



WADDEN SEA FORUM

Working Group Energy/Industry/Infrastructure (WG EII)

9th Meeting

Wilhelmshaven, 16 March 2010

FINAL DRAFT MINUTES

1. Opening

The chairman Mr. Rothkopf welcomed the participants and opened the meeting around 10:00. Mr. van den Broek was not able to join the meeting. A list of participants is in **Annex 1**. The agenda was **adopted** without any amendments and is in **Annex 2**.

2. Adoption of the minutes WG EII-8

Document: WG EII 8 Final Draft Minutes

The meeting adopted the final draft minutes of WG EII-8, 30 September 2009.

3. Announcements

Gerd Töpken informed the meeting that Dong Energy has cancelled the construction of a coal power plant on the Rysumer Nacken in Emden. Now N-Ports Emden would aim at acquiring the property to extend the harbour facilities. Furthermore, he reported about the increasing developments in the harbours of Cuxhaven, Bremerhaven and Brunsbüttel with regard to off-shore wind parks installations.

Eric Dorenbos briefly referred to the Dutch concept for nature restoration. A summary was presented at the WSF-15 plenary meeting in November 2009 and is part of the WSF-15 final draft minutes.

Hans Werner Rothkopf also referred to the cancellation of coal power plant constructions in Emden, Stade and Brunsbüttel and mentioned further needs of investigations about CCS and its effects on economy and ecology. In comparison to Lower Saxony, the debate in Schleswig-Holstein and The Netherlands about CCS would be quite vivid.

As a further topic, he informed about the extension of the Wadden Sea National Park in Lower Saxony by some 65,000 ha in the Weser estuary and north of the

Eastfrisian islands. The reason was the new Federal Act for the Protection of Nature, which came into force on 1 March 2010. The protection status of these areas have not changed as it were already nature protection sites. Only the responsibilities had moved to the National Park authority. Also the Federal water Act would be renewed, which would concern port developments. Mr. Rothkopf further pointed at a symposium about supply chain risk management in the frame of the "day of logistics" on 15 April in Wilhelmshaven. Finally, he raised the question if the information tool about energy related activities in the WSR should be extended with harbor and infrastructure activities. He proposed to discuss this matter at the forthcoming plenary meeting in the view of needs and added value.

Manfred Vollmer announced and distributed the new WSF brochure "Without Frontiers". Further he informed the meeting about the decision of the Senior Officials of the Trilateral Wadden Sea Cooperation (TWSC) to support the WSF also in the coming period till 2013. This would also be part of the Ministerial Declaration of the Governmental Conference on 18 March in Westerland, Sylt. The results of the conference would be placed on the website and would be an agenda item of the next meeting.

4. Harbour development

The working group is, for the time being, mainly dealing with energy issues. In order to broaden the topics due to its responsibility, the meeting was invited to start the discussion about industry and harbour development topics.

Mr. Schnabel informed the meeting about developments and needs in the harbor sector. An emphasis was laid on fair competition between the harbors. A summary is in **Annex 3**.

In the following, the meeting discussed the developments as well as the supporting needs like infrastructure and harbour cooperation. In conclusion, three main issues were defined to be elaborated on in the future:

- port cooperation, common harbour concept;
- infrastructure development, e.g. rail, roads, port facilities like control systems in container handling;
- off-shore wind industry, which needs more space in the harbour area for storage and assembling.

5. Electric Grid developments

Document: WG EII 9-5-1 SuperGrid

Nine European countries (Ireland and the UK, Belgium, the Netherlands, Luxembourg, Sweden, Denmark, France and Germany) have pledged in the *North Seas Countries Offshore Grid Initiative* that they would "examine the construction of an offshore wind energy grid, or 'Supergrid' in the North and North West Seas." The secretary briefly introduced the document and the meeting discussed various development scenarios of electric grid installations on and off-shore. A connection of all electricity suppliers (supergrid) in the southern North Sea and along the coast was seen as not feasible within the coming 30 years. The connection of off-shore wind parks with the mainland would be at working capacity in the near future. In the implementation of a supergrid, also the developments of storing capacities had to be taken into account. The meeting agreed to follow up this issue as it would effect the Wadden Sea Region and its businesses.

6. Update energy study

At an earlier stage, the meeting raised the issue to update the study of the Bremer Energie Institut "Inventory and Analysis of Impacts of Power Plants in the Wadden Sea Region" annually. The participants agreed that the study is quite useful for getting an insight in the energy developments along the coast. It was stated that the general tasks of the Forum would be the provision of information as well as knowledge exchange.

For further decisions, the visits of the WSF web site should be analyzed to get more information about the number of visits, downloads and user groups. Furthermore, the Energy Institute should be contacted to verify the efforts and costs for regular updates.

7. Further work topics

Due to the agreements made at the SO-34 meeting on 9 February, the cooperation between the Wadden Sea Forum and the Trilateral Wadden Sea Cooperation will continue in the next three years period. Based on the discussion of the former agenda items, the meeting concluded several work topics for the coming period.

- harbour development
 - container handling in harbours
 - off-shore wind industry (support, facilitation, transport)
 - harbour related infrastructure
 - harbour concept, cooperation
- electric grid development, on and off-shore
- energy production on local level, e.g. zero emission concept on islands
- update of information (study, data sets, web site)
- CCS (further debate and knowledge exchange about developments; ad hoc decisions on activities)

Further topics like gas and oil storage in caverns and biomass generated energy will be take up on ad hoc basis, if there will be need/request in the Wadden Sea Region).

8. Any other business

No other business discussed.

9. Next meeting

The next meeting will be held on 26 April at 15:00 by a phone conference.

10. Closing

The chairman thanked all participants for the fruitful discussion and closed the meeting at 14:00 hours.

Annex 2

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A G E N D A

- 1. Opening**
- 2. Adoption of the minutes WG EII-8**
- 3. Announcements**
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- 6. Update energy study**
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- 8. Any other business**
- 9. Next meeting**
- 10. Closing**

Annex 3**Introduction harbor development by Frank Schnabel
In cooperation with German Seaports, Klaus Heitmann**

- Due to the worldwide financial and economic crisis cargo handling in German Seaports dropped by 17% down to 264 Mio. T.
- In 2010 we estimate some slight growth in sea cargo handling by around 3% up to 272 Mio. T.
- After a decade of steady growth, in 2008 the German Seaports had gained record results of 318 Mio. T.
- This development came to a sudden stop due to the crisis.
- Shipping and Ports had so far profited the most from globalization. Now they suffer from a drop in foreign demand and in world trade.
- Therefore German Seaport Operators have introduced extensive saving measures to adjust their expenses to the development of quantities.
- Crisis met them right in the middle of expansion!
- There are free capacities for cargo handling.
- Due to the backlog of staff Seaports are working short hours.
- Now there are further actions necessary, for example collective wage agreements worked out by the unions for Port workers to overcome the crisis.
- By now the trough in German sea cargo handling has been stridden. The figures have slightly gone up. Still the way out of the crisis is laborious and keeping up will take another few years.
- In the long run though, cargo handling in German Seaports will grow further.
- The fundamental conditions for further growth of sea cargo have not changed. Globalization and worldwide job sharing will continue. Also in the future around 95% of intercontinental trade will be moved via Sea.
- Therefore Planers and financial politicians must use the actual break in growth for developing Seaport connections which are tailored to suit the markets needs.
- Germany is Europe's logistical turntable. To keep this status, we need sufficient access by Sea and hinterland according to the demand.
- With the so called Ahrensburger Liste the Northern German coastal areas have presented 19 priority projects for extending Seaport access. These projects must now get realized quickly.
- Looking at the actual situation it is also very important to make the charges for German Seaport access more competitive.
- Port Authorities, Tug boat and handling operators have done their bit within their respective abilities and with individual pricing.
- Now the federal government is asked to participate by adjusting the pilot charges and the usage charges for the Kiel Canal.
- We hope that the federal government will take constructive action to manage the crisis and to improve the competitiveness of German Seaports.