



**Wadden Sea Forum**  
**WG Shipping & Harbour, 12<sup>th</sup> Meeting**  
**Hamburg, 18 September 2012**

FINAL DRAFT MINUTES

**1. Opening**

*Document: WSF-Shipping-12-1 Draft agenda*

The chair of the working group, Albert de Hoop, welcomed the participants of the Shipping & Harbour meeting at BSH in Hamburg and opened the meeting at 11:00 on 18 September 2012. A list of participants is in **Annex 1**. The proposed draft agenda was adopted without amendments and is in **Annex 2**.

**2. Adoption of the Final Draft Minutes WSF Shipping-11**

*Document: WSF-Shipping-11 Final draft minutes*

The final draft minutes of the 11<sup>th</sup> meeting of WSF WG Shipping & Harbor, Wilhelmshaven, 15 February 2012 were adopted.

**3. Announcements**

No announcements were made.

**4. Shipping safety**

*Document: WSF-Shipping-12-4.1 shipping safety*

As a first issue, the working group reflected the recent accidents of the two vessels Katja and Flaminia and discussed the measures taken. The oil tanker Katja ran on a sandbank east of Wangerooge, when approaching the port of Wilhelmshaven and the container vessel Flaminia was demolished in the Atlantic by a fire.

The meeting stated that, according to the available public information, the measures and decisions taken by the German shipping authorities to avoid any impacts on the environment and to solve problems with the damaged vessels were understandable and correct.

Nevertheless, the cases should be used to improve shipping safety in general. This would concern transnational agreements, pilotage, storage of cargo, towing capacity and other safety measures and regulations. Furthermore, the WSF plenary should agree on a statement to request an evaluation of the incidents in order to learn from these examples. This should be done in an open dialogue and public information.

As a second issue under this agenda item, the meeting recalled the resolution on shipping safety, discussed in detail at the last meeting. It was agreed to further elaborate the resolution in cooperation with the stakeholders to reach high acceptance. In this respect, the challenges of integrating growing economy and harbor development with increased safety measures should be met.

The further elaboration of the resolution, which would be a document of the Wadden Sea Forum, should also address possible additional protection measures outside the PSSA,

which would have a positive effect on the PSSA itself. Also a north-south TSS west of Denmark and Schleswig-Holstein, as well as mandatory information provision for vessels approaching the PSSA should be discussed as options for implementation. All additional measures have to be adopted by the IMO.

## **5. PSSA workshop**

*Presentation vision WSF on PSSA*

A PSSA workshop of the TG-S of the Wadden Sea Board was scheduled for 19 September and the WSF was asked to give a presentation about a vision of the PSSA. The secretary introduced his presentation (see annex 3), which should represent the view of the WSF at the PSSA workshop. The **meeting agreed** on the contents and emphasized the need for a broader view. This means in particular, to strive for a North Sea wide approach, because the increasing off-shore developments and ship traffic would have an impact on the protected Wadden Sea.

## **6. Jade-Weser-Port**

Mr. Rothkopf briefly informed the meeting about the Jade-Weser-Port, which would be officially opened on 21 September. Problems with the quay wall had been solved by constructing a concrete wall directly in front of the sheet pile wall, which had more than 300 sites of fractures. A problem could be seen in the missing, sufficient train connection to the port, which could temporarily be compensated by the good high way connection in place.

A challenge and a chance for the new port would be the handling of the vessel Flaminia, to offload the containers and to dispose of the hazardous substances on board. The meeting took note of the information.

## **7. Risk Management**

*Documents: Bonn Agreement Action Plan; Flyer BeAware*

The meeting took note of the documents and generally agreed on the Bonn Agreement Action Plan as it would substantially contribute to the protection of the marine environment. Also the North Sea wide approach was stated as very helpful and the working group supported to follow the work on a North Sea wide risk assessment. As part of this, it would be important to increase the awareness for risk modeling.

The meeting agreed to compile further information on risk assessment to go into a deeper discussion. The results of the BeAware meeting in Norway, to be provided by John Mouat from OSPAR and the secretary of the TG-S would be a starting point.

## **8. Any other business**

No other business discussed.

## **9. Next meeting**

The meeting **agreed** to hold the next meeting in the week of 4-15 February 2013. Further agreements will be made by email contact.

## **10. Closing**

The chair thanked the participants for their fruitful contributions and closed the meeting on 18 September 2012 at 15:30 hours.

**ANNEX 2**


**Wadden Sea Forum**

**WG Shipping & Harbour , 11<sup>th</sup> Meeting**

**Wilhelmshaven, 15 February 2012**

**A G E N D A**


- Agenda item 1. Opening**
- Agenda item 2. Adoption of the Final Draft Minutes WSF Shipping-11**
- Agenda item 3. Announcements**
- Agenda item 4. Shipping safety**
- Agenda item 5. PSSA workshop**
- Agenda item 6. Jade-Weser-Port**
- Agenda item 7. Risk Management**
- Agenda item 8. Any other business**
- Agenda item 9. Next meeting**
- Agenda item 10. Closing**



**Workshop PSSA Wadden Sea**

Vision Wadden Sea Forum

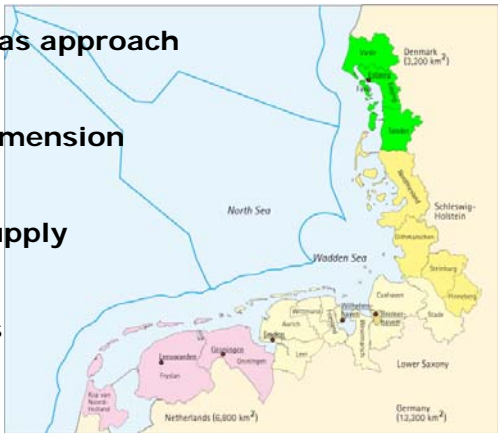
Manfred Vollmer  
Wadden Sea Forum e.V.



**Work towards a sustainable WSR**

- ▶ **Integrated, regional seas approach**
- ▶ **Balanced development**
- ▶ **Strengthening social dimension**

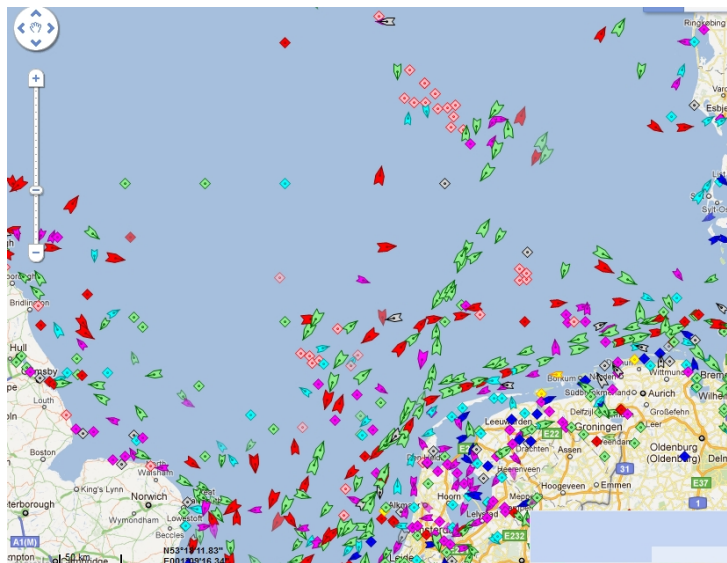

- **Sustainable Energy Supply**
- **Harbor Development**
- **Perspectives Fisheries**
- **Shipping Safety**





### Vision for the Southern North Sea

- The neighboring states share a common vision;
- The North Sea is protected, used and managed through a regional seas approach;
- The North Sea is an area characterized by safe and clean waters;
- The increasing use of sea space is balanced and sustainable;
- The seascape is recognized as an area with a rich intrinsic value.



Ship Traffic Snapshot: 580 vessels



**WADDEN SEA FORUM**  
WADDEN ZEE FORUM

## Management Issues



**Traffic management**

- Traffic separation schemes
- Regular control mechanisms
- Emergency control
- VTS, navigational assistance
- Education and training
- Awareness

**Mining, Dredging, Dumping**



**WADDEN SEA FORUM**  
WADDEN ZEE FORUM

## Risk Management



- Marine spatial planning
- Cross-border cooperation
- Shared responsibilities

- Prevention of pollution
- Hazard identification
- Risk modelling
- Increase capacities
- Raise awareness





**Emergency tug boats**

**Nordic**



**levoli Black**




**Neuwerk**



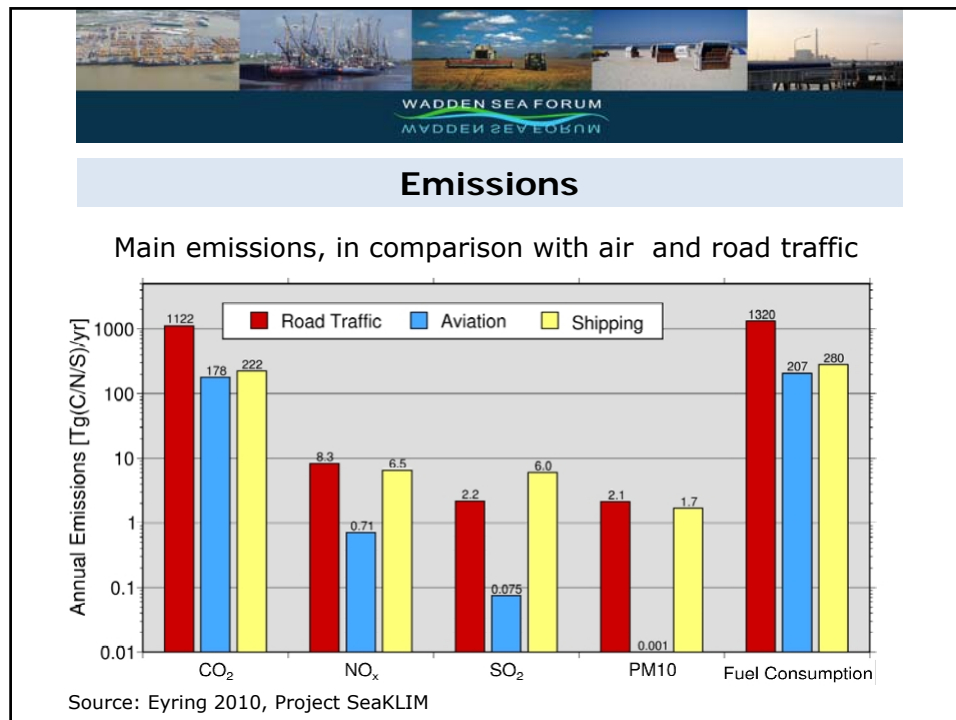

**Mellum**





**Safety & Environment Measures**

- Increase of emergency equipment
- Allocation of cross-border competences
- Exact cargo declaration
- Safe cargo storage and lashing
- Application of sound port control systems
- Harbor concepts around the North Sea Coast
- Improvement of waste management

### Emission reduction measures

- NO<sub>x</sub> regulation, SO<sub>2</sub> reduction by MEPC, IMO
- New standards in ECAs and new parameters in the North Sea
- Implementation also in gas and oil exploration
- Reduction of sound emissions
- New ship designs
- Filters for existing systems
- Alternative fuels (LNG, fuel cells, hybride)
- Speed reduction
- CCS in gas and oil exploration





## Policies

- Application Bonn Agreement
- Application EU Maritime Transport Policy  
(according to goals and recommendations of Commission)
- Application Ballast Water Convention
- Convention on anti-fouling systems, IMO regulations
  
- Transnational Maritime Spatial Planning
- Action plan micro plastic pollution



## Cooperation Wadden Sea Region

- ❑ Stakeholder cooperation and involvement
- ❑ Involvement research Institutions
- ❑ Authorities/Agencies support and commitment
- ❑ Working groups – Task groups  
shipping, climate, energy.....
- ❑ Cooperation Wadden Sea Board – WSF  
common initiatives  
advisors, observers