

Minutes informal meeting Trilateral Wadden Sea Ports 8th November 2016, Port of Brake

Matthäus Wuczkowski (Nports), Jan Lutz (Port of Brunsbüttel), Jesper Jørgensen (Port of Esbjerg), Uwe von Bargen (Bremen Ports), and Arjen Bosch (Dutch Wadden Sea ports).



Introduction

Arjen held a presentation and mentioned several sustainability projects which are going on in Dutch ports. He also addressed some questions related to the Trilateral cooperation for protection of the Wadden Sea and the governmental conferences (12th Tønder 2014 – 13th Leeuwarden 2018):

- *The previous governmental declaration of Tønder (2014) contains an article about EcoPorts; is there a basis for a common reaction or some sort of cooperation?*
- *In 2018 the Common Waddensea Secretariat is preparing a trilateral governmental Wadden Sea conference; is it useful to develop a common perspective of the ports of the Wadden Sea?*
- *What are successful or promising strategies in this trilateral Natura 2000 area; for instance Building with Nature?*
- *How can ports profit from the World Heritage status of the Wadden Sea?*
- *Can the ports facilitate trilateral Wadden Sea projects, for example Interreg projects?*

The general belief is that a cooperation of Wadden Sea ports can only be fruitful if it focusses on the unique issues relating the specific circumstance of the Wadden Sea. Nature related subjects are the main differentiators from other cooperation these are the issues to put the focus on for a Wadden Sea cooperation. With this principle in mind the participants addressed the following issues for cooperation:

1. Working together and learning from each other on nature related sustainability subjects like:

- Habitat protection
- Affecting biodiversity
- How to utilize the label of World Heritage
- Light pollution
- Noise
- Invasive species
- Dredging
- Building with nature
- Dealing with compensation
- Experiences with stakeholders
- Common projects (possibly with EU-funding)

Overview of innovative pilots can be helpful, like the pilot with light emitting plasma (LEP) (Bremen ports in cooperation with Niedersachsen Ports) or dredging experiment for nature development (Harlingen). Are there differences and can we learn from the different experiences?

2. Common communication

- Internal communication
 - Sharing of best practices
 - Common platform

- Website
- Newsletter
- Brand “Wadden Sea UNESCO ports”
- External communication
 - Formulating a common position, in particular to nature protection issues
 - Holding common conferences
 - Identifying the stakeholders to communicate with:
 - National parks
 - Ministry of Economic affairs
 - Common Wadden Sea Secretariat (Wilhelmshaven)
 - Industrial partners
 - ...
 - Communication about progress on sustainability of the Wadden Sea ports
 - Trilateral cooperation on protection of the Wadden Sea
 - Informal network
 - Active common communication
 - Common statement → Trilateral conference 2018

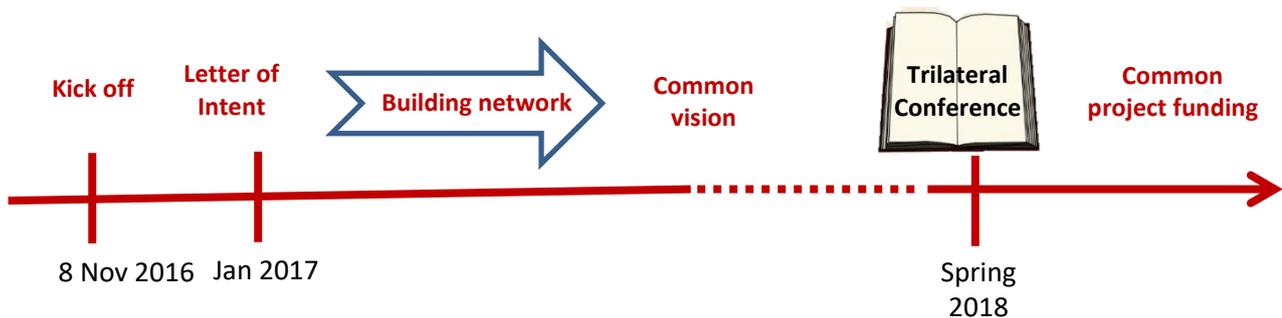
3. Funding of the cooperation

- National + international (possibly INTERREG)
- Professional / University
- Backing of the cooperation network (application, management etc.)

The general conclusion is that there is a good base for cooperation. The **Wadden Sea Ports Cooperation** is comparable with the cooperation of the ports of the Baltic Sea, which works quite well.

Step by step

After the orientating discussion it was decided to start with a Letter of intent, which describes why (purpose) and how (see flipchart 1) we propose to work together. With the Letter of intent, we invite all other ports to join the cooperation (ports that are located directly or next to the Wadden Sea).



Actions:

- Minutes (Arjen & Matthäus)
- Letter of Intent (Matthäus & Arjen)
- List of network in the country/land (All)
- Inviting all ports to join the network, with the Letter of Intent
- The participants meet again before summer 2017