



Wadden Sea Forum

WG Shipping, 2nd Meeting

Wilhelmshaven, 22 March 2007

FINAL MINUTES

1. Opening

The draft agenda was adopted. The agenda is in **Annex 1**. A list of participants is in **Annex 2**. Mr. Verheij informed the meeting that in future he will be joining this WSF-WG-Shipping instead of Ms. Kuiper.

2. Adoption of the minutes WSF Shipping -1

The meeting adopted the draft minutes of the first meeting of the WSF WG Shipping, Wilhelmshaven, 28 September 2006, including the remark concerning governmental observers given by Mr. Rothkopf on 23.10.2006.

The final draft minutes of WSF-WG-Shipping-1 is now available at the WSF website www.waddensea-forum.org.

2. Announcements

Germany:

- After a debate of eight years, financial agreement was made to invite tenders for a new emergency tug (200 bollard pull), which will be stationed north of Norderney.
- The final permit for the Jade Weser Port has been issued by the official agency. Although, there are still objections, the start of the construction work is still planned for the end of 2007.
- A big Irish company (global player) purchased a license regarding the establishment of an offshore wind park from a smaller private company.
The meeting **agreed** that more pressure for progress in spatial planning in the offshore area as well as better communication between countries regarding offshore wind parks is necessary.

Denmark:

- Three new offshore wind parks in the north off Denmark will be constructed (one of the parks with 95 mills, finalized in 2009)
- Mr. Thoning will hold the next presidency of KIMO.

The Netherlands:

- The main policy document (PKB) regarding the Wadden Sea for the next 10 years was concluded.
- The governmental consultation round on the green paper was concluded and presented in January 2007.
- A Dutch Management Plan for the Wadden Sea (combining requirements of NATURA 2000 and Water Framework Dir.) is currently being prepared.

WSF Activities:

- WSF-WG-Energy/Industry/Infrastructure (including harbours and wind mills), meeting in February 2007, chair: Mr. Rothkopf
- WSF-IKZM, meetings in September 2006 and February 2007, chair: Mr. Verheij
- WSF-Tourism, meetings in Jan. and March 2007, chair: Mr. Smit

All WGs were dealing with relevant parts of the green paper.

4. Reactions of the three Governments on the WSF letter regarding state of affairs concerning commitments ensuing from Schiermonnikoog 2005

Documents: *Parts TWG-06-2-Draft Minutes(06-12-04).doc distributed 19.12.06*
TWG-06-2-5-5-1-NL shipping progr.pdf distributed 19.12.06
TWG-06-2-5-5-2-DK shipping progr.pdf distributed 19.12.06
WSF-9-Draft Minutes.doc available at the WSF website
 (see topic 3: the response on the WSF letter to the trilateral cooperation;
 see topic 7: Shipping items; see topic 8: EU Green paper maritime policy)

The meeting discussed the response of the three Governments on the request of the WG, expressed by the WSF chair in a letter to the HODs of the TWG, concerning the achievements of the three Wadden Sea countries regarding §17 and Annex 1 of the Schiermonnikoog Declaration since November 2005, as well as concerning the observer-ship of the Trilateral Cooperation and relevant national administrations in the WSF WGs.

Regarding the achievements (§17 and Annex 1) over the first year after the Schiermonnikoog Conference, the meeting welcomed the given information and progress, however, - because of the partly meagre information - stated that more detailed response is needed directly from the responsible agencies.

Regarding observers of the trilateral cooperation: The most involved Dutch Ministry of Public Transport and Water Affairs will participate in the WSF WG Shipping; the meeting was further informed that Denmark is not able to offer any further national participation within other WSF working groups (including the WG shipping), and that Germany has still not reached a position on this issue.

It was **agreed** by the meeting that - because of the partly unsatisfying situation in both aspects – the WSF-SC/WSF Plenary should be informed to be able to discuss how to improve the information and participation.

5. Discussion on the Green Paper towards a future maritime policy for the Union”

Documents:
WSF-Shipping-2/07-5.1: Nils Wammen Jensen EU maritime green paperClean.ppt
WSF-Shipping-2/07-5.2: Statement of the Royal Netherlands Boating Association on the European Marine Policy
WSF-Shipping-2/07-5.3: Draft Green Paper Statement by WG-EII draft version 5.3.2007.
WSF-Shipping-2/07-5.4: Draft Green Paper Statement by WG-ICZM draft version 5.3.2007.
 The Green Paper: http://ec.europa.eu/maritimeaffairs/policy_en.html#com

At the WSF-9, it had been decided that the WSF would submit comments to the EU Green Paper on a maritime policy for the EU. To this end, the WSF working groups would prepare draft texts on relevant themes, to be submitted for discussion and adoption by the WSF-10 (Groningen 29-30 May 2007).

The WSF-WG-Shipping has been requested to prepare WSF recommendations related to the following sections of the Green Paper:

- 2.1 A competitive maritime industry
- 2.2 The importance of the marine environment for the sustainable use of our marine resources,
- 2.5 Developing Europe's maritime skills and expanding sustainable maritime employment
- 2.7 The regulatory framework (questions 2-6)
- 4.1 Data at the service of multiple activities
- 5.2 The offshore activities of governments
- 5.3 International rules for global activities

The meeting discussed these sections under the view that risks caused by shipping usually are and should also further be discussed at IMO. The issue 2.1 cannot be dealt with by the WSF-WG-Shipping and the meeting stated that the issue 5.3 should be dealt with by the WSF plenary. Regarding the other issues/sections considerations and conclusions concerning shipping were made.

With regard to the further procedure it was **agreed** that the secretary would draft a text taking into consideration the WSF recommendations regarding shipping (see Breaking the Ice). This text (see **Annex III**) should be commented by e-mail by the group within two weeks after distribution.

6. Representation in Steering Committee

At the WSF-8 meeting, it was decided to install a Steering Committee, which is responsible for handling all matters arising between plenary meetings. The SC consists of the WSF chairman and one representative of each of the sectors, represented in the WSF. The first SC meeting was held 4 October 2006, the second meeting is scheduled for 17 April 2007 together with the Heads of Delegations (HOD) of the Trilateral Working Group (TWG).

In the SC, Mr. Rothkopf is the representative of the Industry and Mr. Rösner or Mr. Verheij of the Nature sector, which are all members of the WSF-Shipping-WG. The meeting agreed that no further WSF WG Shipping representative should be nominated for the SC.

7. Any other business

Mr. von Wecheln informed the meeting that his organization, the SDN, distributed a document "What can/should local politicians do regarding climate change?" to members of the county councils in SH and Lower Saxony.

Ms. Reineking informed the meeting that a trilateral conference on "Climate Change and the Wadden Sea Ecosystem" would be organized on the occasions of the 20th anniversary of the CWSS in Wilhelmshaven on 30.08.2007. A contribution on the above mentioned aspect would be a good idea.

8. Next Meeting

On the occasion of the WSF-Plenum-meeting, a meeting of most members of the WSF-WG-Shipping group can be organized if needed.

The group furthermore **agreed** on **27 June 2007** as a further **optional meeting date** of the group.

9. Closing

Mr. Loos closed the meeting at 16:00 hrs.

Annex 1: Agenda



Wadden Sea Forum

WG Shipping, 2nd Meeting

Wilhelmshaven, 22.03.2007

AGENDA

1. Opening
2. Adoption of the minutes WSF Shipping -1
3. Announcements
4. Reactions of the three Governments on the WSF letter regarding state of affairs commitments of Schiermonnikoog 2005
5. Discussion on the Green paper towards a future maritime policy for the Union
6. Representation in Steering Committee
7. Any other business
8. Next Meeting
9. Closing

ANNEX 3: Green Paper. Statement by WSF-WG-Shipping. Draft Version 26 April 2007**Ad 2.2: The Importance of the marine environment for the sustainable use of our marine resources**

Risk assessment to further safety at sea needs to be done on the international level using a regional seas approach. The results need to be translated into regional management plans.

Ad 2.5: Developing Europe's maritime skills and expanding sustainable maritime employment

A more proper education is urgently needed to ensure higher quality and uniform standards; also regarding salaries/wages. The European Commission should influence IMO (STCW).

*see also **Breaking-the-Ice - Rec 9.** of the complete list of WSF recommendations concerning Maritime Safety and Pollution Prevention by Shipping*

Ad 2.7: The regulatory framework

To simplify EU safety regulations while maintaining high level standards:

- a) in case different EU-regulations are in conflict with each other, EU safety regulations should be harmonized.
- b) existing rules should be enforced (more) harmonized.

A European flag (EU register) should not be made available, as long as member states have sovereign rights; substandard ships should be refused by EU ports.

*see also **Breaking-the-Ice - Rec 10.** of the complete list of WSF recommendations concerning Maritime Safety and Pollution Prevention by Shipping*

Ad 3.2: Adapting to coastal risks

Adapting security and safety of ships to coastal risks is needed to better guard our shores and coastal waters to prevent human threats.

Ad 4.1: Data at the service of multiple activities

A user-friendly Marine Observation and Data Network (e.g. further development of AIS) is needed to be used in the daily practical work.

*see also **Breaking-the-Ice – Rec 1., 2., 3., 5. and 6.** of the complete list of WSF recommendations concerning Maritime Safety and Pollution Prevention by Shipping*

Further developments of satellite techniques e.g. Galileo should be considered for tracking and safety measures in EU-waters.

Ad 5.2: The offshore activities of governments

An EU coastguard in the traditional thinking should not be set up, however, an EU-coastguard Centre at EMAS receiving and sharing the information of and with all regional/national coastguards. Such regional/national coastguards should be installed e.g. in/for the North Sea, the Baltic Sea, the Channel, they should have regional commanders and be responsible for the daily business in their region.

The tasks of the EU-coastguard Centre is an overall knowledge centre, a supporting centre with general tasks, such as daily warning, information exchange and monitoring. The task of such an EU-coastguard Centre and the regional/national coastguards should not only safeguard the safety and security regarding shipping but also security regarding human threats (e.g. prevention of terrorism).

*see also **Breakin- the-Ice - Rec 1. and 2.** of the complete list of WSF recommendations concerning Maritime Safety and Pollution Prevention by Shipping*

*see also **Breaking-the-Ice - Rec 15.:***

Emergency Management

“A trilateral strategic emergency towing concept under consideration of the development of shipping and ship dimensions and offshore installations (see also Recom. 1. Spatial Planning) must be established. In this concept, the issue of standardisation (e.g. regarding dimensions and manoeuvring qualities) shall be investigated.....

Moreover, the WSF advises improved coordination with regard to required ETV capacities in a wider perspective. Norway, DK, GER, NL, Belgium and UK should be called upon to coordinate their respective needs and decide on the strategic positioning of ETV in the whole central and southern North Sea.”