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MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
48th session  
Agenda item 21

MEPC 48/21  
24 October 2002  
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**REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE ON ITS  
FORTY-EIGHTH SESSION**

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6.27 The Committee also noted that as part of the preparation of the Conference, a workshop on “Global Challenges to Preparedness and Response Regions” will be hosted at IMO from 12 to 14 November 2003 and encourage Member States and organizations to participate in the Conference.

6.28 With reference to the recommendations from the Third R&D Forum (MEPC 48/6/1, paragraph 16.3) and the work programme for the implementation of the OPRC-HNS Protocol (MEPC 48/6/2, annex paragraph 4.17), both of which indicate the need for the development of standards for compatible combating equipment and techniques for HNS and oil, through collaboration with the International Standardisation Organization (ISO), the delegate from United States informed the Committee that as Chair of the ISO Working Group on Marine Environment, he will raise the proposal to ISO and requested volunteers from ISO Members to contribute to the development of such standards.

6.29 The Chairman informed the Committee that the President of the Institute of Marine Engineering, Science and Technology (IMarEST) delivered an address at its President’s Day on 8 October 2002, entitled, “Hazardous and Noxious Substances (HNS) Protocol, Marine Incidents – The Clock is Ticking” and that IMarEST will submit an information paper on HNS incidents at the next MEPC. He also urged Member Governments to ratify the OPRC-HNS Protocol as quickly as possible so as to ensure appropriate response arrangements are in place on a global basis before a major HNS spill occurs.

## **7 IDENTIFICATION AND PROTECTION OF SPECIAL AREAS AND PARTICULARLY SENSITIVE SEA AREAS**

### **Draft Guidance document for submission of PSSA proposals**

7.1 The Committee recalled that, at MEPC 45, when developing the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas, it agreed that some guidance on how to select the most appropriate regime for a given area of sea to be protected could be included in a supplementary document to the Guidelines.

7.2 The Committee also recalled that MEPC 47, in considering a document by the United States (MEPC 47/8/1) providing guidance to Member States, supported it in principle. However, MEPC 47 agreed that certain modifications should be made to it and the Secretariat was instructed to prepare a draft MEPC circular, based on the United States document for approval by the Committee at this session.

7.3 The Committee, having noted that the Secretariat had made changes to the draft MEPC circular “Guidance Document for Submission of PSSA Proposals to IMO” (MEPC 48/7/1) as instructed by MEPC 47 (MEPC 47/20, paragraph 8.18), agreed that it would be useful to appendix to the document a framework of what needs to be included in a proposal. The Committee requested the Secretariat to prepare the text of the appendix, using the headings and sub-headings of the Florida Key PSSA proposal submission (MEPC 46/6/2), which MEPC 46 agreed should serve as a model by Member States when proposing their PSSAs. Reference of the original document should be given.

7.4 In considering the draft MEPC Circular (MEPC 48/7/1), the Committee agreed to issue the Guidance Document with its appendix to be prepared by the Secretariat as MEPC/Circ.398.

### **Establishment of an Informal Group for reviewing PSSA and Special Area proposals**

7.5 The Committee noted that there is a need for a mechanism to review PSSA and Special Area proposals to ensure that they meet the requirements of the Guidelines for identifying and designating PSSAs and for designating Special Areas (resolution A.927(22)).

7.6 The Committee recognized that, with the expected increase of new PSSA proposals being put forward to this Committee and given the limitation in the number of working groups allowed during any MEPC session, it is unrealistic to establish a MEPC working group every time when a new PSSA or a Special Area proposal is submitted.

7.7 The Committee agreed with the Chairman's proposal to establish an Informal Group under the chairmanship of Mr. Paul Nelson (Australia) to:

- .1 review the proposals for the marine area of the Paracas National Reserve and for the Wadden Sea to be designated as Particularly Sensitive Sea Areas (PSSAs) (MEPC 48/7 and MEPC 48/7/2), to determine whether they meet the provisions of the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (Annex 2 of resolution A.927(22));
- .2 review the proposal to extend the "Gulfs area" as a Special Area under Annexes I and V of MARPOL 73/78, (MEPC 48/7/3 and MEPC 48/7/3/Corr.1), to determine whether it meets the provisions of the Guidelines for the Designation of Special Areas under MARPOL 73/78 (Annex 1 of resolution A.927(22)); and
- .3 provide a written report to the plenary outlining its findings.

### **Report of the Informal Working Group**

7.8 The Committee, having received the report of the Group (MEPC 48/WP.14), noted the following:

- .1 the Group examined each proposal against a checklist with 46 questions for PSSAs and 18 questions for Special Areas, covering all the criteria set out in resolution A.927(22);
- .2 the Group reviewed the joint submission by Denmark, Germany and the Netherlands for the Wadden Sea to be designated as a PSSA (MEPC 48/7/2), and agreed that the submission included information on all applicable criteria, and that this information satisfied the requirements of those criteria. The Group recommended that, as IMO measures already exist to protect this area and there are no new measures requiring referral to any other Committee or Sub-Committee, MEPC take appropriate steps to designate the area as a PSSA;
- .3 the Group reviewed the proposal by Peru for the Paracas National Reserve to be designated as a PSSA (MEPC 48/7) and agreed that all environmental criteria were satisfied. In response to concerns expressed by the Group regarding the need for more information on some criteria, in particular on the volume of traffic and hazardous cargoes, Peru provided additional information (annex 2 of MEPC 48/WP.14). The Group determined that this information satisfied the relevant criteria;

- .4 the Group in considering the two associated protective measures proposed by Peru, namely an Area to be Avoided and a “no discharge” area, recommended that the Area to be Avoided should be referred to the NAV Sub-Committee for review. As regards the proposed “no discharge” area, prohibiting any kind of discharge from ships, the Group determined that the information provided was not sufficient to justify the approval of such an area at this session of the Committee;
- .5 accordingly, in accordance with the Guidelines, the Group recommended that the Committee approve the Paracas National Reserve PSSA, in principle, pending consideration of the proposal for an Area to be Avoided by the NAV Sub-Committee on the basis of a separate submission by Peru;
- .6 the Group noted the submission by Oman for the extension of the "Gulfs area" as a Special Area under Annexes I and V of MARPOL 73/78. Additional information on proposed amendments to MARPOL 73/78 and a chart, which are attached at annex 3 to MEPC 48/WP.14, as well as information provided orally to the Group, was provided by the delegation of Oman; and
- .7 the Group agreed that further information was required to show that the discharge of garbage from ships, when operating in accordance with MARPOL 73/78, was a particular threat. Accordingly, the Group determined that the submission satisfies the requirements for Special Area status in respect of Annex I, but not Annex V of MARPOL 73/78. The Group therefore recommended that the Oman Area of the Arabian Sea be designated as a Special Area under Annex I of MARPOL 73/78, as defined in the submission and annex 3 to document MEPC 48/WP.14, and that such Special Area would be distinct from the "Gulfs area" Special Area since it is in the Arabian Sea and outside the "Gulfs area".

### **Report of the Informal Working Group**

7.9 Having considered the report of the Informal Working Group (MEPC 48/WP.14), the Committee:

- .1 designated the Wadden Sea as a PSSA through the adoption of resolution MEPC.101(48), as attached at annex 5;
- .2 referred the proposal for an Area to be avoided in the Paracas National Reserve to the NAV Sub-Committee for consideration;
- .3 approved, in principle, the designation of Paracas National Reserve as a PSSA, pending consideration of the proposal for an Area to be Avoided by the NAV Sub-Committee; and
- .4 approved the proposed amendments to MARPOL Annex I, with a view to designating the Oman area of the Arabian Sea as a Special Area under MARPOL Annex I, as set out in annex 6 and requested the Secretary-General to circulate the proposed amendments for adoption at MEPC 49.

**ANNEX 5**

**RESOLUTION MEPC.101 (48)**

**Adopted on 11 October 2002**

**IDENTIFICATION OF THE WADDEN SEA  
AS A PARTICULARLY SENSITIVE SEA AREA**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Wadden Sea, as well as its vulnerability to damage by international shipping traffic and activities in the area and the steps taken by Denmark, Germany and the Netherlands to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of particularly sensitive sea areas,

HAVING CONSIDERED the proposal from Denmark, Germany and the Netherlands to designate the Wadden Sea as a Particularly Sensitive Sea Area,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Wadden Sea,

1. DESIGNATES the Wadden Sea as defined in Annexes 1, 2 and 3 to this resolution as a Particularly Sensitive Sea Area.

ANNEX 1

**DESCRIPTION OF THE PARTICULARLY SENSITIVE SEA AREA  
WADDEN SEA CO-ORDINATES**

**a. Description**

In order to avoid the risk of pollution and damage to this exceptional, highly dynamic tidal ecosystem of world importance, mariners should exercise extreme care when navigating in the area bounded by a line connecting the following geographical positions which is designated as a Particularly Sensitive Sea Area and in the adjacent area:

The PSSA Wadden Sea is bordered:

Seawards: by an offshore line defined by a set of geographical co-ordinates (see co-ordinates listed under c.),

Landwards: by the main dikes, or where the main dikes are absent, by the spring-high-tide-water line, and in the rivers, by the brackish-water limit.

The inhabited islands are excluded from the PSSA. These islands are in:

Denmark: Rømø, Mandø, Fanø

Germany:

*Schleswig-Holstein:* Pellworm, Nordstrandischmoor, Hooge, Gröde, Langeneß-Oland, Föhr, Amrum, Sylt, Norderoog, Habel, Süderoog

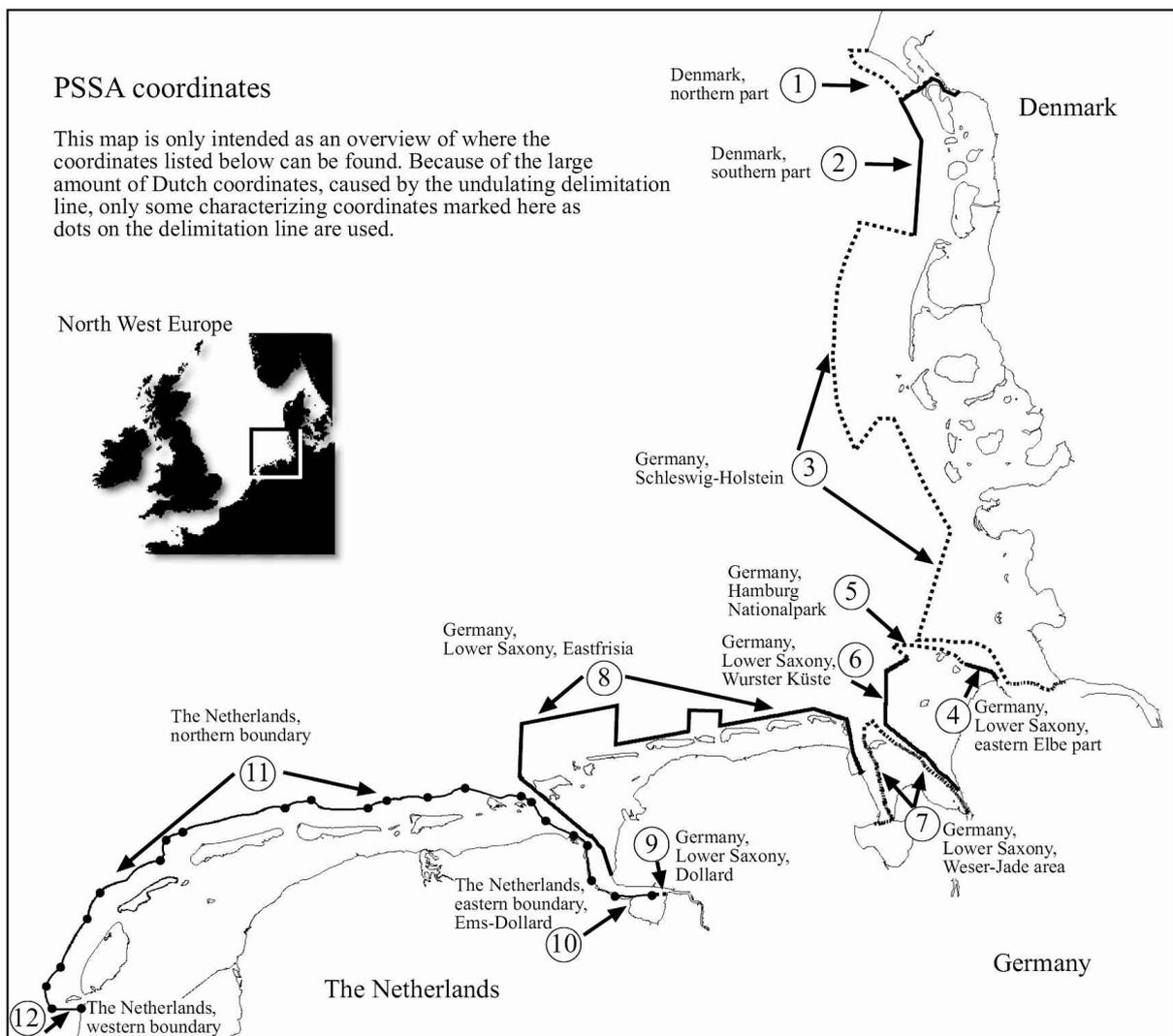
*Hamburg:* Neuwerk

*Lower Saxony:* Borkum, Juist, Norderney, Baltrum, Langeoog, Spiekeroog, Wangerooge

The Netherlands: Texel, Vlieland, Terschelling, Ameland, Schiermonnikoog

**b. Illustrative overview**

The illustrative overview shows the different parts (1-12) of the offshore line of the proposed PSSA Wadden Sea. The numbers and names pointing to the different parts refer to the list of co-ordinates given in the tables under c.



**c. List of geographical co-ordinates (projection WGS84) for the bordering offshore line of the proposed PSSA Wadden Sea**

**Denmark**

The proposed PSSA in the Danish Wadden Sea is divided into a northern part and a southern part by the Esbjerg Harbour shipping lane and the outer area of Esbjerg Harbour.

**Northern part (1)**

The PSSA delimitation consists of 28 points with the following coordinates from Blaavandshuk to the shore north of Esbjerg Harbour.

**Southern part (2)**

The PSSA delimitation consists of 17 points with the following coordinates, from the shore south of Esbjerg Harbour to the borderline between Denmark and Germany territorial waters.

**1 Denmark, northern part**

| No. | East       | North       |
|-----|------------|-------------|
| 1   | 8° 04,516' | 55° 33,463' |
| 2   | 7° 59,00'  | 55° 33,48'  |
| 3   | 7° 59,02'  | 55° 33,21'  |
| 4   | 7° 59,06'  | 55° 32,99'  |
| 5   | 7° 59,16'  | 55° 32,74'  |
| 6   | 7° 59,28'  | 55° 32,50'  |
| 7   | 7° 59,45'  | 55° 32,28'  |
| 8   | 7° 59,67'  | 55° 32,04'  |
| 9   | 7° 59,89'  | 55° 31,83'  |
| 10  | 8° 00,15'  | 55° 31,62'  |
| 11  | 8° 00,47'  | 55° 31,43'  |
| 12  | 8° 00,82'  | 55° 31,26'  |
| 13  | 8° 01,21'  | 55° 31,10'  |
| 14  | 8° 01,57'  | 55° 30,95'  |
| 15  | 8° 01,94'  | 55° 30,82'  |
| 16  | 8° 02,34'  | 55° 30,71'  |
| 17  | 8° 08,12'  | 55° 29,23'  |
| 18  | 8° 10,46'  | 55° 28,14'  |
| 19  | 8° 11,96'  | 55° 27,38'  |
| 20  | 8° 13,716' | 55° 25,593' |
| 21  | 8° 16,879' | 55° 26,916' |
| 22  | 8° 18,104' | 55° 27,228' |
| 23  | 8° 19,357' | 55° 27,873' |
| 24  | 8° 20,793' | 55° 28,608' |
| 25  | 8° 21,791' | 55° 29,056' |
| 26  | 8° 21,915' | 55° 29,109' |
| 27  | 8° 22,724' | 55° 29,467' |
| 28  | 8° 23,635' | 55° 29,866' |

**2 Denmark, southern part**

| No. | East       | North       |
|-----|------------|-------------|
| 29  | 8° 30,157' | 55° 27,166' |
| 30  | 8° 28,490' | 55° 26,420' |
| 31  | 8° 25,620' | 55° 27,160' |
| 32  | 8° 24,904' | 55° 27,866' |
| 33  | 8° 24,574' | 55° 28,273' |
| 34  | 8° 24,151' | 55° 28,614' |
| 35  | 8° 22,436' | 55° 28,975' |
| 36  | 8° 21,929' | 55° 28,776' |
| 37  | 8° 21,043' | 55° 28,452' |
| 38  | 8° 19,581' | 55° 27,724' |
| 39  | 8° 18,195' | 55° 27,046' |
| 40  | 8° 17,016' | 55° 26,805' |
| 41  | 8° 13,825' | 55° 25,470' |
| 42  | 8° 14,080' | 55° 25,220' |
| 43  | 8° 19,543' | 55° 19,100' |
| 44  | 8° 18,900' | 55° 12,300' |
| 45  | 8° 18,040' | 55° 03,795' |

**Germany**

Below are the coordinates for the seven parts (3-9) representing the delimitation of the proposed PSSA for Germany.

**3 Germany, Schleswig-Holstein**

| No. | East       | North       |
|-----|------------|-------------|
| 46  | 8° 18,040' | 55° 03,795' |
| 47  | 8° 02,716' | 55° 06,053' |
| 48  | 8° 02,618' | 55° 05,647' |
| 49  | 8° 02,547' | 55° 05,239' |
| 50  | 8° 02,395' | 55° 05,011' |
| 51  | 8° 01,635' | 55° 03,814' |
| 52  | 8° 00,960' | 55° 02,982' |
| 53  | 8° 00,708' | 55° 02,659' |
| 54  | 8° 00,471' | 55° 02,332' |
| 55  | 7° 59,598' | 55° 01,064' |
| 56  | 7° 59,354' | 55° 00,692' |
| 57  | 7° 59,133' | 55° 00,319' |
| 58  | 7° 58,572' | 54° 59,317' |
| 59  | 7° 58,493' | 54° 59,170' |
| 60  | 7° 57,853' | 54° 57,968' |
| 61  | 7° 57,640' | 54° 57,540' |
| 62  | 7° 57,451' | 54° 57,102' |
| 63  | 7° 57,292' | 54° 56,660' |
| 64  | 7° 57,032' | 54° 55,858' |
| 65  | 7° 56,876' | 54° 55,303' |
| 66  | 7° 56,765' | 54° 54,745' |
| 67  | 7° 56,591' | 54° 53,645' |
| 68  | 7° 56,531' | 54° 53,169' |
| 69  | 7° 56,429' | 54° 52,013' |
| 70  | 7° 56,279' | 54° 50,539' |
| 71  | 7° 56,253' | 54° 50,166' |
| 72  | 7° 56,209' | 54° 49,265' |
| 73  | 7° 56,203' | 54° 48,945' |
| 74  | 7° 56,209' | 54° 48,625' |
| 75  | 7° 56,234' | 54° 48,095' |
| 76  | 7° 56,218' | 54° 47,848' |
| 77  | 7° 55,986' | 54° 46,380' |
| 78  | 7° 55,921' | 54° 45,823' |
| 79  | 7° 55,899' | 54° 45,265' |
| 80  | 7° 55,925' | 54° 44,707' |
| 81  | 7° 55,995' | 54° 44,148' |
| 82  | 7° 56,732' | 54° 39,682' |
| 83  | 7° 56,800' | 54° 39,104' |
| 84  | 7° 56,918' | 54° 38,529' |
| 85  | 7° 57,083' | 54° 37,957' |
| 86  | 7° 57,295' | 54° 37,390' |
| 87  | 7° 57,556' | 54° 36,830' |
| 88  | 7° 57,674' | 54° 36,597' |
| 89  | 7° 57,920' | 54° 36,145' |
| 90  | 7° 58,197' | 54° 35,697' |
| 91  | 7° 58,505' | 54° 35,257' |
| 92  | 8° 02,338' | 54° 30,063' |
| 93  | 8° 08,522' | 54° 35,126' |
| 94  | 8° 15,406' | 54° 35,126' |
| 95  | 8° 17,071' | 54° 32,932' |
| 96  | 8° 18,308' | 54° 31,208' |
| 97  | 8° 19,144' | 54° 30,053' |
| 98  | 8° 19,462' | 54° 29,614' |
| 99  | 8° 20,191' | 54° 28,596' |

**3 Germany, Schleswig-Holstein**

| No. | East       | North       |
|-----|------------|-------------|
| 100 | 8° 20,996' | 54° 27,489' |
| 101 | 8° 21,858' | 54° 26,289' |
| 102 | 8° 22,692' | 54° 25,140' |
| 103 | 8° 22,956' | 54° 24,747' |
| 104 | 8° 23,091' | 54° 24,545' |
| 105 | 8° 23,624' | 54° 23,878' |
| 106 | 8° 25,125' | 54° 22,186' |
| 107 | 8° 26,205' | 54° 20,980' |
| 108 | 8° 28,843' | 54° 18,099' |
| 109 | 8° 25,467' | 54° 13,309' |
| 110 | 8° 23,782' | 54° 10,917' |
| 111 | 8° 20,322' | 54° 06,008' |
| 112 | 8° 20,305' | 54° 05,983' |
| 113 | 8° 17,718' | 54° 02,317' |
| 114 | 8° 17,689' | 54° 02,275' |
| 115 | 8° 16,859' | 54° 01,099' |
| 116 | 8° 16,056' | 53° 59,960' |
| 117 | 8° 28,660' | 53° 59,936' |
| 118 | 8° 28,725' | 53° 59,940' |
| 119 | 8° 28,826' | 53° 59,940' |
| 120 | 8° 28,937' | 53° 59,937' |
| 121 | 8° 29,048' | 53° 59,941' |
| 122 | 8° 29,133' | 53° 59,942' |
| 123 | 8° 29,221' | 53° 59,948' |
| 124 | 8° 29,344' | 53° 59,954' |
| 125 | 8° 29,410' | 53° 59,952' |
| 126 | 8° 29,486' | 53° 59,947' |
| 127 | 8° 29,584' | 53° 59,938' |
| 128 | 8° 29,691' | 53° 59,930' |
| 129 | 8° 29,788' | 53° 59,923' |
| 130 | 8° 29,871' | 53° 59,911' |
| 131 | 8° 29,965' | 53° 59,905' |
| 132 | 8° 30,068' | 53° 59,907' |
| 133 | 8° 30,156' | 53° 59,905' |
| 134 | 8° 30,252' | 53° 59,910' |
| 135 | 8° 30,337' | 53° 59,910' |
| 136 | 8° 30,393' | 53° 59,912' |
| 137 | 8° 30,457' | 53° 59,913' |
| 138 | 8° 30,523' | 53° 59,917' |
| 139 | 8° 30,585' | 53° 59,921' |
| 140 | 8° 30,658' | 53° 59,924' |
| 141 | 8° 30,725' | 53° 59,930' |
| 142 | 8° 30,779' | 53° 59,932' |
| 143 | 8° 30,837' | 53° 59,929' |
| 144 | 8° 30,946' | 53° 59,930' |
| 145 | 8° 31,057' | 53° 59,942' |
| 146 | 8° 31,148' | 53° 59,953' |
| 147 | 8° 31,276' | 53° 59,965' |
| 148 | 8° 31,372' | 53° 59,969' |
| 149 | 8° 31,475' | 53° 59,972' |
| 150 | 8° 31,559' | 53° 59,977' |
| 151 | 8° 31,638' | 53° 59,982' |
| 152 | 8° 31,691' | 53° 59,990' |
| 153 | 8° 31,759' | 54° 00,005' |

**3 Germany, Schleswig-Holstein**

| No. | East       | North       |
|-----|------------|-------------|
| 154 | 8° 31,833' | 54° 00,008' |
| 155 | 8° 31,951' | 54° 00,016' |
| 156 | 8° 32,046' | 54° 00,021' |
| 157 | 8° 32,156' | 54° 00,021' |
| 158 | 8° 32,250' | 54° 00,021' |
| 159 | 8° 32,348' | 54° 00,021' |
| 160 | 8° 32,441' | 54° 00,024' |
| 161 | 8° 32,528' | 54° 00,023' |
| 162 | 8° 32,613' | 54° 00,016' |
| 163 | 8° 32,694' | 54° 00,013' |
| 164 | 8° 32,750' | 54° 00,013' |
| 165 | 8° 32,817' | 54° 00,014' |
| 166 | 8° 32,869' | 54° 00,013' |
| 167 | 8° 32,988' | 54° 00,016' |
| 168 | 8° 33,090' | 54° 00,022' |
| 169 | 8° 33,183' | 54° 00,022' |
| 170 | 8° 33,280' | 54° 00,021' |
| 171 | 8° 33,402' | 54° 00,022' |
| 172 | 8° 33,502' | 54° 00,019' |
| 173 | 8° 33,608' | 54° 00,013' |
| 174 | 8° 33,680' | 54° 00,005' |
| 175 | 8° 33,764' | 53° 60,000' |
| 176 | 8° 33,856' | 53° 59,994' |
| 177 | 8° 33,916' | 53° 59,990' |
| 178 | 8° 34,007' | 53° 59,985' |
| 179 | 8° 34,090' | 53° 59,977' |
| 180 | 8° 34,167' | 53° 59,968' |
| 181 | 8° 34,249' | 53° 59,965' |
| 182 | 8° 34,389' | 53° 59,948' |
| 183 | 8° 34,470' | 53° 59,937' |
| 184 | 8° 34,580' | 53° 59,913' |
| 185 | 8° 34,648' | 53° 59,903' |
| 186 | 8° 34,717' | 53° 59,885' |
| 187 | 8° 34,872' | 53° 59,827' |
| 188 | 8° 34,980' | 53° 59,793' |
| 189 | 8° 35,105' | 53° 59,764' |
| 190 | 8° 35,179' | 53° 59,746' |
| 191 | 8° 35,253' | 53° 59,729' |
| 192 | 8° 35,329' | 53° 59,709' |
| 193 | 8° 35,404' | 53° 59,690' |
| 194 | 8° 35,465' | 53° 59,677' |
| 195 | 8° 35,534' | 53° 59,667' |
| 196 | 8° 35,699' | 53° 59,630' |
| 197 | 8° 35,767' | 53° 59,611' |
| 198 | 8° 35,919' | 53° 59,580' |
| 199 | 8° 36,115' | 53° 59,535' |
| 200 | 8° 36,254' | 53° 59,504' |
| 201 | 8° 36,361' | 53° 59,480' |
| 202 | 8° 36,443' | 53° 59,460' |
| 203 | 8° 36,574' | 53° 59,431' |
| 204 | 8° 36,741' | 53° 59,391' |
| 205 | 8° 36,879' | 53° 59,354' |
| 206 | 8° 37,001' | 53° 59,324' |
| 207 | 8° 37,095' | 53° 59,306' |

**3 Germany, Schleswig-Holstein**

| No. | East       | North       |
|-----|------------|-------------|
| 208 | 8° 37,171' | 53° 59,289' |
| 209 | 8° 37,319' | 53° 59,250' |
| 210 | 8° 37,403' | 53° 59,226' |
| 211 | 8° 37,546' | 53° 59,189' |
| 212 | 8° 37,657' | 53° 59,160' |
| 213 | 8° 37,780' | 53° 59,111' |
| 214 | 8° 37,947' | 53° 59,046' |
| 215 | 8° 38,173' | 53° 58,964' |
| 216 | 8° 38,333' | 53° 58,907' |
| 217 | 8° 38,496' | 53° 58,850' |
| 218 | 8° 38,868' | 53° 58,691' |
| 219 | 8° 39,105' | 53° 58,442' |
| 220 | 8° 39,598' | 53° 57,962' |
| 221 | 8° 40,199' | 53° 57,371' |
| 222 | 8° 40,267' | 53° 57,299' |
| 223 | 8° 40,749' | 53° 56,812' |
| 224 | 8° 41,362' | 53° 56,204' |
| 225 | 8° 41,924' | 53° 55,648' |
| 226 | 8° 42,487' | 53° 55,094' |
| 227 | 8° 42,595' | 53° 54,996' |
| 228 | 8° 42,861' | 53° 54,745' |
| 229 | 8° 43,118' | 53° 54,445' |
| 230 | 8° 43,361' | 53° 54,164' |
| 231 | 8° 43,529' | 53° 53,970' |
| 232 | 8° 43,634' | 53° 53,859' |
| 233 | 8° 44,022' | 53° 53,402' |
| 234 | 8° 44,096' | 53° 53,300' |
| 235 | 8° 44,185' | 53° 53,302' |
| 236 | 8° 44,265' | 53° 53,313' |
| 237 | 8° 44,347' | 53° 53,318' |
| 238 | 8° 44,443' | 53° 53,318' |
| 239 | 8° 44,514' | 53° 53,316' |
| 240 | 8° 44,591' | 53° 53,312' |
| 241 | 8° 44,681' | 53° 53,308' |
| 242 | 8° 44,744' | 53° 53,305' |
| 243 | 8° 44,818' | 53° 53,293' |
| 244 | 8° 44,898' | 53° 53,278' |
| 245 | 8° 44,962' | 53° 53,271' |
| 246 | 8° 45,039' | 53° 53,264' |
| 247 | 8° 45,121' | 53° 53,247' |
| 248 | 8° 45,196' | 53° 53,241' |
| 249 | 8° 45,272' | 53° 53,235' |
| 250 | 8° 45,356' | 53° 53,231' |
| 251 | 8° 45,475' | 53° 53,235' |
| 252 | 8° 45,570' | 53° 53,239' |
| 253 | 8° 45,699' | 53° 53,250' |
| 254 | 8° 45,789' | 53° 53,252' |
| 255 | 8° 45,896' | 53° 53,255' |
| 256 | 8° 45,984' | 53° 53,270' |
| 257 | 8° 46,057' | 53° 53,286' |
| 258 | 8° 46,142' | 53° 53,297' |
| 259 | 8° 46,226' | 53° 53,297' |
| 260 | 8° 46,292' | 53° 53,297' |
| 261 | 8° 46,348' | 53° 53,292' |

### 3 Germany, Schleswig-Holstein

| No. | East       | North       |
|-----|------------|-------------|
| 262 | 8° 46,487' | 53° 53,315' |
| 263 | 8° 46,591' | 53° 53,333' |
| 264 | 8° 46,675' | 53° 53,340' |
| 265 | 8° 46,792' | 53° 53,363' |
| 266 | 8° 46,886' | 53° 53,386' |
| 267 | 8° 46,950' | 53° 53,397' |
| 268 | 8° 47,009' | 53° 53,412' |
| 269 | 8° 47,071' | 53° 53,415' |
| 270 | 8° 47,158' | 53° 53,421' |
| 271 | 8° 47,267' | 53° 53,430' |
| 272 | 8° 47,354' | 53° 53,433' |
| 273 | 8° 47,428' | 53° 53,442' |
| 274 | 8° 47,509' | 53° 53,461' |
| 275 | 8° 47,608' | 53° 53,474' |
| 276 | 8° 47,675' | 53° 53,478' |
| 277 | 8° 47,796' | 53° 53,481' |
| 278 | 8° 47,884' | 53° 53,483' |
| 279 | 8° 47,954' | 53° 53,493' |
| 280 | 8° 48,013' | 53° 53,505' |
| 281 | 8° 48,075' | 53° 53,523' |
| 282 | 8° 48,124' | 53° 53,535' |
| 283 | 8° 48,197' | 53° 53,538' |
| 284 | 8° 48,284' | 53° 53,538' |
| 285 | 8° 48,367' | 53° 53,542' |
| 286 | 8° 48,438' | 53° 53,543' |
| 287 | 8° 48,474' | 53° 53,542' |
| 288 | 8° 48,554' | 53° 53,545' |
| 289 | 8° 48,613' | 53° 53,548' |
| 290 | 8° 48,688' | 53° 53,550' |
| 291 | 8° 48,775' | 53° 53,546' |
| 292 | 8° 48,893' | 53° 53,531' |
| 293 | 8° 48,987' | 53° 53,515' |
| 294 | 8° 49,064' | 53° 53,501' |
| 295 | 8° 49,153' | 53° 53,484' |
| 296 | 8° 49,260' | 53° 53,470' |
| 297 | 8° 49,326' | 53° 53,468' |
| 298 | 8° 49,399' | 53° 53,465' |
| 299 | 8° 49,472' | 53° 53,464' |
| 300 | 8° 49,552' | 53° 53,454' |
| 301 | 8° 49,653' | 53° 53,442' |
| 302 | 8° 49,741' | 53° 53,419' |
| 303 | 8° 49,784' | 53° 53,406' |
| 304 | 8° 49,890' | 53° 53,375' |
| 305 | 8° 49,942' | 53° 53,366' |
| 306 | 8° 50,017' | 53° 53,355' |
| 307 | 8° 50,107' | 53° 53,338' |
| 308 | 8° 50,172' | 53° 53,318' |
| 309 | 8° 50,287' | 53° 53,308' |
| 310 | 8° 50,382' | 53° 53,302' |
| 311 | 8° 50,449' | 53° 53,306' |
| 312 | 8° 50,553' | 53° 53,314' |
| 313 | 8° 50,617' | 53° 53,316' |
| 314 | 8° 50,684' | 53° 53,313' |
| 315 | 8° 50,776' | 53° 53,302' |

### 3 Germany, Schleswig-Holstein

| No. | East       | North       |
|-----|------------|-------------|
| 316 | 8° 50,831' | 53° 53,298' |
| 317 | 8° 50,914' | 53° 53,288' |
| 318 | 8° 50,994' | 53° 53,278' |
| 319 | 8° 51,087' | 53° 53,269' |
| 320 | 8° 51,167' | 53° 53,263' |
| 321 | 8° 51,271' | 53° 53,253' |
| 322 | 8° 51,350' | 53° 53,236' |
| 323 | 8° 51,433' | 53° 53,218' |
| 324 | 8° 51,484' | 53° 53,209' |
| 325 | 8° 51,584' | 53° 53,184' |
| 326 | 8° 51,659' | 53° 53,164' |
| 327 | 8° 51,753' | 53° 53,137' |
| 328 | 8° 51,831' | 53° 53,119' |
| 329 | 8° 51,910' | 53° 53,105' |
| 330 | 8° 51,976' | 53° 53,085' |
| 331 | 8° 52,042' | 53° 53,066' |
| 332 | 8° 52,133' | 53° 53,035' |
| 333 | 8° 52,201' | 53° 52,992' |
| 334 | 8° 52,241' | 53° 52,963' |
| 335 | 8° 52,273' | 53° 52,942' |
| 336 | 8° 52,317' | 53° 52,921' |
| 337 | 8° 52,412' | 53° 52,884' |
| 338 | 8° 52,478' | 53° 52,852' |
| 339 | 8° 52,557' | 53° 52,821' |
| 340 | 8° 52,646' | 53° 52,792' |
| 341 | 8° 52,711' | 53° 52,767' |
| 342 | 8° 52,792' | 53° 52,737' |
| 343 | 8° 52,868' | 53° 52,716' |
| 344 | 8° 52,987' | 53° 52,670' |
| 345 | 8° 53,078' | 53° 52,645' |
| 346 | 8° 53,161' | 53° 52,623' |
| 347 | 8° 53,276' | 53° 52,591' |
| 348 | 8° 53,366' | 53° 52,564' |
| 349 | 8° 53,482' | 53° 52,524' |
| 350 | 8° 53,544' | 53° 52,498' |
| 351 | 8° 53,660' | 53° 52,459' |
| 352 | 8° 53,736' | 53° 52,440' |
| 353 | 8° 53,813' | 53° 52,410' |
| 354 | 8° 53,901' | 53° 52,377' |
| 355 | 8° 53,937' | 53° 52,364' |
| 356 | 8° 54,071' | 53° 52,327' |
| 357 | 8° 54,156' | 53° 52,311' |
| 358 | 8° 54,231' | 53° 52,283' |
| 359 | 8° 54,333' | 53° 52,256' |
| 360 | 8° 54,430' | 53° 52,233' |
| 361 | 8° 54,506' | 53° 52,207' |
| 362 | 8° 54,587' | 53° 52,182' |
| 363 | 8° 54,629' | 53° 52,162' |
| 364 | 8° 54,719' | 53° 52,142' |
| 365 | 8° 54,787' | 53° 52,144' |
| 366 | 8° 54,923' | 53° 52,111' |
| 367 | 8° 55,032' | 53° 52,091' |
| 368 | 8° 55,127' | 53° 52,067' |
| 369 | 8° 55,256' | 53° 52,034' |

### 3 Germany, Schleswig-Holstein

| No. | East       | North       |
|-----|------------|-------------|
| 370 | 8° 55,373' | 53° 52,008' |
| 371 | 8° 55,476' | 53° 51,989' |
| 372 | 8° 55,543' | 53° 52,011' |
| 373 | 8° 55,599' | 53° 52,035' |
| 374 | 8° 55,641' | 53° 52,062' |

### 4 Germany, Lower Saxony, eastern Elbe part

| No. | East       | North       |
|-----|------------|-------------|
| 375 | 8° 41,200' | 53° 53,533' |
| 376 | 8° 39,550' | 53° 54,917' |
| 377 | 8° 32,150' | 53° 56,167' |

### 5 Germany, Hamburg National park

| No. | East     | North     |
|-----|----------|-----------|
| 378 | 8°30,25' | 53°57,42' |
| 379 | 8°26,31' | 53°58,36' |
| 380 | 8°21,93' | 53°58,76' |
| 381 | 8°18,90' | 53°59,02' |
| 382 | 8°13,17' | 53°59,02' |
| 383 | 8°12,77' | 53°58,88' |
| 384 | 8°17,43' | 53°56,99' |

### 6 Germany, Lower Saxony, Wurster Küste

| No. | East       | North       |
|-----|------------|-------------|
| 385 | 8° 11,533' | 53° 54,900' |
| 386 | 8° 11,533' | 53° 53,200' |
| 387 | 8° 11,533' | 53° 46,417' |
| 388 | 8° 20,150' | 53° 42,333' |
| 389 | 8° 23,583' | 53° 40,683' |
| 390 | 8° 27,683' | 53° 38,133' |
| 391 | 8° 30,683' | 53° 36,300' |

### 7 Germany, Lower Saxony, Weser-Jade area

| No. | East       | North       |
|-----|------------|-------------|
| 392 | 8° 32,883' | 53° 32,317' |
| 393 | 8° 33,317' | 53° 32,400' |
| 394 | 8° 28,667' | 53° 36,750' |
| 395 | 8° 20,617' | 53° 41,183' |
| 396 | 8° 14,433' | 53° 43,317' |
| 397 | 8° 09,917' | 53° 45,483' |
| 398 | 8° 07,950' | 53° 46,967' |
| 399 | 8° 05,583' | 53° 45,933' |
| 400 | 8° 05,583' | 53° 43,717' |
| 401 | 8° 09,050' | 53° 40,217' |
| 402 | 8° 11,817' | 53° 33,283' |
| 403 | 8° 13,600' | 53° 31,217' |
| 404 | 8° 09,950' | 53° 30,717' |
| 405 | 8° 08,717' | 53° 30,650' |

### 8 Germany, Lower Saxony, Eastfrisia

| No. | East       | North       |
|-----|------------|-------------|
| 406 | 8° 05,100' | 53° 38,667' |
| 407 | 8° 05,483' | 53° 38,783' |
| 408 | 8° 04,583' | 53° 39,850' |
| 409 | 8° 02,817' | 53° 41,900' |
| 410 | 8° 01,850' | 53° 45,383' |
| 411 | 8° 01,067' | 53° 47,133' |
| 412 | 7° 52,350' | 53° 48,700' |
| 413 | 7° 27,383' | 53° 45,800' |
| 414 | 7° 27,383' | 53° 48,217' |
| 415 | 7° 19,083' | 53° 48,217' |
| 416 | 7° 19,083' | 53° 44,750' |
| 417 | 7° 00,000' | 53° 42,300' |
| 418 | 7° 00,000' | 53° 45,400' |
| 419 | 7° 00,000' | 53° 48,733' |
| 420 | 6° 34,850' | 53° 45,183' |
| 421 | 6° 34,850' | 53° 41,900' |
| 422 | 6° 34,850' | 53° 38,000' |
| 423 | 6° 34,850' | 53° 37,050' |
| 424 | 6° 35,750' | 53° 36,350' |
| 425 | 6° 42,850' | 53° 33,033' |
| 426 | 6° 52,817' | 53° 28,167' |
| 427 | 6° 54,917' | 53° 27,583' |
| 428 | 6° 56,117' | 53° 26,567' |
| 429 | 6° 57,633' | 53° 25,900' |
| 430 | 6° 59,450' | 53° 22,800' |

### 9 Germany, Lower Saxony, Dollard

| No. | East       | North       |
|-----|------------|-------------|
| 431 | 7° 14,910' | 53° 19,087' |
| 432 | 7° 11,513' | 53° 18,863' |

## The Netherlands

Below are the co-ordinates representing the delimitation of the proposed PSSA for the Netherlands.

- Point 433 until 440 represent the eastern boundary, Ems Dollard, of the area (part 10).
- Point 441 until 453 represent the delimitation of the northern part of the area. It consists of the three nautical miles line from the baseline. Because this is a curved line, there are at least 1900 coordinates, but only some characterizing coordinates have been listed below. The map in annex 2 has been compiled on the basis of detailed information on the 3 nautical miles line (available from the *Dienst der Hydrografie*, the Hydrographical Service in the Hague, Netherlands) (part 11).
- Point 454 and 455 represent the western boundary of the area. It is the line from Den Helder towards the West, crossing the three nautical miles line (part 12).

### 10 The Netherlands, eastern boundary, Ems-Dollard

| No. | East       | North       |
|-----|------------|-------------|
| 433 | 7° 11,605' | 53° 18,882' |
| 434 | 7° 00,666' | 53° 18,655' |
| 435 | 6° 54,414' | 53° 20,860' |
| 436 | 6° 53,420' | 53° 26,439' |
| 437 | 6° 50,010' | 53° 27,797' |
| 438 | 6° 41,803' | 53° 30,069' |
| 439 | 6° 37,214' | 53° 33,289' |
| 440 | 6° 35,685' | 53° 33,688' |

### 11 The Netherlands, northern boundary

| No. | East       | North       |
|-----|------------|-------------|
| 441 | 6° 20,487' | 53° 34,798' |
| 442 | 6° 14,347' | 53° 33,356' |
| 443 | 6° 00,295' | 53° 32,295' |
| 444 | 5° 55,497' | 53° 31,964' |
| 445 | 5° 40,285' | 53° 31,769' |
| 446 | 5° 33,542' | 53° 30,412' |
| 447 | 5° 06,734' | 53° 25,551' |
| 448 | 5° 02,336' | 53° 24,218' |
| 449 | 5° 01,358' | 53° 21,138' |
| 450 | 4° 45,087' | 53° 14,785' |
| 451 | 4° 43,325' | 53° 11,133' |
| 452 | 4° 37,086' | 53° 03,145' |
| 453 | 4° 33,291' | 52° 59,296' |

### 12 The Netherlands, western boundary

| No. | East       | North       |
|-----|------------|-------------|
| 454 | 4° 43,056' | 52° 56,841' |
| 455 | 4° 35,221' | 52° 56,564' |

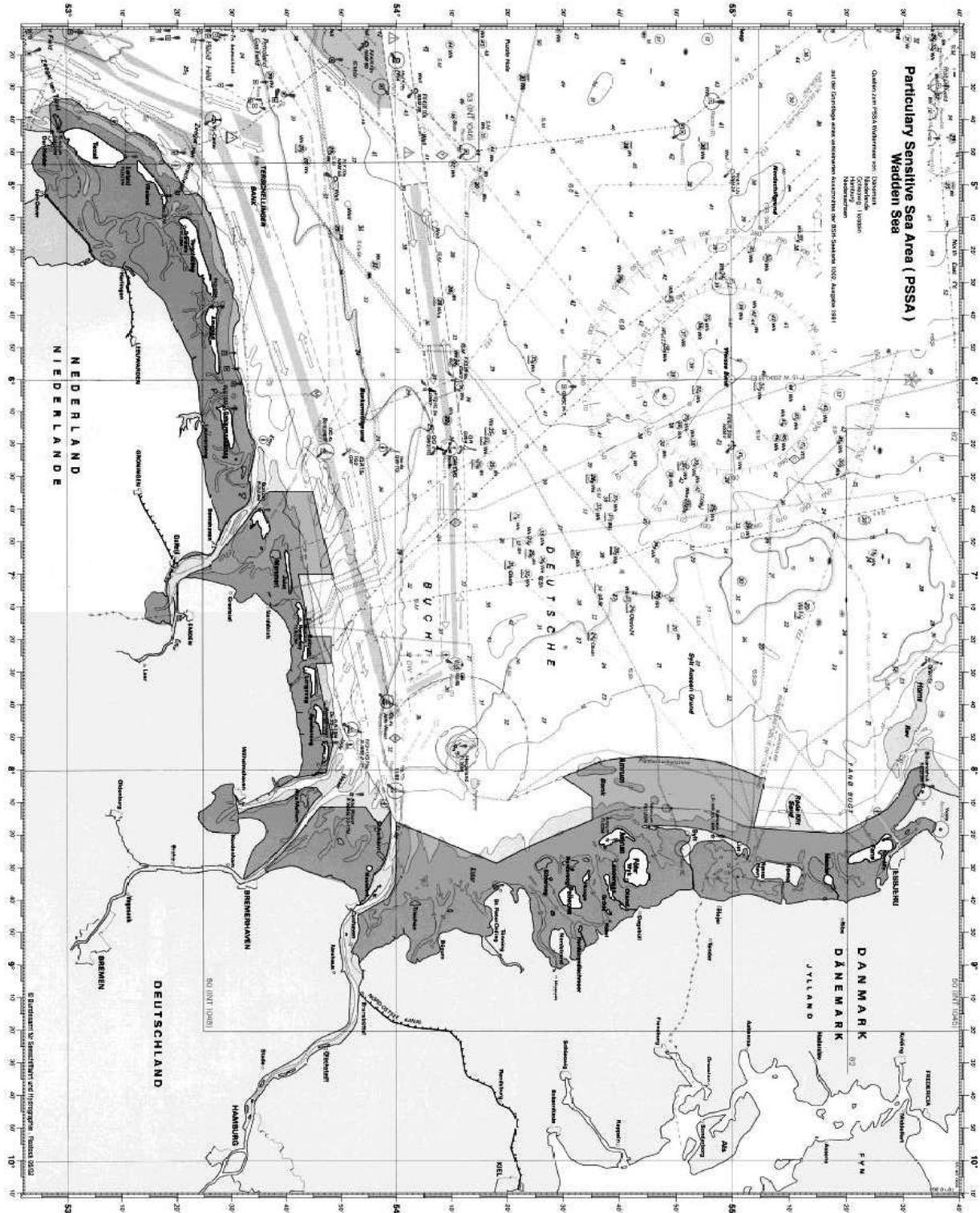
ANNEX 2

**PSSA CHART**  
**PROPOSED PARTICULARLY SENSITIVE SEA AREA**

**WADDEN SEA BOUNDARY**

Reference: Nautical chart from Bundesamt für Seeschifffahrt und Hydrographie, BSH, Germany.  
Nautical chart 1002, Edition 1991

*[Coloured copies of the chart will be distributed at the meeting.]*



## ANNEX 3

### EXISTING MEASURES

#### Measures adopted by IMO and at the national and EC levels

##### I General measures

###### IMO measures

The IMO has issued numerous conventions to improve maritime safety and prevent pollution from ships, for example the International Regulations for Preventing Collisions at Sea, 1972 (as amended by Resolutions A.464 (XII), A.626 (15), A.678 (16) and A.736 (18)), COLREGs and SOLAS V.

###### EC measures

Also the European Union has already issued numerous Directives corresponding to IMO measures, including e.g. directives on port State control, marine equipment, notification obligations, and on the management of ship generated waste and cargo residues. These are continually being updated and implemented into national legislation.

According to the EC Habitat Directive (Council Directive 92/43/EEC) and the EC Bird Directive (Council Directive 79/409/EEC) Member States shall list areas of Community Interest respectively Special Protection Areas. These areas constitute the Natura 2000 network. Basically, the Wadden Sea, until 3 sea miles offshore except for the main shipping routes, has been listed as habitat areas according to the Habitat Directive and as Special Protection Areas according to the Bird Directive.

###### Other regional measures

Radio navigational warnings contain information that directly affects safety of life at sea and the protection of the environment. They are issued by NAVTEX, MRCC's, VTS centers or other services.

Bilateral (NL & D) Local Rules and Traffic Regulations for the Ems estuary.

## NATIONAL MEASURES

| <b>Denmark</b>  | <b>Germany</b>   | <b>Netherlands</b>   |
|---|--|--|
| <ul style="list-style-type: none"> <li>◆ Ministerial order on transfer of bunkers in the Danish territorial sea.</li> </ul> | <ul style="list-style-type: none"> <li>◆ <b>Regulations on the navigation of Federal waterways in national parks in the North Sea area.</b></li> <li>◆ Navigable Waterways Ordinance</li> <li>◆ VTS available in certain areas.</li> <li>◆ <b>Pilotage services and Deep Sea Pilotage Services available for various ports and areas.</b></li> <li>◆ Modern aids to navigation (AIS, GPS, buoyage, lighthouses).</li> <li>◆ SAR and MRCC services available.</li> <li>◆ Emergency towing capacity available.</li> <li>◆ Deep Sea Pilotage Services available.</li> <li>◆ Agreement with private companies on keeping helicopter capacity in reserve to permit action to be taken swiftly in the case of emergencies and accidents at sea.</li> </ul> | <ul style="list-style-type: none"> <li>◆ <b>Additional Local Rules and Regulations (BPR, "Scheepvaartreglement Territoriale Zee" (STZ)).</b></li> <li>◆ VTS available in certain areas.</li> <li>◆ Pilotage services available for various ports.</li> <li>◆ Communication facilities available.</li> <li>◆ Differential GPS available.</li> <li>◆ Buoyage available in entire area.</li> <li>◆ Lighthouses available on all major islands and along the mainland coastline.</li> <li>◆ SAR services available.</li> <li>◆ Salvage tugs available. Powerful salvage tug (m.s. "WAKER") stand-by.</li> <li>◆ Deep Sea Pilotage Services available.</li> <li>◆ Numerous RACONs are available on (offshore) platforms and buoys.</li> </ul> |

## **II Collision avoidance, navigation, routing measures**

### **IMO measures**

IMO routing schemes are in place in the North Sea to simplify traffic flows to reduce the collision hazard and to keep ships carrying certain dangerous or polluting goods away from the Wadden Sea coast. Traffic Separation Schemes in the concerned area adopted by the IMO are:

- At West Hinder
- Off Botney Ground
- East Friesland
- North Hinder
- Off Texel
- Jade Approach
- Terschelling-German Bight
- Off Brown Ridge
- West Friesland
- Off Friesland
- Off Vlieland, Vlieland North and Friesland Junction
- In the approaches to Hook of Holland
- German Bight Western Approach
- In the approaches to river Elbe

The Deep-Water Route and Traffic Separation Scheme (TSS) from North Hinder to the German Bight via the Frisian Junction, is mandatory for the following classes of ships:

- ◆ Tankers of 10,000 GT + carrying oils as defined under Annex 1 of MARPOL 73/78;
- ◆ Ships of 5,000 GT+ carrying noxious liquid substances in bulk categories A or B of Annex II of MARPOL 73/78;
- ◆ Ships of 10,000 GT+ carrying noxious liquid substances in bulk categories C or D of Annex II of MARPOL 73/78; and
- ◆ Ships of 10,000 GT + carrying liquefied gases in bulk.

### **EC measures**

Reference to paragraph V.

### **Other regional measures**

None.

### **National measures**

None.

## **III Pilotage, port entry and departure**

### **IMO measures**

Ships using the mandatory route for tankers from the North Hinder to the German Bight are recommended to use adequately qualified deep-sea pilots in the North Sea.

## **EC measures**

*European Directive 93/75/EEC requires the Master and Operator of vessels carrying dangerous or polluting goods to report cargo details entering or leaving EC ports.*

*Dangerous goods are defined in:*

- ◆ *The International Maritime Dangerous Goods (IMDG) Code*
- ◆ *The International Gas Carrier (IGC) Code*
- ◆ *The International Bulk Carrier (IBC) Code*

*Polluting goods are defined in MARPOL Annexes I, II & III.*

European Directive 95/21/EEC (Port State Control)

## **Other regional measures**

None.

**NATIONAL MEASURES**

| <b>Denmark</b>   | <b>Germany</b>   | <b>Netherlands</b>   |
|--|--|--|
| <ul style="list-style-type: none"> <li>◆ Pilotage is compulsory for the following:               <ul style="list-style-type: none"> <li>- Loaded oil tankers &gt;1500 DWT;</li> <li>- Loaded chemical tankers carrying dangerous liquid chemicals covered by the IMO Chemical Code;</li> <li>- Gas carriers;</li> <li>- Vessels carrying radioactive cargoes;</li> <li>- Towing vessels of 150GRT+ navigating in dredged channels or marked navigation channels, into or past harbours or pilot stations (excluding harbour maneuvers); and</li> <li>- Tankers with uncleaned tanks not secured by inert gas.</li> </ul> </li> <li>◆ Ships sailing to and from Danish ports shall comply with the rules laid down in the "Den danske havnelods" (The Danish Harbor Pilot book).</li> <li>◆ Tankers have to take a pilot when entering certain ports, terminals etc.</li> </ul> | <ul style="list-style-type: none"> <li>◆ Compulsory district pilotage for:               <ul style="list-style-type: none"> <li>- Vessels with a length of 90 m or a breadth of 13 m and more</li> <li>- Tankers carrying gas/chemicals/petroleum/petroleum products in bulk, or unloaded tankers if not cleaned, degassed or completely inerted</li> </ul> </li> <li>◆ Additional shore based pilotage:               <ul style="list-style-type: none"> <li>- if visibility is reduced</li> <li>- if pilot cutter is in a sheltered position</li> <li>- if light buoys are withdrawn due to ice</li> <li>- if requested by the master</li> <li>- if ordered by the VTS-authority</li> </ul> </li> <li>◆ Voluntary Deep sea pilotage available</li> </ul> | <ul style="list-style-type: none"> <li>◆ Radar surveillance at Den Helder, Terschelling and Schiermonnikoog (for port entry and departure and Wadden Sea traffic only).</li> <li>◆ Harbour pilotage is compulsory for ships over 60m in length and for all vessels carrying oil, gas or chemicals. Voluntary deep-sea pilotage is available for ships required to use the North Hinder-German Bight mandatory route for tankers. Communications are normally carried out via VHF radio and ships are required to maintain a listening watch on VHF. Radar assistance is available on request in some ports. Pilotage is compulsory for Harlingen and other ports in the Wadden Sea.</li> </ul> |

**IV Vessel traffic services (VTS)**

**IMO measures**

None.

**EC measures**

None.

**Other regional measures**

None.

**NATIONAL MEASURES**

| <b>Denmark</b>                         | <b>Germany</b>  | <b>Netherlands</b>  |
|--|---|---|
| <p>No VTS arrangement in the area.</p> | <ul style="list-style-type: none"> <li>◆ VTS with permanent radar surveillance in following districts:               <ul style="list-style-type: none"> <li>- VTS German Bight</li> <li>- VTS Ems</li> <li>- VTS Jade</li> <li>- VTS Weser</li> <li>- VTS Elbe</li> </ul> </li> <li>◆ Services offered:               <ul style="list-style-type: none"> <li>- Information Service</li> <li>- Navigational Assistance Service</li> <li>- Traffic Organisation Service</li> </ul> </li> <li>◆ Mandatory for all vessels exceeding 50 m. of length (river Ems 40 m) and all vessels carrying certain dangerous goods</li> </ul> | <ul style="list-style-type: none"> <li>◆ VTS Den Helder: All vessels equipped with VHF are requested to participate in this system. Vessels within the area should report when entering and leaving the VTS area. Traffic surveillance is provided;</li> <li>◆ VTS Terschelling: Reporting is mandatory for all vessels entering or leaving the VTS area;</li> <li>◆ Wadden Sea Central Reporting Station: Is responsible for co-ordinating the relevant maritime authorities with regard to all incidents within the Wadden Sea area;</li> <li>◆ VTS Schiermannikoog: Provides radar surveillance services for the Terschelling-German Bight TSS with range up to 48 miles; and</li> <li>◆ VTS Delfzijl: VTS is mandatory for all vessels, which includes an information service.</li> </ul> |

## **V Environmental protection measures intended to reduce or combat pollution**

### **IMO measures**

Denmark, Germany and the Netherlands are Parties to MARPOL 73/78.

The designation of the North Sea and its coastal waters west of Great Britain and Ireland (North West European Waters) as a Special Area under MARPOL Annex I. This was implemented on a national level and entered into force in all three concerned countries.

The designation of the North Sea as a special area under MARPOL Annex V. Annex V entered into force in all three States concerned.

The designation of the North Sea as a Sox Emission Control Area under Annex VI of MARPOL 73/78 (not yet in force).

The 1990 London International Convention on Pollution Preparedness, Response and Co-operation (OPRC) promotes international co-operation in the event of a major oil pollution threat between all North Sea countries. The OPRC-HNS Protocol (not yet in force) establishes a framework for international co-operation in the event of incidents involving hazardous and noxious substances.

### **EC measures**

Council Directive 93/75/ECC of 13 September 1993 concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods (known as the HAZMAT Directive) has been in force since 1995.

The EC Directive 2000/59/EEC on port reception facilities for ship-generated waste and cargo residues, which entered into force in 2000, should be implemented by the concerned States by the end of 2002. It is the aim of the Directive to reduce the discharges of ship-generated waste and cargo residue into the sea, especially discharges, from ships using ports in the Community, by improving the availability and use of port reception facilities for ship-generated waste and cargo residues.

The EC Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels.

As a follow up to the Erika incident, two other packages of measures are in the legislative procedure. Package 'Erika I' is completed and contains the following elements:

- further development of Port State Control;
- strengthening of provisions for and the control of Classification Societies;
- initiative for early phasing out of single hull tankers, mentioned in paragraph 8 above and being implemented in the EU by a regulation.

The proposals concerning package 'Erika II', passed on to the Council on 8 December 2000, consist of the following elements:

- setting up a common monitoring and information system for maritime traffic, which will in due course replace EC-directive 93/75/EEC;

- initiative for an additional compensation fund for damage by oil pollution;
- establishment of the European Maritime Safety Agency (EMSA).

### **Other regional measures**

Bonn Agreement: basic agreement for co-operation in dealing with Pollution of the North Sea by Oil and other Harmful Substances. Close co-operation between B, DK, F, D, NL, N, S and UK. Zones of responsibility are established under the Bonn Agreement, for co-operation in terms of aerial surveillance and dealing with pollution of the North Sea by oil and other harmful substances.

Joint Maritime Contingency Plans on Combating Oil and Other Harmful Substances agreed between D and DK resp. NL (DANGER- resp. NETHGER-Plans), concerning bilateral co-operation especially in defined exterior and quick Response Zones.

Bilateral Administrative Agreements between D and DK resp. NL on co-operation in the field of aerial surveillance (coordination of flight times and corridors, joint flights, mutual assistance by aircraft of the other party).

Bilateral arrangements also apply between the Wadden Sea states in terms of Joint Maritime Contingency Plans.

D-NL-Memorandum of Understanding on Mutual Support in the Field of North Sea Emergency Towing Capacity (March 2000): mutual assistance by emergency towing vessels in an area between the outer limitation of the VTS-schemes and the coastline, incl. approaches to the seaports.

### **National measures**

There are lots of different national measures regarding preventing and combating marine pollution.

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