



**Wadden Sea Forum**  
**WG Shipping, 5<sup>th</sup> Meeting**  
**Bremen, 11 March 2009**

**F I N A L   D R A F T   M I N U T E S**

**1. Opening**

*Document: WSF-Shipping-5-1 Draft annotated agenda*

The chairman Martin Loos welcomed the participants and opened the meeting at 11:00 on 11 March 2009. A list of the participants is in **Annex 1**. The proposed draft agenda was adopted without amendments and is in **Annex 2**.

**2. Adoption of the Minutes WSF Shipping-4**

*Document: WSF-Shipping-4 Final draft minutes*

The final draft minutes of the 4<sup>th</sup> WG Shipping meeting on 23 October 2008 in Bremen were adopted.

**3. Announcements**

Hans von Wecheln informed the meeting about new developments in container shipment secure systems. In Bremen, secure logistics services had been established and a first test phase in Atlantic container shipping had been executed. The implementation of a control and tracking station would be in the planning phase. Further information will be compiled by the WSF secretariat.

Werner Rothkopf referred to the new water management and federal nature conservation acts and pointed at its importance for spatial planning in the EEZ and shipping issues. Consequences, e.g. for waste disposal of vessels, should be issues in further dealings with shipping.

Hans-Ulrich Rösner took up the public hearing with regard to spatial planning in the German EEZ North Sea (information were given at WSF 13 on Fanø) and informed the meeting about an objection by the wind energy sector. It was not accepted that wind turbines should only be constructed in the designed priority areas. The process of implementing a spatial plan for the EEZ would be still open and it was agreed that the WSF should take an active role in the future process to address transboundary needs in spatial planning. Additionally, Mr. Rösner pointed at the

issue of a new traffic separation scheme for the north-south shipping route west of Schleswig-Holstein which was mentioned as being under discussion by the authority "Waterways and Shipping Directorate North" at the public hearing on spatial planning in the German EEZ North Sea on 6 Oct 2008. Since the "Pallas"- accident in 1998 the need for such a regulation was brought forward by different stakeholders. According to the statement at the hearing this would be now in consideration by the "Waterways and Shipping Directorate North".

Martin Loos informed the meeting that Groningen Seaports had withdrawn their presentation about gaps in shipping control systems. Due to the horizontal integration with the authorities of Rijkswaterstaat and WSA Emden, only a common presentation was considered as possible. The chair would invite them again, also in the view of a common presentation.

Secondly, Mr. Loos reported about a hearing in Greetsiel regarding the deepening of the river Ems. Besides negative effects of sediment dumping, also shipping safety would be influenced. He stated that a coordinated planning in shipping routes would be necessary and that the Forum should follow up this issue. To continue, more detailed information had to be made available from the Ems pilots and Groningen Seaports (see also agenda item 5, shipping safety).

Thirdly, Mr. Loos briefly informed about the covenant signed between the mussel fisheries sector, green NGOs and the Dutch government about the transition towards sustainable fisheries, as well as nature recovery in the Dutch Wadden Sea.

#### **4. PSSA Evaluation**

*Documents: WSF-Shipping-5-4.1 PSSA Evaluation TOR*

*WSF-Shipping-5-4.2 PSSA Evaluation Methodology*

Kristine Jung briefly introduced the documents and informed the meeting about the next steps of the evaluation. After undersigning the contract by Southampton Solent University, a first step literature review of the status of PSSA at IMO and relevant legislation, followed by a questionnaire among a identified focus group of acknowledge experts. In order to assess the PSSA effectiveness and evaluate future implications, a workshop with those experts is envisaged as a following step. A final report should be completed in autumn 2009. A further option would be the implementation of an international conference discussing the results from the report.

The meeting welcomed the information and the evaluation undertaken. It was requested to make the IMO regulations available to the working group for further information. Furthermore, it was stressed to actively involve EMSA, the responsible body in a transboundary context.

With regard to the inclusion of the PSSA in official sea chart, the meeting requested the Common Wadden Sea Secretariat to send a letter of inquiry to the Federal Maritime and Hydrographic Agency (BSH), when and how the PSSA would be included in the sea charts, if not done so already.

Finally, the meeting welcomed the establishment of a focus group and made proposals for staffing. Representatives of the following organizations should be part of the group: short sea shipping, harbourmasters, lawyers, tugboat shipping companies and NGO's for which Ellen Kuipers and Hans-Ulrich Rösner were already named.

## 5. Shipping Safety

The issues of shipping safety including towing capacity, emergency control, traffic separation schemes and marine spatial planning were stated as one of the most important shipping issues, which should be elaborated on continuously. This was also made obvious in the announcements earlier in the meeting.

Some issues were taken up again, e.g. the demand for a traffic separation scheme Denmark – Schleswig-Holstein. Hans-Ulrich Rösner described and underlined the need for the implementation with some figures of a COWI presentation, originating from the COWI risk analyses from 2007, made for HELCOM. The figures clearly indicated the traffic volume, which could lead to safety problems in connection with the construction of off-shore wind parks. The implementation of a traffic separation scheme could only be achieved in close cooperation with Denmark and within the context of marine spatial planning.

In this respect, the WSF secretariat was requested to forward the discussed issue to the WSF and furthermore, to contact the BSH for information about new developments resulting from the hearing spatial planning EEZ last year.

The chair recalled the issue of the Ems shipping routes and its control mechanism. The meeting agreed to strive for a coordinated planning in selecting and maintaining shipping routes as well as for a coordinated control of the ship traffic. To proceed, Hans von Wecheln will invite the Ems pilots in order to get detailed information about the current situation and, in a second step, Herman Verheij will try to organize a meeting with Groningen Seaports to discuss the developments and control systems in the river Ems. Further information about the traffic management plan will be requested from the "Waterways and Shipping Directorate North-West" by the WSF-secretariat. The working group EII will be invited to collaborate as they are also dealing with harbor development, infrastructure and harbor related industries.

Another item was the emergency towing capacity, particular in Denmark. Hans von Wecheln briefly informed the meeting about a new Danish report to HELCOM, which announced the building of an own towing vessel for the Baltic. For the North Sea, tug boats could be chartered in cases of emergency. This was seen as a progress but still, the emergency time period would be too long as the tug boats were not in a stand by position. Related to this issue, the meeting agreed to discuss national emergency concepts and places/ports of refuge at the next meeting. Also at the next meeting, it is envisaged to get a presentation from the "Institute of Shipping Economics and Logistics" (ISL) about container shipping and related problems.

## 6. WSF 14

The working group invited John Mouat from the KIMO secretariat to give a presentation at the next Forum meeting on 16-17 June. The contents were briefly discussed and the meeting proposed that the presentation should focus on the work of KIMO in general, the developments of the litter project and on the container shipment with all its facets. The secretariat will coordinate this with John Mouat.

### **7. Any other business**

Hans von Wecheln raised the issue of using heavy fuel oil and will send a brochure to the secretariat to be further distributed.

Herman Verheij referred to the European Maritime Policy development and asked the secretariat to make the "blue book" available.

Werner Rothkopf informed the meeting that Prognos has started a series of interviews with concerned organizations regarding the implementation of ICZM. Furthermore he raised the issue of CO<sub>2</sub> certification and the consequences for shipping. This would also be a theme of discussion within IMO.

### **8. Next Meeting**

The next meeting will take place on 31 August 2009 in Bremen.

### **9. Closing**

The chairman thanked all participants for coming and their fruitful contributions and closed the meeting at 15:00 on 11 March.

**Action list resulted from the meeting:**

- The WSF secretariat will compile information about the implementation of a control and tracking station due to container shipment.
- The WSF secretariat will distribute the revised IMO guidelines on PSSA to the working group.
- The CWSS is asked to send a letter of inquiry to the Federal Maritime and Hydrographic Agency (BSH), when and how PSSA would be included in the sea charts.
- The participants will propose representatives for the focus group for the PSSA evaluation. The information should be sent to the CWSS.
- The WSF secretariat will forward the need for a coordinated marine spatial planning to the WSF and will contact the BSH for information about new developments resulting from the hearing spatial planning EEZ last year.
- Hans von Wecheln will invite the Ems pilots to get detailed information about the current Ems shipping situation.
- Herman Verheij will try to organize a meeting with Groningen Seaports to discuss the developments and control systems in the river Ems.
- The WSF-secretariat will request further information about the traffic management plan Ems from the "Waterways and Shipping Directorate North-West".
- National emergency concepts and places/ports of refuge will be on the agenda of the next meeting. Additionally, the secretariat will invite the "Institute of Shipping Economics and Logistics" (ISL) to give a presentation about container shipping and related problems.
- The secretariat will coordinate the contents of the presentation, given by John Mouat at the WSF 14 meeting on 16 June.
- The secretariat will try to make the European Maritime Policy ("blue book") available.

**Annex 2**

**Wadden Sea Forum  
WG Shipping, 5<sup>th</sup> Meeting  
Bremen, 11 March 2009  
DRAFT MINUTES**

- Agenda item 1. Opening**
- Agenda item 2. Minutes WSF Shipping-4**
- Agenda item 3. Announcements**
- Agenda item 4. PSSA Evaluation**
- Agenda item 5. Shipping Safety**
- Agenda item 6. WSF 14**
- Agenda item 7. Any other business**
- Agenda item 8. Next Meeting**
- Agenda item 9. Closing**