

(Dieses Vorhaben läuft zur Zeit in Kooperation mit und gefördert durch EU-Generaldirektion VII)

Anlage 5:

E uropean
M aritime
H eritage

Project Outline and Background

referring to

the Call for Proposals with a View to Obtaining Grants in the Field of Transport
(Official Journal of the European Communities, 1999 C41/09, 16.02.1999)

Project

“Quality shipping and Operation of Traditional Ships in European Waters-
Development of a Common European Approach and Code of Best Practice”

Applicant:

Gemeinsame Kommission für historische Wasserfahrzeuge e.V. (GSHW), Hamburg / Germany

(On behalf of and supported BY EUROPEAN MARITIME HERITAGE- the European Umbrella for Traditional Ships in Operation)

Brief description of the operation

Development of a common European understanding on the restoration, maintenance and operation of Traditional Ships in the field of ship safety, leading to an accepted safety system as an umbrella to differences in the performance of safety standards and as a common platform for mutual acceptance of ship safety certification.

Definition:

“Traditional Ships”: shall mean in the context of the project:

“All kind of seagoing historic ships and their replicas, operated under a national ship safety certification regime according to traditional principles and seamanship, as living monuments and witnesses of their time.”

Why is the Topic of Interest on European Level?

- ◆ Traditional Ships, carefully restored, kept alive or rebuilt by many private individuals, associations and museums all over Europe, are part of the identity of their region of origin and living witnesses of their area in their ports.
- ◆ Approximately some 5.000 historic ships, from small steam launches and fishing smacks to 3-masted square riggers, operate in European waters today, as private yachts, sail training ships, excursion boats, with tourists and incentive groups, as floating classrooms and museums, etc.

- ◆ Their appearance is of extraordinary attraction accompanied by a strong public impression, especially during the many festivals, meetings and regattas along the European coasts.
- ◆ Many coastal regions use the Traditional Ship events as part of their tourist marketing
- ◆ It is essential to operate traditional ships in order to keep the heritage alive, static displays alone cannot maintain the old sea- and workmanship and skills which are the vivid part in maritime heritage.
- ◆ Operating traditional ships is commercially not viable in the majority of cases. However, since the maintenance of a historic ship is very expensive and mostly to be paid without any public funding, some income from the operation as well as sponsoring are essential, especially for the larger vessels, in order to cover at least a part of the restoration- and maintenance costs.

Consequently the operation and presentation of Traditional Ships is:

- ◆ an important and essential contribution to keep the European maritime heritage alive.
- ◆ an interaction between Cultural Heritage, Maritime Transport and Tourism
- ◆ a small but increasingly important segment of maritime traffic.
- ◆ mostly a regional trade but with a remarkable European dimension due to interregional voyages.
- ◆ often strongly dependent on the possibility to achieve some maintenance cost covering from income out of the operation.

Present Framework for Operation of Traditional Ships in EU-Countries:

The operation of traditional ships increased strongly since the 70ies mostly in the northern and western countries of the EU, where private individuals and associations form the majority of the owners and operators, while in the southern/Mediterranean countries the maritime museums are the main drivers of the idea to keep historical ships in operation. With increasing per capita income and available individual free time in the southern regions of Europe, it can be predicted that these countries will experience similar developments in the future. Today the largest fleet of operating veteran ships is located in The Netherlands, followed by Denmark, Sweden, U.K. and Germany.

Legally, the operation of traditional ships is dominantly ruled by the applicable ship safety regulations. Since the vast majority of the operating traditional ships are "non-SOLAS-ships" by size, type and trade, and the phenomenon has not being considered during the international treaties of the last decades (too local and too small number), traditional ships have for long time operated under yachting rules or with special exemptions from the merchant shipping regulations.

In the past two decades, with the increasing number of ships and participants, in The Netherlands, Germany, Denmark and Sweden the national governments implemented (or are just in the process of implementation) special safety regulations for the operation of traditional ships. These regulations have been developed jointly with the owners representatives and experts and are considering the important fact, that the safety philosophy of the SOLAS-treaty ,which calls for continuous application of the latest technologies and developments in shipbuilding, is often not matching the requirements of the preservation of floating monuments. Consequently, the principle has been followed, that operational safety for traditional ships must be the subject of a concept individual tai-

lored to the respective ship on base of a set of basic guidelines. These rules are now proven successfully in practice. This approach is also in compliance with the latest ISM-Code / ISO 9000 philosophy.

Since these regulations are national, for international voyages some governments have agreed to accept their neighbours national rules and papers. However, especially in the Mediterranean countries there is little knowledge about other than SOLAS-rules and frequently disputes occur during port state control actions.

Thus a joint European view on the operation of veteran ships would be advantageous in many aspects.

Objectives of the Proposed Project:

- 1 The project shall contribute to a joint European view on the operation of Traditional Ships, which shall be compatible with the requirements of both objectives, safe operation as well as preservation of monuments and traditional seamanship, and which shall be finding a maximum attention and acceptance amongst the owners and operators of old ships.
- 2 The project is supposed to lead to a common accepted safety system as an umbrella to differences in the performance of safety standards and as a common platform for mutual acceptance of ship safety certification. To achieve the acceptance and to promote safety and protection of the environment in short sea shipping, the safety system is to be closely linked to existing international standards for safe operation i.e. the ISM Code and the STCW Code.
- 3 The project shall collect all available facts, views and expertise regarding the operation of Traditional Ships in Europe and compile them as a consultative compendium and decision base. This stock of experiences and data shall be continuously maintained, updated and made available to owners and authorities all over Europe and thus contribute to complete the knowledge in the field of maritime transport.
- 4 The project shall contribute to the bilateral or multilateral information flow between governmental bodies, the European Union and the NGOs concerned with the operation of historical ships to achieve a better mutual understanding and to promote the exchange of information as well as to establish and promote interoperability by means of trans-European networks.
- 5 The project shall not be restricted to the members of the European Union but lead to a kind of international shipping agreement all European nations can apply for, which is of extreme significance for the Baltic and the Mediterranean region. The agreement shall include an embodied organisation and could be developed after the common practice in the performance of port state control, the national shipping administrations agreed upon.

Draft Project Activities Plan:

- 1 Analysis of present legal status and national legislation/practice concerning safe operation of traditional ships in Europe
- 2 Analysis of ownership-/representation structure and operators own safety practices of traditional ships in Europe
- 3 Analysis of existing safety standards for Traditional Ships and adaptation of their principles and requirements within the scope of work.

- 4 Definition of vital minimum safety standards to create a common European safety philosophy under the demand of keeping the maritime heritage alive and under review of the cultural requirements according. The safety philosophy shall become manifest in the sense of a code of conduct to implement the owner's or operator's responsibility into the system and to establish firm a safety quality in traditional shipping.
- 5 Development of a safety management system as an umbrella for a mutual acceptance of national safety certificates for European voyages of Traditional Ships (port state control):
 - 5.1 Development of common European minimum requirements of competence describing knowledge and proficiency as a standard of qualification for crews on Traditional Ships following the standards and principles of the STCW Code.
 - 5.2 Development of common European standards in safe operation procedures for Traditional Ships by adopting the ISM Code and the development of a sample ISM manual to implement the process of auditing and certification.
- 6 Preparation and performance of multilateral workshops of organisations involved, to prepare a common agreement on a framework leading to a common acceptance of Traditional Ship safety certificates.
- 7 Report of the results achieved to the owners and operators of traditional ship including recommendations of the European Commission and publication of a final report after finalising the project.

Who does the Work?

The studies and works described in this outline shall be executed by the Safety Council of the European Maritime Heritage (EMH) – Organisation, a subgroup dealing with safe operation of Traditional Ships in Europe.

The EMH is the European umbrella organisation for historic ships in operation, which has been implemented as a European network in 1992 and transferred into a formal association in 1995, by the representatives of the national umbrellas. Members of EMH are a) Full Members: the national umbrella organisations of owners and preservers of historical ships, b) Associated Members: other associations concerned with the operation of veteran ships, c) Advisory Members: the major European maritime museums. (List of members attached)
EMH organises a triennial congress, the Common European Maritime Heritage Congress (the 1st 1992 in Amsterdam, the 2nd 1995 in Rochefort, the 3rd 1998 in Helsingör, the 4th will be 2001 in Antwerp).

The executive committee of EMH established the Safety Council after previous informal discussions between interested administrations and organisations. The council was acknowledged by the general assembly by occasion of the 3rd CEMCH at Helsingör in August 1998. Activities started in November 1998 with a council meeting in London connected to the International Sail Training Association's Safety Forum.

The Members of the Safety Council of EMH consist of naval architects, professional captains, historians, administration officers and other experts in maritime affairs. They gained additional experience in the subject mostly from participating in the development of national regulations with their respective governments.(Curricula Vitae attached)

The EMH Safety Council will have assistance by supervision from the "Ship Preservation Fund" of the Danish Ministry of Culture and the German Ministry of Transport, both contributing to the project costs.