

MEETING DOCUMENT

Wadden Sea Board (WSB 30)

21 November 2019
Wilhelmshaven, Germany



Agenda Item:	5.5 Maritime safety and pollution prevention of shipping
Subject:	TG-M proposal on Dutch note “Implementation of the TWSC “Operational Plan” on shipping
Document No.:	WSB 30/5.5
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Submitted by:	TG-M

As a first attempt to fulfil the decision by WSB-29 regarding shipping safety, the Task Group Management (TG-M) discussed a first draft proposal from the Dutch delegation (Annex). This proposal regards the implementation of the “Operational Plan” (Annex 5, [Tønder Declaration](#)).

At its October 8th & 9th, 2019 meeting, TG-M agreed that it is essential to convey what Wadden Sea World Heritage is about, as well as the importance of regulations for the protection of it via specific channels such as education material and respective courses at nautical education facilities/institutions.

Proposal: The WSB is invited to discuss the Dutch proposal and to adopt the following way forward with the aim of submitting proposals for decision to WSB 31/32:
To instruct the TG-M to further develop the Dutch proposal on the implementation of the “Operational Plan”, taking into account the decision hereabout by WSB-29.

Annex:

Implementation of the TWSC “Operational Plan” on shipping: Elaborating on 4 proposals endorsed by WSB-29

(Note originally for Task Group Management 19-2, October 8th & 9th, 2019)

In the WSB on June 19th 2019 the following proposals were endorsed:

- 1) Use the former evaluation of the MARAD-group to explore which parts of the operational plans are still relevant to implement by the WSB. Focus should be on the operational plan Awareness and Education where parties like the WSF perhaps can support the implementation. TG-M can be asked to make a concrete proposal.
- 2) Express its concern to the MARAD-group on short notice in response to the incident with the MSC Zoë and ask the MARAD-group for an actual overview of the implementation of the other four operational plans with reference to the discussions in 2017 with the WSB.
- 3) Support measures like for example adjustment of shipping routes for containerships on IMO-level, if the investigations into the incident with the MSC Zoë give reason for such measures.
- 4) Ask the UNESCO World Heritage Marine Program if common recommendations can be formulated noticing recent shipping incidents, to guarantee a good protection of these special MPA's.

Only for the first proposal concrete ideas/proposals are formulated underneath, no progress has been made for the other three proposals except probably for the 4th proposal. This can then be highlighted during the meeting of next TG-M.

Ad 1) MARAD-group

Michiel Visser from Rijkswaterstaat, successor of Sjon Huisman, the late chairman of the MARAD-group, has indicated after the WSB-meeting that the MARAD-group does not exist anymore since a couple of years. No new meetings were held after the discussions and presentation of the evaluation of the operational plans in the WSB in 2017, not even in the framework of the Bonn-agreement.

Therefore the evaluation from 2017 made by the MARAD-group is used as a starting point to come up with new proposals and ideas for implementing. This has been done regarding the operational plan on Awareness and education only. The other operational plans are outside the scope of this document.

Possible ways of implementation of the measures of the action plan on Awareness and education have been investigated. This has been done on the basis of contacts and meetings with members from the nautical college Willem Barentsz at Terschelling, the port authority of Groningen Seaports, ProSea and policymakers involved in IMO/STCW at the Dutch Ministry Of Infrastructure and Watermanagement. Also input from Annika Bostelmann from the trilateral secretariat was used.

For each measure a proposal for implementation is described as a starting point for discussion in TG-M.

The WSF will come up with a proposal for next WSB to form a common advisory group on shipping. If the WSB agrees on this shipping group this group can be used in helping to further implement the action plan.

The text underneath between brackets “” is copied from the evaluation of the MARAD-group, text **in bold** is the new proposal for discussion in TG-M. The evaluation started with a brief introduction to the topic:

“3. Awareness and Education

3.3 Measures

An important subject of the work in the PSSA Waddensea was and is the topic of Education and Raising Awareness that stretches to multiple areas in the PSSA Wadden Sea Area. Tourism, ports, marina’s and related industry may have ways to contribute to a safe and well protected marine environment. Especially during the workshops organised with the CWSS, many stakeholders became involved and noticed the importance of this subject. Some initiatives that can be taken may look small, but it is the overall awareness of “being in a world heritage area” that contributes at large.

In their deliberation it was then concluded that this subject required the direct involvement of media experts, specialist in publications.

Parties agreed that this subject of the Operational Documents was sensitive and required broad participation in further initiatives and this is in a way reflected in the different issues hereunder.

For some of the initiatives the DGN MARAD recommend the Wadden Sea Board to make budget available to the CWSS in order to contract expertise and recommends to form an expert group for this task.

Include appropriate information on the sensitivity and purpose of the PSSA in the Port Information Guides of all ports.

The information must be targeted to mariners which are those with the greatest ability to protect the environment and exercise caution when they operate in or adjacent to the PSSA.

This action is to be followed up by CWSS with assistance of competent port authorities in the PSSA area. DGN MARAD parties understand the approach. However, none of the parties have any direct responsibility for Port Information. This subject therefore requires further deliberations with other parties.

An example of useful stakeholder involvement is the Danish “Stop Oil” campaign which on a voluntary basis uses pleasure crafts reporting.”

Ports like Hamburg, Esbjerg and Groningen Seaports inform mariners with all kinds of information necessary for them to sail safely and according to local regulations from and to these ports. This information is mainly brought to them via their respective websites, on some of these sites Port Information Guide or the like are available. It seems quite easy to extend this with information regarding the PSSA Waddensea which is not available on these websites.

TG-M is proposed to contact port authorities of the main harbours Hamburg, Bremerhaven, Esbjerg and comparable ports in each country. The aim of this is to explore on their communication via websites or Port Information Guides about the presence of the PSSA Waddensea and seek for possible improvements.

For Eemshaven and Delfzijl the relevant port authority, Groningen Seaports, already expressed their willingness to take up a paragraph about the PSSA Waddensea in their actual nautical guide.

“3.3.2 Include (Wadden Sea) PSSA in the curriculum of nautical education.

The environmental awareness education including PSSA should become part of the new Standards of Training Certification and Watch keeping (STCW) Code at nautical colleges. Pro-Sea and standardized education material may support and promote education in this regard. In order to reach this the IMO has to be approached.

3.3.2 Supplement

Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>
Monitor compliance with legislative requirements	<p>Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment</p>	<p>Assessment of evidence obtained from examination or approved training</p>	<p>Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified</p>

In IMO training programs all around the world and also in education courses e.g. PRO SEAS special attention is paid to PSSA regulations and the requirements with regard behavior of humans when active in that area.

The IMO has implemented standardized education in the STCW Code which is facilitating education of environmental competences. Ref.: STCW Code, table A-II/1 for navigation officers and table A-III/1 for engine officers. See 3.3.2 Supp.”

At nautical colleges attention might already being given to environmental issues, mainly regarding obligated MARPOL-regulations probably. PSSA Waddensea is part of the training with ECDIS, a nautical chart system at the nautical college Willem Barentsz at Terschelling. Colleges might be willing to do more and ask ProSea (see website for more information) or other institutions to give a short course on PSSA and the like. Already training will be given at the Jade Hochschule in Elsfleth mid October by ProSea, organized by the NLWKN. Also the nautical college Willem Barentsz has asked Rijkswaterstaat for a guest lecture regarding the PSSA Waddensea and has made use earlier of ProSea. Standardized education material at IMO-level is already made available by PROSea, adjusting the STCW-code at nautical colleges via IMO is a long and difficult route. Therefore TG-M is proposed to contact relevant nautical colleges in each country in what way the PSSA Waddensea is now part of their curriculum and

see in what way this curriculum perhaps can be strengthened with extra information on the PSSA Waddensea.

“3.3.3 Establish a Wadden Sea PSSA Ambassadors Programme.

Invite and educate a number of relevant persons with long term experience in and/or high profile in the maritime industry to act as ambassadors for the cause of the Wadden Sea PSSA during events, conferences, meetings etc. Such programme should be related to the trilateral communication strategy.

This interesting initiative has to be further elaborated on in discussion with CWSS and stakeholders defining how and what this program should contain and a time planning for actions.

Parties agreed that the purpose should be further defined; a list of competent persons has to be drafted and the activities have to be developed.”

As this communication strategy is unknown at the moment no proposal has been formulated regarding this measure. This could probably be a good issue to discuss with the WSF.

“3.3.4 Bi-/Tri-annual Progress Report

A bi-/tri-annual progress report should be published on the PSSA Wadden Sea based on the data collected within the Trilateral Monitoring and Assessment Programme including incidents reported in the period ensuing from the incident reporting database.

This an ongoing task, the TMAP reporting and produced by the CWSS.”

As the QSR is now an online platform that can be updated quite easily, these reports should be updates to the thematic report of harbors and shipping and therefore be in the QSR format. That way you don’t need to add a thematic report every few years on top of this and the progress report has a designated spot in our website system. It can be downloaded as PDF in the correct design as well. If the report is to be different from the QSR, however, it should be uploaded on the WSWH website as well as added to the QSR shipping report as “further reading”. TG-MA is reviewing the next steps to updating the QSR, TG-MA can be asked for help on this topic.

“3.3.5 Look at practices of other PSSAs worldwide

Learn from practices of other PSSAs worldwide and clarify if those would make sense to be implemented to enhance the awareness on the Wadden Sea as well.

The DGN partners consider this to be a specific task of the CWSS, but will also maintain contacts with relevant authorities in other PSSA’s around the world wherever possible.”

TG-M is considered developing a relevant questionnaire to be send through the secretariat to other comparable PSSA areas worldwide.

“3.3.6 General awareness

Efforts should be increased to inform the general public in the three countries on the Wadden Sea PSSA.

The General Awareness initiatives are part of the overall topic and may best result from actions taken under previous mentioned topics. It may find a form of a folder (brochure) that could be made available in all tourist accommodations in the PSSA area and/or a plasticized card for pleasure yachts.

Again the production of such information carriers may require budget. Also a special page on the world wide web could satisfy the needs to reach a large public and a special PSSA app is a quick application to reach younger public.

CWSS indicated that for a limited period of time a press officer is working at the secretariat. Main responsibility for the awareness in relation to the protection of the environment in the PSSA area is with the Environmental Ministries or Agencies. DGN MARAD is willing to contribute where possible.”

For the new CWSS-website it was difficult to update the information, because there is not much public information out there. So as a first (and easy) step we should update the information in the last paragraph at <https://www.waddensea-worldheritage.org/fisheries-and-shipping>. Another step would be a new comprehensive leaflet that breaks down the technicalities to a simple message of why we need the PSSA and what its purpose is – instead of (or complimenting) the leaflet an infographic could help explain the essentials and can be used off and online (websites/social media). A next step could be to reach out to Anja Szczesinski and IWSS to develop educational material on shipping for the visitor centres.

“3.3.7 Communication of measures already in place

An effort should be made to inform the general public and expert audience in the three countries on all those measures that have already been implemented within the past years (see Current status & Challenges 2030 of all 5 vision documents).

Again this is all to do with publications in various media for specific groups.”

This can be done on the website at <https://www.waddensea-worldheritage.org/fisheries-and-shipping>, keeping it simple and not put in too much information working together with the CWSS.

Besides these measures, TG-M is also proposed to regard an extra measure, namely to contact shipping companies and shipowners also with the aim to inform them about the concept of the PSSA Waddensea.