

## **International Conference on Safety of Traditional Ships Wilhelmshaven Sept. 8<sup>th</sup>, 2000**

### **Summary of the Statements of the Delegations (Agenda Item 5)**

#### **Germany:**

- In Germany more „Public Private Partnership (PPP)“ is one of the objectives of the government’s policy . Here this is manifested through the fact, that the government has passed the responsibility for the new Safety Certificates for Traditional Ships and the Qualification of their Crew to the National Association for Traditional Ships GSHW e.V., under supervision of the maritime safety authority SeeBG.
- The MoU is also a perfect example for „Public Private Partnership (PPP)“, the European Organisation for Traditional Ships in Operation EMH is an important cooperation partner of the signatory states’ governments.
- The philosophy of the MoU is a modern one, reaching compatibility with ISM- and STCW-standards.
- The MoU is an „open club“ and a model for further international treatment of the subject outside Europe. Even the critical U.S. Coast Guard has just accepted two German sailing ships carrying the first of the new German Safety Certificates issued by GSHW/SeeBG, being informed about the MoU-process.

#### **Denmark:**

- The necessity of generating some income out of the operation for the financing of the restauration / maintenance of traditional ships is emphasized („No income – no upkeeping“)
- The social importance of traditional ships and traditional seamanship, the role of sailing ships in the education is highlighted
- The Danish government has created a Ships Preservation Fund, composed of civil servants, Museum curators and the owners association, which is involved in the investigation of the historical value of a ship as well as in granting state subsidies for the restauration and maintenance
- The danish government has their own rules for the safety of traditional ships since 1996. On traditional ships modern technology can be compensated by operational procedures obtaining the same level of safety
- Passengers on traditional ships are in most cases to be regarded as „cadets“, participation in the operation of the ship
- The safety rules for traditional ships are now also applied for non-historic small passenger boats already existings (not for newbuildings)

#### **The Netherlands:**

- The Netherlands have a lot of traditional ships, more than 60 (?) larger seagoing sailing ships, in total, incl. Inland waterway vessels more than 3.500.
- The dutch government has always closely cooperated with the various organisations for preservation and operating, e.g. the BBZ. There are specific institutions for traditional ships in Holland, such as the Register Holland and the Nautical College in Enkhuizen.
- The Dutch government appreciates the support of the EU-Commission, DG 7, for the MoU, which became evident from the recent letter of Mr. De Dieu to Dr. Steinicke
- The Netherlands are willing to organize the 1<sup>st</sup> session of the „MoU-Committee“ in the beginning of 2001 in Rotterdam of Enkhuizen.

**Sweden:**

- The government hopes that the term „Traditional Ship“ will not be used „inflationary“, e.g. for small („13 ts“) passenger ships in Sweden. There should be a development of a definition „What is a traditional Ship“.

**Finland:**

- Finland presently has no national rules for traditional ships, but the government is working on them. The MoU has been a good base for the own finnish ideas.

**United Kingdom:**

(„totally unprepared statement“)

- The British Maritime Administration after difficult discussions decided finally to rank the chances of the MoU higher than the own objections against such an MoU („it would have been easier to say : no!“). They hope that the process now may be successful.

**Spain:**

- Spain at present neither has rules for the safety of traditional ships nor a fleet of them, but is extremely interested to support the MoU, because this will come
- Spain highlights the educational point of view, which is imminent in operation historical ships today
- The Spanish islands receive every year lots of traditional ships, from now on the way to treat them in respect of safety has become easier
- Spain volunteers to arrange the 2<sup>nd</sup> or 3<sup>rd</sup> meeting of the MoU-committee in Palma de Mallorca.

**The IMO-Observer's Statement:**

- If the ISM-code is implemented, a ship is safe! (...nevermind what type or class...)

**The EMH-Statement:**

- It has always been the position of the owners' and operators' associations, that safety must be the indisputable objective, there is no difference whether crew and trainees on traditional ship or passengers on passenger ships are concerned. A higher or lower level of safety is not acceptable. But safety can be achieved on different ways, e.g. technical measures can be compensated by organisational procedures.
- The MoU and the existing national rules show that there must not be a contradiction between culture (preservation of the maritime heritage) and safety of operation.
- The EMH and it's members appreciate the PPP approach and are prepared to accept the responsibilities arising from this approach.
- The regional variety of ship types can be dealt with optimal by the approach of the MoU to mutually accept the national rules.