



## **Wadden Sea Forum**

### **WG Shipping & Harbour, 9<sup>th</sup> Meeting**

**Bremen, 16 February 2011**

## **FINAL DRAFT MINUTES**

### **1. Opening**

*Document: WSF-Shipping-9 Draft agenda*

The chair of the working group, Mr. Albert de Hoop, welcomed the participants of the Shipping & Harbour meeting at Gauss, Bremen and opened the meeting at 11:00 on 16 February 2011. Due to the extended number of participants, a round of introduction took place. 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-8**

*Document: WSF-Shipping-8 Final draft minutes*

The final draft minutes of the 8<sup>th</sup> WG Shipping meeting on 27 September 2010 in Delfzijl were adopted.

### **3. Announcements**

Mr. Litmeyer and Ms. Schneider informed the meeting about their membership in the Task Group Shipping of the Trilateral Wadden Sea Cooperation. Therefore they would participate as observers in the Shipping and Harbour Group of the WSF. The meeting welcomed their contribution as expert information knowledge and stated that the primary goal in this group was to ensure the exchange of information and knowledge as basis for further actions.

Herman Verheij requested cooperation with the Task Group Shipping of the TWSC as there would be several overlaps on issues to be dealt with. After the first meeting of the trilateral task group on 18 March, on which work topics would be defined, the WSF working group should offer its willingness for cooperation.

André Bruin reported about oil storage at Eemshaven and that a new storage terminal for oil products in the port of Eemshaven will be in operation soon. Also new facilities to clear oil tankers were under construction.

Albert de Hoop reported about the conference IdentityPlast 2010, which took place in November 2010 in London, on which he gave a presentation about the implementation of waste management. He further stated that micro plastic pollution

was heavily increasing with severe impacts on the environment. **The issue should be picked again to support a better waste management.**

Carsten Lorleberg informed the meeting about a cooperation of eight ports in Schleswig-Holstein and Hamburg to facilitate the off-shore wind power business.

The cooperation would be a benefit for all ports as each port could bring in its key aspects of activity.

#### **4. Shipping Safety**

The meeting intensively discussed the issues of shipping safety with related control mechanisms VTS (vessel traffic systems), AIS (Automatic Identification System), radar as well as traffic management systems (VTM).

With the example of oil tankers, leaving the deep sea route in southerly direction in order to save time, the meeting discussed gaps in control mechanisms and possible actions for better safety.

Mr. Litmeyer explained the technical mechanisms of vessel traffic control in the German Bight in detail: The approach of the Jade, Weser and Elbe is monitored by VTS Wilhelmshaven (Radar, AIS etc.). Every violation against the Colregs (International Regulations for Preventing Collisions at Sea) or other traffic regulations will be monitored and valued (hand-over to the flag state or prosecution in the port). This monitoring system is not in place for the Ems approach in the Dutch and the German EEZ area. VTS provides navigational information as well as navigational assistance service (and within the territorial waters of the coastal state also traffic regulations) for the sailing vessels and is an excellent instrument to avoid accidents as precautionary instrument. In areas with high traffic density a combination of a non-cooperative technical system (Radar) as well as a cooperating system (AIS) should be applied to increase traffic safety.

Further problems could be caused by vessels crossing the TSS (Traffic Separation Scheme) routes, e.g. from North to the estuaries. The meeting agreed to forward the shipping safety issues to the Trilateral Cooperation and to the governmental level. Furthermore, a harmonisation of management systems between the countries was required to implement the same standards. An additional TSS north-south would also enhance shipping safety in the southern North Sea.

Mr. Bruijn stated that the implementation of VTS outside territorial waters was a matter for the responsible authorities, but that an acceleration of the by IMO would take a long time. The relevant authorities should not omit to jointly work diligently on procedures, in order to manage vessels depending on tidal waves safely on the Ems and in the Ports in 2012. The meeting agreed to elaborate a resolution on shipping safety, particularly on TSS and VTS issues, which should be adopted by the WSF at its next meeting and to be sent to the national governments. **The chair will take the initiative by facilitation of the secretariat.**

A second item was container shipping and loss of containers. An IMO report exposed the lacks in safe container shipping due to storage and lashing. Most containers are lost by feeders in the coastal area and cause impacts on the environment and endanger ship traffic in general. This problem should be brought forward to the European Commission for the enforcement of existing rules (**agenda item next meeting**).

**The IMO study will be made available to the members of the working group.**

## 5. Towing capacity

*Document: WSF-Shipping 9-5.1 Towing Capacity Faeroese Islands*

The meeting briefly informed each other about the towing capacity in place. Four tug boats were now available, one in Dutch waters and three in German waters, of which one is chartered and the other two are owned by the government. The new tug boat "Nordic" is positioned 12sm north of Norderney and not close to Heligoland as mentioned in the agenda.

It was common sense that one tug boat for The Netherlands would not be enough, even a contract about mutual assistance between Germany and The Netherlands exists.

In Denmark, tug boats would be ordered by contractors in case of emergency only, which is an insufficient situation, as this tug boats are normally on duty in the off-shore business.

Albert de Hoop referred to the document and stated that in the future, towing capacity problems would increase in the Northern Atlantic. With climate change and better accessibility of the North-West Passage, the traffic would increase but towing capacity was not installed yet.

## 6. Spatial Planning and Shipping Safety

*Document: WSF-Shipping 9-6.1 Off-shore Wind Parks and Shipping Safety*

*Document: WSF-Shipping 9-6.2 Spatial Planning German EEZ*

Hans von Wecheln and Christina Schneider informed the meeting about results of the German Traffic Justice Council conference. An important topic was the development of off-shore wind parks and its effects on ship traffic. The recommendations listed in the document point at responsibilities and competence, emergency concepts, sufficient education and transnational harmonisation.

The recommendations were not binding, but in the past, most recommendations of the Traffic Council were taken into consideration, as this organisation had high reputation.

The spatial planning activities of the governments were seen very positive. Nevertheless, improvements should be made in cross-border harmonisation, sound regulations for the yachting and sport boats and designation of anchorage.

Hans von Wecheln informed the meeting about a test simulation of ship traffic in 2030 to assess deficits and benefits of spatial planning and its implemented measures. Herman Verheij pointed at the WebGIS project of the ICZM group and stated that the WebGis with its data of all uses on transnational level would support spatial planning activities and a debate of implementing specific measures to reach sound safety standards in the North Sea. **He invited the members of the shipping group to the next meeting of the WG ICZM on 2 May in Hamburg, where first results of the project would be introduced.**

## 7. Ems Estuary Management

The meeting briefly discussed the latest developments of predicted traffic and Vessel Traffic Management in the Ems estuary. Maritime traffic is steadily increasing. Particularly with regard to deep draught vessels and vessels carrying certain dangerous goods a sound vessel management system in a sensitive sea area is required. The meeting stated that an analysis of the traffic situation in the Ems estuary and its development as well as the implementation of a VTS as well as radar control would improve shipping safety very much. **The working group will keep track on the management developments and will take actions as seen necessary.**

As a second item under Ems Estuary Management, Herman Verheij reported about the elaboration of a Dutch-German integrated management plan for the Ems estuary, which would first mainly focus on Water Framework Directive and Natura 2000 issues. A first draft management plan would be expected for late 2013.

**8. Any other business**

No other business discussed.

**9. Next Meeting**

The meeting agreed to hold the next meeting on 8 June 2011 on Ameland, NL.

**10. Closing**

The chair thanked the participants for their fruitful contributions and closed the meeting on 16 February 2011 on 15:00 hours.

**ANNEX 2**

**Wadden Sea Forum  
WG Shipping, 9<sup>th</sup> Meeting  
Bremen, 16 February 2011**

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