

Wadden Sea Board

**WSB 19
24 March 2017
Wilhelmshaven**



Agenda Item: 5.5
Subject: DenGerNeth Mar. Adm. Grp. Final minutes of 3rd meeting
Document No. WSB 19/5.5/3
Date: 15 February 2017
Submitted by: DENGERNETH Administration Group

Proposal: The meeting is invited to consider the document.



DENGERNETH MARITIME ADMINISTRATION GROUP



=====

Third Meeting: Leeuwarden, 24 January 2017

Time: 10:00 – 15:00. An hour delay due to unfortunate traffic-jam from Groningen to Leeuwarden.

Chair: Sjon Huisman (RWS)

Participants:

- Germany (DE):
 - Hartmut Hilmer GDWS, Head of delegation
 - Christina Schneider GDWS

- Denmark (DK):
 - Carsten Jensen DMA, Head of delegation
 - Torben Iversen Naval Staff
 - Matthias Buch Naval Staff

- CWSS:
 - Rüdiger Stempel Executive Secretary of Common Wadden Sea
 - Secretariat

- Netherlands (NL):
 - Sjon Huisman RWS ZD, Head of delegation (Minutes)
 - Michiel Visser RWS ZD
 - Dennis van der Veen RWS N-N

1. Opening and Welcome

Due to a truck on fire (cargo of chickens) the highway was blocked between Groningen and Leeuwarden, causing late arrival of Danish and German delegation. The chairman opened the meeting at 11:15 and welcomed the delegates. It was agreed to strive to end the meeting preferably before 15:00.

Agenda

The agenda was adopted without further amendments

2. Terms of Reference for the DGN MARAD group

All parties agreed with the final version 1.2 of the TOR as discussed in the second meeting in Copenhagen. As previously agreed by correspondence, it had been forwarded by Denmark to the CWSS, attn.: Rüdiger Stempel on 6 January 2017 with copy to the DGN MARAD group.

This final version will be forwarded to the CWSS for communication with WSB

3. Minutes of second meeting

The revised MOM had previously been agreed by correspondence. A copy had been forwarded by Denmark to the CWSS, attn.: Rüdiger Stempel on 6 January

2017 with copy to the DGN MARAD group.

4. Operational documents revision work

Amendments, new texts and revised text are to be found in the separate document.

The generic remarks are that

- an appendix will be made to provide a list of abbreviations and other information where required for external readers.
- there was no time to check all texts in detail at this meeting
- DE mentioned that it will discuss and check the draft final version with Havariekommando and it was agreed that this would be completed ultimately February 10th
- DK informed the meeting that it had to seek approval from the management in administrations on the final draft version (autumn 2017) of the Operational Documents
- It was agreed that a final draft version is forwarded to the WSB for their meeting in March to be able to give preliminary comments and that the DGN MARAD then will take into consideration all comments for finalization of the document in autumn 2017
- DK noted that budgetary constraints made it quite unclear how much time/effort DMA can make available for further work in the DGN MARAD
- DE mentioned that it is essential to define further and future tasks for the delegations
- DK explained that some of the issues mentioned in the Operational Documents, such as issues of ports, were not part of the responsibility of the DMA or Defence – Navy Staff, but within ministries of transport and environment. The DK Ministry of Environment was however represented in the WSB.
- Scheduled meeting of the WSB
According to Rüdiger Stempel it appears that the coming WSB meeting will be in Wilhelmshaven on March 24th. He is awaiting reply from a few participants, but if this date fails a total new scheduling has to start.

Torben, Christina and Sjon discussed that on 23rd March there is a BONN meeting in London in which they should participate. Christina and Sjon however, state that they would give priority to WSB meeting. Torben will be in London.

DK delegation appreciates that DE/NL represent also DK of the DGN MARAD.

- Seminar with Stakeholders
The communication with stakeholders is thought essential by the NL delegation whereas the other delegations may have a less strict view for this. NL explains that the work under the Taskgroup Shipping, especially the two workshops, left stakeholders with expectations and in NL some of the participants now ask to be updated.
It is thought that the initiative should be with the CWSS however Rüdiger cited a passage from the draft minutes of the most recent WSB meeting (WSB 18, November 3, 2016, Wilhelmshaven, Germany). These draft minutes have been approved by the Chair but not yet formally adopted. The passage reads:

"The meeting expressed concerns about the outcome of the first meeting of the Maritime Administration Group and acknowledged that the mandate of the group was apparently not clear enough. The group itself should be responsible for awareness raising and education and use its network for this purpose. The CWSS should in this respect act as the interface between the group and the WSB and not



DENGERNETH MARITIME ADMINISTRATION GROUP



=====

as secretariat of the group.

It was furthermore criticized that stakeholders were not sufficiently involved. To this Mr Vollmer added that WSF had offered to cooperate but this offer had not been taken up.

It was agreed that a representative of the group would be invited to the Wadden Sea Board with the aim of clarifying the group's mandate

The group disagrees with that and refers to the text in the Operational Docs that they recommend WSB to make budget available to the CWSS to host a one day seminar and if needed contract expertise for the subject of Awareness.

In the discussion it was mentioned that DE delegation, their organisation, may well be in the position to make the meeting venue available without costs.

Heads of Delegation certainly would be available to give presentations to the stakeholders in order to inform the participants what has happened since the Tonder Declaration.

6. Shallow water response

The issue of shallow water response will be taken from DGN MARAD to the BONN AGREEMENT DenGerNeth plan cooperation. It is rephrased in the Operational Documents that a series of activities are considered between parties.

NL delegation informs parties that a large scale Wadden Sea exercise is scheduled for autumn 2017 and that other parties will be invited to participate.

7. Any other business

- Sailing through wind parks, questions and answers.
On request of DE the other two parties have responded and this information will be forwarded in an overview to DK and NL
- Vessels with Paraffin wax as cargo rerouted to Deep Water Route
This suggestion was made from NL, but isn't a realistic solution to the problem of coastal pollution. Other initiatives are developed within BONN and brought to IMO
- Ballast water cleaning in port.
Delegations are not fully informed about the capabilities in their ports. Responsibility is with other departments
- Removal of no-used platforms.
Though there are discussions about the topic to re-use oil or gas platforms for other purposes in the three countries the total removal of pipelines and non-used platforms remain as a prerequisite.

8. Panning of the fourth meeting

Parties agreed to finalize the Final Draft version through e-mail and then forward this version to the CWSS for the WSB meeting (24-03-2017).

It is pencilled in the agenda that DGN MARAD will meet before summer in Germany. Hartmut will forward information on place of venue and possible date.

9. Closing of the meeting

Well in time, before 15:00 the meeting was closed and all were wished a good and safe trip home.