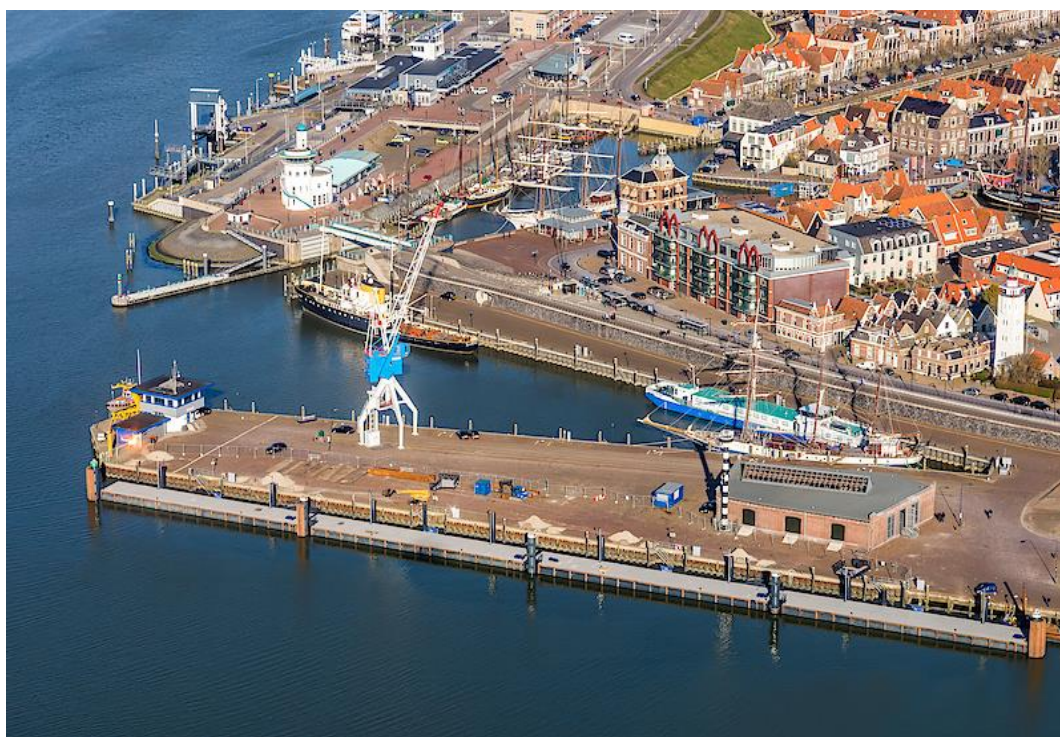


# Second Trilateral Wadden Seaport conference

May 17th 2018

Enterpotdok  
Nieuwe Willemshaven  
Dokkade 1, 8862 NZ Harlingen  
Netherlands



Supported by Rijkswaterstaat, Municipality Harlingen and Port of Harlingen

Arjen Bosch

# PROGRAMME Trilateral Wadden Seaports

## PROGRAMME MAY 17<sup>TH</sup> 2018

10.00 Meet and greet

10.30 *Word of welcome*, Paul Pot, Port of Harlingen  
Chair of the Day Tineke Netelenbos, Dutch Wadden seaports

Key note speeches:

- *Importance of port cooperation at the Wadden Sea*, Isabelle Ryckbost, European Seaports Organisation
- *Cooperation between NGO's and ports*, Arjan Berkhuisen, World Fish Migration Foundation
- *Marine Strategy meets Wadden Seaports, upcoming issues of sustainability*, Jan Witt, Niedersächsischer Landesbetrieb für Wasserwirtschaft, Küsten- und Naturschutz
- *Ports in relation to characteristics of the Wadden Sea*, Jesper Bank, Port of Esbjerg
- Signing Pakt of Marrum, Dutch NGO's and Dutch Ports

12.00 Lunch with Wadden Seaports

13.00 Workshops

14.15 Market tour

15.30 Plenary programme:

- *Economics of Wadden Seaports*, Bart Kuipers, Erasmus University Rotterdam
- Panel discussion with: Jesper Bank (Port of Esbjerg), Lenze Hofstee (WAD foundation), Harm Post (Port of Lauwersoog), Maria Le Roy (Municipality Harlingen), Barbara Holierhoek (Hulp in Nood) and a representative of the German ports
- Signing of the *Letter of Intent*
- launching [www.waddenseaports.com](http://www.waddenseaports.com)
- *Final conclusions*, Cas König, Groningen Seaports

17.00 Networking drink

### WORKSHOPS

1. Cooperation between ports and NGO's
2. Nature based solutions
3. Energy transition and ports
4. Green shipping
5. Organizing innovations
6. Waste handling fishery

### MARKET inside

Ports and NGO's (Towards a rich Wadden Sea)  
Dark Sky (Towards a rich Wadden Sea)  
Synthetic biofuels (Good Fuels)  
Green shipping (MARIKO)  
Hydrogen LOHC storage (JP-Energiesystemen)  
Energy transition and ports (SBE)RWS multi-purpose vessels (Bijlsma Wartena)  
LNG ferries (Doeksen)  
Algae and Wadden Seaports (Omega Green)  
Role of inventors (NOVU/FORU)  
Building with Nature Delfzijl (Van den Herik)  
Nature based solutions (EcoShape)  
Fishing for Litter (KIMO)  
Oil effect prediction tools (NHL)  
Under water ship cleaning (Fleet Cleaner)

### MARKET outside

Green shipping (Maritime Academy): MS Maxima  
Ballast water Barge (DAMEN): East Quay  
Waste handling:  
Oil spill prevention Fishery (VisNed): Harlingen 4  
Waste handling (Bek and Verburg): Invotis 9  
Oil spill response techniques:  
Wadcrawler (BDS): Quay, entrance entrepotdok

## Second Trilateral Wadden Seaport conference

*The second Trilateral Conference UNESCO ports took place on May 17<sup>th</sup> 2018 in the Enterpotdok of the Nieuwe Willemshaven, Dokkade 1, 8862 NZ Harlingen in the Netherlands.*

### 1 Word of welcome and opening

Paul Pot, the director of the Port of Harlingen, welcomed the participants to his port and introduced Mrs Tineke Netelenbos, the chair of the day. She thanked both him and the municipality of Harlingen for hosting the conference and also thanked Rijkswaterstaat for their financial support. She then gave a special welcome to the Danish and German colleagues who were present.



Tomorrow (on the 18/04/2018) the ports of the Wadden Sea are invited to the 13th signing of the governmental declaration on protection of the Wadden Sea. Cas König will hand a letter outlining the intent of the Danish, German and Dutch Wadden Seaports and present a speech based on the outcome of the conference, thus sharing our vision with the government.

### 2 Keynotes

The opening was followed by four keynote speakers.

#### Isabelle Ryckbost

First, Isabelle Ryckbost presented the importance of port cooperation on the Wadden Sea. She made four main points.

- That sustainability is no longer just a problem for a minority but rather a problem for the entire society.
- That ports play a large role in this aspect and that the role should always be approached 'bottom up'. Voluntary ideas that consider the local situation should be the way forward.
- It is important to recognise that the investments in ports are investments in the European Union. We need to voice the significance of ports so that their budgetary shares directly reflect their importance. Fortunately, the coming budget gives more room for comprehensive ports, especially regarding sustainability.
- Cooperation between the Wadden Seaports is vital. It is important that the EcoPort remains open to everybody and allows ports to work towards a common certification without punishing those who are not as far in the process. In the First Trilateral Wadden Seaport Conference (2016 Appingedam) she underlined the importance of port cooperation on the Wadden Sea and applauded the efforts made by the Danish, German and Dutch ports, in particular with the signing of the letter of intent today. By reviewing the programme you can see that the cooperation has been more than just a piece of paper, particularly in reference to the volume of best practices being presented.





Before closing her contribution, Isabelle Ryckbost invited the port representatives to the podium and presents seven EcoPort PERS certificates to Niedersachsen Ports, Port of Den Helder, Den Oever haven, Port of Harlingen and Groningen Seaports. A great deal of progress has been made to certify all of the Wadden Seaports and the Niedersachsen ports will all hold the certification in the near future.



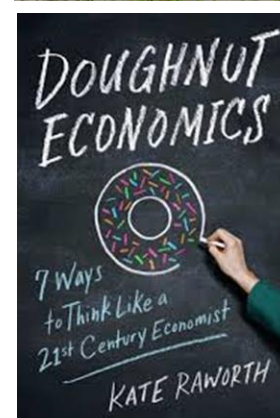
### Arjan Berkhuisen

Secondly, Arjan Berkhuisen presented on the cooperation between NGOs and ports. He has worked on both sides of the fence, both on port development and the protection of wetland environments. He started working at P&O Nedlloyd before switching his career to NGOs after six years. Until recently he was the director of the Wadden Society.

What's important to realize is that for NGO's the most attractive route is to complain to the government and get the law changed or go to court. On long term however, this is almost never the best choice. In his experience collaboration works on the long term, but it is not easy. Especially in the near future, when ports will be facing quite drastic changes, and big challenges. The things I learned:

- There needs to be trust between ports and NGO's, that takes time.
- Try to find common themes, that builds this trust.
- There will be clashes but always try to stay in contact.
- Respect the role of the other and recognize it differs from your own role.
- Constantly look for what you have in common.
- Read Doughnut Economics by Kate Raworth.

There should be a joint effort to create prosperous ports and a rich Wadden Sea. For ports it means to operate respectfully towards nature. If we manage that, in ten to twenty years we will have the sturgeon back in our waters.



### Dr Jan Witt

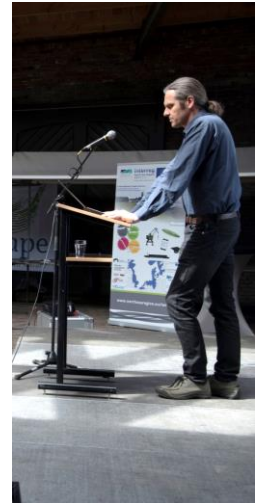
Thirdly, Dr Jan Witt presented on 'marine strategy meets the Wadden seaports, upcoming issues of sustainability'. The Marine Strategy Framework Directive (MSFD) is an 'Umbrella' of new and well known issues related to regional conventions and [declarations]. The Wadden Sea is an extremely complex and unique system and as such an area worth protecting.

He went on to describe several MSFD issues relevant to the Wadden seaports. These included:



- Neobiotica
- Hazardous substances
- Sea floor integrity
- Marine litter

As well as monitoring and technical solutions, Jan Witt described the effect of awareness for the Fishing for Litter projects. He claimed that if ports want to improve their sustainability then they should focus on the MSFD issues. The mismatch between an assessed low status in the North Sea and only a few measures being used to improve this is obvious. This should lead to the EU commission enforcing effective improvements soon.



### Jesper Bank

Finally, Jesper Bank presented the relation between ports and the characteristics of the Wadden Sea. He highlighted the port of Esbjerg as an interesting test case for the unique possibilities the Wadden sea presents and what can be achieved through specialisation.

The port of Esbjerg is only 115 years old and was originally used for fishing and the export of Danish Cattle. When the fishermen left in the 80s and 90s the port switched focus to a specialised energy hub. This started with gas but has, more recently, included wind. The port can support up to ten installations at the same time and has been involved in 51 offshore wind projects so far. 70% of the offshore wind



installations on the Wadden Sea have come from Esbjerg. This shows how specialisation can bring an enormous impulse to a port.

Esbjerg also contributes to nature protection. Jesper Bank provided a recent example where a breeding area for Arctic Terns has been built. This allows the birds to have an undisturbed, predator free and high-water protected area to lay their eggs.

### 3 Pact of Marrum

The pact of Marrum was then signed by the directors of the Dutch Wadden Sea Ports and representatives of the Dutch Coalition of Wadden Nature Protection. This pact provides concrete agreements on the development of the ports both economically and ecologically. The signed document was then handed to Erica Slump, the general director of Rijkswaterstaat Noord Nederland. She congratulated the nature protection organisations and the ports.



This marked an important moment in a longer process of investing in each other. It showed great common ambitions for both ports and nature.

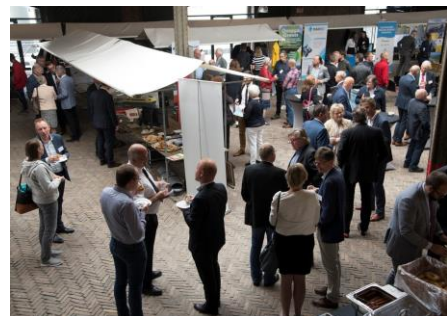


#### 4 Workshops and Market tour

After lunch the participants attend one of six workshops:

- Cooperation between ports and NGO's
- Nature based solutions
- Energy transition and ports
- Green shipping
- Organizing innovations
- Waste handling fishery

Additionally, there were a multitude of market stands showcasing all sorts of initiatives working towards a greener and more sustainable maritime environment. These included CO2 reduction fuels, oil spill prevention, inside and outdoor demonstrations and ship tours (see programme on page 2).



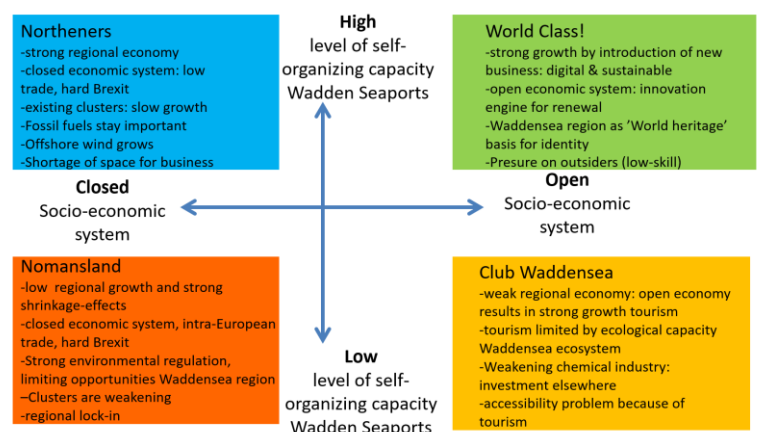
#### 5 Economics of the Wadden Seaports

*Dr. Bart Kuipers presented 'on the future of the Wadden seaports'.*

As a port economist of the Erasmus University in Rotterdam, he wrote an economic review on the future of the Dutch Wadden Seaports in cooperation with the Dutch Wadden Academy. Together with the stakeholders he applied a port-economic analysis to estimate their future potential.

When looking at the different Wadden Sea ports it becomes clear that specialisation is a key factor for success stories. Dutch Wadden seaports outgrow their competitors by a significant margin, both in added value and in employment. Considering that the Wadden seaports used to perform worse than the average Dutch port, and are situated in regions of shrinking population, this is quite a success story.

The change in fortune can be accredited to specialisation, combined with efforts to contribute to sustainability. When performing future analysis, two factors seemed



important. The openness of the socio-economic system and the ability of the region to self-organize. The analysis shows that when an open and self-organizing economy can be established both the added value of the ports and the employment provided by the ports can be increased. This approach could even be broadened by incorporating German and Danish ports in the collaboration.

## 6 Panel discussion

Uwe von Bergen visited the *Green shipping workshop* and found that the same problems were common in both the Netherlands and Germany. He commented on whether a technology is 'good enough' if it requires subsidies to be viable. She stated that it seems necessary that a price is set on carbon emissions, since this drives technological progress forward, before commenting that maritime education is essential to produce necessary innovations. She concluded that ports appear to be working at different locations on the same issues and that we can learn a lot from each other. It appears that we are at a starting point now, with the signing of the letter of intent.



Lenze Hofstee attended the *Nature based solutions* workshop. He was impressed by the results and possibilities presented. He believes that the key to success is not just solving your own problems, but with collaboration you can also enrich the nature around you.

Barbara Holierhoek went to the waste handling fishery workshop. She believes that the most essential message seems to be that sharing best practices is key to progression. On Texel for example, ideas coming from the fishermen allow the port to run on sulphur free fuel and bypass the use of an oil barge for transfers. She learned from the 'Fishing for Litter' project that when fishermen pick up marine litter they are not just cleaning up their own mess as 70% of marine litter comes from land-based sources.

Harm Post went to the workshop on *Energy transition and ports*. He found out that in Eemshaven, Delftzijl and Emmen companies are leading the push for new energy, without requiring subsidies. The belief in the region is that the industry will only continue to grow if there is profit to be made. He raised the problem that investment requirements for sustainability firms appear to be the same as normal investment requirements. If large companies like Akzo Nobel are willing to reduce their profit margins on green energy then green energy might really take off.



Bert Sibinga attended the workshop on Innovations. He owns an innovative oil recovery company and recognised the problems that were addressed. He believes that If you want to stimulate innovative projects in ports then you must set up a cooperation with inventors. He also presented an idea to establish a private fund for financing innovative projects on the Wadden Sea.

Maria le Roy went to the *Cooperation between ports and NGO's* workshop. She found that originally the cooperation was not very close and a sense of urgency was missing. Once the sense of urgency was felt on both sides they decided to involve all of the stakeholder and multiple projects could be combined. This lead to real success stories. She stated that when you develop a vision you need to be aware of the needs and wishes of the other parties. When this is achieved you get a view that works and delivers results, both long and short term.

Finally the panel was impressed by the market tour and mentioned their favourite best practices. They concluded that it was amazing to see such a broad variety.

From a port perspective it can be dangerous to work with NGOs. Uwe von Bergen experienced examples which started with a cooperative attitude but got stuck when the NGO went to court. An NGO can decide at any time not to contribute to a project. The easy road for an NGO is to go to court and he claimed that this is not the best solution; a solution should be found by working together. Lenze Hofstee can see an important shift in the attitude of ports. Nowadays ports seem interested in their own backyard, something which could not be said fifteen years ago. This leaves room for cooperation and solutions for the larger issues.

## 7 Signing of the Letter of intent

Uwe von Bergen, Harm Post, Matthäus Wuczkowski, Cas König, Paul Pot and Jacoba Bolderheij all signed the letter of intent. In this document the Wadden Seaports take up the responsibility to safeguard the natural values of the Wadden Sea.



## 8 Launching of the Website

The website [www.waddeseaports.com](http://www.waddeseaports.com) was launched. This website intends to bring together all of the best practices being used by the ports surrounding the Wadden Sea. The web designer, Gavin de Ste Croix<sup>1</sup>, demonstrated what the website offers. The ports are responsible for the content and they are open for suggestions.

## 9 Input for the Trilateral governmental declaration May 18<sup>th</sup>

Cas König has been invited to the Trilateral governmental conference, to explain the Letter of intent. He will also report about this conference, in which many examples of the best practices are shown, underlining the progress being made. The main message in his speech to the three ministers will be that collaboration between ports and NGOs work far better than fighting one another. If ports want to develop their socio-economic role then they have to take responsibility for nature preservation and sustainability. For ports this is a big ambition but the letter of intent shows that they want to move forward.

The ambition of the pact of Marrum is to reach the environmental goals efficiently and quickly, which can serve as an example.



## 10 Word of thanks and networking drink

Tineke Netelenbos thanked all of the participants, in particular those who contributed to the market and the workshops. A special word of thanks was given to the *Core group of trilateral Seaports* for organizing the inspiring event. She closed the conference and invited the participants for a networking drink.

<sup>1</sup> [www.gavsblog.com](http://www.gavsblog.com)