to highlight the status of maritime transport in the EU and worldwide, the 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)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 1.2, 2.3(a), 2.3(b), 2.5 and 2b		
<b>CA</b>	3,696,165		
<b>PA</b>	3,902,656		
<b>STAFF</b>	10.25 AD, 0.25 AST, 0.75 CA, 2.25 SNE		
<b>+ Project financed activity</b>	EU Funds for Candidate and Potential Candidate Countries		
<b>Funding source</b>	COMMISSION, DG NEAR		
<b>Time frame</b>	ongoing, new time frame to be determined by the Commission		
<b>Expenditure 2022</b>	Not yet known, depending from Commission.		
<b>STAFF</b>	No extra staff		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>EMSA Academy<sup>30</sup></b>	Number of trainings on specific topics on EU/International maritime legislation (including PSC Seminars and AI) <sup>31</sup>	n/a	11
	Number of trainings on EMSA's operational maritime applications and tools <sup>32</sup>	n/a	15
	Number of professional development and training programs, including the development of common core curricula, instructions, guidance, procedures, syllabi, training materials and contents	n/a	2
	Number of part time online trainings	n/a	2
	Number of Member States' experts attending per year	627	500
<b>Enlargement countries</b>	number of IPA experts attending <sup>33</sup> per year	50	50
<b>Customer satisfaction</b>	Implementation ratio of planned technical assistance activities according to agreed schedules	n/a	>85%
	Learning Services (Member States)	n/a	>85%
	Learning Services (IPA)	n/a	>85%
<b>EMSA Academy Helpdesk system operational</b>	Technical assistance services (IPA)	n/a	>85%
	percentage per year availability	n/a	85%
<b>EMSA Academy Helpdesk Service</b>	percentage of requests closed in less than 9 days	n/a	75%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16,17,18	
 Sustainability	2. Intensify pollution prevention activities by building Member State capacity and developing practical guidance and tools for the wider maritime cluster	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14, 15, 16, 17, 18	

<sup>30</sup> Some training categories have been adjusted with the introduction of the EMSA Academy. Performance indicators from 2020 are therefore not comparable with 2022 and have been marked "n/a".

<sup>31</sup> Delivered face-to-face or in a live synchronous mode.

<sup>32</sup> Delivered face-to-face or in a live synchronous mode.

<sup>33</sup> Delivered face-to-face or in a live synchronous mode.

International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1, 2, 3, 4, 5, 6, 7, 12, 13, 14, 15, 12, 17
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 12, 14, 17
Service provider	28. Extend and formalize EMSA training schemes	1, 2, 3, 4, 5, 6, 7, 10, 16, 17

## Outputs 2022

1. Implementation of the EMSA Academy Quality Management System (AMS) looking towards certification following the principles of ISO 29993:2017 for the delivery of learning services outside formal education by the end of 2022/beginning of 2023.
2. Identification of Member States needs for new trainings or modification of the existing offers through a structured Training Need Analysis Methodology as part of the AMS.
3. Implementation of Curriculum Development and Design methodologies for all learning services offered by the Agency (face-to-face trainings, live broadcasting, part time online courses and common core curricula). In 2022 all trainings, either face-to-face or through live synchronous broadcasting on specific topics on EU/International maritime legislation or on EMSA's operational maritime applications and tools will be redesigned to meet the provisions of the applicable process.
4. Common Core Curricula for Sulphur Inspectors and Flag State Inspectors available as new learning service.
5. Development of common Core Curriculum for PSCOs.
6. Development of the part time online course for SAR.
7. Implementation of the Curriculum Delivery process to engage the individuals of beneficiary organisations in innovative and modern courses and training activities.
8. Delivery of face-to-face trainings, live broadcast and part time online courses as foreseen by the annual training plan.
9. Enhancements of MaKCs and VRESI and facilitation of the use of the eLaboratory to enrich learning activities.
10. Support to interested Member States in using MaKCs for national training programs.
11. Continuation of the upskilling and continuous development of trainers and other relevant EMSA staff with dedicated training courses to get acquainted with the eLaboratory and development of skills of added value for the development and/or delivery of training activities.
12. Support to Member states for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
13. Contribution to the work on capacity building initiatives within the framework of the cooperation with EFCA and Frontex, including the implementation of a joint SAR training.
14. Cooperation with the World Maritime University on areas of common interest.
15. 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.
16. Continuation of the cooperation 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.
17. Continuation of the cooperation with MeD MoU for potential amendments to the existing MeD MoU Policy, to reflect the PSCOs scheme to be developed by the EMSA Academy.
18. Support to the work of the IMO Correspondence Group chaired by EMSA on the development of an entrant training manual for PSC personnel.

## Added value 2022 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 the first two series 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, ENP and IPA.

The introduction of ISO standards for the development of curricula will ensure the credibility of the EMSA Academy as an organisation that provides lifelong maritime 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 to identify strengths and areas for improvement, thus contributing to enhancing safety and protection of the marine environment.

The Virtual Reality Environment for Ship Inspections shall ensure the same kind of experience, immersion, fluidity, interaction and adherence to reality of a state-of-art, role-playing, and serious video game. Relevance of the final product and achievement of utmost authenticity of learning scenarios will be achieved by attention to details and implementation of state-of-art technology. Scenarios will be created during the earlier stages of the development phase to allow EMSA to steer the development in the right direction and for the sake of validating the various prototypes. VRESI will fill in the identified gap of current trainings offered by the Agency namely the lack of practical and situated experience that only a real, physical, on-board inspection could bring.

The use of new technologies (eLearning platform and Virtual Reality) will modernise further the learning services outside formal education, enhance training possibilities for the end users of the Agency and improve the quality and depth of training offered.

The bilateral activities to IPA activities for the transposition of the EU Maritime Legislation as well as the introduction of QMS for the maritime Administrations of the said countries will enhance their efforts for approximation to EU maritime "acquis".

### 6.6 New project in support of ENP Countries sharing the Mediterranean Sea (SAFEMED V)<sup>34</sup> (71000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
<b>Project financed activity</b>	SAFEMED V, EuroMed Maritime Safety Project		
<b>Funding source</b>	COMMISSION, DG NEAR		
<b>Time frame / envelope</b>	Expected duration of 72 months / expected to be 8 MEUR		
<b>Expenditure 2022</b>	not yet known		
<b>STAFF</b>	not yet known		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Implementation of SAFEMED V, EuroMed Maritime Safety Project</b>	Implementation ratio of planned activities	n/a	80%
	Number of participants in learning services	n/a	90
	Customer satisfaction for learning services	n/a	80%
	Customer satisfaction for technical assistance activities	n/a	80%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4	
	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4	
 <b>Sustainability</b>	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3, 4, 7, 12, 13	
	International reference	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	1, 6, 7
Reliable partner	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	
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, 4, 10, 11	
<b>Outputs 2022</b>			
1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy 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 technical meetings, seminars, workshops, and other technical assistance, activities (such as studies) in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.			
3. Foster the national capacity through exercises, bilateral activities, access to tools (RuleCheck, THETIS-MED, MaKCs and VRESI) and services (IMS/ CleanSeaNet) developed by EMSA.			

<sup>34</sup> The name of the project may change.

4. Enhance the cooperation on AIS matters.
5. Offer scholarships in support of the attendance by staff from beneficiary countries of Maritime Fellowship (Masters and PhDs) at the World Maritime University (WMU) in Malmo and the IMO International Maritime Law Institute (IMLI) in Malta.
6. Support the beneficiary countries for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
7. Support of the Transposition, Implementation, and Enforcement following the Ratification of International Conventions – TIE(R) by beneficiary countries.
8. Support the introduction of a Quality Management System in the Maritime Administrations of the beneficiaries.
9. Kick off the work for a feasibility study on Sea Traffic Management.
10. Kick off the work for a feasibility study Digitalization of national registries.
11. Kick off the work for a feasibility study for the development of a DONA-Med – Dynamic Overview of National Administrations.
12. Support the beneficiary countries in the ongoing discussions on the potential submission to IMO to designate the Mediterranean Sea as ECA as well as sharing views on the ongoing discussions at IMO on reducing greenhouse gas emissions from ships.
13. Cooperate with regional partners such as the UfM, REMPEC and the Barcelona Convention.

#### Added value 2022 **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 New project in support of ENP Countries sharing the Black Sea and the Caspian Sea (BC SEA II)<sup>35</sup> (74000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2.5		
<b>Project</b>	BC Sea (Maritime Safety, Security and Environmental Protection in the Black and Caspian Sea Regions)		
<b>Funding source</b>	COMMISSION, DG NEAR		
<b>Time frame / envelope</b>	Expected duration of 48 months / Expected to be 3.5 MEUR		
<b>Expenditure 2022</b>	not yet known		
<b>STAFF</b>	not yet known		
<b>Performance Indicators (PI)</b>		Result 2020	Target 2022
	Implementation ratio of planned activities	n/a	80%
<b>Implementation BC Sea</b>	Number of participants in learning services	n/a	70
	Customer's satisfaction for learning services	n/a	80%
	Customer's satisfaction for technical assistance activities	n/a	80%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 <b>Safety</b>	6. Lead expertise and support the development, implementation and enforcement of safety standards	1, 2, 3, 4, 6, 7,8	
 <b>Security</b>	13. Support proper implementation of EU and International maritime security legislation	1, 2, 3, 4	
 <b>Sustainability</b>	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3, 4, 11,	
<b>International reference</b>	34. Step up technical and operational support where EMSA can add value to relevant EU foreign policies	3, 5, 9,10	
<b>Reliable partner</b>	33. Support EU neighbourhood and sea basin policies to level-up and harmonise standards	1, 2, 3, 4, 5, 6, 7, 8, 9, 10,11	

<sup>35</sup> The name of this project may change.

**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, 4, 7, 8

**Outputs 2022**

1. Support the building up of the national capacity of the beneficiary countries through learning services developed by the EMSA Academy 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 technical meetings, seminars, workshops, and other technical assistance, activities (such as studies) in accordance with the annual action plan endorsed by the Steering Committee of the project or following requests from the Contracting Authority.
3. Foster the national capacity through, exercises, bilateral activities, access to tools (RuleCheck, MaKCs and VRESI) and services (IMS/ CleanSeaNet) developed by EMSA.
4. Enhance the cooperation on AIS matters.
5. Offer scholarships in support of the attendance by staff from beneficiary countries of Maritime Fellowship (Masters and PhDs) at the World Maritime University (WMU) in Malmo and the IMO International Maritime Law Institute (IMLI) in Malta.
6. Support the beneficiary countries for IMSAS. The support will entail trainings, seminars and mock audits (pre audit period) and contribution to the preparation of the Corrective Action Plan (post audit support).
7. Support of the Transposition, Implementation, and Enforcement following the Ratification of International Conventions – TIE(R) by beneficiary countries;
8. Support the introduction of a Quality Management System in the Maritime Administrations of the beneficiaries.
9. Kick off the work on a feasibility study on Sea Traffic Management.
10. Kick off the work on a feasibility study Digitalization of national registries.
11. Cooperate with regional partners such as the Black Sea Commission.

**Added value 2022 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.

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.

## 7. Strategic support

### 7.1 EUROPEAN COOPERATION ON COAST GUARD FUNCTIONS

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
	Implementation of EMSA tasks under the Annual Strategic Plan	n/a	Full implementation
<b>Strategic priorities</b>	<b>Strategic objectives</b>		
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation		
 Safety	6. Lead expertise and support the development, implementation and enforcement of safety standards		
 Security	13. Support proper implementation of EU and International maritime security legislation		
 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		
	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		
<b>Service provider</b>	28. Extend and formalise EMSA training schemes		
<b>Reliable partner</b>	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		
<b>Outputs 2022</b>			
	1. Implementation of EMSA tasks under the Annual Strategic Plan 2022 on coast guard cooperation as annual implementation of the Tripartite Working Arrangement between EMSA, EFCA and Frontex <sup>36</sup> .		
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
EMSA tasks under the Annual Strategic Plan 2022 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 2022 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.			
Continuous services specifically developed by EMSA are provided to EFCA and Frontex under the umbrella of specific annual SLAs.			

<sup>36</sup> Revised TWA concluded between the three agencies and approved by the Commission on 17 March 2021 (Commission Decision C(2011) 1675)

**Common Annual Strategy Plan 2022 agreed by the three agencies in accordance with the Tripartite Working Arrangement (TWA)**

**Priorities for 2022 (outline)**

**Horizontal**

<b>Objective:</b>	To further promote the interagency cooperation with national authorities on coast guard functions at EU and international level.
<b>Tasks:</b>	<ol style="list-style-type: none"> <li>1) To hold the annual joint Annual European Coast Guard Event (AECGE) under the coordination of Frontex (as chair of the TWA), in line with the experience gained at the previous annual events, while enhancing interaction between participants.</li> <li>2) To ensure the joint participation of the agencies in European and international maritime events with coast guard relevance.</li> <li>3) To produce a set of communication tools (brochures, videos etc.) promoting EU inter-agency Cooperation.</li> <li>4) To coordinate the cooperation with regional Coast Guard Functions Fora.</li> </ol>
<b>Timeline:</b>	2022

**Information sharing**

The following specific projects shall be implemented:

<b>Project: A</b>	Maintenance/dissemination of the Maritime Data Catalogue and fostering the sharing of different datatypes across Coast Guard Function / User Communities
<b>Objectives:</b>	<ol style="list-style-type: none"> <li>1) Ensure the relevance of the Maritime Data Catalogue and associated datasheets by maintaining its quality and incorporating updates/additions as appropriate, following feedback from the Member States and EU Agencies gathered in 2021.</li> <li>2) Create an interactive online version of the Maritime Data Catalogue, including assessing the preparation of links to the points of contact for requesting access to data.</li> <li>3) Assess the feasibility of publishing a public version of the Maritime Data Catalogue.</li> <li>4) Share the Maritime Data Catalogue with the CISE Transition project.</li> <li>5) Hold a dedicated session at the (Inter-Agency) Annual European Coast Guard Event/relevant event with Member States which fosters awareness and utilisation of the different datasets available via the different Agencies.</li> <li>6) Consider potential interagency participation with Member States within, for example, the framework of the annual ECGFF exercise (either tabletop or at sea) to foster "hands on" understanding of the operational usage of different information sources.</li> </ol>
<b>Timeline:</b>	2022
<b>Contribution from Member State authorities:</b>	<ol style="list-style-type: none"> <li>1) Provide input on potential improvements to the Maritime Data Catalogue.</li> <li>2) Provide points of contact for authorising data access.</li> <li>3) Consultation on data elements that could be made available publicly.</li> <li>4) Participation of Member States in the Annual European Coast Guard Event &amp; relevant workshop/exercise.</li> </ol>

**Surveillance and communication services**

The following specific projects shall be implemented:

<b>Project: B</b>	Development of a roadmap to implement satellite-based services identified by the Member States in support of Coast Guard Functions
<b>Objectives:</b>	<ol style="list-style-type: none"> <li>1) Organise a workshop to discuss with Member States the prioritisation of potential improvements and high-level user requirements of earth observation/satellite-based services identified in the 2021 questionnaire.</li> <li>2) Prepare a report on the priorities of Member States and propose a roadmap for potential implementation of the requirements identified.</li> </ol>
<b>Timeline:</b>	2022

<b>Contribution from Member State authorities:</b>	1) Provide feedback on what requirements should be prioritised.
--	---

<b>Project: C</b>	Strengthen sharing of data from surveillance assets between EFCA, FRONTEX and EMSA.
<b>Objectives:</b>	Assess the existing surveillance data portfolio and its exploitation to identify new requirements, synergies and redundancies related to: <ol style="list-style-type: none"> <li>1) Share manned aircraft/RPAS and other video streams/data centre capabilities among Agencies and with MS aerial operations.</li> <li>2) Integrate AIS collected during all Agency airborne and vessel-based surveillance missions into EMSA systems for consumption by end users of the 3 Agencies' services.</li> </ol>
<b>Timeline:</b>	2021-2022
<b>Contribution from Member State authorities:</b>	1) Benefit from improvements in AIS data coverage subject to access rights.

<b>Project: D</b>	Mapping of information exchange standards between different Coast Guard Communities
<b>Objectives:</b>	Based on the datasets described in the Maritime Data Catalogue and exchanged in EU level systems including CISE, EUROSUR (including Specific Situational Pictures), FIS, IMS and SSN and in an effort to avoid duplication to establish and maintain maritime awareness pictures, TSC1 will: <ol style="list-style-type: none"> <li>1) Identify and map standards for maritime information exchange.</li> <li>2) Identify commonalities and variations between standards.</li> </ol>
<b>Timeline:</b>	2022
<b>Contribution from Member State authorities:</b>	1) Updates to the Maritime Data Catalogue as per contributions from Member States under Project A and impacting on Project D.

### **Capacity building**

The following specific projects shall be implemented:

<b>Project: E</b>	Handbook on European Cooperation on Coast guard Functions
<b>Objective:</b>	Further develop and update the Handbook on European Cooperation on Coast guard Functions (the "Handbook") as a valuable document and online portal for the Member States authorities. Tasks: <ol style="list-style-type: none"> <li>1. Develop and maintain as needed the content of the Handbook, in coordination with the European Commission.</li> <li>2. Cooperate with Member States on the updating of the individual country factsheets.</li> <li>3. Make accessible to Member States an electronic version of the Handbook through an online platform.</li> </ol>
<b>Timeline:</b>	2022 – 2025
<b>Contribution from Member States authorities:</b>	1) Feedback related to the implementation of the online portal for the Handbook. 2) Feedback on possible further developments of the Handbook. 3) Update of country factsheets.

<b>Project: F</b>	Cross-sector training and capacity building
<b>Objectives and tasks:</b>	<p>1) Offer joint cross-sectoral training to Member State national authorities: Task: To develop or implement as relevant joint cross-sector training for items such as:</p> <ol style="list-style-type: none"> <li>1. Search and Rescue</li> <li>2. Fishing vessels safety/fisheries control rules</li> <li>3. Maritime Surveillance related topics</li> </ol> <p>2) To foster a coast guard exchange programme and to promote the Coast Guard Sectoral Qualifications Framework (SQF). Tasks:</p> <ol style="list-style-type: none"> <li>1. To define, after feasibility analysis, a staff exchange programme for Member States authorities on cross-sectoral training activities including training and on the job exchanges.</li> <li>2. To raise awareness and promote the exchange of experience on the implementation of the voluntary Coast Guard SQF at national and at EU level.</li> </ol> <p>3) To update the mapping of Training activities in Third Countries offered by each Agency.</p>
<b>Timeline:</b>	2022 (multiannual, follow up work from 2021)
<b>Contribution from Member States authorities:</b>	<ol style="list-style-type: none"> <li>1) Member States authorities to participate in the identification of needs, offer training and on the job exchanges opportunities.</li> <li>2) Member States authorities to cooperate on the promotion and, as adequate, implementation of the voluntary Coast Guard SQF.</li> </ol>

### **Risk Analysis**

The following specific project shall be implemented:

<b>Project: G</b>	Cross-sector risk analysis
<b>Objectives and Tasks:</b>	<p>1) Follow up of the survey to identify potential support to Member States authorities carrying out coast guard functions on cross-sector risk analysis/assessments needs: Tasks:</p> <ol style="list-style-type: none"> <li>1. Assessment of Member States' needs raised through 2021 dedicated survey.</li> <li>2. Following result point 1, to develop potential related cross sectorial risk analysis/assessment methodologies to be used in different European sea basins and deliver a common report for specific areas and/or sea basins in coordination with TSC3 MMO project.</li> </ol>
<b>Timeline:</b>	2022
<b>Contribution from Member States authorities:</b>	<ol style="list-style-type: none"> <li>1) Feedback on new cross-sector risk analysis needs.</li> </ol>

### **Capacity sharing**

The following specific projects shall be implemented:

<b>Project: H</b>	Multipurpose Maritime Operations
<b>Objectives:</b>	To implement the MMO(s) agreed by TWA Steering Committee in the European sea basin, upon Member States' or Agencies request and following the generic modalities.

<b>Tasks:</b>	<ol style="list-style-type: none"> <li>1) Keep updated the generic modalities and prepare specific modalities for multipurpose maritime operations (MMO) implemented by the EU agencies established by the Steering committee.</li> <li>2) Identify potential areas and periods of interest for the implementation of MMO, taking into consideration the availability of multipurpose capacities of the three Agencies, in those areas in such periods, and considering Member States' needs through a dedicated consultation.</li> <li>3) Implement a MMO in the Black Sea in accordance with the general modalities for multipurpose maritime operations (MMO) based on the decision of the Steering committee.</li> <li>4) Assess European Coast Guard Functions Officer's support provided in the frame of MMOs and possible way forward.</li> </ol>
<b>Timeline:</b>	2022 Possible areas/period of interest to be identified by June 2022 for the endorsement of the Steering committee for 2023.
<b>Contribution from Member States authorities:</b>	Generic modalities: Through AECGE, dedicated survey and feedback from Member States involved in previous MMO.

<b>Project: I</b>	Mapping of the Agencies' assets deployment in support of Member States
<b>Objectives:</b>	Develop and update a mapping of the agencies' assets deployment in the Member States or for the benefit of operational activities coordinated by agencies
<b>Tasks:</b>	1) Each Agency to provide regularly updated information of their assets deployed in EU sea basins.
<b>Timeline:</b>	2022 (Multiannual)
<b>Contribution from Member States authorities:</b>	N/A

## 7.2 EFCA SLA (72100)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 2b		
<b>Project financed activity</b>	EFCA SLA		
<b>Funding source</b>	EFCA		
<b>Time frame</b>	Annual perspective due to the indefinite duration of the SLA		
<b>Expenditure 2022</b>	Approximately 250,000 € expected		
<b>STAFF</b>	No extra staff		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Integrated Maritime Services</b>	percentage per year availability to EFCA	99.74%	99%
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 Sustainability	1. Support the development and implementation of relevant EU and international climate and environmental legislation	1, 2, 3,	
	5. Prepare for response to new, evolving and diversified environmental challenges	2, 3	
 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	
	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	
	25. Support Search & Rescue efforts of Member States (sharing of VMS data)	1, 3	
<b>EMSA as Service provider</b>	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,	
<b>EMSA as a reliable partner</b>	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3,	
<b>Outputs 2022</b>			
1. Provision of integrated maritime services to support fisheries monitoring and control operations under the existing EFCA-EMSA SLA framework.			
2. Further improvement of integrated maritime services to support fisheries monitoring and control operations.			
3. Sharing of operational capacities.			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
EMSA 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, and EFCA VMS data transmitted by EFCA is integrated in the Integrated Maritime Services (IMS).			
Earth observation services provided to EFCA under the Copernicus Maritime Services to support fisheries monitoring and control operations in particular operations coordinated by EFCA (see chapter 2.3) are also fused and shared through the IMS interfaces.			
Following a major development step completed in 2021, IMS services provided for fisheries monitoring and control will be further enhanced in 2022 for the benefit of EFCA and Member States fishery control activities. In particular, automatic exchange of			

information between EMSA and EFCA ship databases should provide consolidated ship detail information to fisheries control authorities and improve the reliability and completeness of fishery vessel details for the benefit of all maritime authorities.

### 7.3 FRONTEX SLA (72000)

<b>Legal basis</b>	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)		
<b>Project financed activity</b>	Frontex SLA		
<b>Funding source</b>	Frontex		
<b>Time frame / envelope</b>	Annual perspective due to the indefinite duration of the SLA		
<b>Expenditure 2022</b>	9,400,000 € expected		
<b>STAFF</b>	9 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Frontex Service platform</b>	percentage per year availability to Frontex	99.83%	99%
<b>Frontex Service platform</b>	hours maximum continuous downtime of Frontex service platform	n/a	<12h
<b>Frontex operational exercises</b>	minimum number of exercises EMSA participates in	2	2
<b>Strategic priorities</b>	<b>Strategic objectives</b>	<b>Contributing outputs</b>	
 Security	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	
 Surveillance	21. Continue improving functionality and efficiency of the EU maritime traffic monitoring and information system	1, 2, 4, 5	
	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	
	25. Support Search & Rescue efforts of Member States	2, 4, 5	
<b>Service provider</b>	29. Expand information services to analyse data and identify trends and risks to support safety, security and sustainability	1, 2	
<b>Reliable partner</b>	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	
	32. Seek synergies with complementary EU bodies and communities to add more value for the EU	1, 2, 3, 4, 5	

<b>Knowledge hub</b>	35. Support innovation and development of new technologies	2, 3
<b>Outputs 2022</b>		
<ol style="list-style-type: none"> <li>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.</li> <li>2. Further develop Integrated Maritime Services to Frontex and their end users, including tools for maritime risk assessment.</li> <li>3. Continue implementing the Incidental Sightings of Potential Marine Pollution procedure established between Frontex and EMSA sharing incidents with Member States through the CleanSeaNet service.</li> <li>4. Provide operational and training support to users under the existing Frontex-EMSA SLA framework.</li> <li>5. Tailor made EMSA Earth Observation services and RPAS services will continue to be provided to Frontex upon request.</li> </ol>		
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>		
<p>Integrated Maritime Services are offered to Frontex in accordance with their user requirements and their end users in Member States.</p> <p>Enhancing the exchange of information and cooperation on coast guard functions, including by analysing operational challenges and emerging risks assessment in the maritime border control activities.</p> <p>Eliciting, developing and/or delivering maritime related risk analysis products.</p> <p>Building capacity by drawing up guidelines and recommendations.</p> <p>Contributing to existing and 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.</p> <p>EMSA plans and acquires tailor made Earth observation services in support of Frontex operations. Under the wider Coast Guard cooperation framework, Earth Observation products acquired under the CleanSeaNet and Copernicus Maritime Surveillance services are also shared for free with Frontex. Frontex is associated to RPAS multipurpose surveillance operations involving Border Control authorities.</p>		

#### 7.4 COMMUNICATION (60000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
<b>CA</b>	1,208,051		
<b>PA</b>	1,208,051		
<b>STAFF</b>	3 AD, 2.25 AST, 1 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Publications</b>	number of publications/leaflets/brochures produced per year	19	18
<b>Outputs 2022</b>			
<ol style="list-style-type: none"> <li>1. Implement the new communication strategy for 2020-2025 with a view to building up effective communication practices and applying these in a cost-effective way.</li> <li>2. Increase visibility of the Agency, ensuring that EMSA's mission and activities are well known among targeted audiences and information multipliers.</li> <li>3. Further promote the Agency's activities in its host country.</li> <li>4. Increase the social media presence of EMSA.</li> <li>5. Support the promotion of the 5-year strategy in each of the different priority areas and roles.</li> <li>6. Increase the multilingualism of EMSA communication products</li> <li>7. Organising a main conference in 2022, marking the 20th anniversary of EMSA.</li> <li>8. Further promote the Agency at national level (EU, EFTA, IPA, ENP) with targeted local engagements and activities.</li> </ol>			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
<ol style="list-style-type: none"> <li>1. Clear, concise and reliable information shared across multiple channels, enabling all interested parties to follow the Agency's activities.</li> <li>2. By providing selected set of information in all EU official languages the Agency will increase its visibility at national level.</li> </ol>			

### 7.5 MISSIONS AND EVENTS SUPPORT (65000)

<b>Legal basis</b>	Regulation (EC) N° 1406/2002 as amended, Art. 4 and 7		
<b>CA</b>	1,215,426		
<b>PA</b>	1,215,426		
<b>STAFF</b>	2 AST, 3.75 CA		
<b>Performance Indicators (PI)</b>		<b>Result 2020</b>	<b>Target 2022</b>
<b>Events support</b>	total number of meetings/workshops organised by EMSA per year	85 <sup>37</sup>	80
	total number of participants at EMSA meetings/workshops per year	2046	2000
<b>Outputs 2022</b>			
<ol style="list-style-type: none"> <li>1. Support the organisation of events/meetings (face-to-face, online and hybrid) in the Agency.</li> <li>2. Ensure state-of-the-art technical solutions for online and hybrid meetings.</li> <li>3. Ensure timely reimbursement of external participants to EMSA's events.</li> <li>4. Ensure the organisation and reimbursement of missions of EMSA staff.</li> </ol>			
<b>Added value 2022 TANGIBLE BENEFITS FOR STAKEHOLDERS</b>			
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.			

<sup>37</sup> Virtual meetings assisted by the Events team.

## 8. Executive and corporate services

### 8.1 EXECUTIVE AND CORPORATE SERVICES (61000, 62000, 63000, 66000)<sup>38</sup>

Legal basis		Regulation (EC) N° 1406/2002 as amended, Art. 5, 6, 13.7, 15, 18 and 19	
<b>STAFF</b>			
<b>Management, quality and greening</b>		11.25 AD, 6.75 AST, 1.25 CA	
<b>Human resources, implementation of the Seat Agreement &amp; document management</b>		4 AD, 4 AST, 7.75 CA	
<b>Facilities and logistics</b>		1.25 AD, 2 CA	
<b>Legal and Finance</b>		4.5 AD, 6 AST, 2.25 CA	
Performance Indicators (PI)		Result 2020	Target 2022
<b>Planning</b>	Implementation of the Work Programme	Assessed through the CAAR 2020	as close as possible to full implementation
<b>Budget</b>	execution rate commitment appropriations	98.89%	as close as possible to 100% and in any case above 95%
	execution rate payment appropriations	96.08%	as close as possible to 100% and in any case above 95%
<b>Audits</b>	ECA recommendations implemented in time	100%	as close as possible to 100%
	IAS recommendations implemented in time	100%	as close as possible to 100%
<b>Quality</b>	QMS certification maintained	n/a	valid QMS certificate
<b>Greening</b>	Number of greening projects implemented	n/a	3
	EMAS registration maintained	n/a	EMAS registration maintained
<b>Establishment plan</b>	execution rate establishment plan	97.64%	as close as possible to 100% and in any case above 95%
<b>Outputs 2022</b>			
<b>Management, quality &amp; greening</b>			
<ol style="list-style-type: none"> <li>1. Implementation of EMSA's multi-annual strategy.</li> <li>2. Establishment and implementation of the budget of the Agency.</li> <li>3. Preparation of the meetings of the Administrative Board, decisions, minutes.</li> <li>4. Planning and reporting on activities and budget including preparation of the Single Programming Document, the Consolidated Annual Activity Report and the Financial Statement.</li> <li>5. Regular monitoring of ongoing projects, budget execution and implementation of the annual work programme.</li> <li>6. Providing budget follow-up including execution of transfers.</li> <li>7. Providing and further developing budget planning and management tools.</li> <li>8. Implementing an Internal Control Framework (ICF) and assessment of the ICF.</li> <li>9. Implementation and certification of EMSA Quality Management System.</li> <li>10. Planning and implementing measures for improvement of the environmental aspects of all the Agency's activities.</li> <li>11. Implementing EMSA Environment Management System and EMSA registration within EU Eco-Management and Audit Scheme (EMAS).</li> </ol>			

<sup>38</sup> Financial resources distributed across the activities.

### **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. Implementation and management 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 Plan and its 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 to ensure business continuity.
14. Management of the day-to-day of EMSA staff, including payroll, management of staff files, staff helpdesk, schooling issues, etc.

### **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. Drafting and implementing internal security framework in respect of inter alia EUCI.
6. 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.

### **Facilities & logistics**

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

### **Added value 2022 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 dedicated staff.

The EMSA QMS ensures that stakeholders' needs, and expectations are fulfilled and EMSA services are provided with high level of quality.

Maintaining EMSA registration within the EU Eco-Management and Audit Scheme (EMAS) will be an evidence of implementation of environmental management and continuous improvement within the Agency.

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 upskilled 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 plan in place the Agency aims at having a more gender balanced workforce and to contribute overall to improve women's' representation in the maritime industry.

As a public body, EMSA processes need to be compliant with the regulatory framework of the EU. The Corporate Services provide the necessary support to the Agency to ensure compliance with the different rules in place.

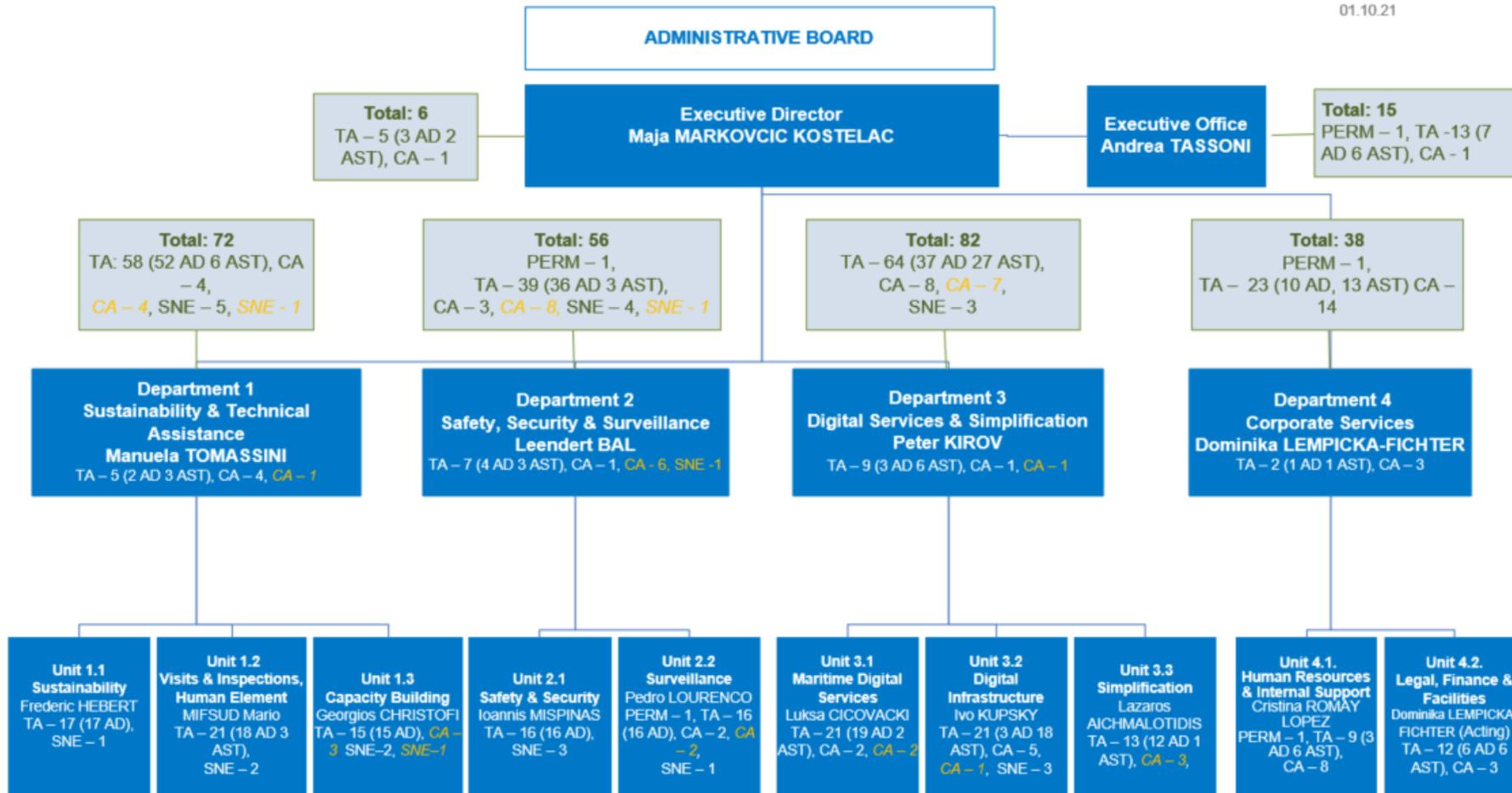
An efficient performance in all legal and financial processes contributes to and facilitates the execution of the annual work programme of the Agency by ensuring regularity and legality of all operations.

Proper functioning of the premises contributes positively to the efficiency and well-being of the Agency's staff and facilitates the different trainings and meetings with external experts.

## Annexes

Annex I. Organisation chart

01.10.21



\*Project Financed Contract Agents and SNE

## Annex II. Resources per Activity 2021 - 2024

ABB	List of activities	2021				2022				2023				2024			
		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	RPAS	9.00	1.00	18,290,353	17,847,976	9.00	1.00	13,746,259	14,223,449	9.00	1.00	14,022,523	14,509,301	9.00	1.00	14,301,975	14,798,455
21030	SafeSeaNet	5.50	0.25	1,556,927	1,344,000	6.50	0.25	2,053,075	2,100,908	6.50	0.25	2,094,336	2,153,855	6.50	0.25	2,136,074	2,185,841
21040	EMSW	2.50	1.25	1,044,797	785,552	1.50	0.25	389,611	390,307	1.50	0.25	397,441	400,172	1.50	0.25	405,362	406,086
21050	eCertification	-	-	-	-	0.75	-	416,553	295,893	0.75	-	424,925	303,546	0.75	-	433,393	307,855
22000	LRIT	4.75	0.25	3,178,259	2,894,476	4.00	0.25	2,412,196	2,415,976	4.00	0.25	2,460,675	2,479,037	4.00	0.25	2,509,713	2,513,646
24000	Maritime Support Services	1.00	9.00	1,433,184	1,448,184	1.00	10.25	1,585,865	1,618,141	1.00	10.25	1,617,737	1,650,662	1.00	10.25	1,649,976	1,683,557
31000	Classification Societies	9.75	1.25	2,189,835	2,189,835	9.75	1.25	2,212,789	2,212,789	9.75	1.25	2,257,260	2,257,260	9.75	1.25	2,302,245	2,302,245
32000	Seafarer Training and Certification	6.50	1.50	1,582,777	1,637,407	6.25	1.25	1,537,461	1,537,461	6.25	1.25	1,568,360	1,568,360	6.25	1.25	1,599,615	1,599,615
33000	Visits to Member States	6.25	1.75	1,448,441	1,448,441	6.25	1.50	1,430,531	1,430,531	6.25	1.50	1,459,281	1,459,281	6.25	1.50	1,488,363	1,488,363
34000	Maritime Security	4.25	2.00	1,145,770	1,120,270	4.75	2.00	1,198,099	1,197,362	4.75	2.00	1,222,178	1,221,426	4.75	2.00	1,246,534	1,245,767
35000	Analytics and research	4.25	-	815,047	815,047	4.50	0.25	933,674	932,845	4.50	0.25	952,438	951,593	4.50	0.25	971,419	970,557
36000	Human element	1.25	-	458,134	358,134	1.00	-	422,540	322,540	1.00	-	431,032	329,022	1.00	-	439,622	335,579
42000	Accident investigation	2.75	1.00	792,211	774,210	2.75	1.00	1,328,163	927,261	2.75	1.00	1,354,856	945,898	2.75	1.00	1,381,856	964,747
43000	Capacity Building and EMSA Academy	10.75	2.50	3,759,962	4,009,249	10.50	3.00	3,696,165	3,902,656	10.50	3.00	3,770,448	3,981,089	10.50	3.00	3,845,589	4,060,427
44000	Maritime Safety	12.75	1.00	4,131,472	3,221,355	14.00	1.00	3,817,978	4,259,630	14.00	1.00	3,894,709	4,345,237	14.00	1.00	3,972,326	4,431,833
45000	Maritime Digital Services	35.00	0.25	15,105,214	14,114,414	35.25	0.50	14,205,023	15,044,997	35.25	0.50	14,490,507	14,791,793	35.25	0.50	14,779,285	15,653,217
46000	Prevention of Pollution	8.00	1.00	2,516,165	2,117,165	7.50	0.75	1,897,046	1,984,556	7.50	0.75	1,935,172	2,024,440	7.50	0.75	1,973,737	2,064,785
51000	Operational Pollution Response	11.00	3.00	15,842,618	18,510,871	11.25	3.00	18,070,418	18,370,104	11.25	3.00	18,433,586	19,265,908	11.25	3.00	18,800,945	19,112,747
52000	Satellite based Services and Innovation	12.50	-	7,654,915	8,309,495	12.75	-	12,911,162	11,097,202	12.75	-	13,170,643	11,320,227	12.75	-	13,433,118	11,545,825
60000	Communication	5.25	1.00	1,193,804	1,193,804	5.25	1.00	1,208,051	1,208,051	5.25	1.00	1,232,330	1,232,330	5.25	1.00	1,256,889	1,256,889
65000	Missions and Events Support	1.75	5.00	1,039,130	1,039,130	2.00	3.75	1,215,426	1,215,426	2.00	3.75	1,239,853	1,239,853	2.00	3.75	1,264,562	1,264,562
61000	Management, quality & greening	20.25	1.00	Financial resources distributed across the activities		18.00	1.25	Financial resources distributed across the activities		18.00	1.25	Financial resources distributed across the activities		18.00	1.25	Financial resources distributed across the activities	
62000	Human resources, implementation of the Seat Agreement & document management	9.00	8.00			8.00	7.75			8.00	7.75			8.00	7.75		
63000	Facilities & logistics	1.25	2.00			1.25	2.00			1.25	2.00			1.25	2.00		
64000	ICT Operations	17.25	2.00			17.75	2.50			17.75	2.50			17.75	2.50		
66000	Legal & finance	9.50	2.00			10.50	2.25			10.50	2.25			10.50	2.25		
75000	Copernicus staff financed by the EMSA subsidy	-	3.00			-	-			-	-			-	-		
<b>SUBTOTALS</b>		<b>212.00</b>	<b>51.00</b>			<b>212.00</b>	<b>48.00</b>			<b>212.00</b>	<b>48.00</b>			<b>212.00</b>	<b>48.00</b>		
<b>TOTAL</b>		<b>263.00</b>		<b>85,179,015</b>	<b>85,179,015</b>	<b>260.00</b>		<b>86,688,085</b>	<b>86,688,085</b>	<b>260.00</b>		<b>88,430,290</b>	<b>88,430,290</b>	<b>260.00</b>		<b>90,192,598</b>	<b>90,192,598</b>

- Figures are based on the staff and budget proposed for the draft budget 2022 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 Commission proposal for the Multiannual Financial Framework 2021-2027 as a basis.

- 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 2021 only, the 3 Contract Agents for the project-financed activity Copernicus but financed by the EMSA Budget are treated as indirect staff.
- In line with the respective budget ceilings, 2023 and 2024 appropriations are derived by extrapolating 2022 appropriations in proportion to the variance between the base year 2022 budget ceiling and the budget ceilings of the target years 2023 and 2024. The human resource allocation per ABB for 2023 and 2024 is based on the planning for 2022 and is therefore indicative.

## Annex III. Financial Resources

Table 1: Revenue

### General revenue

REVENUES	2021		2022	
	Initial Budget		Budget Forecast	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
EU contribution	82,620,000	82,620,000	84,272,400	84,272,400
Other Revenue	2,559,015	2,559,015	2,415,685	2,415,685
<b>TOTAL REVENUES</b>	<b>85,179,015</b>	<b>85,179,015</b>	<b>86,688,085</b>	<b>86,688,085</b>

### Commitment Appropriations

REVENUE	General Revenues						
	Executed Budget 2020	Initial Budget 2021	Draft Budget 2022		VAR 2022/2021 (%)	Envisaged 2023	Envisaged 2024
			Agency request	Budget forecast			
<b>1 REVENUE FROM FEES AND CHARGES</b>	190,300	300,000	250,000	250,000	-16.67%	250,000	250,000
<b>2 EU CONTRIBUTION</b>	77,218,894	82,620,000	84,300,000	84,272,400	2.00%	85,957,848	87,677,005
- Of which assigned revenues deriving from previous years' surpluses	6,029,204	2,286,114	1,575,800	1,575,800	-31.07%	1,000,000	1,000,000
<b>3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)</b>	1,744,147	2,169,015	2,233,553	2,075,685	-4.30%	2,132,442	2,175,593
- Of which EEA/EFTA (excl. Switzerland)	1,744,147	2,169,015	2,233,553	2,075,685	-4.30%	2,132,442	2,175,593
- Of which candidate countries				-			
<b>4 OTHER CONTRIBUTIONS<sup>39</sup></b>	50,148	90,000	90,000	90,000	0.00%	90,000	90,000
<b>5 ADMINISTRATIVE OPERATIONS</b>							
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							
<b>6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT<sup>40</sup></b>	30,774,265	p.m.	p.m.	p.m.		p.m.	p.m.
<b>7 CORRECTION OF BUDGETARY IMBALANCES</b>							
<b>TOTAL</b>	<b>109,977,753</b>	<b>85,179,015</b>	<b>86,873,553</b>	<b>86,688,085</b>	<b>1.77%</b>	<b>88,430,290</b>	<b>90,192,598</b>

<sup>39</sup> Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

<sup>40</sup> 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).

REVENUE	Additional EU funding: grant, contribution and service-level agreements						
	Executed Budget 2020	Initial Budget 2021	Draft Budget 2022		VAR 2022/2021 (%)	Envisaged 2023	Envisaged 2024
			Agency request	Budget forecast			
Contribution agreements (FFR Art. 7)	15,773,511	-	-	13,340,000	%	-	-
Grant agreements (FFR Art. 7)	5,160,388	2,900,000	2,000,000	2,000,000	-31.03%	-	-
Service level agreements (FFR Art. 43)	8,945,676	10,100,000	10,100,000	10,100,000	0.00%	10,100,000	10,100,000
Other external assigned revenue	894,689	650,000	450,000	450,000	-30.77%	450,000	450,000
<b>TOTAL</b>	<b>30,774,265</b>	<b>13,650,000</b>	<b>12,550,000</b>	<b>25,890,000</b>	<b>-8.06%</b>	<b>10,550,000</b>	<b>10,550,000</b>

### Payment Appropriations

REVENUE	General Revenues						
	Executed Budget 2020	Initial Budget 2021	Draft Budget 2022		VAR 2022/2021 (%)	Envisaged 2023	Envisaged 2024
			Agency request	Budget forecast			
<b>1 REVENUE FROM FEES AND CHARGES</b>	190,300	300,000	250,000	250,000	-16.67%	300 000	250,000
<b>2 EU CONTRIBUTION</b>	76,075,027	82,620,000	84,300,000	84,272,400	2.00%	78 435 339	85,957,848
- Of which assigned revenues deriving from previous years' surpluses	6,029,204	2,286,114	1,575,800	1,575,800	-31.07%	961 831	1,000,000
<b>3 THIRD COUNTRIES CONTRIBUTION (incl. EEA/EFTA and candidate countries)</b>	1,716,123	2,169,015	2,233,553	2,075,685	-4.30%	1 905 212	2,132,442
- Of which EEA/EFTA (excl. Switzerland)	1,716,123	2,169,015	2,233,553	2,075,685	-4.30%	1 905 212	2,132,442
- Of which candidate countries							-
<b>4 OTHER CONTRIBUTIONS<sup>41</sup></b>	24,000	90,000	90,000	90,000	0.00%	90 000	90,000
<b>5 ADMINISTRATIVE OPERATIONS</b>							-
- Of which interest generated by funds paid by the Commission by way of the EU contribution (FFR Art. 58)							-
<b>6 REVENUES FROM SERVICES RENDERED AGAINST PAYMENT<sup>42</sup></b>	20,002,212	p.m.	p.m.	p.m.			p.m.
<b>7 CORRECTION OF BUDGETARY IMBALANCES</b>							-
<b>TOTAL</b>	<b>98,007,661</b>	<b>85,179,015</b>	<b>86,873,553</b>	<b>86,688,085</b>	<b>1.77%</b>	<b>80 730 551</b>	<b>88,430,290</b>

<sup>41</sup> Internal assigned revenue (C4 funds) included for revenue received in the past and for future revenue that is certain.

<sup>42</sup> 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).

REVENUE	Additional EU funding: grant, contribution and service-level agreements						
	Executed Budget 2020	Initial Budget 2021	Draft Budget 2022		VAR 2022/2021 (%)	Envisaged 2023	Envisaged 2024
			Agency request	Budget forecast			
Contribution agreements (FFR Art. 7)	10,942,771	-	-	13,340,000		-	-
Grant agreements (FFR Art. 7)	2,768,168	2,900,000	2,000,000	2,000,000	-31.03%	-	-
Service level agreements (FFR Art. 43)	5,768,612	10,100,000	10,100,000	10,100,000	0.00%	10,100,000	10,100,000
Other external assigned revenue	522,661	650,000	450,000	450,000	-30.77%	450,000	450,000
<b>TOTAL</b>	<b>20,002,212</b>	<b>13,650,000</b>	<b>12,550,000</b>	<b>25,890,000</b>	<b>-8.06%</b>	<b>10,550,000</b>	<b>10,550,000</b>

Table 2: Expenditure

EXPENDITURE	2021		2022	
	Commitment appropriations	Payment appropriations	Commitment appropriations	Payment appropriations
Title 1 Staff Expenditure	28,877,000	28,877,000	29,158,000	29,158,000
Title 2 Infrastructure & Operating Expenditure	4,687,620	4,687,620	5,075,883	5,075,883
Title 3 Operational Expenditure	51,614,395	51,614,395	52,454,202	52,454,203
Title 4 Project Financed Actions		p.m.	p.m.	p.m.
<b>TOTAL EXPENDITURE</b>	<b>85,179,015</b>	<b>85,179,015</b>	<b>86,688,085</b>	<b>86,688,085</b>

Expenditure	Commitment Appropriations						
	Executed Budget 2020	Initial Budget 2021	Draft Budget 2022		VAR 2022/2021 (%)	Envisaged in 2023	Envisaged in 2024
			Agency request	Budget forecast			
<b>Title 1 - Staff expenditure</b>	<b>27,349,777</b>	<b>28,877,000</b>	<b>29,383,000</b>	<b>29,158,000</b>	0.97%	<b>29,726,500</b>	<b>30,322,342</b>
11 Salaries & allowances	25,233,610	27,012,000	27,507,000	27,317,000	1.13%	27,854,500	28,412,230
- Of which establishment plan posts	22,693,592	24,186,000	24,623,000	24,615,000	1.77%	25,100,500	25,600,722
- Of which external personnel	2,540,018	2,826,000	2,884,000	2,702,000	-4.39%	2,754,000	2,810,920
12 Expenditure relating to Staff recruitment	386,464	438,000	375,000	375,000	-14.38%	381,000	389,100
Employer's pension contributions							
13 Mission expenses	24,200	95,000	97,000	77,000	-18.95%	78,000	80,000
14 Socio-medical infrastructure	59,732	35,000	86,000	71,000	102.86%	72,000	73,500
15 Training	199,020	240,000	240,000	240,000	0.00%	244,000	249,000
16 Social welfare	1,167,000	700,000	714,000	714,000	2.00%	728,000	742,600
17 Receptions events and representation	4,813	33,000	34,000	34,000	3.03%	34,000	34,700
18 External Services	274,938	324,000	330,000	330,000	1.85%	335,000	341,800
Other Staff related expenditure							
<b>Title 2 - Infrastructure and operating expenditure</b>	<b>5,270,495</b>	<b>4,687,620</b>	<b>4,989,675</b>	<b>5,075,883</b>	8.28%	<b>5,155,943</b>	<b>5,258,393</b>
20 Rental of buildings and associated costs	3,707,213	3,664,935	3,813,796	3,833,451	4.60%	3,811,451	3,887,186
21 Information communication technology and data processing	914,258	688,277	748,581	827,798	20.27%	907,198	925,224
22 Movable property and associated costs	426,060	36,000	98,000	43,000	19.44%	43,160	44,018
23 Current administrative expenditure	120,320	108,500	110,000	110,000	1.38%	122,100	124,526
24 Postage / Telecommunications	91,156	78,908	84,298	126,634	60.48%	137,034	139,757
25 Meeting expenses	11,489	111,000	135,000	135,000	21.62%	135,000	137,682
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
<b>Title 3 - Operational expenditure</b>	<b>46,583,217</b>	<b>51,614,395</b>	<b>52,500,878</b>	<b>52,454,202</b>	1.63%	<b>53,547,847</b>	<b>54,611,863</b>
31 Sustainability	24,828,484	21,232,000	24,244,988	24,568,362	15.71%	26,578,150	27,106,269
32 Surveillance	10,039,702	13,456,488	13,033,548	12,768,318	-5.11%	12,270,000	12,513,809
33 Safety & Security	1,779,688	3,098,000	3,025,000	3,118,864	0.67%	2,993,000	3,052,472
34 Digitalisation & Simplification	8,694,099	11,616,352	10,026,787	9,852,553	-15.18%	9,619,142	9,810,278
35 Technical & Op. Assistance	941,085	1,724,000	1,702,000	1,647,550	-4.43%	1,589,000	1,620,574
36 Strategic Support	300,158	487,555	468,555	498,555	2.26%	498,555	508,461
<b>Traditional Titles 1, 2 &amp; 3</b>	<b>79,203,488</b>	<b>85,179,015</b>	<b>86,873,553</b>	<b>86,688,085</b>	1.77%	<b>88,430,290</b>	<b>90,192,598</b>
<b>Title 4 - Project Financed Activities</b>	<b>30,774,265</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>			
41 Maritime Information Services	2,917,691	p.m.	p.m.	p.m.			

42 Assistance to Candidate and ENP Countries	2,294,810	p.m.	p.m.	p.m.			
43 Surveillance SLAs	8,945,676	p.m.	p.m.	p.m.			
44 CleanSeaNet Services to Third Parties	594	p.m.	p.m.	p.m.			
45 COPERNICUS	15,721,398	p.m.	p.m.	p.m.			
46 EQUASIS	604,615	p.m.	p.m.	p.m.			
47 THETIS Modules	255,973	p.m.	p.m.	p.m.			
49 Miscellaneous	33,507	p.m.	p.m.	p.m.			
<b>TOTAL</b>	<b>109,977,753</b>	<b>85,179,015</b>	<b>86,873,553</b>	<b>86,688,085</b>	<b>1.77%</b>	<b>88,430,290</b>	<b>90,192,598</b>

Expenditure	Payment Appropriations						
	Executed Budget 2020	Initial Budget 2021	Draft Budget 2022		VAR 2022/2021 (%)	Envisaged in 2023	Envisaged in 2024
			Agency request	Budget forecast			
<b>Title 1 - Staff expenditure</b>	<b>27,010,861</b>	<b>28,877,000</b>	<b>29,383,000</b>	<b>29,158,000</b>	0.97%	<b>29,726,500</b>	<b>30,322,342</b>
11 Salaries & allowances	25,201,261	27,012,000	27,507,000	27,317,000	1.13%	27,854,500	28,412,230
- Of which establishment plan posts	22,693,007	24,186,000	24,623,000	24,615,000	1.77%	25,100,500	25,600,722
- Of which external personnel	2,508,254	2,826,000	2,884,000	2,702,000	-4.39%	2,754,000	2,810,920
12 Expenditure relating to Staff recruitment	286,019	438,000	375,000	375,000	-14.38%	381,000	389,100
Employer's pension contributions							
13 Mission expenses	20,057	95,000	97,000	77,000	-18.95%	78,000	80,000
14 Socio-medical infrastructure	26,090	35,000	86,000	71,000	102.86%	72,000	73,500
15 Training	120,030	240,000	240,000	240,000	0.00%	244,000	249,000
16 Social welfare	1,147,674	700,000	714,000	714,000	2.00%	728,000	742,600
17 Receptions events and representation	3,207	33,000	34,000	34,000	3.03%	34,000	34,700
18 External Services	206,525	324,000	330,000	330,000	1.85%	335,000	341,800
Other Staff related expenditure							
<b>Title 2 - Infrastructure and operating expenditure</b>	<b>3,724,006</b>	<b>4,687,620</b>	<b>4,989,675</b>	<b>5,075,883</b>	8.28%	<b>5,155,943</b>	<b>5,258,393</b>
20 Rental of buildings and associated costs	3,134,256	3,664,935	3,813,796	3,833,451	4.60%	3,811,451	3,887,186
21 Information communication technology and data processing	426,627	688,277	748,581	827,798	20.27%	907,198	925,224
22 Movable property and associated costs	37,705	36,000	98,000	43,000	19.44%	43,160	44,018
23 Current administrative expenditure	80,448	108,500	110,000	110,000	1.38%	122,100	124,526
24 Postage / Telecommunications	39,480	78,908	84,298	126,634	60.48%	137,034	139,757
25 Meeting expenses	5,489	111,000	135,000	135,000	21.62%	135,000	137,682
Running costs in connection with operational activities							
Information and publishing							
Studies							
Other infrastructure and operating expenditure							
<b>Title 3 - Operational expenditure</b>	<b>47,270,583</b>	<b>51,614,395</b>	<b>52,500,878</b>	<b>52,454,202</b>	1.63%	<b>53,547,847</b>	<b>54,611,863</b>
31 Sustainability	23,786,298	23,509,920	24,556,910	23,890,310	1.62%	27,624,696	28,173,610
32 Surveillance	11,776,101	13,841,413	12,772,113	12,515,155	-9.58%	11,604,258	11,834,839
33 Safety & Security	1,852,471	2,035,765	3,164,000	3,057,048	50.17%	3,128,050	3,190,206
34 Digitalisation & Simplification	8,692,222	9,766,280	9,631,980	10,651,093	9.06%	9,113,288	9,294,372
35 Technical & Op. Assistance	856,095	1,972,487	1,909,320	1,844,041	-6.51%	1,579,000	1,610,375
36 Strategic Support	307,395	488,530	466,555	496,555	1.64%	498,555	508,461
<b>Traditional Titles 1, 2 &amp; 3</b>	<b>78,005,450</b>	<b>85,179,015</b>	<b>86,873,553</b>	<b>86,688,085</b>	1.77%	<b>88,430,290</b>	<b>90,192,598</b>
<b>Title 4 - Project Financed Activities</b>	<b>20,002,212</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>			
41 Maritime Information Services	1,456,798	p.m.	p.m.	p.m.			
42 Assistance to Candidate and ENP Countries	1,361,864	p.m.	p.m.	p.m.			
43 Surveillance SLAs	5,768,612	p.m.	p.m.	p.m.			

44 CleanSeaNet Services to Third Parties	536	p.m.	p.m.	p.m.			
45 COPERNICUS	10,892,276	p.m.	p.m.	p.m.			
46 EQUASIS	399,674	p.m.	p.m.	p.m.			
47 THETIS Modules	94,352	p.m.	p.m.	p.m.			
49 Miscellaneous	28,100	p.m.	p.m.	p.m.			
<b>TOTAL</b>	<b>98,007,661</b>	<b>85,179,015</b>	<b>86,873,553</b>	<b>86,688,085</b>	<b>1.77%</b>	<b>88,430,290</b>	<b>90,192,598</b>

Table 3: Budget outturn and cancellation of appropriations

Budget outturn	2018	2019	2020
Reserve from the previous years' surplus (+)			
Revenue actually received (+)	102,934,980	95,546,076	97,845,598
Payments made (-)	-90,808,231	-97,191,122	-98,031,816
Carry-over of appropriations (-)	-25,676,576	-21,302,528	-18,978,600
Cancellation of appropriations carried over (+)	141,140	127,545	118,354
Adjustment for carry over of assigned revenue appropriation from previous year (+)	19,441,983	25,114,534	20,625,568
Exchange rate differences (+/-)	-4,092	-8,391	-3,304
Adjustment for negative balance from previous year (-)			
<b>TOTAL</b>	<b>6,029,204</b>	<b>2,286,114</b>	<b>1,575,800</b>

-

## Annex IV. Human Resources

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

### A. Statutory staff and SNE

Staff population		2020 (N-1)			2021 (N)	2022 (N+1)	2023 (N+2)	2024 (N+3)
Establishment plan posts		Authorised budget	Actually filled as of 31.12.2020 <sup>43</sup>	Occupancy rate %	Authorised staff	Envisaged staff	Envisaged staff	Envisaged staff
Officials	AD	3	3	100	3	3	3	3
	AST	0	0	N/A	0	0	0	0
	AST/SC	0	0	N/A	0	0	0	0
TA	AD	149	146	97.99	149	149	149	149
	AST	60	58	96.67	60	60	60	60
	AST/SC	0	0	N/A	0	0	0	0
<b>Total</b>		<b>212</b>	<b>207</b>	<b>97.64</b>	<b>212</b>	<b>212</b>	<b>212</b>	<b>212</b>
External staff		FTE corresponding to the authorised budget	Executed FTE as of 31.12.2020 <sup>44</sup>	Execution rate %	FTE corresponding to the authorised budget	Envisaged FTE	Envisaged FTE	Envisaged FTE
CA GFIV		20	19.70	98.5	22	24	24	21
CA GF III		9	9	100	10	8	8	5
CA GF II		19	18.17	95.63	19	18	18	18
CA GFI		2	2	100	2	2	2	2
Total CA		50	48.87	97.74	53	52	52	46
SNE		19	13.83	72.79	20	19	19	18
<b>Total External staff</b>		<b>69</b>	<b>62.70</b>	<b>90.87</b>	<b>73</b>	<b>71</b>	<b>71</b>	<b>64</b>
<b>TOTAL STAFF</b>		<b>281</b>	<b>269.70</b>	<b>95.98</b>	<b>285</b>	<b>283</b>	<b>283</b>	<b>276</b>

<sup>43</sup> Including one TA AD8 job offer sent and accepted.

<sup>44</sup> Out of which 16 CA and 1 SNE are financed from other sources as follows: 8 CA FGIV, 6 CA FGIII, 2 CA FGII and 1 SNE.

B. External staff expected to be financed from grant, contribution or service-level agreements<sup>45</sup>

Human Resources	2021	2022	2023	2024
	Envisaged FTE	Envisaged FTE	Envisaged FTE	Envisaged FTE
Contract Agents (CA)	20	22	22	16
Seconded National Experts (SNE)	2	1	1	0
<b>Total</b>	<b>22</b>	<b>23</b>	<b>23</b>	<b>16</b>

C. Other Human Resources

- Structural services providers

	Actually in place as of 31.12.2020.
IT	2
Other (specify) ....	
Other (specify) ....	

- Interim workers

	Total FTEs in 2020
Number	2.5

<sup>45</sup> 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.

Table 2: Multi-annual staff policy plan 2022, 2023 and 2024

Function group and grade	2020				2021		2022		2023		2024	
	Authorised budget		Actually filled as of 31.12.2020		Authorised budget		Envisaged		Envisaged		Envisaged	
	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA	officials	TA
AD 16	0	0	0	0	0	0	0	0	0	0	0	0
AD 15	0	1	0	0	0	1	0	1	0	1	0	1
AD 14	0	2	0	3	0	2	0	3	0	3	0	3
AD 13	1	4	1	2	1	5	1	6	1	6	1	6
AD 12	1	10	0	10	1	12	1	17	1	18	1	18
AD 11	0	17	1	12	0	20	0	20	0	22	0	22
AD 10	1	20	0	25	1	30	1	28	1	29	1	29
AD 9	0	40	0	34	0	35	0	35	0	33	0	33
AD 8	0	31	1	23	0	24	0	24	0	22	0	22
AD 7	0	18	0	13	0	15	0	11	0	13	0	13
AD 6	0	3	0	14	0	3	0	4	0	2	0	2
AD 5	0	3	0	10	0	2	0	0	0	0	0	0
<b>Total AD</b>	<b>3</b>	<b>149</b>	<b>3</b>	<b>146</b>	<b>3</b>	<b>149</b>	<b>3</b>	<b>149</b>	<b>3</b>	<b>149</b>	<b>3</b>	<b>149</b>
AST 11	0	0	0	0	0	0	0	0	0	0	0	0
AST 10	0	1	0	0	0	1	0	1	0	1	0	1
AST 9	0	0	0	1	0	0	0	2	0	3	0	3
AST 8	0	3	0	2	0	3	0	7	0	7	0	7
AST 7	0	8	0	8	0	13	0	15	0	14	0	14
AST 6	0	20	0	15	0	22	0	19	0	19	0	19
AST 5	0	18	0	19	0	15	0	13	0	13	0	13
AST 4	0	10	0	9	0	6	0	3	0	3	0	3
AST 3	0	0	0	2	0	0	0	0	0	0	0	0
AST 2	0	0	0	1	0	0	0	0	0	0	0	0
AST 1	0	0	0	1	0	0	0	0	0	0	0	0
<b>Total AST</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>60</b>
<b>Total AST/SC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>3</b>	<b>209</b>	<b>3</b>	<b>204</b>	<b>3</b>	<b>209</b>	<b>3</b>	<b>209</b>	<b>3</b>	<b>209</b>	<b>3</b>	<b>209</b>

## External personnel

### Contract agents

Contract agents	FTE corresponding to the authorised budget in 2020 (N-1)	Executed FTE as of 31.12.2020 (N-1)	Headcount as of 31.12.2020 (N-1)	FTE corresponding to the authorised budget in 2021 (N)	FTE corresponding to the authorised budget in 2022 (N+1)	FTE corresponding to the authorised budget in 2023 (N+2)	FTE corresponding to the authorised budget in 2024 (N+3)
CA GFIV	11	10.5	9	11	9	9	9
CA GF III	3	3	3	3	2	2	2
CA GF II	17	16.17	16	17	17	17	17
CA GFI	2	2	2	2	2	2	2
<b>Total CA</b>	<b>33</b>	<b>31.67</b>	<b>30</b>	<b>33</b>	<b>30<sup>46</sup></b>	<b>30</b>	<b>30</b>

### Seconded national experts

SNEs	FTE corresponding to the authorised budget in 2020 (N-1)	Executed FTE as of 32.12.2020 (N-1)	Headcount as of 31.12.2020 (N-1)	FTE corresponding to the authorised budget in 2021 (N)	FTE corresponding to the authorised budget in 2022 (N+1)	FTE corresponding to the authorised budget in 2023 (N+2)	FTE corresponding to the authorised budget in 2024 (N+3)
SNE							
<b>Total</b>	<b>18</b>	<b>12.83</b>	<b>14</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>

<sup>46</sup> Three CAs were financed by the EMSA Budget up to 2021. Under the Contribution Agreement with DG-DEFIS for the implementation of Copernicus Maritime Surveillance for the period 2021-2027, from 2022 this staff will be financed through the Contribution Agreement.

Table 3: Recruitment forecasts 2022 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 Project Officer	TA, retirement in 2022		AD5-AD7	AD6			
Senior Project Officer	TA, retirement in 2022		Not yet decided.	Not yet decided.			
Senior Budget Officer	TA, retirement 2022		Not yet decided.	Not yet decided.			

Number of inter-agency mobility 2021 from and to the Agency: 1 TA AD8.

## 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.

EMSA is an equal opportunities employer. Staff is selected without prejudice as to race, political, philosophical or religious beliefs, gender or sexual orientation and without reference to their 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.

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 technical profiles needed by the Agency.

It should be noted that the Agency is located in Portugal where the correction coefficient is substantially lower than in Brussels

#### 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 25<sup>th</sup> 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 12<sup>th</sup> 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 20<sup>th</sup> 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 officials

Grades	Average seniority on the grade among reclassified staff													
	2017		2018		2019		2020		2021		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		3.71				2.85		2.38		2.93		2.97	2.8	2.8
AD 6		3.03		2.64		3.78				2.99		3.11	2.8	2.8
AD 7		2.93		2.58		2.71		2.84		3.20		2.85	2.8	2.8
AD 8		4.18		4.33	3.00	3.78		3.67		2.60	3.00	3.71	3	3
AD 9		5.33		4.53		4.81		4.07		4.14		4.58	4	4
AD 10		4.33		3.40		3.67		4.00		5.00		4.08	4	4
AD 11			4.00	4.00		3.50		4.00		5.00	4.00	4.13	4	4
AD 12				8.65						13.00		10.83	6.7	6.7
AD 13						5.0	6.00				6.00		6.7	6.7
AST 1													3	3
AST 2		3.17										3.17	3	3

AST 3		4.96		3.78		5.92		3.00		3.46		4.22	3	3
AST 4		2.83		2.60		3.38		2.50		3.00		2.86	3	3
AST 5		4.33		4.17		4.27		3.80		4.17		4.15	4	4
AST 6				4.33		4.25		4.00		3.50		4.02	4	4
AST 7				4.00				5.00				4.50	4	4
AST 8													4	4
AST 9													N/A	N/A
AST 10 (Senior Assistant)													5	5
AST/SC1		N/A	4	4										
AST/SC2		N/A	5	5										
AST/SC3		N/A	5.9	5.9										
AST/SC4		N/A	6.7	6.7										
AST/SC5		N/A	8.3	8.3										

Table 2: Reclassification of contract staff

Function Group	Grade	Staff in activity at 01.01.2019	Staff members reclassified in 2020	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				Between 6 and 10 years
	16				Between 5 and 7 years
	15				Between 4 and 6 years
	14	15	6	2.63	Between 3 and 5 years
	13				Between 3 and 5 years
CA III	11				Between 6 and 10 years
	10				Between 5 and 7 years
	9				Between 4 and 6 years
	8				Between 3 and 5 years
CA II	6				Between 6 and 10 years
	5	8	2	3.58	Between 5 and 7 years
	4				Between 3 and 5 years
CA I	2				Between 6 and 10 years
	1				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.

### C. Gender representation

- Table 1 – Data on 31.12.2020 / statutory staff (only officials, AT and AC) management

	Officials			Temporary		Contract Agents		Grand total	
		Staff	%	Staff	%	Staff	%	Staff	%
<b>Female</b>	Administrator level	1	33.33	37	18.23	8	17.39	46	18.25
	Assistant level (AST&AST/SC)			31	15.27	20	43.48	51	20.24
	<b>Total</b>	<b>1</b>	<b>33.33</b>	<b>68</b>	<b>33.50</b>	<b>28</b>	<b>60.87</b>	<b>97</b>	<b>38.49</b>
<b>Male</b>	Administrator level	2	66.67	108	53.20	9	19.57	119	47.22
	Assistant level (AST&AST/SC)			27	13.30	9	19.57	36	14.29
	<b>Total</b>	<b>2</b>	<b>66.67</b>	<b>135</b>	<b>66.50</b>	<b>18</b>	<b>39.13</b>	<b>155</b>	<b>61.51</b>
<b>Grand Total</b>		<b>3</b>	<b>100</b>	<b>203</b>	<b>100</b>	<b>46</b>	<b>100</b>	<b>252</b>	<b>100</b>

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

	2015		2020	
	Number	%	Number	%
Female managers	4	30.77	5	33.33
Male managers	9	69.23	10	66.67

## 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 2020:

Nationality	AD+CA FG IV		AST/SC – CA FG I/CA FG II/CA FG III		TOTAL	
	Number	% of total staff members in AD and FG IV categories	Number	% of total staff members in AST/SC/AS T and FG I, II and III categories	Number	% of total staff
Portugal	41	16.27	33	13.10	74	29.37
Spain	26	10.32	7	2.78	33	13.10
Italy	18	7.14	7	2.78	25	9.92
Belgium	6	2.38	14	5.56	20	7.94
Poland	11	4.37	2	0.79	13	5.16
France	10	3.97	1	0.40	11	4.37
Germany	7	2.78	4	1.59	11	4.37
Greece	9	3.57	2	0.79	11	4.37
Netherlands	5	1.98	2	0.79	7	2.78
Ireland	5	1.98	2	0.79	7	2.78
Romania	4	1.59	2	0.79	6	2.38
Bulgaria	6	2.38	0	0	6	2.38
United Kingdom	2	0.79	2	0.79	4	1.59
Malta	3	1.19	1	0.40	4	1.59
Croatia	2	0.79	1	0.40	3	1.19
Estonia	3	1.19	0	0	3	1.19
Cyprus	2	0.79	0	0	2	0.79
Czech Republic	1	0.40	1	0.40	2	0.79
Denmark	1	0.40	1	0.40	2	0.79
Hungary	1	0.40	1	0.40	2	0.79
Slovakia	0	0	2	0.79	2	0.79
Sweden	0	0	2	0.79	2	0.79
Finland	1	0.40	0	0	1	0.40
Latvia	1	0.40	0	0	1	0.40
<b>Grand Total</b>	<b>165</b>	<b>65.48</b>	<b>87</b>	<b>34.52</b>	<b>252</b>	<b>100</b>

On 31.12.2020 the Agency did not have amongst its staff nationals of Austria, 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 (including CAs and SNEs) who took up duties during 2020, the most represented nationalities were Spanish (30.77%) and Bulgarian (23.08 %).

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

Most represented nationality	2015		2020	
	Number	%	Number	%
Portuguese	63	27.27	74	29.13

#### E. Schooling

<b>Contribution agreements signed with the Commission on type I European Schools</b>	<b>Yes</b>		<b>No</b>	<b>X</b>
<b>Contribution agreements signed with the Commission on type II European Schools</b>	<b>Yes</b>		<b>No</b>	<b>X</b>
<b>Number of service contracts in place with international schools:</b>				
<b>Description of any other solutions or actions in place:</b> The European School Board of Governors approved in December 2019 the General Interest file for the creation of an Accredited European School in Lisbon. 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.				

The Administrative Board of the Agency has adopted a Social Measure 'Multilingual tuition for children of EMSA staff in Lisbon.

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.

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.

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.

Subsequent to the assessments of a number of international schools in the Lisbon area and having received the opinion of the EMSA Staff Committee, ten multi-lingual schools with an international character have been included in the social measure.

Most of the languages of EU 15 are well covered. Only for Italian, Finnish and Greek speaking children an immediate solution could not be found. There are currently no schools offering any of the languages of the newer Member States.

For the scholastic year 2020-2021 a total number of 116 children of staff members have been enrolled in the different schools. The number of children has decreased in comparison with last year. The distribution of children of EMSA staff by language is as follows:

Language	Number of Children	%
English Schools	68	58.6%
French School	24	20.7%
German School	11	9.5%
Spanish School	11	9.5%
Swedish	2	1.7%
<b>Total</b>	<b>116 children</b>	

The additional cost of having this social measure in place has been of approximately 663,000 € for the budgetary year 2020. 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.

The European School Board of Governors approved in December 2019 the General Interest file for the creation of an Accredited European School in Lisbon.

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.

## 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 will be followed by verification and validation by an external entity that should lead to the registration within EMAS.

A working program for EMSA's greening network towards further detailed objectives and targets has been set for 2021 and 2022 and will be followed up and further developed in 2023 and 2024. The detailed set of objectives and goals is being finalised and will be published in EMSA's 2021 environmental statement. EMSA commits to the following: address monitoring of the complex issue of its CO<sub>2</sub> emissions, promote the efficient use of energy and minimize electricity consumption, promote the usage of bicycles by staff, apply environmental criteria in its public procurement procedures, minimise the production of waste and encourage, train and involve staff to achieve these goals.

## Annex VII. Building Policy

	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>EMSA HQ, Lisbon</b>	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 <sup>2</sup> 10,180 m <sup>2</sup> 486.84 m <sup>2</sup>	
Annual rent (in EUR)	1,901.936.07€	2022 estimated costs based on annual 1.5% 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	
	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>Conference Centre</b> (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 <sup>2</sup>	
Annual rent (in EUR)	316,863.98€	2022 estimated costs based on 1.5% 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	
	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>Palacete</b> (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 <sup>2</sup>	
Annual rent (in EUR)	88,177.54€	2022 estimated costs based on 1.5% increase
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	

	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>Underground parking</b> (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)	147,113.52€	2022 estimated costs based on 1.5% 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	

	<b>Name, location and type of building</b>	<b>Other Comment</b>
Information to be provided per building:	<b>External parking</b> (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"> <li>▪ exemption from direct taxes;</li> <li>▪ exemption from purchase tax on goods and services;</li> <li>▪ exemption from customs duties and from any taxes on imports and exports;</li> <li>▪ exemption from any duties and any import restrictions on vehicles of official use;</li> <li>▪ exemption from road tax for vehicles under “special registration” (diplomatic plates);</li> <li>▪ exemption from taxation on fuel and lubricants;</li> <li>▪ replacement of official vehicles every 5 years;</li> <li>▪ special status of the Agency Headquarters (Similar to Diplomatic mission);</li> <li>▪ security staff with special authorisation to carry firearms;</li> <li>▪ exemption from any charges for Visas and other authorisations for EMSA guests.</li> </ul>	<p>Comparable category of the members of diplomatic corps in Portugal;</p> <ul style="list-style-type: none"> <li>▪ exemption from national taxes on earning, salaries and respective payments paid by the Agency;</li> <li>▪ immunity from jurisdiction as regards acts carried out by the staff member in official capacity;</li> <li>▪ exemption from purchase tax on goods and services (VAT);</li> <li>▪ exemption from customs duties and from any taxes on imports and exports (duty-free);</li> <li>▪ exemption from any duties and any import restrictions on vehicles of official/private use;</li> <li>▪ exemption from road tax for vehicles under “special registration” (diplomatic plates);</li> <li>▪ exemption from taxation on fuel and lubricants;</li> <li>▪ replacement of official/private vehicles once after 4 years.</li> </ul>	<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<sup>47</sup>.

final Assessment 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.

---

<sup>47</sup> 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-framework<sup>48</sup>.

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"<sup>49</sup> 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 updated its Anti-Fraud Strategy (AFS)<sup>50</sup>.

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

---

<sup>48</sup> 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.

<sup>49</sup> (1) Control environment; (2) Risk Assessment; (3) Control Activities; (4) Information and Communication and (5) Monitoring Activities.

<sup>50</sup> This update was adopted by the Administrative Board in March 2021.

- (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.

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

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2021	2022	2023	2024
<b>Contribution agreements</b>									
IPA II	December 2019	Until December 2022	DG NEAR	Preparatory measures for the future participation of relevant IPA II beneficiaries in EMSA	Amount	n/a	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
Copernicus Maritime Surveillance	December 2015	Until December 2021	DG-DEFIS	Implementation of Copernicus Maritime Surveillance Services (2015-2020)	Amount	4,083,436	n/a	n/a	n/a
					Number of CA	0 <sup>51</sup>	n/a	n/a	n/a
					Number of SNE	0	n/a	n/a	n/a
Copernicus Maritime Surveillance	September 2021	December 2027	DG-DEFIS	Implementation of Copernicus Maritime Surveillance Services (2021-2027)	Amount	5,509,116	10,589,860	10,800,521	11,015,496
					Number of CA	0	7	7	7
					Number of SNE	0	0	0	0
<b>Grant agreements</b>									
SAFEMED IV EuroMed Maritime Safety Project	December 2016	Until 31 March 2021, ext. to end 2021, expected to be ext. 31 March 2022 <sup>52</sup>	DG NEAR	Award of a financial contribution by the Contracting Authority to finance the implementation of the action entitled: SAFEMED IV, Euromed Maritime Safety Project	Amount	n/a	not known	not known	not known
					Number of CA	2	not known	not known	not known
					Number of SNE	0.5 <sup>53</sup>	not known	not known	not known
BCSea, Maritime Safety, Security and Environmental Protection in B&CS Regions	December 2016	Until 31 January 2021, ext. end 2021, expected to be ext. 31 March 2022 <sup>54</sup>	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	Amount	n/a	not known	not known	not known
					Number of CA	2	not known	not known	not known
					Number of SNE	0.5	not known	not known	not known
Interoperability project	Sept. 2018	Sept. 2021	DG MARE	Promotion of interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment under the CISE Process	Amount	n/a	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

<sup>51</sup> In 2021 3 CAs were financed by the EU subsidy. From 2022 these 3 CAs will be covered by the new Contribution Agreement for the Implementation of Copernicus Maritime Surveillance Services (2021-2027), which covers a total of 7 CAs.

<sup>52</sup> The Agency expects to continue its work in this area under a future grant agreement that should be in place from 1 April 2022 (expected duration and envelope: 72 months/8 MEUR).

<sup>53</sup> SAFEMED IV and BCSea share 1 SNE.

<sup>54</sup> The Agency expects to continue its work in this area under a future grant agreement that should be in place from 1 April 2022 (expected duration and envelope: 48 months/ 3.5 MEUR).

	General information				Financial and HR impact				
	Date of signature	Duration	Counterpart	Short Description		2021	2022	2023	2024
<b>Grant agreements</b>									
CISE Transitional Phase (Grant Agreement 1)	April 2019	Until December 2023	DG MARE	Ad-hoc Grant agreement for the implementation of the action "Setting up and enabling the transitional phase to CISE Operations"	Amount	1,500,000	n/a	n/a	n/a
					Number of CA	4	3	3	n/a
					Number of SNE	0	0	0	n/a
CISE Transitional Phase (Grant Agreement 2)	December 2020	Until December 2023	DG MARE	Ad-hoc Grant agreement for the implementation of the action "Common Information Sharing Environment (CISE) – Transitional Phase"	Amount	1,400,000	2,000,000	n/a	n/a
					Number of CA	3	3	3	n/a
					Number of SNE	1	1	1	n/a
<b>Service Level Agreements</b>									
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	7,300,000	9,400,000	9,000,000	9,000,000
					Number of CA	9	9	9	9
					Number of SNE	n/a	n/a	n/a	n/a
EFCA SLA	June 2015	Indefinite	EFCA	Service Level Agreement between the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency for the provision and cooperation on maritime surveillance services	Amount	258,232	250,000	100,000	100,000
					Number of CA	n/a	n/a	n/a	n/a
					Number of SNE	n/a	n/a	n/a	n/a
<b>Other project financed actions<sup>55</sup></b>									
THETIS-EU	March 2018	March 2022	DG ENV	Cooperation Agreement for the 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, and technical assistance actions relevant to the Energy Community	Amount	40,000	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
THETIS-AP	April 2021	April 2024	DG SANTE	Service Level Agreement for the support of the implementation of Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations	Amount	n/a	50,000	not known	not known
THETIS-MRV THETIS-EU-MRV	March 2016	March 2022	DG CLIMA	Support for the implementation of Regulation on the monitoring, reporting and verification of emissions of carbon dioxide, from maritime transport and amending Directive 2009/16/EC on Port State Control and relevant technical Assistance.	Amount	200,000	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
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
<b>Total</b>					Amount	<b>20,740,784</b>	<b>22,739,860</b>	<b>20,350,521</b>	<b>20,565,496</b>
					Number of CA	<b>20</b>	<b>22</b>	<b>22</b>	<b>16</b>
					Number of SNE	<b>2</b>	<b>1</b>	<b>1</b>	<b>-</b>

<sup>55</sup> Other project financed actions includes legal instruments that have been concluded before 1 July 2019 (entry into force of current EMSA Financial Regulation).

## 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

At the time of writing the BREXIT process is still ongoing. The outcome of the negotiations and the related status of the UK for the years to come is today not known, so it is difficult at this stage to anticipate to which of the above categories the UK will belong.

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.

### *IPA 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.

#### *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 request 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. Indicative Procurement Plan 2022

ABB Code	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated Value in EURO
<b>21020</b>	<b>(from 2021) RPAS</b> 2022-3.1-BL3460 Data Analysis, Fusing and Sharing Services: Data analysis General SCA 2022-3.1-BL3460 RPAS KVE/APE B3260-2022 - Other RPAS expenditures (Evaluation study, Capability tests, Interfacing, Trainings, Miscellaneous) B3260-2022 - RPAS EFCA CYPRUS B3260-2022 - RPAS on board MS vessel B3260-2022 - Satellite Communications: Budget B3260-2022- L-RPAS for EFCA on board vessel B3260-2022- RPAS Regional (Adriatic or other region TBC) B3260-2022- RPAS Regional Baltic B3260-2022- RPAS Regional Black Sea B3260-2022- RPAS Regional Mediterranean B3260-2022- RPAS Regional North Sea	Specific Contract under FWC Framework Service Contract Specific Contract under FWC Specific Contract under FWC	15/06/2022 01/07/2022 01/07/2022 01/03/2022 01/06/2022 01/08/2022 01/09/2022 01/07/2022 01/05/2022 01/05/2022 01/05/2022 01/05/2022	100,000.00 298,000.00 75,000.00 1,000,000.00 250,000.00 900,000.00 600,000.00 1,699,754.11 1,699,754.11 1,699,754.11 1,699,754.11 1,699,754.11
<b>21020 Total</b>				<b>11,721,770.55</b>
<b>21030</b>	<b>(from 2021) SafeSeaNet</b> 2022-3.1-BL3430 SSN CSD enhancements and maintenance SCA 2022-3.3-BL3430 SLAs for maintenance and operation of AIS regional servers 2022-2023 ARO/EBE	Specific Contract under FWC Administrative Arrangement: Implementation and Operational	15/06/2022 14/03/2022	250,000.00 160,600.00
<b>21030 Total</b>				<b>410,600.00</b>
<b>21050</b>	<b>(from 2022) eCertification</b> 2022-3.1-BL3430-ECERTIFICATION KVE/RAS	Specific Contract under FWC	01/10/2022	200,000.00
<b>21050 Total</b>				<b>200,000.00</b>
<b>21230</b>	<b>(from 2021) ICT operational support</b> 2022 QMS EMSA 2022-3.1-BL3430-MARINFO DB Maintenance KVE/RAS 2022-3.2-BL3430 HW maintenance - renewals 2022-3.2-BL3430 IT operations 2022-3.2-BL3430 MTN-AND-DEV 2022-3.2-BL3430.Software licenses	Other Order Form under FWC Order Form under FWC Order Form under FWC Order Form under FWC Order Form under FWC	15/12/2022 01/04/2022 15/12/2022 15/12/2022 15/12/2022 15/12/2022	7,555.00 60,000.00 1,362,630.13 440,000.00 149,269.00 1,053,110.00
<b>21230 Total</b>				<b>3,072,564.13</b>
<b>22000</b>	<b>(from 2021) LRIT</b> 2022-3.1-BL3330 LRIT CDC/Ship DB corrective maintenance - SCA/SP/L 2022-3.1-BL3330 LRIT CDC/Ship DB evolutive maintenance -SCA 2022-3.1-BL3330 LRIT IDE Evolutive maintenance -SCA 2022-3.2-BL3330 LRIT Testing and QA services 2022-3.3-BL3330 IMSO Audit Fee EU LRIT DC ARO/DMO  2022-3.3-BL3330 LRIT ASP/CSP services KVE/DMO 2022-3.3-BL3330 LRIT messages purchased from ODCs KVE/DMO 2022-3.3-BL3330-IMSO Audit fee LRIT IDE ARO/DMO	Specific Contract under FWC Specific Contract under FWC Specific Contract under FWC Specific Contract under FWC Administrative Arrangement: Implementation and Operational Specific Contract under FWC Other Administrative Arrangement: Implementation and Operational	15/10/2022 15/10/2022 15/10/2022 15/12/2022 01/06/2022 01/11/2022 01/12/2021 01/06/2022	50,000.00 50,000.00 60,000.00 45,000.00 40,000.00 960,000.00 45,000.00 6,000.00
<b>22000 Total</b>				<b>1,256,000.00</b>
<b>36000</b>	<b>(from 2021) Human element</b> 2022-1.2-Study on MASS – Identification of competences needed ashore and at sea	Direct Service Contract	15/02/2022	200,000.00
<b>36000 Total</b>				<b>200,000.00</b>
<b>42000</b>	<b>(from 2021) Accident investigation</b> 2022-UNIT 2.1-Studies on Accident investigations	To be determined	30/09/2022	500,000.00
<b>42000 Total</b>				<b>500,000.00</b>
<b>43000</b>	<b>(from 2021) Capacity building and EMSA Academy</b> 2022-1.3- EMSA/OP/7/2020 Provision of Services in support of the EMSA Academy 2022-1.3-EMSA/OP/1/2019 Virtual Reality Environment for Ship Inspections (VRESI) 2022-1.3-EMSA/OP/8/2020 Provision of consulting services for the eLaboratory 2022-1.3-EMSA/SPNEG/1/2019 MaKCs 2020 2022-1.3-ISO certification for the EMSA Academy	Specific Contract under FWC Specific Contract under FWC Specific Contract under FWC Specific Contract under FWC To be determined	15/02/2022 15/02/2022 15/04/2022 15/02/2022 15/02/2022	200,000.00 200,000.00 100,000.00 72,000.00 50,000.00
<b>43000 Total</b>				<b>622,000.00</b>

ABB Code	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated Value in EURO
<b>44000</b>	<b>(from 2021) Maritime safety</b>			
	2022-3.1-BL3430-MarED Database System Enhancements KVE/RAS	Order Form under FWC	01/07/2021	100,000.00
	2022-UNIT 2.1-EMSA Equasis annual contribution	Other	15/01/2022	56,000.00
	2022-UNIT 2.1-Marine Equipment Study	Order Form under FWC	01/11/2022	150,000.00
	2022-UNIT 2.1-RBAT-MASS Study	Specific Contract under FWC	15/07/2022	475,000.00
<b>44000 Total</b>				<b>781,000.00</b>
<b>45000</b>	<b>(from 2021) Maritime digital services</b>			
	2022-1.3-Provision & Access to Marinfo data	Order Form under FWC	15/11/2022	278,986.00
	2022-3.1-BL3430- 24/7 Helpdesk GMV CONTRACT SCA/SBA	Specific Contract under FWC	15/09/2022	160,000.00
	2022-3.1-BL3430 CHD-MarCis - SCA	Specific Contract under FWC	15/10/2022	61,600.00
	2022-3.1-BL3430 -ICT Security-KVE/CPR	Order Form under FWC	01/04/2022	150,000.00
	2022-3.1-BL3430 IDM V2 KVE/AAN	Specific Contract under FWC	01/05/2022	95,000.00
	2022-3.1-BL3430 IMS mobile app - Enhancements and maintenance - SCA	Specific Contract under FWC	15/11/2022	66,256.00
	2022-3.1-BL3430 IRD enhancements and maintenance SCA	Specific Contract under FWC	15/07/2022	50,000.00
	2022-3.1-BL3430 QLIK dashboard enhancements (Maritime Analytics) and licenses - SCA/JDS	Specific Contract under FWC	15/10/2022	30,000.00
	2022-3.1-BL3430 SEG - Enhancements and maintenance - SCA	Specific Contract under FWC	15/11/2022	278,626.00
	2022-3.1-BL3430 SSN CGD enhancements and maintenance SCA	Specific Contract under FWC	15/09/2021	30,000.00
	2022-3.1-BL3430 SSN COD and CLD Developments and maintenance - SCA	Specific Contract under FWC	15/09/2022	95,380.00
	2022-3.1-BL3430 SSN EIS Developments and maintenance - SCA	Specific Contract under FWC	15/09/2022	206,000.00
	2022-3.1-BL3430-Access Management-KVE/AAN	Other	01/10/2022	30,000.00
	2022-3.1-BL3430-API Gateway enhancements and maintenance SCA/ORV	Specific Contract under FWC	15/07/2022	100,000.00
	2022-3.1-BL3430-Artificial Intelligence and Machine Learning- SCA/LBI	Specific Contract under FWC	15/10/2022	150,000.00
	2022-3.1-BL3430-EMCIP Corrective Maintenance-KVE/RAS	Specific Contract under FWC	01/10/2022	56,000.00
	2022-3.1-BL3430-EMCIP System Enhancements KVE/RAS	Specific Contract under FWC	01/10/2022	100,000.00
	2022-3.1-BL3430-Integration (ESB, EAMS) SCA	Specific Contract under FWC	15/10/2022	35,000.00
	2022-3.1-BL3430-Jasper BI-KVE/AAN	Direct Service Contract	01/10/2022	65,000.00
	2022-3.1-BL3430-MarED Database Hosting and maintenance KVE/MPA	Specific Contract under FWC	01/04/2022	118,000.00
	2022-3.1-BL3430-MARINFO DB enhancement KVE/RAS	Specific Contract under FWC	01/04/2022	50,000.00
	2022-3.1-BL3430-MARINFO DB Hosting KVE/RAS	Payment against invoice	31/01/2022	30,000.00
	2022-3.1-BL3430-MTN-DEV for Maritime Digital Services	Specific Contract under FWC	15/10/2022	100,000.00
	2022-3.1-BL3430-PORTAL-KVE/AAN	Order Form under FWC	01/07/2022	40,000.00
	2022-3.1-BL3430-RULECHECK Enhancement KVE/RAS	Specific Contract under FWC	01/04/2022	50,000.00
	2022-3.1-BL3430-RULECHECK maintenance KVE/RAS	Specific Contract under FWC	01/07/2022	126,000.00
	2022-3.1-BL3430-STCW-IS Enhancement KVE/RAS	Specific Contract under FWC	01/04/2022	40,000.00
	2022-3.1-BL3430-STCW-IS Maintenance KVE/RAS	Specific Contract under FWC	01/04/2022	28,097.00
	2022-3.1-BL3430-THETIS ENHANCEMENT KVE/RAS	Specific Contract under FWC	01/04/2022	400,000.00
	2022-3.1-BL3430-THETIS Maintenance KVE/RAS	Specific Contract under FWC	01/06/2022	73,000.00
	2022-3.1-BL3460 - EMSA ITIL electronic services - SCA/MOL	Specific Contract under FWC	15/07/2022	20,000.00
	2022-3.1-BL3460 - EMSA JIRA/CONFLUENCE services - SCA/MOL	Specific Contract under FWC	15/06/2022	40,000.00
	2022-3.1-BL3460 - EMSA Project Management tool (Project Online and Power BI) - SCA/MOL	Specific Contract under FWC	15/07/2022	12,000.00
	2022-3.1-BL3460 CAP BUILDING DONA KVE/RAS	Other	01/10/2022	100,000.00
	2022-3.1-BL3460 -EMSA Ticketing Tools JIRA SD - SCA/MOL	Specific Contract under FWC	15/09/2022	15,000.00
	2022-3.1-BL3460 HP-IMS Cloud Infrastructure - SCA	Specific Contract under FWC	15/06/2022	700,000.00
	2022-3.1-BL3460 HP-IMS development and Maintenance - SCA	Specific Contract under FWC	15/05/2022	550,000.00
	2022-3.1-BL3460 STAR STREAMING - enhancements and maintenance SCA	Specific Contract under FWC	15/10/2022	47,000.00
	2022-3.1-BL3460 STAR ABM - enhancements and maintenance (including MPAE) - SCA	Specific Contract under FWC	15/09/2022	185,000.00
	2022-3.1-BL3460 STAR RTMPS - enhancements and maintenance SCA	Specific Contract under FWC	15/07/2022	60,000.00
	2022-3.1-BL3460 STAR TRACKING - enhancements and maintenance SCA	Specific Contract under FWC	15/09/2022	50,000.00
	2022-3.1-BL3460 Traffic Density Mapping Service - TDMS - SCA	Specific Contract under FWC	15/10/2022	115,000.00
	2022-3.1-BL3460-ENC Electronic Nautical Charts Enhancement-KVE/RSE	Specific Contract under FWC	01/08/2022	10,000.00
	2022-3.1-BL3460-ENC Electronic Nautical Charts Maintenance KVE/RSE	Specific Contract under FWC	01/08/2022	10,000.00
	2022-3.1-BL3460-Horizontal data warehouse, analytics and statistics KVE/JDS	Other	01/10/2022	50,000.00
	2022-3.3-BL3430 Casualty reporting services (Licenses 2023) ARO/RMC	Order Form under FWC	22/11/2022	23,499.00
<b>45000 Total</b>				<b>5,080,444.00</b>

ABB Code	Planned Project/Contract	Planned Contract Type	Tentative Timeframe	Estimated Value in EURO
<b>46000</b>	<b>(from 2021) Prevention of pollution</b>			
	2022- 1.1-Potential of Hydrogen as fuel in shipping	Specific Contract under FWC	15/03/2022	125,000.00
	2022-1.1-Study on underwater noise technological and operational solutions	Direct Service Contract	15/04/2022	34,174.00
	2022-3.1-BL3430 Hazmat Data Validation – JDS/SCA	Specific Contract under FWC	15/07/2022	154,000.00
<b>46000 Total</b>				<b>313,174.00</b>
<b>51000</b>	<b>(from 2021) Operational pollution response</b>			
	2022-1.1- Operational Pollution Response Exercises	VAC Exercise	15/11/2022	600,000.00
	2022-1.1-EAS- Additional Services (all areas)	Specific Contract under FWC	15/11/2022	190,000.00
	2022-1.1-EAS- New EAS Northern Baltic	Specific Contract under FWC	15/11/2022	700,000.00
	2022-1.1-EAS Purchase of Near Shore Equipment	Specific Contract under FWC	15/09/2022	493,338.00
	2022-1.1-EAS- Renewal EAS Baltic Stena	Specific Contract under FWC	15/11/2022	277,000.00
	2022-1.1-EAS- Renewal EAS North Sea Ambipar	Specific Contract under FWC	15/11/2022	312,000.00
	2022-1.1-HNS-CCI-ACTIVITIES	To be determined	15/11/2022	100,000.00
	2022-1.1-VESSEL Improvements	Direct Service Contract	15/11/2022	200,000.00
	2022-1.1-VESSEL Renewal Bay of Biscay (Seaowl)	Direct Service Contract	15/07/2022	2,336,250.00
	2022-1.1-VESSEL Tender Atlantic Middle	Direct Service Contract	15/10/2022	3,525,000.00
	2022-1.1-VESSEL Tender Black Sea North	Direct Service Contract	15/10/2022	4,000,000.00
	2022-1.1-VESSEL Tender Channel and North Sea - Intermediate Storage	Direct Service Contract	15/10/2022	2,500,000.00
<b>51000 Total</b>				<b>15,233,588.00</b>
<b>52000</b>	<b>(from 2021) Satellite based services and innovation</b>			
	2022-3.1-BL3130 EODC Corrective maintenance - SCA/NAL/RRO	Specific Contract under FWC	15/11/2022	107,000.00
	2022-3.1-BL3130 EODC Development (Mod.1 of new tender) - SCA/NAL/RRO	Specific Contract under FWC	15/07/2022	900,000.00
	2022-3.1-BL3130 EODC Evolution (Mod.3 of new Tender) - SCA	Specific Contract under FWC	15/07/2022	535,000.00
	2022-3.2-BL3130 Earth Observation Data Centre Testing and Quality Assurance	Specific Contract under FWC	15/12/2022	160,000.00
	2022-3.2-BL3460 CG DATA ANALYSIS	Specific Contract under FWC	15/12/2022	365,000.00
	2022-UNIT 2.2- Software licenses (SAVOIR/JIRA/Q-LIK)	Order Form under FWC	15/09/2022	50,000.00
	B3130-2022 - L-RPAS service for Environmental monitoring; Country 4	Specific Contract under FWC	01/07/2022	300,000.00
	B3130-2022 - L-RPAS service for Environmental monitoring; Country 5	Specific Contract under FWC	01/07/2022	302,900.00
	B3130-2022 - RPAS mobilisation new emissions service	Specific Contract under FWC	01/02/2022	60,000.00
	B3130-2022 - RPAS service for Emission monitoring; Country 1	Specific Contract under FWC	01/07/2022	1,100,000.00
	B3130-2022 - RPAS service for Emission monitoring; Country 2	Specific Contract under FWC	01/07/2022	1,100,000.00
	B3130-2022 - RPAS service for Emission monitoring; Country 3	Specific Contract under FWC	01/07/2022	300,000.00
	B3130-2022 - RPAS services renewal (6 vessels)	Specific Contract under FWC	01/10/2022	152,000.00
	B3130-2022 - SAT COM services in support of RPAS services for Emission monitoring	Specific Contract under FWC	01/07/2022	219,000.00
	B3130-2022 - Stand-alone RPAS service @vessels (Exercises)	Specific Contract under FWC	01/09/2022	30,000.00
	B3130-2022 -UNIT 2.2-CSN services	Specific Contract under FWC	15/11/2022	2,925,000.00
	B3130-2022-Unit 2.2 CSN Evolution: Artificial Intelligence	Specific Contract under FWC	31/03/2022	300,000.00
	B3130-2022-Unit 2.2 CSN Evolution: Optical based oil Spill detection and quantification Report	Direct Service Contract	30/09/2022	50,000.00
	B3130-2022-UNIT2.2 CSN Evolution Savoir and QLIK software development	Order Form under FWC	30/06/2022	125,000.00
	B3260-2022-UNIT 2.2 - EO Maritime Emergencies	Specific Contract under FWC	01/09/2022	100,000.00
	B3260-2022-UNIT 2.2-SAT-AIS Main service: Global data feed and S2S (Hisdesat)	Specific Contract under FWC	01/11/2022	1,200,000.00
<b>52000 Total</b>				<b>10,380,900.00</b>
<b>60000</b>	<b>(from 2021) Communication</b>			
	2022 Information and Communication BL 3690	Other	15/12/2022	115,000.00
<b>60000 Total</b>				<b>115,000.00</b>
<b>65000</b>	<b>(from 2021) Missions and events</b>			
	2022 E.O. Conferences	Other	15/06/2022	230,000.00
<b>65000 Total</b>				<b>230,000.00</b>
<b>Grand Total</b>				<b>50,117,040.68</b>

## Legislative references

<b>Legislative References in EMSA Single Programming Document 2020-2022</b>	<b>Short name or phrase (where applicable)</b>
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