

Delegates from Denmark , Germany , Ireland , UK and Netherlands attending.

1. Actions from Vienna CCI (doc 161022)

action 3- Netherlands example of a MPA management plan. Willem failed to collate and translate the information. He has a good example that was recently reviewed and will make available in English.

action: Netherlands

action 5 - Developments around BREXIT . At the meeting UK informed us about action taken by RYA to start the drafting of position papers on relevant issues; eg border control.

action 6 - accident statistics, were requested by Norway and provided by Ireland, UK and the Netherlands.

2. Windfarms.

Netherlands informed the meeting that existing Windfarms in the Netherlands are still closed. Of preparatory work needed to allow " controlled " access to windfarm the AIS monitoring system is not in place as yet. He will provide information directly after the parks are open for ships < 24 meter.

Note: Netherlands parks will be opened for craft < 24 m, with AIS-B transmitter operative and listening watch on VHF Channel 16.

Denmark. provided chartlet indicating all existing wind parks with the information that with the exception of the Construction period the parks are open for vessels < 24 meters.

Germany stated that in North Sea all parks are still under construction and thus closed.

Expectation is that in due course development will be like has been experienced in the Baltic.

Opening 1st stage: wind < Beaufort 6, daylight and visibility> 1000 meter

Opening 2nd stage: wind< Beaufort 8, including darkness and visibility > 500 meters.

Ireland, windparks not really an issue for Sailing.

UK, no changes in policy but huge developments.

3. Aquaculture.

Aquaculture is a growing Industry , strongly supported by Governments. Some developments will hinder Boating activities and careful consideration of spatial planning is in order.

UK reports conflicts in popular sailing area's .

Denmark confirms similar conflicts with fish farms.

All agreed to monitor developments and report at next CCI meeting

action: all

4. Economic impact of Marine Leisure Industry.

Ireland noticed that the economic value of renewable energy and aquaculture projects are such that the economic impact of the Marine Leisure Industry is considered to be of less interest to local Government. This hampers getting permission and support for new developments to support our Boating activities.

Consideration is that this is also caused by lack of data.

Question is if we have sources to provide more data on our Boating activities.

Request is to see what is available.

action : all

5. VHF Licenses.

Ireland stated that there is an ongoing problem with obtaining VHF Licenses in Ireland whereby the Government only recognises licenses obtained by Irish citizens in Germany and Finland. Background is that the procedure to apply for a VHF license in Ireland is rather long and a State exam is required which makes it complicated and expensive.

After some discussion the thought occurred that the Irish procedure provides a professional license. Germany and Netherlands have a stepped license system whereby the simplest VHF license covers most requirements.

Germany and Netherlands will provide information about their licencing system

action: Germany and Netherlands.

6. Lighthouses.

Netherlands have recently been approached by Netherlands Coastguard reference continuing need for lighthouses. Background is in high maintenance cost and ancient machinery that does make the upkeep of the light mechanism expensive.

UK and **Ireland** confirmed similar action taken in their countries.

Germany reported no action.

Denmark was unaware of any development .

7. OSPAR.

OSPAR was dealt with in the GA but will remain a standard issue on this CCI.

8. NORTH SEA.

The Coastal Waters of the UK and the Southern part of the North Sea are increasingly intensively used and/ or investigated for new initiatives in Off Shore activities. It virtually is becoming an Industrial Park and the CCI members feel that we need to closely monitor developments.

A vigilant attitude towards new developments and Marine Spatial Planning is required.

action: all.

4 May 2017,

Willem Dekker,
Chairman.