

**Particularly Sensitive Sea Area
(PSSA) Wadden Sea**

TOWARDS A VISION FOR THE WADDEN SEA PSSA

**Trilateral Workshop
Hamburg, 19 May 2011**

Organized by the

**Task Group Shipping/
Common Wadden Sea Secretariat**

Executive Report

1. INTRODUCTION

On 19 May 2011, a trilateral workshop on the Wadden Sea Particularly Sensitive Sea Area (PSSA) was held at the Federal Maritime and Hydrographic Agency in Hamburg. The workshop was organized by the trilateral Task Group Shipping and the Common Wadden Sea Secretariat. The workshop was attended by 34 persons representing the competent authorities in the field of maritime shipping and nature conservation, maritime shipping companies, harbour authorities, nature conservation organizations and recreational boating. The meeting was chaired by **Dr Bernd Scherer, Deputy Director General**, Ministry of Agriculture, Environment and Rural Areas, Schleswig-Holstein. A list of participants is in **Annex 1**.

The workshop was welcomed by Ms **Breuch-Moritz**, president of the Federal Maritime and Hydrographic Agency. She briefly introduced the tasks of the Agency and referring to the Wadden Sea PSSA and the shipping safety of the German Bight she stated that in her view a high level of safety had been achieved and a good balance between the ecological requirements of the area and the economic aspirations of the Wadden Sea had been found. Any further necessary measure should take account of this very delicate balance. She wished the participants a good and fruitful workshop.

The Chair opened the workshop and explained the background and objectives. It resulted from the decisions of the Ministerial Council Meeting of the 11th Trilateral Governmental Conference on the Protection of the Wadden Sea in 2010. The issue of shipping and ship's safety was addressed in §§ 27 – 38 of the Ministerial Council Declaration (Sylt Declaration) in **Annex 2**. Prior to the Council meeting, an evaluation of the Wadden Sea Particularly Sensitive Sea Area had been carried out by the Southampton Solent University, commissioned by the Trilateral Wadden Sea Cooperation. The report served as input to the preparation of the Ministerial Council Declaration.

The overall objective of the workshop was to discuss the further steps of implementation of the Sylt Declaration, as agreed in § 38 of the Sylt Declaration, with the competent authorities and other stakeholders with a view to the development of the vision on the Wadden Sea PSSA in particular

- The Wadden Sea PSSA Evaluation Report elaborated by the Solent University;
- The Wadden Sea PSSA and awareness;
- The Wadden Sea PSSA and risk assessment.

The program for the workshop is in **Annex 3**.

The discussion in the two thematic blocks on PSSA & Awareness and PSSA & Risk took place in breakout sessions. The participants were divided into four groups and the discussions took place on the basis of the same two questions asked. The results of the work groups were presented and discussed in plenary. The conclusions and recommendations of the workshop were discussed with and agreed by the participants at the end of the workshop.

2. PRESENTATION AND DISCUSSION OF THE WADDEN SEA PSSA EVALUATION REPORT

Summary Presentations

Jens Enemark (Common Wadden Sea Secretariat)

Prior to the presentation and discussion of the Wadden Sea PSSA Evaluation Report, the Wadden Sea Cooperation and the outcome of the 2010 Wadden Sea Conference on the island of Sylt were briefly presented. The “Trilateral Cooperation on the Protection of the Wadden Sea” is based on the Joint Declaration signed in 1982 and refreshed at the Sylt Conference in 2010. The Wadden Sea Conservation Area was designated as a PSSA by the IMO in 2002, on the basis of a joint application by the three Wadden Sea states. The inscription of the Dutch-German Wadden Sea on the World Heritage List in 2009 was the recognition of the Outstanding Universal Value of the area. It signifies the responsibility for the conservation and good management of the Wadden Sea a responsibility which should also be acknowledged by the international maritime community. During the Sylt Conference 2010, the ministers acknowledged the progress made in improving ship safety and reducing the environmental impact of shipping since the designation of the PSSA. Further the Trilateral Cooperation was instructed to discuss and review the PSSA Evaluation Report and to develop a vision on the impact of shipping and ship’s safety on the Wadden Sea PSSA. Under the new trilateral organisation structure since 2010, a Task Group Shipping had been established chaired by Mr Sjon Huisman, the Netherlands, and with participation of representatives from the competent authorities of the three countries signifying the importance, this issue is given by the Wadden Sea Cooperation.

Nickie Butt (Southampton Solent University, Great Britain)

Southampton Solent University was commissioned with investigating the effectiveness of the PSSA designation. A focus group, consisting of experts with an interest in PSSAs and the issues associated with their designation and management, was established and their opinions were sought with respect to key issues associated with PSSA’s. In order to measure the effectiveness of the Wadden Sea PSSA, an evaluative framework was developed to identify and highlight key issues associated with the marine environment, shipping and PSSAs, based on a Pressure-State-Response model to establish the relevance of key indicators to the Wadden Sea PSSA. Furthermore a simple questionnaire was utilised to identify the level of awareness of PSSAs and their purpose amongst key stakeholders. The main result of the evaluation study was that there appears to be a general lack of awareness concerning PSSAs. Further, the Wadden Sea PSSA is not delineated on all international paper charts, however it is identified on electronic charts of the countries. Currently, not all ships have access to electronic portfolios and there is still a requirement of some flag states for paper charts to be carried. The general consensus from the focus group of experts was that existing PSSAs are generally not fulfilling their true potential as protective mechanism. The following recommendations resulted from the evaluation study:

- Extension of the current PSSA to include inner TSS and approaches to the harbours
- Extension of co-operation and collaboration between CWSS, DenGerNeth and Bonn Agreement
- Development of a central shipping incident reporting database
- Collection of environmental and ecological data should be more cohesive and data directly related to shipping should be included within TMAP
- Raising level of awareness and education of PSSA and its function amongst all stakeholders
- Development of a TSS along the shipping corridor from the Weser/Elbe into the Danish sector as possible future APM

The recommendations on including the inner TSS and approaches to the harbours in an extension of the PSSA and on developing a TSS along the shipping corridor from the Weser/Elbe into the Danish sector as possible future APM were not incorporated into the Sylt Declaration, whereas the others were basically acknowledged in the Declaration.

Following the presentation of the report, two issues were further discussed, the issue of the loss of containers and the importance of the geographical delimitation of the Wadden Sea PSSA:

Re. Container loss

The loss of containers has been raised in particular by KIMO as an issue of utmost concern. The question was posed whether this issue should not be much higher on the political agenda and was an issue that could not be solved by the Wadden Sea PSSA but needed a global approach in the IMO.

Ms Butt acknowledged that this was an issue of concern of internal shipping and was broadly discussed. Container loss was, however, less an issue in the Wadden Sea and had been scored low on the indicator suite for the evaluative framework for the evaluation of the Wadden Sea PSSA (p. 19ff of the Evaluation Study). Moreover, not the number of lost containers should be an issue of concern but the content of the containers, which if exposed to the Wadden Sea environment could be significantly damaging.

Re. Geographical delimitation

The recommendation of the Evaluation Study of extending the current Wadden Sea PSSA to include the inner traffic separation scheme (TSS) and the entrance to the ports had not made it at the Sylt Conference. The question was asked whether the boundaries were important if linked to associated protective measures (APMs) that would also work outside the PSSA area.

Ms Butt stressed that a PSSA in itself is not a legally binding instrument; it is the APMs which have a legal basis. The suggestion to extend the current PSSA to the TSS was intended to clearly link the TSS as an APM and the PSSA and hence enhance the effectiveness of the PSSA. This would contribute to a clear identification of the Wadden Sea PSSA which was missing up until now. She admitted that APMs also when they fall outside the boundaries of the Wadden Sea PSSA would offer protection. The enhancing of the awareness should also now be one of the key follow-up activities.

The large majority of the participants were of the opinion that a further discussion of this very contentious issue would be contra-productive and that the development of the vision of the Wadden Sea PSSA, as agreed in the Sylt Declaration, should hence have priority in the immediate future work. Some considered however the delimitation a critical issue as long as the Wadden Sea PSSA did not include the major international shipping activities and hence remained an issue of effectiveness of the PSSA.

Conclusions and Recommendations

The workshop:

1. **Took note** of the Evaluation Report on the Wadden Sea as elaborated by the Southampton Solent University.
2. **Agreed** to use it as starting point for future work (in conjunction with the decisions of the Sylt Declaration), including the agreement not to extend the Wadden Sea PSSA.
3. **Agreed** that the Wadden Sea is a highly vulnerable area which demands a continued high safety standards for the Wadden Sea PSSA and the offshore area.
4. **Acknowledged** as key findings that (a) awareness enhancing and (b) data alignment shipping and environment are priority areas (as also stipulated in the Sylt Declaration).

3. WADDEN SEA PSSA & AWARENESS

Summary Presentations

Knut Gerdes (AG-Ems, Germany)

Significant regulations for the improvement of maritime safety have been introduced since the PSSA designation. Developments in technology for environmentally friendly ship operations are currently in progress. In the PSSA Wadden Sea shipping is taking place by fishing boats, sail-and motor boats, maintenance vessels, ferries and offshore vessels. Specific requirements for shipping in the Wadden Sea have been established. Basic features of ships operating in the Wadden Sea are fitted to the shipping area and also adapted to the needs of the performed services. German shipping companies are involved in future projects, like energy, offshore and freight transport. It was concluded that shipping is consistent with the targets of existing PSSA, and that further joint work should take into account the development of shipping and maritime operations. These must be aligned with an environmentally friendly approach. Knowledge of PSSA may need to be improved in the shipping industry, and education and training should also be enhanced.

Erik Boogard (ProSea, the Netherlands)

The ProSea Foundation is a non-profit, educational foundation, established in 2001, and offers courses for marine professionals. The focus is on sustainable development and marine environmental awareness. The human element is essential for compliance with regulations and effective use of technical installations and procedures. Marine environmental awareness represents a significant contribution to the prevention of pollution and is part of the revised STCW Code (2010). An IMO model course was developed by the ProSea foundation. It aims at stimulating personal involvement, a sense of personal responsibility and commitment contributing to environmentally sound shipping. The model course has the objective that people recognizes that IMO has established PSSAs to protect marine areas from impacts through shipping activities. In order to change the attitude and ideas in context of regional marine area and PSSA, it is important to develop a personal connection with the marine environment, illustrate uniqueness, importance and beauty, more meaning than a dotted line on a nautical map.

Janny du Bois (Watersportverbond, the Netherlands)

It is important that recreational mariners are aware of the sensitivity of the environment and demonstrate this accordingly with respective behaviour and responsibility. Awareness could be raised by education, regulatory policy and the establishment of no entrance zones. People should be aware of the need of the protection. A so-called "code of honour" could be developed, meaning for instance no kite flying, dogs on guide, no noise and to keep distance to birds.

Break-out Session

Questions/Issues for discussion in the four work groups

A central argument to designate the Wadden Sea area as a PSSA was to enhance awareness with regard to the sensitivity of the Wadden Sea.

Question 1: Please imagine the general public or a random captain. Where would you rank the awareness, we have reached until now on a centigrade scale (from 0 - 100%)?

Awareness

0 %

50 %

100 %

Question 2: Which activities should be undertaken in order to raise the awareness on the Wadden Sea PSSA and its goals? Please define concrete measures in order to make them likely to be implemented.

Presentation and Discussion in Plenary: Key Points

- The assessment of the awareness of the Wadden Sea PSSA ranged from 0% to 25% at the highest, the majority of the participants ranked the level of awareness to be below 10%.
- A “one-size-fits-all” approach would not be sufficient in order to raise the awareness; associated protective measures should be targeted and differentiated for the respective target groups.
- Proposed activities to be undertaken in order to raise the level of awareness could basically be divided into education, information, technical options.
- In order to enhance the level of awareness, corresponding education has
 - to be adopted at nautical colleges / seafarer schools,
 - to implement the STCW Code (International Convention on Standards of Training, Certification and Watch keeping for Seafarers),
 - to enhance awareness of recreational boating.
- Information on PSSA and its function could be distributed via
 - messages in (annual) shipping bulletins,
 - notices to mariners,
 - leaflets in harbours and at yachting organisations.
- Use existing technical facilities on board ships for information on PSSA to mariners like automatic information when entering the area via traffic control, VTS, or NAVTEX.
- Vessels to be mandatory informed via radio when approaching the PSSA at a certain distance (to be defined), following the Danish example at the Baltic PSSA.
- So-called representatives (e.g. pilots, teachers, training institutes, agents) to function as mediator for the distribution of information concerning PSSA.

Following the presentations from the groups, it was underlined that whilst the extension of the Wadden Sea PSSA was not an issue of further consideration, the enhancing of the awareness should assume a much more prominent place. It should be made clear that the Wadden Sea PSSA covers the Wadden Sea protected area, and the World Heritage property is highly vulnerable to impacts from shipping and that therefore international maritime activities also have a responsibility towards the protection of the Wadden Sea even though the international shipping activities take place outside the PSSA. As an option for future considerations, the representatives of the nature conservation organizations indicated that an enlargement of the PSSA towards the areas where the commercial shipping actually takes place could be seen as a necessary tool to raise awareness under the assumption that all vessels, which are not actually passing through the PSSA, would never consider the PSSA to be relevant for them and therefore awareness may possibly not to be raised without such an extension.

Conclusions and Recommendations

The workshop **agreed** that

1. The degree of awareness with regard to the Wadden Sea PSSA is (very) low and needs to be improved; the focus in terms of future awareness should be the sensitivity of the Wadden Sea including its status as a World Heritage property, and the function and purpose of the Wadden Sea PSSA, which is to protect it from impacts from international maritime activities.
2. The target audiences have to be defined; key target groups are (1) ship owners, managers and crew, (2) fishermen and (3) recreational boating.

3. Awareness measures would include e.g. automatic information by state of the art techniques etc. and at harbours, ship owners (publications), educating teachers, flyers etc., and STCW safety & environment awareness education (at nautical colleges).
4. Measures should also aim at obtaining and facilitating “ambassadors for information dissemination” (in particular pilots).

4. WADDEN SEA PSSA & RISK

Summary Presentations

Sjon Huisman (North Sea Directorate, the Netherlands)

The Bonn Agreement area covers the Atlantic Ocean around the United Kingdom and the North Sea. DenGerNeth Plan is a sub-regional co-operation. The objective of DenGerNeth is to join efforts in surveillance and response to pollution. DenGerNeth originates from the two bilateral agreements DenGer and NethGer. The zone was realigned in 2003, due to accession of Ireland. Operational objectives of the Plan are routine patrolling, sharing resources under MOU ETV, and combined efforts in response to pollution at high seas and the coastline. New challenges for co-operation will be the expansion of the harbour in Eemshaven in the Netherlands. The relation of DenGerNeth to the PSSA Wadden Sea is that it is potentially threatened through actions from the North Sea and therefore the co-operation holds available a high level of preparedness to protect the PSSA. International shipping measures are established in order to ensure safe maritime transport. DenGerNeth representatives meet with the CWSS annually.

Ib Corneliussen Nielsen (Esbjerg Safety Consult A/S, Denmark)

BRISK is the acronym for “Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea”. It implements the HELCOM Baltic Sea Action Plan and is a strategic project for the Baltic Sea in the framework of the Baltic Sea Region Programme (BSRP) 2007-2013. Overall aim is to ensure that maritime activities in the Baltic Sea are carried out in an environmentally friendly way. The objective of the project is to provide efficient emergency and response capacity by means of an overall risk assessment for the entire Baltic Sea. The BRISK project is divided in 6 work packages and planned to be accomplished by April 2012. In context of the system modules different risks are investigated: risks from vessel traffic according to AIS data, risks from collision and risks from oil spills. The environmental sensitivity is analysed via different matrixes, which weigh environmental parameters per seasonal model scenarios. Several bi- and multilateral agreements for emergency response are already in place in the Baltic, but the existing ones are checked for their capacity in order to detect possible gaps. Preliminary results show that there seems to be a considerable increase in the risk of spills without VTS, TTS, etc. Furthermore the risk of collision is depending on traffic volume during the different seasons. Environmental mapping is finalised and two alternative sensitivity matrixes were determined. Integrated sensitivity maps have been prepared per season.

Christian Dahlke (Bundesamt für Seeschifffahrt und Hydrographie, Germany)

Currently two offshore wind parks are established in the North Sea: Alpha Ventus with 12 turbines and Bard offshore with 19 turbines. The Federal Maritime and Hydrographic Agency (BSH) has given 23 permits so far for the construction of wind parks in the North Sea, consisting of more than 1850 turbines of which 1610 turbines are going to be erected in the North Sea EEZ. About 68 application procedures are still on-going. The legal basis for the approval procedures in the German EEZ is the marine facilities ordinance (“Seeanlagenverordnung”). There is a potential threat to safety by shipping traffic in the

- IMO guidelines to be implemented and strengthened in national law,
- Monitoring and advice to vessels via VTS in high risk areas,
- Raising fines of violation, and implementation of vessel traffic management (VTM).
- Crews should be better trained on safety issues.
- Routing and maritime spatial planning should be extended by including fishing and future developments.
- Three groups highlighted the necessity for a harmonised risk assessment / analysis concerning the Wadden Sea PSSA.

Following the presentations from the groups, the necessity for additional APMs in relation to risk assessment was briefly discussed. It was pointed out that a discussion on additional APMs should be undertaken in the framework of the development of the Wadden Sea PSSA vision. It was also pointed out that the vision developed for the Baltic by the Baltic Master Interreg Project, assisted by the World Maritime University in Malmö, Sweden, could serve as a valuable input to the Wadden Sea process.

An important issue also discussed was the necessity to consider higher fines for ships which contravene the routing measures. There were increasing examples of ships using the inner traffic separation schemes against regulations probably to save time and money by not using the Deep Water Route and thereby intentionally causing higher risks for the Wadden Sea PSSA.

Conclusions and Recommendations

The workshop **agreed** that:

1. The decision at the Sylt Conference to keep the safety at least at the present level irrespective of which kind of offshore developments might occur and where feasible to be enhanced (§ 36 Sylt Declaration) was a crucial and future directed agreement.
2. There is an urgent need for a risk assessment (including impact assessment if possible) and the risk assessment should be harmonized (in conjunction with Bonn Agreement risk assessment).
3. In the framework of the development of the common vision it should be determined whether additional APMs or other measures are necessary.
4. Marine spatial planning is essential and has to be regularly reviewed.
5. VTM/VTS implementation and further routing measures should be considered.
6. IMO guidelines should be strengthened respectively implemented in national law and fines should be increased.

5. CONCLUSIONS OF THE WORKSHOP

In summarizing the results, conclusions and recommendations of the workshop the Chair requested and the participants **agreed** that

1. The Task Group Shipping, operating under the responsibility of the Wadden Sea Board, should now take these on board as an integral part of its further work. Priority should be given to developing the draft Wadden Sea PSSA Vision for submission to and approval by the Ministerial Council at the 2013 Wadden Sea Conference.
2. The draft Vision should be developed in collaboration with the different relevant sectors and make use of the experience gained elsewhere, e.g. in the Baltic, and be discussed at a workshop similar to this one at the end of next year.

The Evaluation Report, presentations and results of the workshop will be put on the CWSS website together with a small explanatory note after the meeting. A draft report of the

workshop will be circulated to the participants for commenting within a week. The final report will also be put on the CWSS website and circulated within the Wadden Sea Cooperation.

The chairman of the Task Group Shipping, Mr Huisman emphasized, in a concluding statement, the high protection level of the Wadden Sea and the value of the Wadden Sea PSSA designation in this regard. He congratulated the participants with the outcome of the workshop and the very relevant conclusions and recommendations, which the Task Group would now start working with and come back to preferable in the context of a comparable workshop. Finally he thanked the Chair for excellently chairing the workshop.

The Chair thanked the participants for their constructive contributions and the open and fruitful discussions. He was convinced that the outcome of the workshop had laid a firm basis for the next steps and looked forward to the presentation of and a discussion on the draft vision to be elaborated under the guidance of the Task Group Shipping.

Annex 1

Participant List

	Last name	First name	Title	Country	Authority
1	Baerends	Bernard		Netherlands	Ministry for Economics, Agriculture and Innovations (EL&I)
2	Bakker	Jan Maarten		Netherlands	Rijkswaterstaat Noord-Nederland
3	Bartholomaeus-Luethge	Renate		Germany	Senator für Wirtschaft und Häfen
4	Boogaard	Erik		Netherlands	ProSea
5	Breuch-Moritz	Monika		Germany	Federal Agency for Shipping and Hydrography (BSH)
6	Butt	Nickie			Southampton Solent University
7	Corneliussen Nielsen	Ib		Denmark	Esbjerg Safety Consult A/S
8	Dahlke	Christian		Germany	Federal Agency for Shipping and Hydrography (BSH)
9	du Bois	Janny		Netherlands	Watersportverbond
10	Elsen	Heinz-Gerhard		Germany	Wasserschutzpolizei Niedersachsen
11	Enemark	Jens			Common Wadden Sea Secretariat
12	Farke	Hubert	Dr.	Germany	Nationalparkverwaltung Niedersächsisches Wattenmeer
13	Fehrs	Ingo		Germany	Hamburg Port Authority
14	Feyerabend	Jürgen		Germany	Deutscher Segler-Verband (DSV)
15	Gerdes	Knut	Kapitän	Germany	AG-Ems
16	Hedtkamp	Stefanie	Dr.	Germany	Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU)
17	Huisman	Sjon		Netherlands	North Sea Directorate
18	Ijnsen	Jan Theo	Drs.	Netherlands	Rijkswaterstaat Noord-Nederland
19	Jung	Kristine			Common Wadden Sea Secretariat
20	Kröger	Martin	Dr.	Germany	Zentralverband der deutschen Seehäfenbetriebe e.V. (ZDS)
21	Kuipers	Ellen	Drs.	Netherlands	Waddenvereniging (Wadden Sea Society)
22	Litmeyer	Bernhard	Seehauptkapitän	Germany	Waterways and Shipping Directorate North West (Aurich)
23	Lorleberg	Carsten		Germany	Brunsbüttel Ports GmbH
24	Moeller Petersen	Kim	Commander	Denmark	National Operations Branch, Maritime Environment, Admiral Danish Fleet HQ
25	Reinders	Geert-Jan		Netherlands	Groningen Sea Port
26	Rösner	Hans-Ulrich	Dr.	Germany	WWF
27	Rogge	Jens		Germany	Germanischer Lloyd SE
28	Scherer	Bernd	Dr.	Germany	Ministerium für Landwirtschaft, Umwelt und ländliche Räume (Ministry for Agriculture, Environment and Rural Areas)
29	Schneider	Christina	Dr.	Germany	Waterways and Shipping Directorate North (Kiel)
30	Vader	Martine		Netherlands	KWC (Netherlands Coastguard)
31	van Kooten	Jacques		Netherlands	North Sea Directorate
32	Vollmer	Manfred			Wadden Sea Forum Shipping Group
33	Wright	Paul			Southampton Solent University
34	Zegenhagen	Ingo		Germany	Wasserschutzpolizei Hamburg, Wasserschutzpolizeirevier 4 Cuxhaven

Annex 2

SYLT DECLARATION
Ministerial Council Declaration of
the Eleventh Trilateral Governmental Conference
on the Protection of the Wadden Sea,
Westerland/Sylt, 18 March 2010

Shipping and Ship's Safety

27. Acknowledge the progress made in improving ship safety and reducing the environmental impact of shipping since the designation of the Wadden Sea Particularly Sensitive Sea Area (PSSA) in 2002 by the IMO and the improvements resulting from the implementation of the Schiermonnikoog Declaration.

28. Welcome all efforts to reduce air emissions and water pollution in shipping and in the harbours in the Wadden Sea Region by e.g. the introduction of environmentally friendly energy and logistic infrastructure (so called "Clean Shipping Approach")

29. Recognize the importance of shipping to the Wadden Sea Region but also that it is necessary to continue to raise the awareness of the Wadden Sea as a PSSA and the ongoing efforts of the IMO and the EU to enhance the shipping safety and to reduce the environmental impact from shipping.

30. Coordinate and handle within the Trilateral Monitoring and Assessment Programme the collection of relevant shipping and environmental data for the Wadden Sea PSSA, taking into account existing data bases as SafeSeaNet in order to avoid additional effort.

31. Coordinate and intensify raising the awareness and education for the Wadden Sea PSSA and other relevant regulations to mariners and relevant stakeholders.

32. Establish within the already existing framework of the DenGerNeth Agreement the coordination mechanisms for issues related to the Wadden Sea PSSA.

33. Encourage the competent authorities to complete the entries concerning the Wadden Sea PSSA in charts.

34. Enhance the awareness of the shipping community for container losses and support relevant studies concerning prevention of the loss of containers.

35. Closely follow the steps and outcome of the project "Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea (BRISK)" under HELCOM and to encourage the competent authorities to consider to transfer the experiences and the methodological approach accordingly to the North Sea, taking into account the objectives and requirements of the Marine Strategy Framework Directive.

36. Reaffirm the importance of shipping safety with respect to any offshore activity. The safety of shipping in the North Sea Area should be kept at least at the present level, irrespective of which kind of offshore development might occur, and where feasible be enhanced.

37. Instruct the Board to evaluate the interrelation and potential conflicts between the interests of shipping and wind energy production and their potential implications for the Wadden Sea ecosystem.

38. Instruct the Board to discuss the PSSA Evaluation Report and further steps of implementation with the relevant competent authorities and develop a vision on the impact of shipping and ship's safety on the Wadden Sea PSSA.

Annex 3



Trilateral Workshop on Particular Sensitive Sea Area (PSSA) Wadden Sea

Hamburg
Bundesamt für Seeschifffahrt und Hydrographie, Bernhard-Nocht-Str. 78
19 May 2011
9:30 – 16:30 h
PROGRAM

Chair: Bernd Scherer, Deputy-Director General, Ministry of Agriculture, Environment and Rural Areas of the State of Schleswig-Holstein

9:00 – 9:30		Registration / tea and coffee
9:30 – 9:40	Monika Breuch-Moritz (President, Bundesamt für Seeschifffahrt und Hydrographie)	Welcome Address
9:40 – 9:50	Bernd Scherer	<i>Opening, Objectives of the Workshop</i>
9:50 – 10:00	Jens Enemark (Common Wadden Sea Secretariat)	<i>Presentation on the Outcome of the Sylt Conference 2010</i>
10:00 – 10:45	Nickie Butt and Paul Wright (Southampton Solent University)	<i>Effectiveness of the Wadden Sea PSSA – Presentation Results of the Evaluation Study</i>
10:45 – 11:00		Coffee break
11:00 – 11:15	Knut Gerdes (AG-Ems, Verband Deutscher Reeder)	<i>Wadden Sea Shipping and Commercial Shipping – PSSA Wadden Sea from two Different Perspectives of Shipping</i>
11:15 – 11:30	Erik Boogaard (ProSea)	<i>Awareness – How to Educate the Crew about PSSA</i>
11:30 – 11:45	Janny du Bois (Watersportverbond)	<i>People - Behaviour - Responsibility</i>
11:45 – 12:45	Breakout session	PSSA and Awareness
12:45 – 13:45		Lunch in the BSH cafeteria
13:45 – 14:00	Sjon Huisman (Rijkswaterstaat Nordzee)	<i>DenGerNeth Agreement and the Relationship with the Wadden Sea PSSA</i>
14:00 – 14:15	Ib Corneliussen Nielsen (Esbjerg Safety Consult A/S)	<i>Sub-regional Risk of Spill of Oil and Hazardous Substances in the Baltic Sea (BRISK)</i>
14:15 – 14:30	Christian Dahlke (Bundesamt für Seeschifffahrt und Hydrographie)	<i>Offshore Wind Farms: Current Situation, Licensing Procedures, Marine Spatial Planning in the German EEZ</i>
14:30 – 14:45	Jacques van Kooten (Rijkswaterstaat Nordzee)	<i>Offshore Wind Farm Construction in Relation to the Dutch Wadden Sea</i>
14:45 – 15:00		Coffee break
15:00 – 16:00	Breakout session	PSSA and Risks
16:00 – 16:25	Bernd Scherer	Summary and Conclusions from the Sessions
16:25 – 16:30	Sjon Huisman	Follow-up Task Group Shipping, Closing
16:30		End of the Workshop