

Coordinated Port Planning: Experiences from Germany

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Situation at the German Coast / Status Quo

- JadeWeserPort (deep-water port) in Wilhelmshaven is planned
- Bremerhaven is building a new Container Terminal (CT 4)
- Hamburg and Bremen started preparations for further dredging in the Weser and Elbe

Traffic in the German Bight

Hinterland

- "coastal motorway"
from dutch to polish
border
- just 40 to 60 km
north of existing
motorway (A 1)
- Elbe and Weser
crossing

Effect

- The amount of the costs of these ecologically problematic projects grow up to 2 billion Euro, which are paid by taxes.
- Absurd egoistic regional competition
 - all ports try to attract same group of future container giants,
 - far more than 90 % of all container ships operating world-wide will be able to call at German ports even without such developments

Environmental impact

- In the last decades a substantial loss of habitats and ecological quality in the rivers and in the port regions are registered.
- Dredging and other river constructions destroyed
 - in the last 100 years nearly 80 % of the shallow water zones in the Weser
 - since 1962 more than 70 % of the shallow inlets and salt meadows at the lower Elbe.

A new Vision for our Coast

- We have to protect and improve the still existing natural landscape features and habitats in their ecological function and dynamics and if possible even increase them

European Union

The nature protection guidelines of the European commission, expresses strongly the protection of the rivers and coast

- EU Council Directive (92/43/EEC) “Natura 2000”
- Water Framework Directive (WFD 2000/60/EU)

“Natura 2000”

- EU Council Directive (92/43/EEC) on the conservation of natural habitats and wild fauna and flora
 - all EU member states must designate areas for a connected ecological network of protected areas so called “Natura 2000”.
- According to the EU definition estuaries and their ecosystem of water, river bed and banks are protected under this directive.

Water Framework Directive

- No further deteriorations of the condition of rivers.
- Complaints and obligation funds

Alternatives

➤ Check of Alternatives

prescribed by the EU directive (92/43/EEC) and the federal nature protection law in the case of a possible impact on protected areas.

Basics for Alternative check

Stocktaking and Analyse of

- Port economy / Subsidies
- Turnover capacity
- Size and depth development
- Hinterland connections
- Ecological Status

Port economy

- Which leases, taxes and fees are paid for service, running the port and maintenance in each port including all infra- and suprastructures and the hinterland connections?

Turnover capacity and utilization

- Which turnover capacities do the individual seaports have?
- Which surfaces are used by the ports with which utilization?

Hinterland check

- Connection (rail or motorways) do the ports have and need?
- Cross-linking of different intermodal transport?
- Division of labour between the ports?

Ecological Status

- Environmental situation (status quo)
- Compensation measures
- The limit of nature and environment to take stress
- Status and goals of protection ("Natura 2000, "WFD")

Alternatives!

- Ecological and economical ingenious cargo steering
- Division of labour, approximately by cross-linking between the ports

Conclusion

- Need a modification of infrastructure projects including possible alternatives and different scenarios
- Demand a break with the port and river politics of the past
- It is desirable and necessary to develop targets and visions for environment quality goals

**“A futureable port concept
(not only) for the German North Sea
Coast” is supported by:**