



**Wadden Sea Forum**  
**WG Shipping & Harbour, 10<sup>th</sup> Meeting**  
**Ameland, 07 September 2011**

**FINAL DRAFT MINUTES**

**1. Opening**

*Document: WSF-Shipping-10 Draft agenda*

The chair of the working group, Albert de Hoop, welcomed the participants of the Shipping & Harbour meeting at Gemeentehuis in Ballum on Ameland and opened the meeting at 11:00 on 7 September 2011. 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-9**

*Document: WSF-Shipping-9 Final draft minutes*

The final draft minutes of the 9<sup>th</sup> WG Shipping & Harbour meeting in Bremen on 16 February 2011 were adopted.

**3. Announcements**

André Bruijn reported about the revoking of the permit of the coal power plant in Eemshaven. The construction permit was declared invalid by the Dutch Raad van State. The impacts on the Wadden Sea and the East Frisian islands were not taken into account sufficiently. Now, a new application with a detailed EIA had to be submitted for the RWE 1800 MW plant, which might take a long time.

Secondly, he informed the meeting that the shareholders of Groningen Seaports had decided to extend and intensify the wind energy business.

Hans-Werner Rothkopf reported about plans of the Wilhelmshaven Port Association to step into the wind energy business. Furthermore, he pointed out the developments of container vessels, which would have a size of 18.000 TEU.

Albert de Hoop briefly presented the new energy concept of Ameland of being self-sustaining in energy production. As the installation of wind turbines was not allowed due to the provincial planning act, the municipality in cooperation with NAM was going to install a 8 MW solar panel field to cover the consumption in electricity. Other measures like biomass energy production and geothermal energy would complete the concept.

#### **4. Litter on Sea, pollution**

Albert de Hoop reported about the latest developments of measures to reduce marine litter. Many organisations like KIMO, OSPAR and also the WSF do have the issue on their agenda, and recently the EU has launched a program to support projects working towards minimizing the amount of marine litter.

An example was the project MARLISCO (Marine litter in European Seas: social awareness and co-responsibility) under the FP7 program as well as the project "plastic marine program, a roadmap to a clean sea" of the Waddenvereniging in cooperation with other organisations. Also the Dutch and British harbours would apply for projects in this field whereas the German harbours would not collaborate.

#### **5. Shipping safety**

The meeting continued the discussion about shipping control mechanisms like AIS (Automatic Identification System), and radar as well as traffic management systems (VTM). Still, the German authorities would stick to radar control as this measure would be an active mechanism without the necessity of cooperation of the ship crew.

On the other hand, the meeting was of the opinion, in line with the Dutch shipping authorities, that AIS would deliver much more information. The threat of a switch off of AIS by the crew would be minimal, as the ship owners would also have an interest to get the information permanently.

Due to the elaboration of a resolution on shipping safety, particularly on TSS and VTS issues, the chair explained that this would need some additional time, as the collection of data (transport of goods, number of ship movements, etc) had not been finished yet. This information would be available within a few weeks.

The final document would provide advice of how to dealing with shipping safety, including a view on the different control measures. It was agreed to forward the document to the WSF plenary and the WSB as soon as possible.

Albert de Hoop briefly explained the contents of the distributed maps regarding radar control, ship movements and the risk plan for the Dutch Wadden Sea. The meeting welcomed the information and discussed the need of a risk plan for the southern North Sea. Also an inspection of the equipment would be necessary to get an overview of the operational capability. It was agreed to continue the work on this item.

#### **6. Loss of containers**

Albert de Hoop informed about developments in safe container shipping and handling. The European Commission would work on a directive for container handling. Still, lashing would be one the biggest problems. Due to time pressure, the containers were not lashed sufficiently and would go overboard in heavy weather.

An European initiative would also force ship owners in other countries around the world to adopt the rules and regulations in order not getting excluded from the market.

Furthermore, the Dutch and German governments urged the IMO to contribute to worldwide regulations in safe container shipping.

The meeting welcomed the information and agreed to persist with this issue.

## **7. Hazard avoidance in the Wadden Sea**

Serious accidents with dangerous goods like oil and chemicals could cause bad consequences for the Wadden Sea. Also in this respect, risk management has to be improved. Risk plans, as discussed under item 5, could deliver information for further actions taken by the WSF. The secretary was asked to contact the relevant authorities in order to compile the available information, including an assessment of the risk management system.

## **8. Harbor development**

Kristen Dreieø, the Port Director of Rømø Havn, gave a presentation about the developments and planning of Rømø harbour. The meeting welcomed the presentation and discussed the harbour extension with regard to contents of business and environmental impacts. At this stage, all statements would be quite vague as the port developments were in an initial phase.

The presentation is in **Annex 3**.

## **9. Any other business**

a) KIMO changes

Albert de Hoop informed the meeting that the KIMO presidency would be taken over by Sweden by 2012. Also a new secretary had to be hired as John Mouat would move to OSPAR in London.

b) Albert de Hoop further informed that the permit for transporting 24 irradiated steam generators from Canada to Sweden had been revoked. This was reached by a KIMO initiative, which was directed against the inappropriate transport facilities.

c) Janny de Bois-Minholtz asked for cooperation between the WSF shipping group and the Task Group shipping of the TWSC. This was agreed by the meeting. Information exchange would be done through the two secretariat and the WSB and WSF meetings.

## **10. Next meeting**

The meeting agreed to hold the next meeting on 15 February 2012 in Wilhelmshaven.

## **11. Closing**

The chair thanked the participants for their fruitful contributions and closed the meeting on 7 September 2011 at 15:30 hours.

**ANNEX 2**

**Wadden Sea Forum  
WG Shipping, 10<sup>th</sup> Meeting  
Ameland, 07 September 2011**

**A G E N D A**

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|------------------------|---|
| <b>Agenda item 1.</b>  | <b>Opening</b>  |
| <b>Agenda item 2.</b>  | <b>Adoption of the Final Draft Minutes WSF Shipping-9</b> |
| <b>Agenda item 3.</b>  | <b>Announcements</b>                                      |
| <b>Agenda item 4.</b>  | <b>Litter on Sea, pollution</b>                           |
| <b>Agenda item 5.</b>  | <b>Shipping safety</b>                                    |
| <b>Agenda item 6.</b>  | <b>Loss of containers</b>                                 |
| <b>Agenda item 7.</b>  | <b>Hazard avoidance in the Wadden Sea</b>                 |
| <b>Agenda item 8.</b>  | <b>Harbor development</b>                                 |
| <b>Agenda item 9.</b>  | <b>Any other business</b>                                 |
| <b>Agenda item 10.</b> | <b>Next meeting</b>                                       |
| <b>Agenda item 11.</b> | <b>Closing</b>  |