

Text proposal KIMO/OSPAR

Vote of the spatial planning and harmonisation of the safety regulations for the offshore wind farm between the residents of North Sea and Baltic Sea

Problems:

- The planned corridors for shipping, are they compatible with the plans of the neighbouring countries and in particular with the general international traffic routes?

Example

"German Bight → Pentland" route, it must be ensured that this is consistently safe navigable even in the area of the British EEZ. The same applies to the route "German Bight → Skagen" through Danish waters

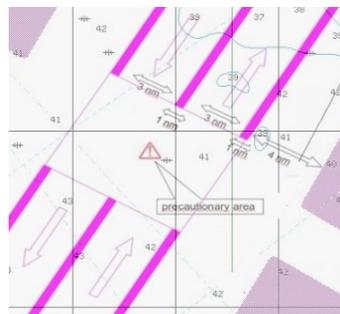
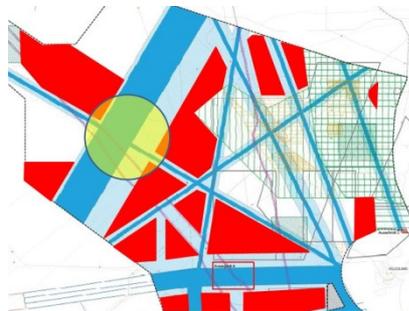
- What corridors requires the future establishment of a traffic separation area (VTG) according to KVR 10 to improve ship safety? Such a determination requires the joint action of all members in the IMO.

Remark:

A VTG increase safety at sea in any case, because there are clear directions and clear rules for crossing traffic. In addition, a zone can be created for small shipping and offshore wind farm vehicles.

Solution:

- At the University of applied sciences Flensburg, a concept was introduced as a safer solution can be found in busy corridors and crossing points to the example of the ways "Texel → Skagen" and "German Bight → Pentland":



- It has to be considered whether the narrow fairway KVR 9 rules can be applied to the corridors between OWPs.

Remark:

The corridors between the individual OWFn are exceptionally narrow. Diversions or stopping the pre-journey justifiable small navigation and work ships which leave an OWF and cross a corridor or turn into him is venturesome and partly heavily possible. The application of the KVR 9 would lead to a considerable reduction of the collision risk.

- A harmonisation of the rules for driving on the safety zones around offshore wind farms is imperative.

Example:

While Denmark has chosen a very liberal regulation of driving, vehicles of less than 20 m length must leave in the adjacent Germany promptly the security zone at night, strong winds or fog and are thus forced in this nautical demanding situation directly in the already limited range of large shipping.

Solution:

It should be the target in the foreground in the interests of safety the WTS to separate the wholesale shipping of the smaller vehicles. Therefore, driving the security zone should be at least to get around the wind farms (not inside). The term "Bike path next to the expressway" was coined for this at the University of applied sciences Flensburg.

- Harmonization of the rules for the operators and service vehicles in the area of OWFs

Example:

Studies at the University of applied sciences Flensburg have shown that the radar detection of vehicles within the OWPs with radar due to the strong reflection of the WTS is extremely flawed. This shortcoming can be only compensate by compulsory equipment of operators of vehicles with AIS class A equipment.

- Vote extending the State maritime surveillance and unification of the warning system

Remark

The state radar covering is limited on the near coastal environment and around Helgoland in the German bay. In Germany, there is the three-stage form "Traffic information", "Traffic" and "Traffic control". In which form should intervene the State Maritime Surveillance in specific traffic situations?

- Vote of the general concepts for the areas:
 - Use of emergency towing tugs
 - Recovery of persons of the operator or by small vehicles from the air

Remark:

By the implementation of offshore wind farms the collision risk increases between ships each other and between ship and WEA. The German emerging towing concept is restricted to the near coastal environment similarly like the radar coverage and doesn't take into account the implementation of OWF's.

- A vote of the European civil aviation authorities with the interests of the shipping industry to identify the OWPs at night is imperative.