



Wadden Sea Forum

WG Shipping & Harbour , 11th Meeting

Wilhelmshaven, 15 February 2012

FINAL DRAFT MINUTES

1. Opening

Document: WSF-Shipping-11 Draft agenda

The chair of the working group, Albert de Hoop, welcomed the participants of the Shipping & Harbour meeting at CWSS/WSF in Wilhelmshaven and opened the meeting at 11:00 on 15 February 2012. A list of participants is in **Annex 1**. The proposed draft agenda was adopted without amendments and is in **Annex 2**.

Some new observers and members participated in the meeting and a round of introduction took place.

2. Adoption of the Final Draft Minutes WSF Shipping-10

Document: WSF-Shipping-10 Final draft minutes

The final draft minutes of the 10th meeting of WSF WG Shipping & Harbour, Ameland, 07 September 2011 were adopted.

3. Announcements

No announcement were made.

4. LNG Development

Document: WSF-Shipping-11-4.1 LNG as ship fuel

The document of German Lloyd about LNG as ship fuel led to a vivid discussion. The mandatory reduction of emissions from 2015 within "Emission Control Areas", ECAs, and from 2020 worldwide will lead to increasing developments of alternative ship fuels. Up to now, US and Canadian coastal waters as well as the North Sea and the Baltic are designed as ECAs and emissions have to be reduced soon. At present, only Swedish companies are restricted to low emissions by law.

LNG as ship fuel will reduce NO_x and SO_x and to some extent CO₂ substantially, but the supply chain of LNG to the Wadden Sea harbours is insufficient for the time being and developments have to be considered. Plans to construct LNG terminals in Eemshaven and Wilhelmshaven have been given up.

The meeting also discussed other measures than the use of LNG to reduce emissions in the shipping business. Use of fuel cells, emission trading and speed reduction in ship traffic would be options to be taken into consideration. Finally, the meeting pointed at consequences of LNG use, such as huge investments of shipping companies, difficulties in reselling of vessels, supply shortage, etc.

The meeting agreed, to follow up this issue and to inform the political level through the Wadden Sea Board about regional and local developments on emission reductions, beneficials for the Wadden Sea Region and the protected Wadden Sea.

The WSF with its local and regional actors could deliver advice and recommendations to the governments, who agreed on the aim to develop the Wadden Sea Region to a CO₂ neutral region in 2030. Cooperation with the trilateral Task Group Shipping would develop automatically due to the common aims.

5. Sustainable Shipping, Emission Free Ferry Routes

Presentation by Mr. Dirk Lehmann

Mr. Dirk Lehmann from the company "Becker Marine Systems" gave a presentation about a project and techniques to make the ferry traffic between the Wadden Sea islands and the main land more environmental friendly. He was assisted by Axel Mühlhausen and Mr. Hubert Senters from the ship building company "Schlüter Marine Consultants".

The project would construct a new ferry, running between the island of Föhr and the mainland from 2013 on. The ferry would be driven by LNG, provided by Norwegian LNG trucks, which are integrated in the propulsion technology. A summary of the presentation is sent as an extra pdf document.

The meeting very much **welcomed** the presentation and the information about new applied developments. Similar activities are initiated in other parts of the Wadden Sea as in The Netherlands and Lower Saxony. As an example, the island of Juist is going to introduce alternative propulsion technics in their ferry services. The meeting stated that the WSF could function as a platform to bring the drivers of these initiatives together and to forward the issue to the governmental level of the Wadden Sea countries. This would perfectly fit to the aim to foster environmental friendly businesses.

6. Shipping safety

Document: Report to VTM on the TE-route and German Bight from Albert de Hoop

According to the previous discussion and work on shipping safety and VTM, Albert de Hoop has elaborated an analysis of the developments in this field. The report includes some information about ship movements from authorities, information on VTM and loss of containers as well as about the Dutch off-shore spatial planning.

Still, some required information from the responsible authorities would be missing.

The meeting agreed that VTM is necessary to manage the increasing ship traffic in sensitive areas and to increase the prevention as such. The meeting further agreed to elaborate a resolution with regard to shipping safety and VTM and to forward it to the governmental conference 2013 through the WSB. As **concrete action**, the secretariat will distribute the analysis to the working group for further elaboration and comments, particularly on clarification of VTM and VTS and other control systems. On the basis of this, a draft resolution, to be elaborated by the chair, Herman Verheij and the secretary, will be distributed to the WSB meeting.

7. Hazard avoidance in the Wadden Sea

At shipping 10, the meeting briefly discussed risk management for hazard avoidance in the Wadden Sea. For the time being, there is no further information available. Besides the responsible German authorities in Aurich and Kiel, who are members of the working group, the new installed group for risk management in Dutch coastal waters, located in Eemshaven, and the Danish Wadden Sea National Park secretariat will be contacted to deliver the requested information.

8. Any other business

Mr. Rothkopf briefly informed the meeting about plans and options for a LNG terminal in Wilhelmshaven and port services for off-shore windmill parks.

With regard to LNG, two options were discussed,

- a) cold to cold, from vessels to storage tanks onshore
- b) cold to warm, from vessels directly in the gas distribution system

According to port services for off-shore windmill parks, Wilhelmshaven would step into this business too. Service and storage facilities could be implemented in a certain area of the Jade-Weser-Port until it would reach full capacity in container handling, at the inner harbour behind the two sea locks or at the so-called 3rd entry to the inner harbour, which was completely destroyed in the Second World War.

The meeting **noted** the information.

9. Next meeting

The meeting **agreed** to hold the next meeting on 19 September in Bremen.

10. Closing

The chair thanked the participants for their fruitful contributions and closed the meeting on 15 February 2012 at 14:30 hours.

ANNEX 2

**Wadden Sea Forum
WG Shipping & Harbour, 11th Meeting
Wilhelmshaven, 15 February 2012**

A G E N D A

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