



Resolution

“Equal safety standards for shipping in the Wadden Sea”

Rising safety standards in international shipping, which are usually transposed one-to-one at the German national level, force German shipping companies and ship owners to make high and in some cases irresponsibly high investments, which penalize them clearly against their European competitors. The high sea island Helgoland additionally has to take into account further international shipping regulations. In the framework of a balanced competitive environment this disadvantage has to be eliminated immediately. The EU directives 98/18/EC and 2003/75/EG will bring new requirements.

In order to ensure the transportation of persons and commodities in Wadden Sea shipping, e.g. to the East Frisian Islands, it is necessary to use relatively small vessels (on average approximately 750 GRT) with as small draught as possible, especially in the case of tide-dependent transport. An increase of rescue equipment to 150%, double-hull constructions and a very restricted margin for construction decisions as well as costly fire prevention devices bring about quite the opposite: The vessels become larger, heavier and therefore inappropriate for Wadden Sea shipping.

Although the basic conditions for ferry transportation to the islands are quite comparable, the Dutch national criteria for shipping to the islands are very different from the German ones, e.g. the minimum crew number and the construction criteria of vessels. While in Germany the provisions for maritime shipping are applied, in the Netherlands those for inland waterway transport apply.

The *Euregio the Wadden* support the position, that the negotiation of this subject should be carried out by the shipping companies.

Adopted at the conference of Euregio the Wadden on 25th of May 2007, Island Sylt, Germany.

This resolution will be committed to:

The national governments of Denmark, Germany and The Netherlands.