MEETING DOCUMENT

**Task Group Management (TG-M 20-3)**

20 October 2020

Online meeting

**Agenda Item: 6. Shipping**

**Subject: WST proposal**

**Document No.:** TG-M 20-3/6/2

**Date:** 15 October 2020

**Submitted by: CWSS**

At the Wadden Sea Board (WSB) 31, a proposal on climate friendly shipping and Particularly Sensitive Sea Areas (PSSA), under lead of Bettina Taylor (BUND) has been outlined to the Board. This initiative should be linked to the round table shipping organized by the Wadden Sea Forum (WSF). The WSF supported all three tasks mentioned in the WST project outline and confirmed a relation of the proposal to the planned round table shipping, but reminded that the round table concentrates on shipping safety. The WSB noted the information and supported the project outline in general.

The proposal has undergone revisions, under consideration of the Partnership Hub categories and activities towards the planned round table shipping and the key topic shipping of the single integrated management plan.

This document contains the latest version of the proposal.

**Proposal:** Note the proposal and comment on milestones and overall concept

**Application for funding**

**The Wadden Sea Shipping Programme (WaSSP):**

**The contribution of shipping to a well protected Wadden Sea World Heritage**

**WaSSP I: Building trust, enhancing capacity and sharing knowledge**

Submitted by the Wadden Sea Team of Green NGOs

**WaSSP I in short:**

**Time period:** 01.02.2021-31.01.2023

**Need for action:** Shipping is a legitimate use and necessary for our society, however, it is at the same time a considerable threat to the Wadden Sea as a protected habitat. Thus, constructive solutions are necessary by greening shipping considerably and continuously.

**Goal:** A thriving, active cooperation and network between the different stakeholders, actors and the policy makers towards environmental-friendly shipping in and around the Wadden Sea World Heritage, built on trust, enhanced capacity and shared knowledge.

**Total budget:**

**Applied funds:**

**OUR LONG-TERM VISION**

**Sustainable and environmentally sound shipping and port operation in and around a healthy and well-protected Wadden Sea**

**Background and Vision**

**Point of departure**

**The Partnership Hub**

Ten years after the designation of the Wadden Sea as an UNESCO World Heritage and more than 40 years after the establishment of the Trilateral Wadden Sea Cooperation (TWSC), the Wadden Sea community is about to deepen its cooperation further. On 30 June 2019 in Wilhelmshaven, representatives of the Trilateral Wadden Sea Forum, environmental NGOs, the research sector and the tourism sector from Denmark, Germany and the Netherlands signed a Memorandum of Understanding (MoU) with the TWSC on the establishment of a “Trilateral Partnership in support of the UNESCO Wadden Sea World Heritage”. The MoU stipulates the strengthened transboundary cooperation for the protection of the Wadden Sea and the enhanced and intensified trilateral network beyond the governmental collaboration within a planned trilateral network establishment, the “Partnership Hub”. The MoU also forms the basis for joint projects within the Partnership Hub. The shared goal is to protect the world's largest tidal flat system and to safeguard its Outstanding Universal Value for future generations. To tackle the complex, numerous and heterogeneous issues related to shipping and ports a transnational and cross-sectoral approach is fundamental to deliver coherent and sustainable solutions. Therefore, the gathering of already existing initiatives and the reinforcement of and constant support to a comprehensive stakeholder network is one of the first mandatory steps to create a common ground for joint action.

**Shipping in the Wadden Sea World Heritage site**

Whilst celebrating important successes with regard to the protection of the Wadden Sea area over the last decades, it needs to be recognized that still many environmental problems are existing and some of them are getting worse. Among them are issues related to shipping and ports. Here too, solution attempts have been initiated, but have not been pursued persistently.

Examples of the previous work and decisions, initiatives and projects that are intended to be used as the basis of WaSSP I are:

* **Tønder Ministerial Council Declaration, Annex 5; “PSSA Wadden Sea Operational plans” of 2014, BUT not implemented (or only parts?)**

The Annex 5 of the Ministerial Council Declaration (Tønder Operational Plan) of the 12th Trilateral Governmental Conference on the Protection of the Wadden Sea from 2014 describes goals for 2030 as well as possible measures described in five key topics: Prevention of accidents, Operational pollution, Awareness and education, Preparedness and response and Coordination. While some challenges need to be handled at international level by governmental bodies, others can be picked up by respective projects and enterprises initiated together with local stakeholders. Some of the challenges have meanwhile been implemented while others are ongoing and new ones have evolved. Thus, the decision from 2014 has to be screened in order to identify and close still existing gaps and start measures to address the still existing and new challenges.

* Dutch agreement of NGOs with the harbours 2018, Green Ports agreement: Pact van Marrum **-> ELLEN; MAARTEN**
* **MSC Zoe report**

During a northwestern storm in January 2019, the container vessel MSC Zoe lost 342 containers in the North Sea and Wadden Sea. This resulted in 3.2 million kg of waste in this vulnerable area. Until today, 800.000 kg of waste are still not removed from the sea. Recently an investigation done by the Dutch safety board (Onderzoeksraad Voor Veiligheid), the Federal Bureau of Maritime Casualty Investigation (Bundesstelle für Seeunfalluntersuchung) and the Panama Maritime Authority showed that various circumstances offered a threat for container safety during this journey. Until now, no measures have been taken to reduce this threat. Therefore, the council advises the Netherlands, Germany and Denmark to work jointly towards a proposal to IMO, aiming for additional safety measures for shipping in the southern traffic lane north of the Wadden Sea area. As the Wadden Sea is a PSSA, there is an opportunity to point towards this fact in order to clarify the urgency of additional safety measures.

* The **Single Integrated Management Plan (SIMP)** is a tool to manage (Marine) World Heritage sites. The “Statement of Outstanding Universal Value” (OUV) for the Wadden Sea World Heritage especially highlights the need for continuous attention of maritime traffic and harbours’ development. The requirement will therefore be met with an investigation into the present status of the Wadden Sea with regard to safety and environmental protection against possible threats from shipping and port activities. This status will be compared with the present protection level of the Wadden Sea and whether the OUV is respected, and will have to be amended with actions to satisfy the respective necessities.
* Resolutions of the Advisory councils of Niedersachsen and Schleswig-Holstein**-> HOLGER, HANS-ULRICH**
* Projects of MARUM**-> HANS-URLICH**

**Need for action**

Thus, the **NEED FOR ACTION** results from the following reasoning:

**Shipping is a legitimate use and necessary for our economy, however, it is at the same time a considerable threat to the Wadden Sea as a protected habitat. Thus, constructive solutions are necessary by greening shipping considerably and continuously.**

Acknowledging that the shipping sector is of great importance for our economy, it still has many deficiencies concerning the ecological component of sustainability, especially with regard to the vulnerability of the Wadden Sea World Heritage. As an example, the extension and maintenance of access channels to ports still damage or destroy important natural habitats. From e.g. “Pallas” to “MSC Zoe” we always had and still have to worry about harm to people and the environment because of ship accidents. Finally, ships and boats contribute substantially to air, water and seabed pollution and still remain far away from climate neutrality.

Recognizing a strong social concern about the state of our livelihood, being aware of many and promising technical and operational approaches to address the above-mentioned deficits, our project proposal has the main intention to accelerate the establishment of Best Available Techniques (BAT) and Best Environmental Practice (BEP) for the support of a sustainable shipping and port operation in the Wadden Sea area.

**WaSSP I: Building trust, enhancing capacity and sharing knowledge**

**Goal of WaSSP I:**

***To take up the call to fill the Partnership Hub with life, the Wadden Sea Team is proposing to set-up a cross-sectoral shipping network under the Hub’s roof:***

**WaSSP I *is the first phase of a long-term programme supporting environmental friendly shipping and ports in the Wadden Sea World Heritage. Currently many initiatives and projects tackling the subject of shipping and ports are being proposed or are already running. It needs to be avoided that these initiatives run parallel without knowledge of each other. To use this momentum, the Wadden Sea Team of Green NGOs proposes a 2-year project to kick-off a shipping network within the Partnership Hub: the first phase towards stronger contribution of shipping to a well-protected Wadden Sea. Through a strong trilateral network, the initiatives can be bundled, strengthened, give input to each other and inspire one another.***

To reach the goal, several steps will be necessary.

**Step 1: Building trust**

Under the umbrella of the Partnership Hub and in direct cooperation with the Round Table Shipping (RT Shipping), currently being set-up by the Wadden Sea Forum (WSF), **WaSSP I** would support the building of a strong trilateral cross-sectoral shipping network with relevant actors and stakeholders based on common understanding, communication and trust. In the sensitive process of finding a balance between protection of the Wadden Sea World Heritage and the legitimate use of the area through shipping, open and transparent communication will be one of the most vital pillars for a success of the network.

While the Partnership Hub and within it the RT Shipping would act as an overarching coordinator, **WaSSP I** would do the communication into the shipping network to and in between the potential stakeholders and actors. The goal is to link ongoing and planned initiatives with relation to shipping and port operation in the Wadden Sea World Heritage - both *within* the trilateral cooperation (such as the RT Shipping, the process within the Single Integrated Management Plan (SIMP) or initiatives within TG Management) and outside (such as initiatives from the Wadden Sea Advisory Boards, the national ministries or through local ventures and projects). The network is intended to act as a bottom-up platform essential for achieving the ambitious progress towards an environmental-friendly shipping and port operation in the Wadden Sea area.

The intention of the RT Shipping is to identify priority topics that will be worked on within the next years. The Round Table will identify topics and specific questions. These topics and questions can be taken up by sub-groups, which will have to be set-up according to each of the identified focuses. Each of the sub-groups would address the various initiatives and enterprises that are ongoing on different levels, which could profit by cooperation and exchange in a joint network. The sub-groups would then give input, recommendations and advice back to the Round Table. After priority topics have been set by the RT Shipping, WaSSP I will also use the experience of the Green NGOs to raise awareness and communicate topics to the public.

The milestones are:

* Support of the WSF in setting-up the RT Shipping and a bottom-up Shipping network within the Partnership Hub
* Coordination of the green NGOs in the Wadden Sea area on the topic of shipping
* Linking ongoing and planned initiatives at all levels
* Increase local awareness on the problems existing in the context of shipping within the Wadden Sea World Heritage as well as display existing and possible solutions. This can be achieved through communication tools to the public, but also direct events, discussion rounds, seminars and workshops with relevant stakeholders and actors.
* Within the network trigger new projects and new project proposals covering all involved sectors.
* Collaboration within the sub-groups defined by the RT Shipping towards joint agreements (such as a Memorandum of Understanding) in order to reach specific goals on the way to finally achieve the abovementioned vision. The goal of step 1 being the signing of such initial agreement(s) at the Ministerial Conference in 2022.

**Step 2: Enhancing capacity**

**WaSSP I** would enable the WST to take an active role in the RT Shipping and in the sub-groups. With shipping being very diverse and very sensitive, it needs dedicated stakeholders in all three Wadden Sea countries. The WST needs an enlarged capacity to help build-up the network and support the WSF as described above. The project would enable one NGO per Wadden Sea country to take the lead. One of the NGOs would furthermore take on the role of coordinating all other NGOs in the topic of shipping. Once priority topics are set by the RT Shipping, the NGOs involved in **WaSSP I** could use their experience as interface to the public and create communication activities to raise local awareness within the shipping community, but ultimately also without.

Milestones are:

* Active participation of the NGOs in the Round Table “Shipping” organised by the WSF and support of the WSF by conducting open and transparent communication.
* Active participation in sub-groups for specific topics identified by the members of the Round Table and compiling of different projects and initiatives that are ongoing or planned to avoid doubling or parallel work.
* Participation in stakeholder consultation to be held in the second half of 2021 within the SIMP

**Step 3: Sharing knowledge**

Through the empowered capacities, **WaSSP I** would contribute to strengthen the knowledge basis, to build up new capacities in all three Wadden Sea countries and to share the knowledge of actors and stakeholders for making progress towards an environmental-friendly shipping in and around the Wadden Sea World Heritage site. WaSSP I will work towards a comprehensive knowledge base and an active exchange and collaboration between relevant actors and stakeholders (such as port companies, shipping companies, NGOs, port authorities, research institutes, etc.) of the respective sub-groups. It is essential that the sub-groups also involve political decision makers to ensure that steps towards environmentally sound shipping in the Wadden Sea World Heritage are initiated and supported by official authorities.

Concrete steps are:

* Collect positive show cases on port sustainability with the potential to be transferred to other ports at the Wadden Sea
* Support the development of strategies and criteria for ambitious „Green Ports at the Wadden Sea World Heritage“
* On the basis of studies on Associated Protective Measures (APM) for the Wadden Sea PSSA and a report comparing PSSAs and their APMs worldwide (produced in 2020 within the SIMP framework), as well as other relevant reports and publications, possible and reasonable APMs for the Wadden Sea will have to be identified. These are to be discussed with stakeholders including the political representatives in order to submit a respective paper at the IMO.
* Develop a proposal on the revision and strengthening of the current PSSA Wadden Sea Operational Plan.
* Make a review on current and planned pilot projects for Best Available Techniques (BAT) and best Environmental Practice (BEP) in domestic and international shipping.
* Disseminate the knowledge and create contacts between interested parties through publication and communication e.g. in workshops, by training multipliers, through social media, etc. to support a strong exchange, direct research activities and trigger further initiatives.
* Start working with individual shipping companies, e.g. ferry lines, in order to improve sustainability of shipping through pilot projects.

The green NGOs have already made a start to enhance knowledge by submitting a proposal to the Environmental Agency in Germany in July 2020. Pending approval, the proposal **“Modellregion Wattenmeer: Fossilfreie Freizeit- und Kleinschifffahrt im Weltnaturerbe“** will perfectly fit into the intention of **WaSSP I** and also into the philosophy and intention of the World Heritage regime to involve local stakeholder into the implementation of BAT and BEP. The project proposal is designed to inform and discuss opportunities to decarbonise leisure and coastal shipping activities with representatives from communities, marinas, yacht-associations, ferry operators etc. with the aim to start the transformation from the use of fossil fuels to renewable resources as soon as possible.

**Milestones**

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| --- | --- | --- |
| **No.** | **Milestone** | **Time** |
| 1 | Linking ongoing and planned initiatives at all levels to avoid doubling or parallel work | 02/2021-01/2023 |
| 2 | Collect positive show cases on port sustainability with the potential to be transferred to other ports at the Wadden Sea | 02/2021-11/2022 |
| 3 | Support of the WSF in setting-up the RT Shipping by conducting open and transparent communication. | 03/2021-01/2023 |
| 4 | Active participation of the NGOs in the RT Shipping  | 03/2021-01/2023 |
| 5 | Active participation in sub-groups for specific topics identified by the members of the RT | 03/2021-01/2023 |
| 6 | Identification of possible and reasonable APMs for the Wadden Sea and subsequent discussion with stakeholders including the political representatives in order to submit a respective paper at the IMO | 03/2021-12/2021 |
| 7 | Develop a proposal on the revision and strengthening of the current PSSA Wadden Sea Operational Plan | 03/2021-12/2021 |
| 8 | Participation in stakeholder consultation to be held in the second half of 2021 within the SIMP | 08/2021-12/2021 |
| 9 | Support the development of strategies and criteria for ambitious „Green Ports at the Wadden Sea World Heritage“ | 08/2021-11/2022 |
| 10 | Make a review on current and planned pilot projects for Best Available Techniques (BAT) and best Environmental Practice (BEP) in domestic and international shipping | 06/2021-11/2022 |
| 11 | Disseminate the knowledge and create contacts between interested parties through publication and communication | 06/2021-12/2022 |
| 12 | Start working with individual shipping companies, e.g. ferry lines, in order to improve sustainability of shipping through pilot projects. | 01/2022-01/2023 |
| 13 | Increase local awareness on the problems existing in the context of shipping within the Wadden Sea World Heritage as well as display existing and possible solutions | 04/2022-01/2023 |
| 14 | Collaboration within the sub-groups defined by the RT Shipping towards joint agreements (such as a Memorandum of Understanding (MoU)) and new project proposals involving all sectors | 06/2022-11/2022 |
| 15 | Official recognition of the new shipping network and commitments for further joint work, e.g. through signing of MoUs at the Ministerial Conference | 11/2022 |
| 16 | Write final report | 01/2023 |

**Qualifications of the applicants**

The Wadden Sea Team has been active in the trilateral cooperation since ….

Calls for Action

NGOs being spokesperson of the concerned public

Experience in raising awareness, networking, communicating and bringing topics to the attention of political decision makers

**Finance plan**

One suggestion: instead of having a finance plan by years and personnel costs per country, we could have it my “working package” (the 3 steps under 2.1) and/or milestones.

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|  | **Worktime [%]** | **2021** | **2022** | **Total** | **Co-payment (own contribution)** | **Funding WSB 2021+2022** |
| Person for Capacity Building Germany & Coordination | 75% (30h/week) |  51,800.00 €  |  52,900.00 €  |  104,700.00 €  |   | 104,700.00 €  |
| Travel costs |   |  1,500.00 €  |  1,500.00 €  |  3.000,00 €  |   | 3,000.00 €  |
| Overhead; 20% of Person Costs |   |  10,360.00 €  |  10,580.00 €  |  20,940.00 €  |  10,470.00 €  | 10,470.00€ |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **In-kind contribution of NGOs DE/NL/DK** |  | 20,000.00 € | 15,000.00 € | 35,000.00 € | 35,000.00 € |  |
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|  |  |  |  |  |  |   |
| Capacity Building Netherlands | 50% (20h/week) | 40,000.00 € | 40,000.00 € | 80,000.00 € |  |  |
| Travel costs |   | 1.500,00 € | 1.500,00 € | 3.000,00 € |   |  |
| Overhead |   | 8,000.00 € | 8,000.00 € | 16,000.00 € |  |  |
|  |   |  |  |  |  |  |
|   |   |   |   |   |   |   |
| Capacity Building Denmark | 50% (20h/week) | 40,000.00 € | 40,000.00 € | 80,000.00 € |   |   |
| Travel costs |   | 1.500,00 € | 1.500,00 € | 3.000,00 € |   |   |
| Overhead |   | 8,000.00 € | 8,000.00 € | 16,000.00 € |   |   |
|   |   |   |   |   |   |   |
| Special expertise |   |   |  6.000,00 €  |   |   |
| Workshops |  1.500,00 €  |  1.500,00 €  |  3.000,00 €  |   |   |
|   |
| Total |  |  |  |  |  |  |