



Wadden Sea Forum

WG Shipping, 8th Meeting

Delfzijl, 27 September 2010

FINAL DRAFT MINUTES

1. Opening

Document: WSF-Shipping-8 Draft agenda

The host of the meeting, Mr Bruin, welcomed the participants of the Shipping meeting at Groningen Seaports. The secretary opened the meeting at 10:30 on 27 September 2010. 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-7

Document: WSF-Shipping-7 Final draft minutes

The final draft minutes of the 7th WG Shipping meeting on 16 February 2010 in Bremen were adopted.

3. Announcements

André Bruin announced a 3-D animation movie about the expected situation of Groningen Seaports in Delfzijl and Eemshaven in 2012. The film was a documentation of the developments, presented like a helicopter flight along the piers and terminals. It was also an offer to enterprises to set up in business at Groningen Seaports. Groningen Seaports is owned by the province of Groningen and the two municipalities Delfzijl and Eemshaven, but in 2011, the privatization would be enforced.

He further informed the meeting that the planned LNG terminal at Eemshaven has been dropped, probably because of the construction of a new gas pipeline from Russia to Western Europe and the decreasing prices for LNG. The space foreseen for the terminal provided also opportunities for the wind energy business, as the space could be used to store whole wind turbine rotors, which had to be shipped to the construction site in one piece.

André Bruin also informed the meeting that the Dutch national oil storage facilities would be transferred from Rotterdam to Eemshaven. Further, with the construction of the new power plants, Eemshaven would have a share of 30% of the Dutch energy supply.

Herman Verheij reported about the elaboration of a Dutch-German bilateral integrated management plan for the Ems estuary. This would encompass the economic development and nature protection, but further contents were still unclear yet.

He also informed the meeting about an attainment for a covenant between the green NGO's and shipping and harbour companies to reach agreements on the deepening of the outer Ems estuary. A letter of intent was signed last June.

Hans von Wecheln informed about the new emergency towing capacity for Germany. The vessel would be introduced into service by 8 December 2010 and would be positioned north of Norderney.

He further communicated a questionnaire regarding increasing waste problems at beaches and how to solve this. The questionnaire was sent to the German counties and municipalities for reaction and advice.

Hans Werner Rothkopf announced the opening of the Jade-Weser-Port for August 2012, which would be a delay of some month. Furthermore, he pointed to an EU report, dealing with CO2 emissions of vessels. The report "Technical support for European action to reducing Greenhouse Gas Emissions from international maritime transport" is available under www.ce.nl, publication 2009.

Finally, he informed about technical equipment of the Bremer company secure systems, to control the whole chain of container transport. It would be still unclear, if this system would also fit for finding lost containers on sea. A presentation could be organized for one of the next meetings.

Albert de Hoop referred to the OSPAR conference the week before in Bergen and reported that a presentation of KIMO about plastic waste on sea got good and wide attention. Up to 80% of the plastic waste would origin from ship traffic. Additionally, he pointed to a forthcoming meeting of the IMO in London, on which he would introduce safe container handling.

Janny de Bois reported about developments in the Netherlands, to transform the manned lighthouses on Terschelling and Schiermonnikoog to electronically controlled lighthouses. The Dutch watersportverbond feared safety gaps as the technical control would not work sufficiently. In Germany these developments have taken place some years ago, but in Germany a better control network is in place to guarantee the security of sport boats.

Kristine Jung informed the meeting that the Trilateral Wadden Sea Cooperation would install a Wadden Sea Shipping Task Group. The meeting stated that a close cooperation with the WSF shipping group should be aimed at.

4. Election of a chair of the WSF shipping group

Albert de Hoop was nominated for the new chair of the WSF shipping group. The meeting welcomed his future commitment and decided unanimously his election.

5. Work topics 2010

The meeting agreed to cooperate with the Wadden Sea Shipping Task Group and to define common work topics. The offer from the WSF would be introduced at the forthcoming Wadden Sea Board (WSB) meeting on 7 October by Herman Verheij and the WSF chair. Besides this cooperation, the shipping group agreed to also concentrate on the following topical issues,

- shipping safety, including traffic controls systems
- traffic management and safety systems
- infrastructure measures (deepening river and estuary Ems)
- container shipping and handling
- MSP, in cooperation with working group ICZM and other organizations

Vessel traffic management (VTM) was seen as an important goal for the future. Due to increasing ship traffic, particularly container shipping, a safe management system should be required for the whole southern North Sea and not only for estuaries. This would include a sound communication between harbor control services, tuning of communication frequencies and a good education of pilots.

With regard to the establishment of a bilateral traffic control system between The Netherlands and Germany it was stated that this would take many years as national responsibilities had to be reorganized, including national laws.

With regard to MSP in Germany, Hans von Wecheln stated that with the revised spatial plan for the German EEZ, which allows installations of wind farms also outside the priority areas if necessary, has resulted in some resistance by the Landkreise. In the opinion of SDN, in which the Landkreise are organised, traffic lanes would become too narrow, which would lead to more risks for the ship traffic. A common conclusion about MSP was that the fisheries sector would be the major loser. Therefore the SDN has established a working group, which will transfer the arguments to the Secretary of State of the responsible ministry by end of the year. The WSF would be informed about the results.

Herman Verheij briefly recalled the project with EUCC-D to elaborate a Web-GIS regarding the on and off-shore activities and informed the meeting that the Dutch government was working on the same issue to elaborate cross-border maps about the uses. Contacts would be made to avoid double work.

The meeting also discussed the structure of the working group and specific actions of the group. Regarding a proposal by the secretary, the meeting agreed to restructure the working groups shipping and EII (energy, industry, infrastructure). The shipping group will also work on harbor issues, as these are very much related to shipping, particularly regarding control and management systems, container handling and shipping supply.

The chair Albert de Hoop requested a better integration of the Danish partners. The Danish contribution was stated as very poor, also in other working groups. The new Danish chairmanship on the trilateral level and the WSF should be used to attract new contributors. The chair would also use his network with Danish municipalities to find solutions in lacking cooperation. For specific actions on the defined topical issues, it was agreed to focus on knowledge exchange, compile expert information and to forward resolutions and advice to the governmental level, locally, nationally and on European level.

6. Off-shore wind parks and shipping safety

This topic was discussed under agenda item 5.

7. DenGerNeth

Kristine Jung from the CWSS introduced the DenGerNeth Plan by a detailed presentation, which is in **Annex 3**. The plan was signed in 2006 and still not ratified yet, but it is implemented as such. Nevertheless, it was taken as a positive action and as a start for further cooperation also with regard to practical surveys.

8. Any other business

No other business discussed.

9. Next Meeting

The meeting agreed to hold the next meeting in February 2011. An exact meeting date and venue will be settled through the secretariat.

10. Closing

The secretary thanked André Bruin and Groningen Seaport for hosting the meeting, the participants for their fruitful contributions and closed the meeting on 27 September 2010 on 14:00 hours.

Annex 2

**Wadden Sea Forum
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D R A F T A G E N D A

- Agenda item 1. Opening**
- Agenda item 2. Adoption Final Draft Minutes WSF Shipping-7**
- Agenda item 3. Announcements**
- Agenda item 4. Election of a chair of the WSF shipping group**
- Agenda item 5. Work topics 2010**
- Agenda item 6. Off-shore wind parks and shipping safety**
- Agenda item 7. DenGerNeth**
- Agenda item 8. Any other business**
- Agenda item 9. Next Meeting**
- Agenda item 10. Closing**

Joint Danish-German-Dutch Response Plan to maritime incidents involving Oil and other Harmful Substances and Co-operation in Aerial Surveillance – DENERNETH Plan (North Sea Area)

Dr. Kristine Jung
Common Wadden Sea Secretariat

DENERNETH Agreement – Presentation WSF Shipping-8

Response to Pollution at Sea

BEING AWARE

- increasing maritime transportation and growing size of ships are causing potential threat of pollution incident,
- spills of oil or other harmful substances can have long lasting negative impacts on the sensitive marine environment in the Southern North Sea and present a danger to coastal regions of Denmark, Germany and The Netherlands

NOTING

- sub-regional approach crucial to ensure timely and well organized response to pollution incidents and minimize environmental damage,
- sub-regional cooperation of crucial importance when effectively using the emergency and response resources.

DENERNETH Agreement – Presentation WSF Shipping-8

From Bilateral Agreements to DENGERNETH

Bilateral Agreements between

- the Netherlands and Germany (NETHGER, 1991)
- Denmark and Germany (DENGER, 1993/2000)

=> establish close co-operation in response to pollution of the sea.

Competent Parties **agreed**

- to extend existing co-operation to include information exchange on the threat of marine pollution and aerial surveillance for the prevention and detection of pollution.
- to establish one composite trilateral arrangement instead of having separate bilateral instruments concerning co-operation in combating marine pollution and cooperation in aerial surveillance.
- to establish closer co-operation between the relevant authorities in the field of preventing and limiting the damage to the marine environment in cases of maritime accidents.

=> trilateral arrangement

DENGERNETH Plan under Bonn Agreement (1983)

DENGERNETH Agreement – Presentation WSF Shipping-8

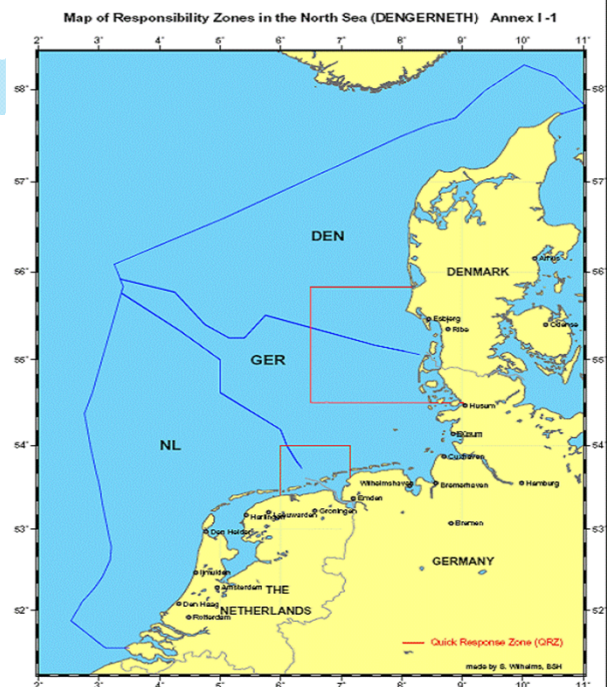
Response Region

Map of responsibility in the North Sea (DENGERNETH).

National Response Zone (NRZ) accordance with Art. 6 of the Bonn Agreement

Quick Response Zones (QRZ) - areas of joint responsibility

- 'Denmark – Germany'
- 'Germany – The Netherlands'



Response Actions

All response actions under DENGERNETH Plan be agreed between Parties, unless situation requires quick response activities. If required, operational forces of one Party may operate within territorial waters of neighbouring country, if these operational forces are first to arrive at pollution site. Notification of authorities of the Party affected should be made as soon as possible.

Especially pollution by harmful substances others than oil or loss of packaged dangerous goods, assistance requesting Party to specify circumstances and kind of assistance needed. Other Parties use best endeavors to bring assistance as is within their power taking into account the technological means available.



DENGERNETH Agreement – Presentation WSF Shipping-8

Special Arrangements and Activation

Special Arrangements

DENGERNETH Plan also applies to the Wadden Sea and the Ems-Dollard region. Regional sub-plans for Wadden Sea areas may be concluded within the framework of this Plan (Ems-Treaty not affected).

Activation of the Plan

- one country asks the other Parties for assistance (call for assistance) in response to pollution of the sea by oil or other harmful substances. Other Parties to acknowledge the activation of the Plan.
- one Party takes response measures in another Party's NRZ.
- in case of pollution or serious threat of pollution outside Response Region, if situation calls for urgent activation of the Plan in case where pollution or threat of pollution could affect the Response Region.



DENGERNETH Agreement – Presentation WSF Shipping-8

Co-ordination and Responsibility

Lead Country, in whose NRZ incident occurred initiating and assuming responsibility and co-ordinate any required assistance.

Governmental owned or operated equipment, vessels, operational forces and surveillance capacity made available for combating activities. Assistance by other Parties to arrange contacts with private companies.

When oil or other harmful substances enter into the NRZ of another Party to the DENGERNETH Plan the responsibility transfers to that Party.

In case of pollution incident with known source, Lead Country coordinate legal and financial matters (claims) on behalf of the Parties.

There may be cases in which

- as result of joint evaluation, responsibility is left with the original Lead Country.
- where the three Parties operate independently in their NRZ, but continuously inform each other about their operations, e.g. if pollution impacts more than one NRZ at the same time.

DENGERNETH Agreement – Presentation WSF Shipping-8

Aerial Surveillance

Detecting and registering spills of oil or other hazardous substances, parties agree to intensify and regulate co-operation regarding airborne surveillance by:

- establishment of surveillance areas of mutual interest;
- co-ordination of flight schedules;
- standardisation of reporting and communication procedures;
- standardisation of observation methods and registration formats;
- development and effective use of airborne surveillance equipment;
- improvement of marine pollution combating actions especially in implementation of DENGERNETH Plan;
- providing mutual assistance in case of failure of aircraft or if own air surveillance system cannot be operated.

NRA to carry out provisions in direct contact with each other. Each Party of DENGERNETH Plan to make available especially equipped aircraft in order to:

- carry out regular surveillance flights in accordance with jointly established flight Plan;
- provide assistance on request during pollution combating operations and during overhaul of an other Parties aircraft.

DENGERNETH Agreement – Presentation WSF Shipping-8

Exercises

In order to establish a high degree of readiness, annual exercises to be carried out between three countries. Instead of trilateral exercises or in addition, combined exercises in accordance with relevant regulations of Bonn Agreement may be conducted.

Annual exercise programme be decided upon in January after trilateral consultations.

Within the framework of the DENGERNETH Plan exercises already carried out on a regular basis.

