



Resolution

“Safety at Sea”

The *Euregio the wadden* makes clear, that the islands and the wadden sea are of outstanding value in this world. In ecological manner, for tourism and recreation of people, national and international and that there is not enough done to protect this against the dangers of sea traffic.

The safety of the people living here, and the protection of the ecological value for the population is of great importance. The conditions for a longlasting economy development and bare existence, must be secured through an adequate protection guarantee.

On the 29th of October 1998 the **MV Pallas** stranded in front of the Island Amrum (D). An area of 20 km length and 400 m width polluted the wadden sea and beaches of the islands Amrum, Föhr and Sylt, 16.000 Seabirds were killed. Higher levels of damage could have occurred if this ship would have been a tanker instead of a small wood cargo ship.

On the 12th of December 1999 **MS ERIKA** crashed about 60 nautical miles southwest of the „Ushant-halfisland“, spilled aproximately 10.000 tons of crude oil and polluted more than 250 miles of the north coast in the Golf of Biscay. The two parts of the MS ERIKA sunk about 50 nautical miles southwest of the touristic island „Belle Isle“ with approximately 16.000 tons of crude oil still on board. Eight present ships and additional seaworthy barriers for oil pollution could not defence oil at sea and avoid the pollution of the European coasts. The economic damage that was done to the mentioned region counts several hundred million euros.

On the 29th of March the freighter "**Tern**" collided with the double-sided tanker "Baltic Carrier", nevertheless the tanker spilled at least 2700 tons of Bunker C oil, of which the Danish beaches were heavily polluted. The vision of this accident with a single sided tanker instead, draws catastrophic measures for the Danish and German Baltic Sea coast.

The casualty of the tanker **PRESTIGE** in 2002 in front of the Spanish coast underlines again the danger of ship casualties. A similar accident in the wadden sea would have a stronger impact to the ecosystem in a longer term and destroy the economical basics of human activities on the islands and Halligen.

In contrast to the United States of America, in ports and seas of the European Union until 2015 ships with single sides are allowed, easy to injure, and carrying dangerous cargo like oil. The danger is realistic, that more and more single sided ships sail in our seas, as they are in short time not allowed anymore in

Northamerica. 70% of the ship-accidents are most likely caused by human error, communication mistakes and faulty seamanship.

In the awareness that,

- the European Commission, the Danish, the Dutch and the German government can not guarantee the safety of ship traffic and the coasts through proper doing,
- at any time the coasts of the wadden sea islands, the wadden sea and also the mainland coasts could be struck by heavy uncontrollable ship catastrophes,
- the consequences of a heavy, uncontrollable ship catastrophe, the endangering or even destruction of the existences of the people that live and work here,
- the consequences of a heavy, uncontrollable ship catastrophe can destroy the worldwide unique nature reserve in the wadden sea,
- the consequences of a heavy, uncontrollable ship catastrophe would ruin the small coastal fishery,

it is a large fear of the people, who live and work in the *Euregio the wadden*, to lose their living basics through a ship catastrophe for a long time.

Therefore the Danish, Dutch, and German Wadden sea islands of the *Euregio the wadden* demand from the EU-Commission and the governments of Denmark, The Netherlands and Germany:

At once, to protect longlasting and effective the wadden sea and the islands of the *Euregio the wadden* against the consequences of ships casualties:

1. The European parliament is requested to implement stronger regulations for the transport of dangerous cargo by ships in European waters. The American "Oil-Pollution-Act 90" is considered as a good example, which has provided the American waters with a higher state of safety. Therefore the *Euregio the wadden* demands a "European- Oil- Pollution – Act 2000" for European waters.
2. The implementation of a compulsory pilotage in navigational difficult areas as a precautionary approach beyond the 12- nautical miles zone, is an important measure and is expected by the IMO.
3. The *Euregio the wadden* demands in addition to technical measures the installation of the obligation for better education of the ships complement on ships with dangerous cargo within the frame of the STCW-Code. Human failure has been the reason for most of the accidents.
4. To demand from IMO a sail prohibition for the European Channel, the North- and the West of the Baltic Sea and a dock prohibition in the EU- harbours for tankers with single sided hulls, on from the 1st of January 2008.
5. Urgently the establishment of a common "European Coastguard" with clear responsibilities for national and international responsibilities. On this behalf *Euregio "The Watten"* welcomes the new founded "European Safety Agency" and the " Maritime Safety Center" as a first step in this direction. This requires an improvement of the national structures by combining the various federal and regional organisations in a "Coast Guard" – which also covers the items "Safety and Security" .

6. In future casualties at sea must be investigated in a transparent and public procedure in order to learn out of mistakes.
7. Make sure, that by a trilateral agreement in addition to the “NETGERDEN-Plan” it will be included, that emergency towing capacity is available in all states, in order to act in time in case of ship casualties and to avoid a drifting of ships into the sensitive wadden sea areas.
8. Adopt the conclusions of the Wadden Sea Forum.

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.