



Port of Den Oever

Port Environmental Review System (PERS) - 2020



## Contents

1.	Environmental policy statement .....	4
2.	Port profile.....	5
2.1	Port areas .....	6
2.2	Fishing fleet .....	6
2.3	Fish auction .....	8
2.4	Tourism and recreation .....	9
2.5	Companies.....	10
2.6	Surroundings of Den Oever .....	11
<b>3.</b>	<b>Environmental Aspects and Legal Requirements Port of Den Oever .....</b>	<b>13</b>
4.	Environmental performance indicators .....	19
4.1	Water quality.....	20
4.2	Waste.....	20
4.2.1	Ports waste .....	21
4.2.2	Fishing for litter .....	22
4.2.3	Healthy Seas .....	23
4.2.4	Green deal for cleaner seas.....	24
4.3	Dredging .....	24
4.4	Soil quality .....	25
4.4.1	The new doc .....	25
4.5	Air pollution.....	26
4.5.1	On-shore power.....	26
4.5.2	Monitor Hydrogen projects.....	28
4.5.3	Change XL .....	28
5.	Documented responsibilities and resources related to environmental aspects .....	29
5.1	Organization structure .....	30
5.2	External responsibilities .....	31
5.3	Resources allocated for port environmental management .....	32
6.	Conformity on legal requirements and policy statement .....	33
7.	Best practices .....	34
8.	Appendix.....	36
8.1	Fishing fleet .....	36
8.2	Laws and regulations.....	38
8.3	Participating vessels FFL project.....	41
8.4	Waste flyer .....	42
8.5	Dredging .....	<b>Fout! Bladwijzer niet gedefinieerd.</b>

8.6	“Inzetplan port of Den Oever” .....	44
8.7	Blueprints .....	46
8.8	Nets dismantling report .....	48
8.9	Press release changeXL .....	49
8.10	Amount of landings per fleet.....	51

## 1. Environmental policy statement

The port of Den Oever is an important fishery port which is located in the dutch Wadden Sea area. It is the home base for a large modern fishing fleet and fish auction. Besides this, it is a highly valued recreational port with for e.g. regular visits to the brown fleet. Moreover, research institutes for ecological and sustainable marine innovations are located in the Port of Den Oever. In this context, the port authority recognizes its responsibility as manager of the port area and has therefore developed an environmental policy that is appropriate to its port activities and competences

The Port of Den Oever is committed to develop an environmental management system that meets international standards. We will identify and monitor the most important environmental aspects of our activities (i.e., waste, dredging, ecosystem, light, air pollution and water), as well as the legal requirements and responsibilities which are in line with the principles of social corporate responsibility. We are committed to:

- Develop and maintain the ports Environmental Review System (PERS) certification of the European Sea Port Organisation (ESPO)
- Monitor and reduce waste disposal, and promote waste reduction and recycling practices.
- Monitor relevant habitat ecosystems developments
- Monitor emissions to air
- Engage in partnerships with other port authorities and research institutes to keep ourselves informed about the many and changing environmental issues (e.g. regulation, LNG)
- Keep ourselves informed about and comply with relevant environmental legislation and regulation, and other requirements. To, when possible, go beyond strict compliance with rules through, for instance, sustainability oriented practices and innovations.
- Communicate our environmental policy by, for instance making our policy statement and environmental report public periodically

Anna Paulowna, maart 2021



Wim Eppinga  
30-03-2021  
Council Secretary Hollands Kroon

## 2. Port profile

The port of Den Oever (figure1) is located in the north of the Netherlands, adjacent to the Wadden Sea. This is the main trademark for the town Den Oever. The port of Den Oever is owned and managed by its municipality: Hollands Kroon. They are responsible for all decision regarding the port area. The daily management is performed by harbor masters that are stationed in the port.



(Figure 1: Location of the port of Den Oever)

## 2.1 Port areas

The port consists of several port areas shown in the image below (figure 2). The Waddenhaven (Wadden harbour) is used for fishery, recreation and storage of fishing equipment and has a total surface area of 120.000m<sup>2</sup>. The Vissershaven (fisheries harbour) is used for ship repairs (dry doc), recreation and antique fishing vessels. The total surface of this area is 23.000m<sup>2</sup>. Situated next to the Vissershaven is the Noorderhaven (northern harbour). This harbour is used for (sport) fishery, education, ship repair and the fish auction. The total surface area of this is 75.000 m<sup>2</sup>. Situated left of the Noorderhaven is "Het Schor". This is a saltmarsh nature area. The most characteristic of this area is its briny aspect. The vegetation on the slope to Wieringen has helped over the years to keep this area dry



(Figure 2: Different areas of the port of Den Oever)

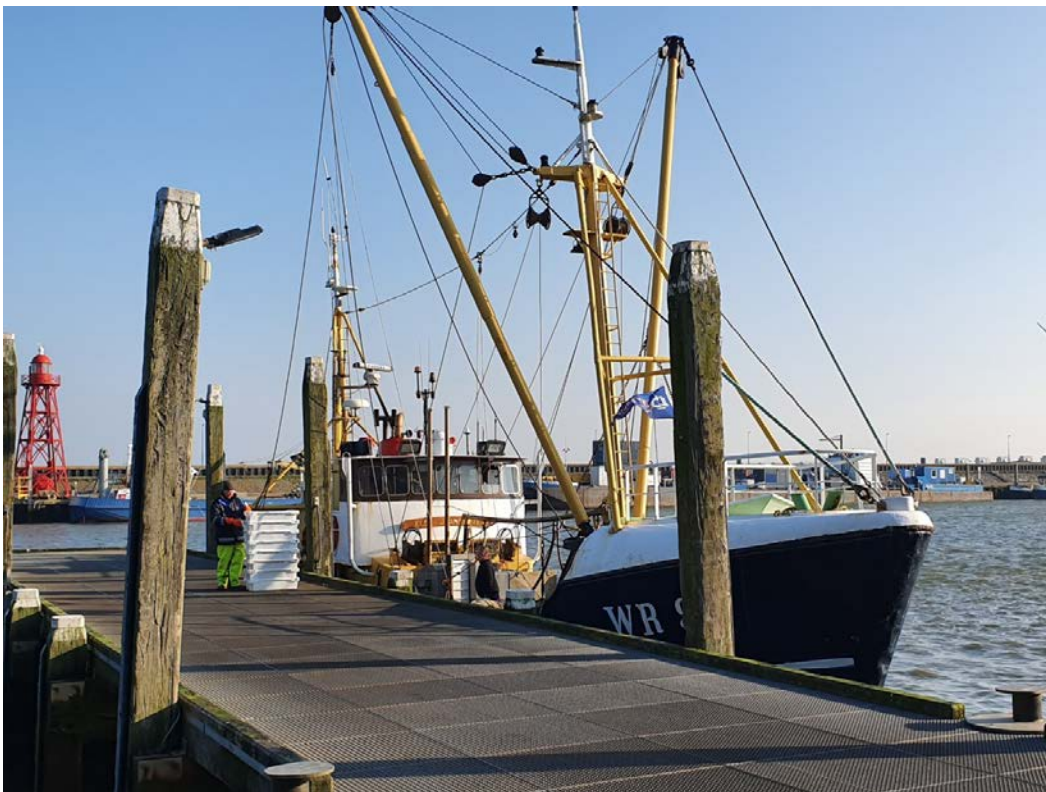
## 2.2 Fishing fleet

The port of Den Oever has a long history of fisheries. For over 100 years fisheries have been based in this port. At the moment around 70 fishing vessels use Den Oever as their home base. They mainly fish shrimp, langoustine, cod, plaice and sole. They do this in the Wadden Sea, North Sea and some in the IJsselmeer. An overview of the whole fleet can be found in appendix 1.

The Wieringer (former municipality) fishery fleet consist of the following categories;

- Two IJsselmeer ships (WR 43 and 161)
- One Amstelmeer fisher (WR 173)
- Seven European smelt fishers (WR 16, 28, 35, 141 and 161)
- Five Wad 'Fuiken' fishers (WR 16, 117, 130 and 141)
- Five 'Zelf Beroep' sport fishers (WR 70, 117 and 130)
- One Cocker/MZI (WR 82)
- One Mussel fisher (WR 10).
- Eight Quad-riggers (WR 7, WR 19, WR 23, WR 67, WR 108, N 350 and NG 10).

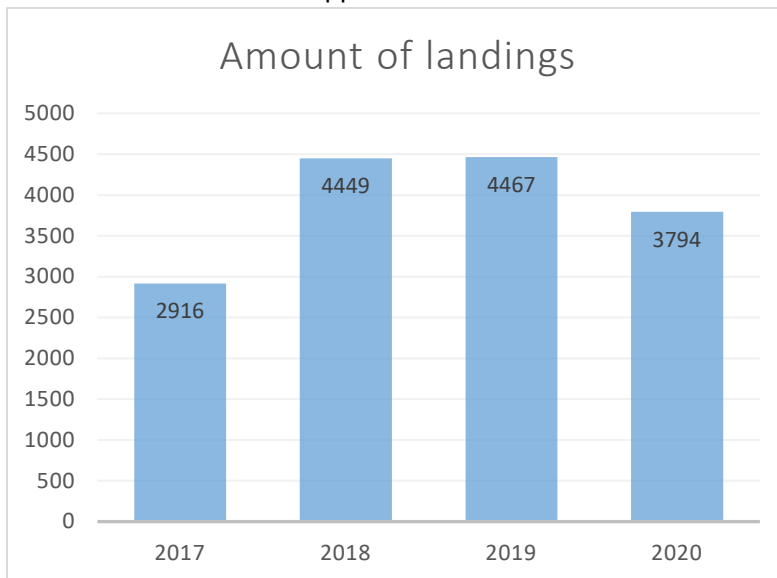
Remaining ships are a mixture of fishery on shrimp, langoustine, cod, plaice, sole, and some other species.



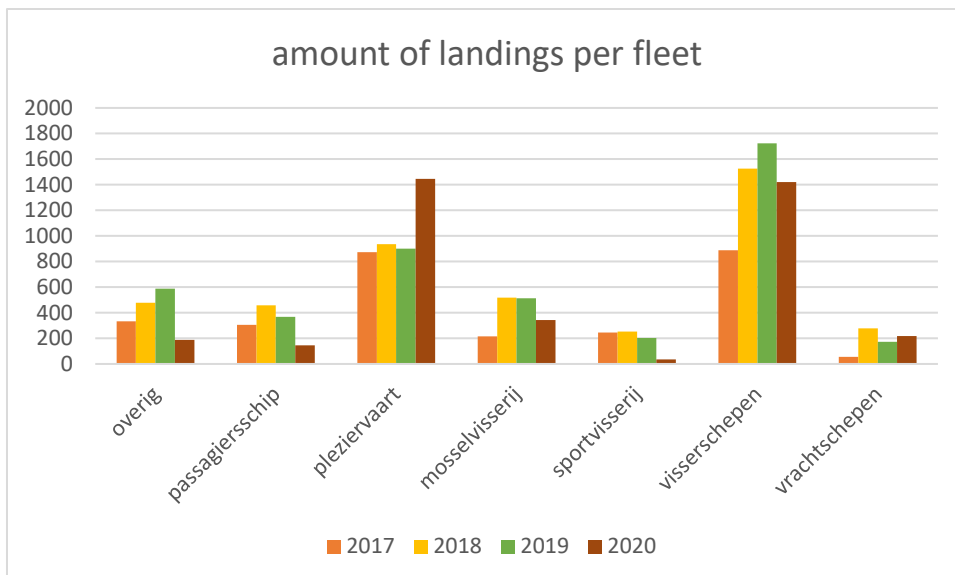
(Figure 3: One of the WR fleet ships)

### 2.3 Fish auction

The fish auction has been based in Den Oever for over 60 years. Since a few years a partnership has been started with the fish auction in Den Helder. The main product is shrimp. Between 40.000 and 100.000kg of shrimp are being traded on a weekly basis. The products are unloaded at the quaysides and transported to cold storage, after which the fish is sorted tested for quality and put up for auction. Figure 4 below shows the total number of landings in tonnage over the year. Figure five shows the total landings per type of fleet. A table with the exact amount of landings per fleet in numbers can be found in appendix 8.10.



(Figure 4: Amount of landings)



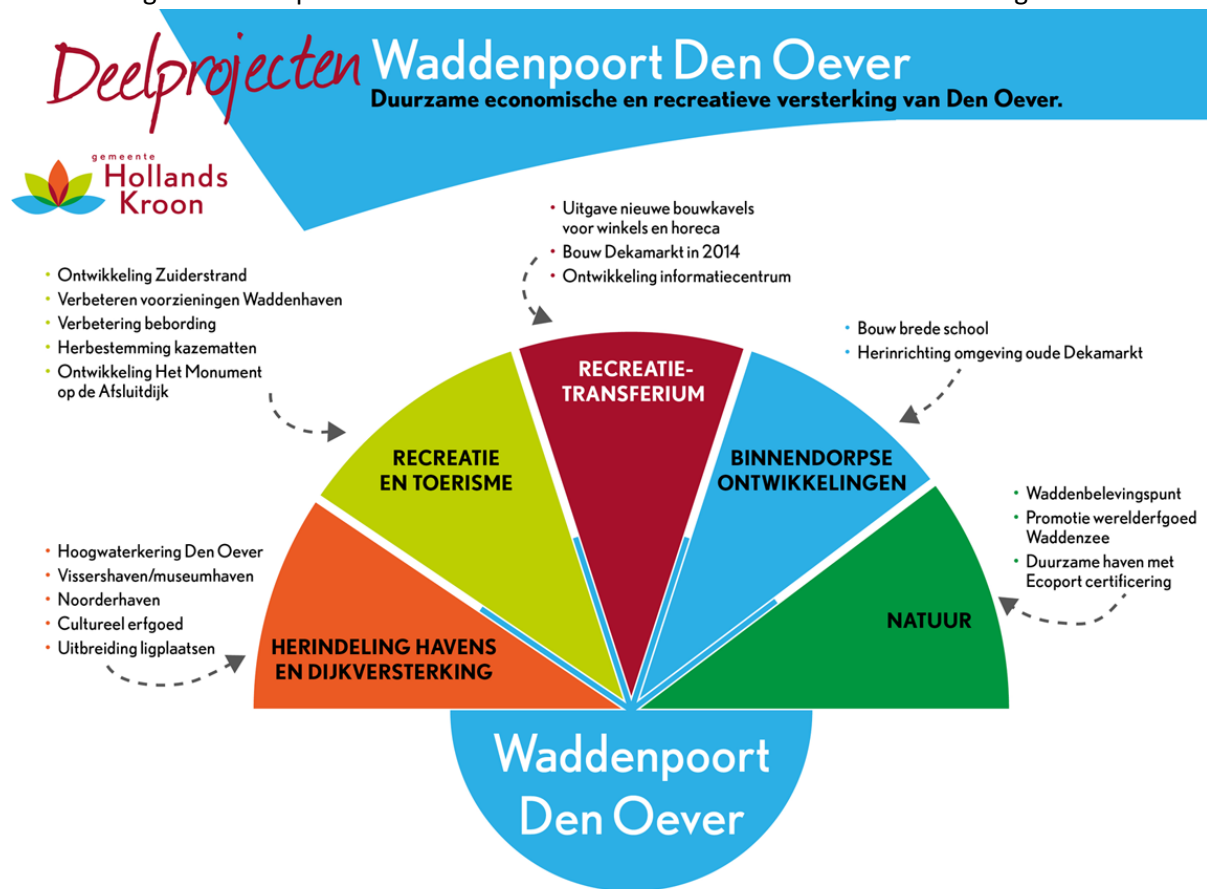
(Figure 5: Amount of landings per fleet)



## 2.4 Tourism and recreation

The port of Den Oever is an attractive tourist area. In summer it is often visited by the brown fleet, historic ships as well as by tour boats. Some sport fisheries are also located in the port.

To boost tourism and recreation the municipality Hollands Kroon developed the project Waddenpoort Den Oever (figure 6). The objective of this project is to make Den Oever more attractive by developing e.g. economy and recreation in and around Den Oever in a sustainable way. This should induce that the town remains livable and economically vital in the long term. The project consists of five sub-projects: re-organization of ports and dike reinforcement, recreation and tourism, recreation transferium, village development, nature. Part of this project is focused on the port area. Various changes will take place such as the dike reinforcement and increase in mooring facilities.



(Figure 6: waddenpoort project)

As part of this project a viewpoint has been built so visitors can enjoy an unimpeded view of the surroundings. The designers decided upon a round platform placed eccentrically on the middle of the pier. The round shape of the platform complements the 360 degrees panoramic view of its surroundings. The outside of the structure consists of wooden slats. These are connected to the structure at a certain angle in line with the main wind and shading direction which offers protection against harsh weather. At the same time visitors can look through the louvers.



(Figure 7: The new viewpoint)

On the south east side bird shelters are wedged between the slats meant as a shelter for local bird types like the 'boeren zwaluw' (swallow). These bird boxes have a hole for observation facing the side of the platform, through which tourists can take a look at the nestling birds. The wood used for the louvers originates from the nearby Robbenoord wood.

## 2.5 Companies

Several companies are located in the port. All focusing on their own specialty. Like the fishing fleet, sportfishing and other port located activities. A short description about these companies situated in the port is given below.

### *MEA*

There are also different research companies that are looking into sustainable marine innovations like the Marine Eco Analytics company (MEA). This company has three different expertise's; Ballast water, Hull Fouling and filtration and they operate in four different branches; producers, shipping, wharfs and inspection<sup>1</sup>.

### *CIV waste collection*

Facilitates the collection of waste (Bilge and small dangerous waste)<sup>2</sup>.

### *CIV bunker station*

CIV has a bunker boat can deliver gasoil and grease<sup>3</sup>.

### *Sandfirden*

In addition to supplying equipment to the maritime and industrial markets, they also provide service, maintenance and supply of parts. The construction department takes care of the installation of engines and other activities, such as the construction of an aluminum deckhouse for fishing<sup>4</sup>.

<sup>1</sup> Marine Eco Analytics, n.d. <https://mea-nl.com/nl/expertise/ballastwater>

<sup>2</sup> CIV, n.d. *Bunkerboot – Bilge KGA*, <http://www.civ.nl/bunkerboot/>

<sup>3</sup> CIV, n.d. *Producten*, <http://www.civ.nl/producten/>

<sup>4</sup> Sanfirden, n.d. *Bedrijfsinfo*,

### *Jacht en Scheepstimmerbedrijf Schrier*

The company has specialized for 50 years in the finishing of ships in professional and pleasure craft. In addition to the customization in yacht and shipbuilding, Scheepstimmerbedrijf Schrier also offers interior construction in, among other things, houses, offices, shops and company cars<sup>5</sup>.

### *Visafslag Hollands Noorden*

The fish auction of Den Oever is a company with a great history. Since 1949, the fish auction has a prominent place in the port area, which was further expanded and modernized in the 1980s and 1990s. Since a few years, the fish auction Den Oever, together with their sister auction Den Helder / Texel Fish Auction, forms Hollands Noorden<sup>6</sup>.

### *Luyt Groep B.V.*

Luyt is a Dutch independent family business. They have been a specialist in the design and construction of winches for more than 50 years. The Luyt Group has years of experience in maintenance and repair of aluminum work vessels and marine engines for the maritime market. Luyt Group includes the companies Machinefabriek Luyt B.V., Dokbedrijf Luyt B.V. and Friesland Diesel Engines B.V. and works from offices in Den Oever and Harlingen<sup>7</sup>.

## 2.6 Surroundings of Den Oever

Den Oever is adjacent to the the IJsselmeer (Bird Directive) and the Wadden sea which has the status of Natura 2000<sup>8</sup> since 2009 (Habitat & Bird Directive). Natura 2000 is the name for a European network of natural areas in which major flora and fauna occur seen from a European perspective.

With Natura 2000 the flora and fauna can be protected in a sustainable way. In legal terms, Natura 2000 comes from the European Bird and Habitats Directives<sup>9</sup>. The European Bird and Habitats Directive (Figure 9) provides territory and species protection in Europe. In the Netherlands, both directives have been implemented in the Nature Conservation Act 1998 and in the Flora and Fauna Act. The Birds Directive protects all wild birds in Europe. The Habitats Directive protects natural habitats and populations of wild fauna and flora in Europe<sup>10</sup>



(Figure 8: The Schor)

<sup>5</sup> Scheepstimmerbedrijf Schrier, n.d. *Over ons*, <https://www.scheepstimmerbedrijfschrier.nl/ons/>

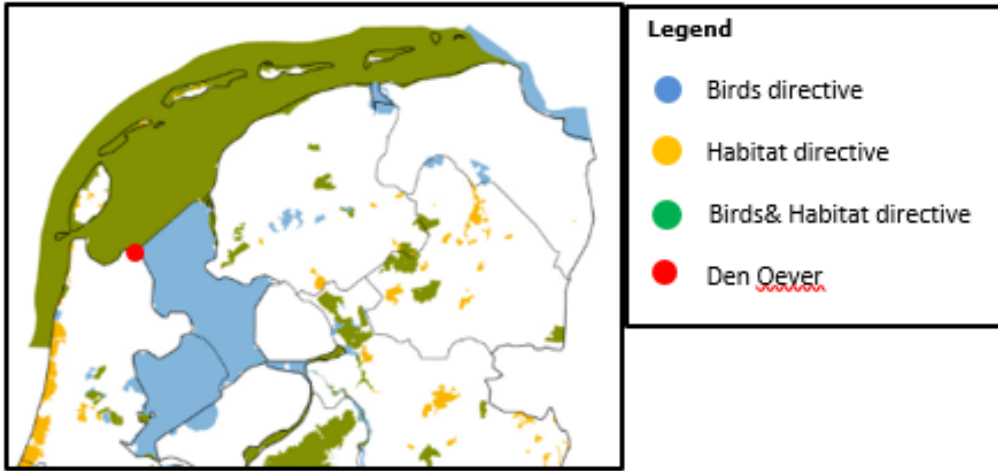
<sup>6</sup> Visafslag Hollands Noorden, n.d. *Visafslag Hollands Noorden*, <http://www.denoeverhoofdstadvandezeeversevis.nl/visafslag-hollands-noorden.html>

<sup>7</sup> Luyt Groep B.V. n.d. *Bedrijfsprofiel*, <https://www.luytgroep.nl/bedrijfsgegevens/>

<sup>8</sup> Compendium voor de leefomgeving, 2012. *Habitat and Bird directive*, [http://www.clo.nl/sites/default/files/infographics/1308\\_001k\\_clo\\_06\\_nl.jpg](http://www.clo.nl/sites/default/files/infographics/1308_001k_clo_06_nl.jpg), 2012.

<sup>9</sup> Natura 2000, 2016. *Wat is Natura 2000*, <http://www.natura2000.nl/pages/wat-is-natura-2000.aspx>

<sup>10</sup> Rules and policy - <http://www.commissiener.nl/nl/themas/nl/beleid-regelgeving/europese-vogel-en-habitatrichtlijn>



(Figure 9: Protected areas (CLO 2012))

### 3. Environmental Aspects and Legal Requirements Port of Den Oever

#### 3.1 Environment Aspects register

This register of environmental aspects is *required for the effective management of the environmental performance. It is an overview of the awareness and knowledge of the environmental aspects in relation to the activities, products and services of the port.*

In this section, the environmental aspects (*Table 1*) are identified. An environmental aspect is defined by the ESPO as: “*Elements of the Port Authority’s activities, products, or services, which interact with the environment.*” An aspect is considered significant based on legal requirements, policy statements, or concerns of stakeholders. Policies and legal requirements are also identified for the aspects, to assure compliance to legislation. Please note that we have decided not to translate the Dutch laws and regulations. Furthermore the EU directives are translated into national laws. For example the EU water directive framework is implemented at the national level through the Dutch law ‘Waterwet’. Therefore, sometimes we just list the national laws and not the EU directives. For a full overview of all laws and regulations concerning the environmental aspects consult *Annex II*.

Ref. Nr.	(sub) department, tenant, operators	Impact on	Responsible person / organisation	Applicable legislation	Legal requirements	Control measures
	<b>Port authority</b>					
H1	Bunkering-spillage of fuel	Water	Rijkswaterstaat Harbour master	Waterwet Havenbeheersverordening	Prevention of water Contamination Notification	Enforcement

H2	Dredging – operations	Emission to sediments Discharge to water Changes in water ecosystems	Port authority/ gemeente Hollands Kroon (HK), Rijkswaterstaat	Waterwet Natura 2000-beheerplan Waddenzee Wet natuurbescherming Flora- en faunawet Wet milieubeheer	Permit Review  Review Review Permit/Notification	On project base
H3	Dredging – disposal	Changes land habitat emission to soil Changes in water ecosystems	Port authority/ gemeente HK Rijkswaterstaat	Waterwet Wet milieubeheer Wet bodembescherming Besluit bodemkwaliteit	Permit Permit/Notification Review Review	On project base
H4	Port maintenance	Emission to soil Noise Waste Changes land habitat Port development land Port development water	Port authority RUD	Waterwet Natura 2000-beheerplan Waddenzee Wet natuurbescherming Flora- en faunawet Wet milieubeheer Wet bodembescherming	Notification Permission	On project base
H5	Shipping and navigation	Water Safety	Port authority  Rijkswaterstaat  IL&T	Havenbeheersverordening  Scheepvaartwet Binnenvaartpolitiereglement Port State Control	Notification Permission	On project base
H6	Incidents and complaints	Water Air Noise	Harbour master Waterpolice RUD	Omgevingsvergunning milieu Havenbeheersverordening		Monitoring Act on incidents Handle Complaints

Ref. Nr.	(sub) department, tenant, operators	Impact on	Responsible person / organisation	Applicable legislation	Legal requirements	Control measures
	<b>Tenants and organisations</b>					
T1	Cargo processing operations	Emissions to sediments Waste Odour Port development land	Gemeente HK  RUD IL&T	Wet milieubeheer Waterwet Visserij Haven Afval Plan APV	Permit Notification Permission	Supervise and enforce
T2	Fisheries and waste	Emission to sediments Noise Waste Odour Resource consumption Port development land	Ship owners Fish auction  IL&T	Natura 2000 Planologische Kernbeslissing Waddenzee Visserij Haven Afval Plan Visserijwet Wet voorkoming verontreiniging door schepen	Notification Obliged facilities for segregated disposal	Supervise and enforce
T3	Port based industry / shipyards	Emissions to air Discharge to water Emissions to soil Emissions to sediments Waste Port development land Noise	Shipyards Gemeente HK RUD	Natura 2000 Wet Natuurbescherming Activiteitenbesluit milieubeheer Omgevingsvergunning Bestemmingsplan	Permit	Monitoring
T4	Sportvisserij	Waste Changes land habitat Resource consumption	Port Authority	Natura 2000 Planologische Kernbeslissing Waddenzee		Monitoring Act on incidents
T5	Waste management	Water Land	Waste collectors Harbour masters IL&T RUD	Wet milieubeheer Havenbeheersverordening	Permit Reception facility	Monitoring Supervise and enforce

T6	CIV pompstation (bunkeren)	Discharge to water Emission to soil Emission to sediments Resource consumption	Gemeente HK CIV/waste collectors  RWS HHNK	Wet milieubeheer Waterwet Omgevingsvergunning Activiteitenbesluit milieubeheer	Permit Notification	Monitoring  Supervise and enforce
T7	Visafslag Hollands Noorden	Emission to air Emission to sediments Waste Odour Port development land	Gemeente HK   RUD IL&T	Wet milieubeheer Wet geluidhinder Bestemmingsplan Wet algemene bepalingen omgevingsrecht Activiteitenbesluit milieubeheer	Permit Notification	Monitoring  Supervise and monitoring
Ref. Nr.	(sub) department, tenant, operators	Impact on	Responsible person / organisation	Applicable legislation	Legal requirements	Control measures
	<b>Other</b>					
O1	Harbour reconstruction	Port development land	Gemeente HK HHNK	Bestemmingsplan Wet milieubeheer Waterwet	Permit	Supervise and monitoring
O2	Ship dry dok under construction	Harbour development	Gemeente HK Shipyards RUD RWS HHNK		Permit Notification	Monitoring
O3	Recreation and tourism	Emission to air Noise Waste Changes land habitat	Gemeente HK Harbour master	Bestemmingsplan Waterwet		Monitoring

(Table 1: Relevant environmental aspects for the port of Den Oever and the legal requirements)



## Legal Statement

We state that the register of legal and other environmental requirements in this section of the PERS application, dated march 2021, is suitable ad relevant for the main environmental aspects of the port of Den Oever.



30 - 3 - 2021

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## Enforcement by port authority

With regard to the enforcement by the port authority the following should be said:

The port authority is not authorized as a law enforcement officer for environmental violations. Therefore in case of environmental violation the port authority itself cannot enforce. Despite this the port authority does inform the responsible organizations. Enforcement officers within the context of the port are present in the following organizations: Rijkswaterstaat, Hoogheemraadschap Hollands Noorderkwartier, Regionale uitvoeringsdienst and the waterpolice.

## 4. Environmental performance indicators

In this section environmental performance indicators are defined. Environmental performance indicators are defined by the ESPO as “and information tool that summarizes data on complex environmental issues to show the overall status and trends of those issues and measure the success of environmental policies in achieving their desired results” (Port Environmental Review System v4, p8). These will be used to measure the efforts of the port to control or reduce environmental effects.

To come to the environmental performance indicators, at first the significant environmental aspects have to be defined. This has been done by researchers from the earth system science group at Wageningen university and research center who in close collaboration with the port authority developed a strategic overview of significant environmental aspects. They also conducted some exploratory interviews with key stakeholders such as environmental organizations, the municipality and port tenants. The final prioritization of the environmental aspects were made by the port authority. This year has been decided on the following list:

1. Water quality
2. Waste
3. Dredging
4. Soil quality
5. Air quality

For each of these environmental aspects (table 1) performance indicators have been defined to monitor the port’s environmental performance. For instance, two indicators have been chosen based on present environmental activities of the port regarding sustainability. The indicators enable the port to follow the progress in improving environmental quality and to make its performance public in this regard. In the overview below the environmental impacts, performance indicators and measure units are shown.

Environmental Aspect	Performance Indicator	Measurement units
<b>Water quality</b>	Monitor water quality	Gain insight in the water quality in cooperation with the MEA
<b>Waste</b>	Port waste	Collected waste per MARPOL ANNEX
	Fishing for litter	M2 or kilograms per year
	Healthy seas	Amount of nets per year
<b>Dredging</b>	-	Amount of m2 dredged annually
<b>Soil quality</b>	Monitor soil quality	Gain insight in the soil quality
<b>Air quality</b>	On-shore power	Number of shore power facilities
	Hydrogen	Monitor hydrogen developments

(Table 2: Environmental aspects)

## 4.1 Water quality

The ESPO argues<sup>11</sup> that water management is a priority issue for both the IMO and the EU. Its significance and importance is clearly highlighted in the Water Framework Directive which states that “Water is not a commercial product like any other but, rather, a heritage which must be protected, defended and treated as such”. Protection of water resources, of water ecosystems (in addition to controlling the quality of the water for consumption), is one of the cornerstones of environmental protection in Europe. The Water Framework Directive is aimed at an integrated approach for EU water policy, centered on the concept of river basin management with the objective of achieving good status of all EU waters.

## 4.2 Waste

Waste management in the port of Den Oever is an important environmental aspect. Many rules and regulations apply to waste at the international, European, national and municipality level. The protection of the marine environment is an important item on the national and international agenda. This has resulted in a European Directive (2000/59/EC) “Port reception facilities” for ship-generated waste and cargo residues. The directive is developed on the basis of the Prevention of Pollution from Ships Act (*Wet Voorkoming Verontreiniging door schepen*, in short *WVVS*) in the Netherlands.

Under this directive, ports in the European member states are required to draw up a Port Waste Plan for their region. The port’s waste management is regulated in the Port Waste Plan (*Haven Afval Plan – HAP*); the Port Waste Plan is a framework for the collection and processing of shipping waste. Having such a plan is obligatory according to the Dutch law *Wet voorkoming verontreiniging door schepen* (*Wvvs*) a law to prevent pollution from ships. This law is a result of the international legal framework MARPOL 73/78. In this framework, rules and guidelines are made to prevent discharging waste at sea<sup>12</sup>.

Category	Collector
<b>Annex I: Bilge</b>	SFAV
<b>Annex V: Small dangerous waste</b>	SFAV/ Havendienst
<b>Annex V: Household waste</b>	GP Groot/HVC

<sup>11</sup> ESPO, 2013. *Green Guide*. European Sea Ports Organisation, Brussel

<sup>12</sup> International maritime organization, n.d. *International convention for the prevention of pollution from ships (MARPOL)*, [http://www.imo.org/en/about/conventions/listofconventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-\(marpol\).aspx](http://www.imo.org/en/about/conventions/listofconventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-(marpol).aspx)

As the port of Den Oever is mainly a fishery port, their waste management is regulated in a VISHAP<sup>13</sup>, a waste plan for fisheries. For the fishing sector the disposal of waste is arranged via the *Stichting Financiering Afvalstoffen Visserij* (SFAV), an organisation for funding ship-generated waste processing. Fisheries are members of the SFAV; the SFAV arranges the collection of waste from Annex I (*Bilge*) and Annex V (*small dangerous waste*) of the international legal framework MARPOL 73/78. When a fishing vessel is not a member of the SFAV, they have to pay a fee to the port authority per visit to the port.

The SFAV does not take care for household waste (MARPOL 73/78 Annex V), therefore many ports have a reception system where they pay a port fee. The overview below (Table 2) shows which company collects which type of waste.

(Table 3: Overview waste collectors)

#### 4.2.1 Ports waste

The Port of Den Oever wants to stimulate vessels to deliver their waste. The VISHAP can facilitate this. Also this indicators is used to gain insight in the annually collected amounts of waste, and also whether or not this is increasing. If there is indeed an increase in disposed waste this can mean that the environment is less affected due to the collection of port waste.

The Port authority will collect the information concerning the number of M<sup>3</sup> and/or kilograms of waste collected by the SFAV.

Table 3 shows the received volumes / weights from the shipping port of Den Oever Solids according to Amice (National Waste Reporting Center) / Liquid according to registration Main / ISD

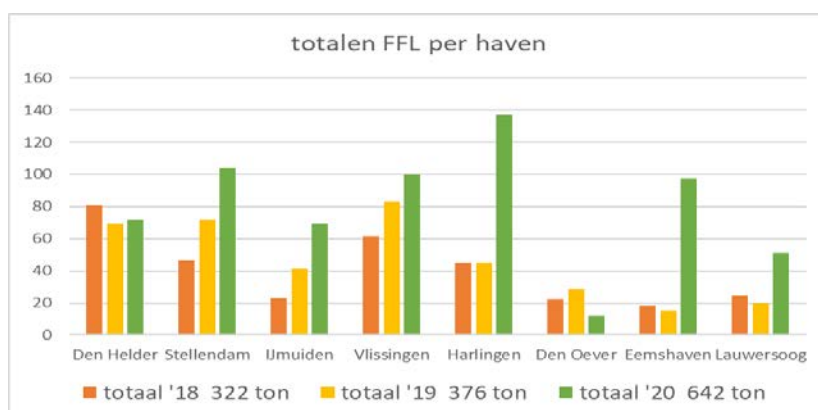
	Main			Main/ISD	ISD
Sort	2016	2017	2018	2019	2020
<b>Cleaning cloths (kg)</b>	980	947	1.348	2.295	1.442
<b>Oil filters (kg)</b>	1.569	1.341	2.101	3.442	1.560
<b>Lubricating grease (kg)</b>	1.012	1.655	1.602	3.257	2.137
<b>Steel packaging (kg)</b>	233	199	385	584	227
<b>Plastic packaging (kg)</b>	1.271	1.508	1.722	3.230	979
<b>Paint (kg)</b>	732	387	821	1.208	722
<b>Bilge inland shipping /sea shipping (Ltr)</b>	150.011	198.676	126.556	97.832	119.474

(Table 4: Collection of ship-generated waste in the port of Den Oever 2016-2020)

<sup>13</sup> Gemeente HollandsKroon, 2017. *VISHAP van Den Oever*, <https://www.hollandskroon.nl/sites/default/files/2017-03/VISHAP%20Den%20Oever.pdf>

#### 4.2.2 Fishing for litter

Large amounts of litter are polluting the oceans and affecting the marine environment. The fishery in Den Oever participate in a project of KIMO<sup>14</sup> - *Fishing for Litter*. This initiative comes from the *Green Deal; visserij voor een schone zee*. Currently several Dutch ports are participating in the Fishing for Litter project. With this project, waste is actively removed from the sea by the fisherman. Large bags are provided for the fishing vessels where they can deposit their marine litter; litter that they have hauled in during their fishing activities. After each trip, these bags are deposited on the quayside and collected for disposal and recycled.

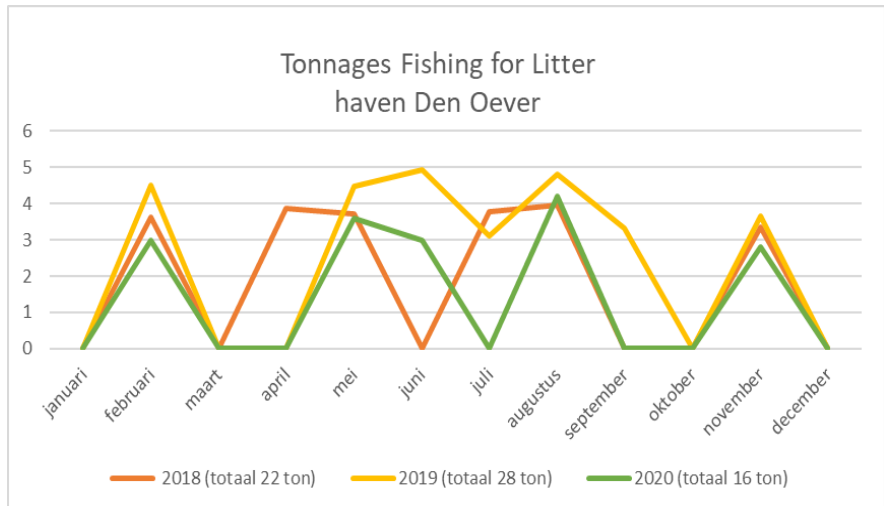


(Figure 10: Total amount of waste collected with the fishing for litter fleet per harbour in the year 2018/2019)

Next to the direct removal of waste from the sea, the project also raises awareness to the problem. In 2016 there were 10 fishing vessels participating in this project. Currently this number has increased to 18 vessels. An overview of these vessels can be found in appendix 3.

<sup>14</sup> KIMO is the acronym used by the Local Authorities International Environmental Organization. This organizations aims to protect, preserve and enhance northern Europe's marine environment. The organization represents coastal communities. (source: [www.kimointernational.org](http://www.kimointernational.org))

KIMO monitors the collected amounts of litter which in turn the port authority will make agreements with KIMO to gain insight in these numbers (Figure 10). Figure 11 shows the performance of Den Oever in the Fishing for Litter project over the past two years. We will monitor the collected litter and encourage fishers to participate in this project.



(Figure 11: Total amount of waste collected with the fishing for litter fleet Den Oever)

#### 4.2.3 Healthy Seas

When fishnets are left in the sea, they often get stuck to e.g. shipwrecks which creates traps for marine life called ghost fishing. The animals can't get out of the ghost net and eventually won't survive. To contribute to the reduction of these negative effects Healthy seas has a cooperation with CIV (Fishery cooperative) Den Oever since 2013. This initiative comes from the *Green Deal; visserij voor een schone zee*. Healthy Seas is working with divers and fishermen to remove fishing nets from the sea for the purpose of creating healthier seas and to recycle marine litter into textile products (figure 12). The Healthy seas organization aims to clean the oceans and seas of marine litter such as fishnets.



(Figure 12: Healthy seas recycling)

The recovered fishing nets are transformed and regenerated into nylon yarn, a high-quality raw material used to create new products, such as socks, swimwear or carpets. Healthy Seas provides a showcase at European level for circular economy while highlighting that “waste is too valuable to be wasted”<sup>15</sup>.

<sup>15</sup> Healthy seas, n.d. *About*, <http://healthyseas.org/about/>

In the year 2019 a total of around 11 tons of nets have been collected and transformed (appendix 8.8). It is expected that more nets will be collected, as there is no more incentive to dump them into the sea because fishermen can hand in their fishing nets for free.

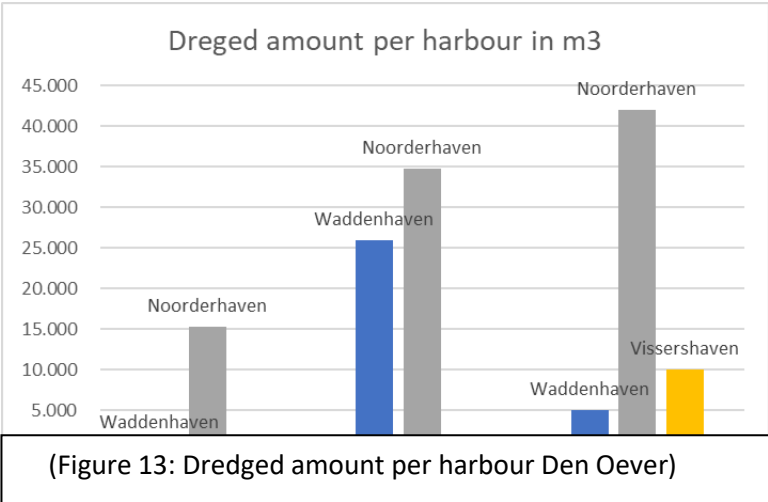
4.2.4 Green deal for cleaner seas

On the 20<sup>th</sup> of November 2014 the Green Deal fisheries for a cleaner sea is signed<sup>16</sup>. This deal has been established because several parties have agreed that the maritime waste cycle should be closed. Through waste prevention, waste management in ports and maximizing different waste streams within the fishing industry this can be achieved. To support this initiative, there is a map drawn up by municipality Hollands Kroon (appendix 4). This map shows where the fishermen can deposit certain waste and is distributed among the fleet periodically by hard copy and/or e-mail.

4.3 Dredging

Dredging and the disposal of silt and sand is necessary to keep the shipping lanes and port on depth. Therefore, this activity is crucial to keep the port reachable for shipping. However dredging and disposal is also one of the most impacting activities caused by the port of Den Oever in Wadden Sea area. Dredging and the disposal of the dredged silt on other locations in the Waddenzee result in large amount of floating particles (suspended matter), essentially making the water murky. When the water is murky less sunlight penetrates the water and the primary production (which, among others, occurs through the process of photosynthesis using light as source of energy), mainly plankton using photosynthesis, is lower. The absence of plankton, on its turn, has also an impact on, for instance, shrimp and fish that have plankton as staple food source. Primary production is highest during spring and summer. Therefore limiting dredging as much as possible during these seasons will lower the impact of this important activity.

In the graph below (Figure 13) is shown how the how much has been dredged over the years for every port; *Noorderhaven, Vissershaven* and *Waddenhaven (combined - Den Oever)*. For exact number of total amount of dredged material per harbor consult appendix 5.



The dredging task for the Vissershaven is carried out by Beens Dredging. First the soil is remediated and brought to depth. During the remediation the soils discharged into barge vessels to transport it to IJseloog depot. After the soil remediation the harbor was deepened as stated in the contract. The clean soil has been deposited with bottom unloaders on the Malzwin in the Wadden Sea. During these

<sup>16</sup> Green Deal, 2014. *Overeenkomst Green Deal Visserij voor een Schone Zee* – [https://www.noordzeeloket.nl/publish/pages/123313/green\\_deal\\_visserij\\_voor\\_een\\_schone\\_zee\\_4624.pdf](https://www.noordzeeloket.nl/publish/pages/123313/green_deal_visserij_voor_een_schone_zee_4624.pdf), p. 10,12



activities Beens dredging succeeded in keeping the port partly in use in order to minimize the inconvenience for Luyt shipyards, fishing fleet and the port service. Dredging activities were finalized in spring 2017<sup>17</sup>.

## 4.4 Soil quality

### 4.4.1 The new doc

In recent years, the Waddenpoort project is developed to support the fisheries and companies around the port. The move and realization of the new ship dock is therefore also an important link. The current standards of the doc in the port of Den Oever does not comply with the objectives mentioned in Water Framework Directive. Due to the replacement of the doc it will be possible to collect waste material easier which will result in a cleaner and better (working) environment.

The realization of the new ship dock (Figure 15) is also a big improvement for the soil quality. This is due to the fact that the doc that's currently in use is located in a place where the waste products and minerals get into the water and the soil and thus are a cause for pollution.

Besides the improvement in soil quality the building of the new doc is also beneficial in terms of employment. Dock Company Luyt BV in Den Oever will start with the construction of the new doc (appendix 8.7). To enable the move (from the old to the new location) a new destination plan has already been submitted to the committee.

The new dock will be located in the harbor near to the port office. On this location the port area can be closed down and thus suitable as a working area for the company. The new dock meets the most modern conditions regarding to environmental standards and contributes to sustainability in the port.



(Figure 14: The old Doc)

<sup>17</sup> Beens Dreging n.d. *Visserhaven Den Oever*, <http://www.beensdredging.nl/projecten/>



(Figure 15: The new doc, almost ready)

## 4.5 Air pollution

The environmental aspect of air quality is high at the international policy agenda. The impacts of emissions to air of pollutants such as CO, NO<sub>x</sub>, SO<sub>2</sub> have local and global dimensions. The European Commission has clearly given priority to the implementation and enforcement of the European air-related legislation, especially the comprehensive Directive 2008/50/EC on ambient air quality and cleaner air for Europe. The ESPO argues that air quality is pointed out as the current top environmental priority by the European port sector as a whole. This reflects the priority given to issues related to the health of people working or living around ports, and is in line with the international and European policy agenda, through the ongoing review of the EU Air Quality policy but also the several ongoing initiatives that aim to control the exhaust emissions of air pollutants by vessels. The port of Den Oever assumes its own responsibility in this regard and includes emissions to air in its policy agenda.

### 4.5.1 On-shore power

On-shore power is the supply of shore side electrical power to a ship at berth while its main and auxiliary engines are turned off. Vessels on quaysides that are not connected to on-shore power, cause emissions by using aggregates to generate energy. This can also lead to nuisance when there are residential areas in the vicinity. Moreover, on-shore power can contribute to reducing emissions to air.

As mentioned before, the facilities in the Waddenhaven have been updated by the municipality. This also includes the development of on-shore power facilities. In 2016 the funds to install on-shore power were obtained. They started with the renewal of on-shore power in the east quay. Here they have installed 2 power unit with each 6 power points. On jetty 1, available for commercial shipping;

4x 220V, 4x 380V and one time water, on jetty 2; 4x 220V and 8x 380V. In 2018 the last power units have been installed.

The renewal of the old on shore power facilities in the vissershaven and the noorderhaven has been started in 2018 and is now finished. This renewal has been made possible by the waddenpoort project.

#### 4.5.2 Monitor Hydrogen projects

The port of Den Oever is currently monitoring the advancement in hydrogen projects in other ports in the Netherlands to look at possibilities and support the developments where possible. A close eye is being kept on the port of Den Helder, due to its proximity and their involvement in several bigger hydrogen projects that are currently in the research and development fase. Because Den Oever is a relatively small port there are not many option to actively contribute to the projects of nearby ports on the area of hydrogen. Despite this the port of Den Oever is looking forward to being able to join in where possible.

#### 4.5.3 Change XL

Per the 1<sup>st</sup> of june 2019 the entire fleet of the port of Den Oever has transferred to the use of change XL as fuel for the ships. Change XL is a relatively new fuel and is much cleaner than the previously used fuels. Emissions of CO<sub>2</sub> (to 10 %), NOx (to 20%), soot and particulate matter (to 40%) are significantly lower with this new fuel. For the port of Den Oever this had led to a reduction of 1.292 ton CO<sub>2</sub>. The press release for this development can be found in (appendix 9).



*(Figure 16: Skipper Ronald Hiemstra of Gulf Sigma (left) carries product ChangeXL from Den Helder to Den Oever, Jos Hoogesteger, employee responsible for pontoon from C.I.V. Den Oever)*

## 5. Documented responsibilities and resources related to environmental aspects

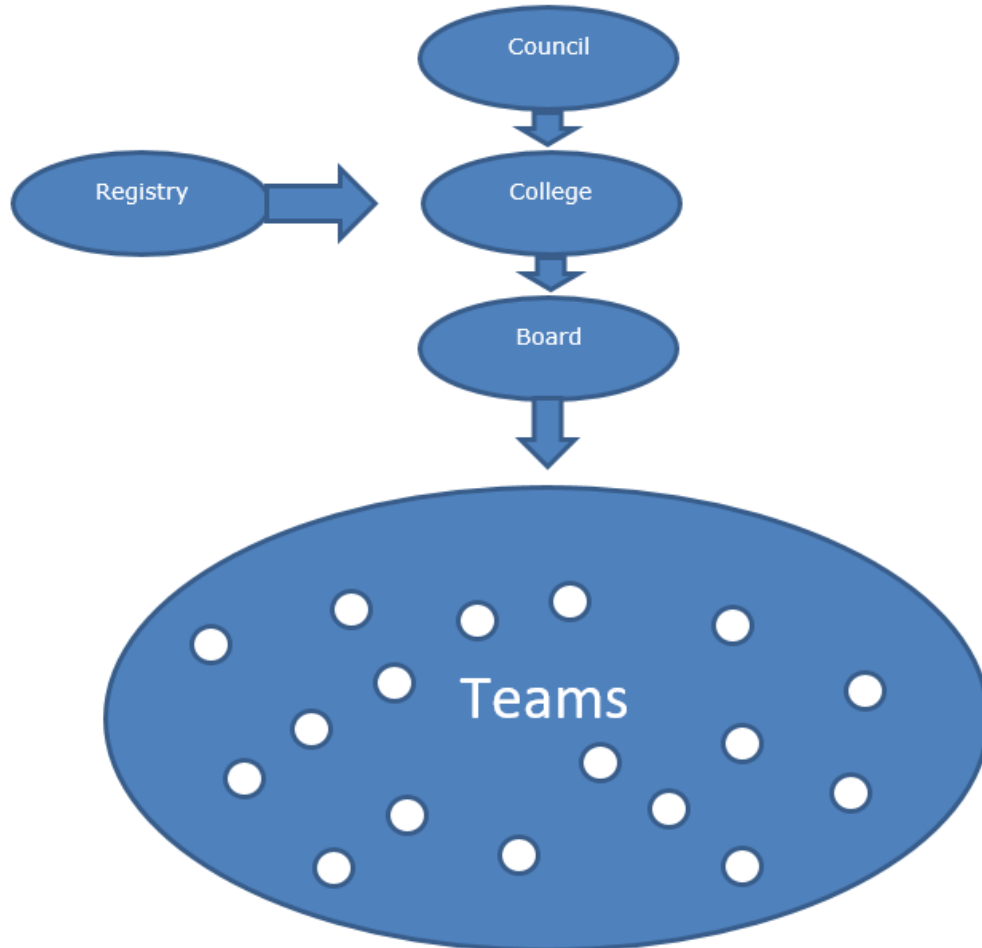
This section demonstrates who is responsible for what in the management of the organization. As well as the responsibilities of key personnel and other organizations.

<b>Environmental Responsibilities of Key Personnel*</b>		
<b>For those areas for which the Port authority has responsibility, what personnel are responsible for the following functions?</b>		
	<b>Port of Den Oever</b>	<b>Others</b>
<b>Port Operations (Dredging)</b>	Havenbeheer	RWS
<b>Port Operations (Navigation)</b>	Harbour Master	
<b>Port Operations (Shipping)</b>	Harbour Master	
<b>Port Operations (Terminals)</b>	Harbour Master	
<b>Cargo Handling Operations</b>	Harbour Master	Agencies
<b>Jetty/Wharf Management</b>		Owner
<b>Site Management</b>		Municipality Hollands Kroon
<b>Strategic Planning</b>		Municipality Hollands Kroon
<b>Supplies acquisition</b>		Agencies
<b>Operator Licensing/Permit</b>	Harbour Master	Municipality Hollands Kroon
<b>Quality Management</b>		Municipality Hollands Kroon
<b>On site Contractor Management</b>		Municipality Hollands Kroon
<b>On site Conservation</b>		Municipality Hollands Kroon
<b>Emergency Planning</b>	Harbour Master	Municipality Hollands Kroon
<b>Waste Management</b>	Harbour Master	Municipality Hollands Kroon
<b>Marina / Slipway management</b>	Harbour Master	
<b>Environmental Document Management</b>		Municipality Hollands Kroon
<b>Environmental Data Management</b>		Municipality Hollands Kroon
<b>Soil pollution assessment</b>		Regionale Uitvoeringsdienst
<b>Air Quality monitoring</b>		Regionale Uitvoeringsdienst
<b>Water Quality monitoring</b>		Hoogheemraadschap Hollands Noorderkwartier
<b>Communication with external stakeholders about environmental subjects</b>		Municipality Hollands Kroon
<b>Port security</b>	Harbour Master	Agencies
* Key personnel are those managers and others who are responsible for environment critical activities that may affect the environment. These are activities that may cause, control or minimise environmental impacts when managed, or may cause impacts if control was lost or that may result in a breach of environmental policy or regulations.		

(Table 5: Environmental responsibilities of key personnel)

### 5.1 Organization structure

The port of Den Oever is owned and managed by the municipality Hollands kroon. The flow diagram below shows the organization structure (figure 17).



(Figure 17: Organization structure)

## 5.2 External responsibilities

Several environmental responsibilities that are relevant to the port are executed by external parties. The first four organizations are governmental organizations whose tasks are related to or have an effect on the activities of the port. The last two organizations are taking care of tasks that the port has outsourced. The table below shows an overview of the organizations and their responsibilities.

Party	Responsibility
<b>Rijkswaterstaat</b>	Traffic and roads Safety – maintenance dikes and shore line Dredging activities Inzetplan oliebestrijding haven*
<b>Hoogheemraadschap Hollands Noorderkwartier (regional water board)</b>	Coastal security (dikes) <i>Waterstaatswerken</i> Water quality Water permits
<b>Inspectie Leefomgeving &amp; Transport (Ministry of infrastructure and the environment)</b>	Monitoring compliance with environmental laws and regulations for port waste collectors on mobile collection facilities (trucks, barges) Supervisory authority
<b>RUD – Regionale Uitvoerings Dienst Noord-Holland</b>	Enforcement Supervision waste treatment plants and stationary collection facilities
<b>Province Noord-Holland</b>	Nature conservation Channel and lock management
<b>Ministry of Defence</b>	<i>Scheepvaartverkeerswet</i> <i>Customs officer</i>

(Table 6: External responsibilities)

\*Inzetplan oliebestrijding haven can be found in appendix 6

### 5.3 Resources allocated for port environmental management

Environmental management and sustainability is increasingly important for the port of Den Oever. To improve the port's environmental performance several objectives have been made explicit and several actions have been taken or are planned to take place in the near future. Environmental management is communicated in the organization and among employees, additionally some tasks are the responsibility of external parties. Moreover we are a small port with a tiny organization. Therefore it is difficult for us to specify personnel and resources allocated to environmental port policy.

However several statements can be made:

- The port authority is committed to their environmental policy. The port authority strives to provide adequate training and resources to carry out the environmental policy and to influence our tenants and suppliers to adopt sustainable practices and products
- The port is committed to, and has made available the resources to set up an environmental management system and to become PERS certified. As well as to periodically revise the system, update and maintain the PERS certification
- Many of the economic resources allocated for the environmental management is integrated in the daily activities of the port employees. For instance, port masters (together with fishermen) collect the litter bags from the fishing for litter project. Moreover they also participate in the collection of fishing nets for the project healthy seas.
- The port is relatively small and the port authority thus consists of a reduced number of employees. Due to this and the desire to stay informed about the many fast changing environmental related issues (e.g. environmental regulations and developments such as LNG), the port is engaged in partnerships with other organizations. For instance the port collaborates within the Wadden sea harbour initiative and with research institutes.



## 6. Conformity on legal requirements and policy statement

Within our policy statement we commit ourselves to develop and maintain an environmental management system. To do this we follow international standards. The aim is to update and maintain the PERS certification and to ensure compliance with the indicators of the PERS. When required, the partnerships with research institutes (e.g. Wageningen University) or other organizations and experts will be maintained. The data of the indicators will be collected as aforementioned to monitor the environmental performance of the port

Regarding the environmental impacts we try to actively keep ourselves informed about the progress made execute the required actions and stimulate tenants and vessels to comply with the regulations. Besides that we will make sure to comply with the agreements we have made. Of which the most relevant ones are:

- Update and maintain the environmental management system and PERS certification
- Take care of the Wadden Sea habitats and ecosystems by bringing into our policy agenda the following aspects: waste, ecosystems, air quality, water quality

The port of Den Oever would not be able to function as a professional business without complying with the international, European, national, regional and local legislations and regulations, including environmental legislation. The compliance with the legislation is evaluated by various governmental parties such as the inspectie leefomgeving en milieu and the regionale uitvoerings dienst, as well as researchers of the Earth system science group at the WUR. Next to that an overview of legislation and regulations is made and will be updated every year. Moreover, the register of legal requirements has been controlled by the jurists. We will do this to keep ourselves informed about the latest changes on regional, provincial, national and international legislation. For this purpose various sources will be used, including information from the ESPO, the municipality, governmental parties and through collaboration with other ports.

Anna Paulowna, maart 2021



Wim Eppinga  
30-03-2021  
Wim Eppinga  
Council Secretary Hollands Kroon

## 7. Best practices

### Change XL

#### 1. Project Description

All ships in the port of Den Oever switched to the new ChangeXL fuel on the first of June 2019. This results in a reduction of 1,292 tonnes of CO2 emission for the port. The fuel contains no metals, chemical components and ash. As a result, in addition to reducing CO2 emissions, NOx emissions and soot / particulate matter emissions are also reduced.

The fuel also contains certain enzymes, which gives it a cleansing effect on fuel systems. It breaks down water present in the fuel and prevents problems with bacteria, fungi and yeasts by eliminating them and dissolving them in the fuel. This makes the fuel cleaner and reduces the number of undesired outages. Which also lowers the fuel consumption.

To summarize the fuel gives:

- lower fuel consumption
- Less CO2 emissions (up to 10%), NOx (up to 20%) and soot and fine dust (up to 40%)
- Better performances
- Prevention of bacterial problems
- Longer service life of engine oil
- Longer shelf life of the fuel

#### 2. Environmental Aspects involved

Airquality

#### 3. Stakeholders involved

Port of Den Oever

WR fleet

changeXL

#### 4. Contact for information

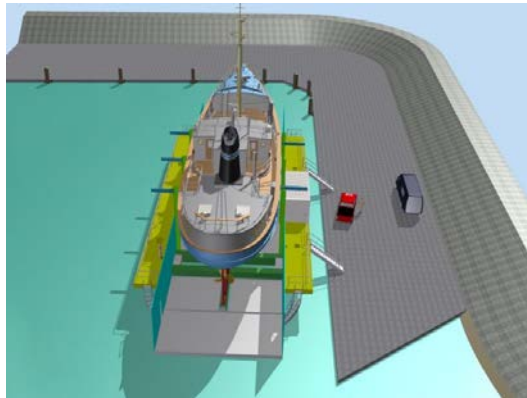
Port authority, office, phone number 0227-511303

The new doc

### 1. Project Description

In recent years, the Waddenpoort project is developed to support the fisheries and companies around the port. This makes the move and realization of the new ship dock an important link. The current doc in the port of Den Oever does not comply with the objectives mentioned in Water Framework Directive. Due to the replacement of the doc it will be possible to collect waste material easier which will result in a cleaner and better (working) environment.

The realization of the new ship dock is also a big improvement for the soil quality. This is due to the fact that the doc that's currently in use is located in a place where the waste products and minerals get into the water and the soil and thus are a cause for pollution.



Besides the improvement in soil quality the building of the new dock is also beneficial in terms of employment. The new dock will be located in the harbor near to the port office. The new dock meets the most modern conditions regarding to environmental standards and contributes to sustainability in the port.

### 2. Environmental Aspects involved

- Water quality
- Soil quality
- Less CO2 emissions

### 3. Stakeholders involved

Port of Den Oever  
HHNK

### 4. Contact for information

Port authority, office, phone number 0227-511303

## 8. Appendix

### 8.1 Fishing fleet

NR/Name	profession	owner
WR 2	shrimp	P de Visser
WR3	shrimp	vof Koster
WR 4	fuiken/ eel	Gebr. Kay
WR 5	fuiken/ eel	Gebr. Kay
WR 7	twinrig	J. Dissel
WR 9	shrimp	J.J. van Eekelen
WR 10	mussel culture	Prins en Dingemanse
WR 12	shrimp	Kranendonk
WR 14	shrimp	R van der Burg
WR 15	shrimp	visserijbedrijf WR 15
WR 16	fuiken/ eel	A Wiersma
WR 18	shrimp / twinrig	A de Visser
WR 19	twinrig	J de Visser
WR 20	twinrig	P en G Boerdijk
WR 21	shrimp	Kroon en Stengs
WR 22	shrimp	M Bakker
WR 23	shrimp / twinrig	N Helsloot
WR 27	shrimp	B Loos
WR 28	smelt	H Boersen
WR 29	shrimp / twinrig	P Tijssen
WR 36	shrimp	S de Smit
WR 40	shrimp	P en G Boerdijk
WR 50	shrimp	gebr. Bakker
WR 52	fuiken/ eel	A.C.M. Meeldijk
WR 54	shrimp	fa. Rotgans
WR 57	shrimp	J de Haan
WR 67	twinrig	G de Jong
WR 70	toerisme	J. Heijligenberg
WR 71	shrimp	Th de Jong
WR 72	shrimp	visserijbedrijf WR 15
WR 80	shrimp	gebr. Wagemaker
WR 81	crab	gebr. Wagemaker
WR 88	shrimp	A Boer
WR 89	shrimp	J Bays
WR 103	fuiken/ eel	K de Visser
WR 106	shrimp	Catharina B.V.
WR 108	shrimp / twinrig	Zeevisserij Stella Maris
WR 109	shrimp	J.S. de Haan
WR 111	shrimp	gebr. Klein
WR 112	shrimp	Fa. de Leeuw

WR 122	shrimp	R.N. Meereboer
WR 123	shrimp / twinrig	J. Hegeman
WR 129	shrimp	M van Veen
WR 141	fuiken/ eel/ smelt	Niek Helsloot B.V.
WR 143	shrimp	F en M Rotgans
WR 161	fuiken/ eel	S. Wigbout
WR 181	shrimp	visserijbedrijf WR 181 B.V.
WR 189	shrimp / twinrig	van Eekelen visserij B.V.
WR 212	shrimp	R.W. van der Burg en zonen
WR 213	shrimp / twinrig	E. Rotgans en Zn.
WR 222	shrimp	C. Laan Holland Sylt B.V.
WR 225	smelt	C. Willeboordse
WR 226	shrimp	visserijbedrijf WR 226
WR 230	shrimp	Gebr. Schoonbeek
WR 244	shrimp	Visser en v/d Plas
WR 274	shrimp / twinrig	J.M. Zomerdij B.V.
WR 289	shrimp	van Eekelen visserij B.V.
WR 291	shrimp	B. van der Laan
N 350	twinrig	N.V. Semper Confidens Belgium
NG 10	twinrig	Jodu seafishing GMBH Germany
SC 19	shrimp / twinrig	Bona Fide Germany
NG 10	shrimp / twinrig	Aqua Fauna Germany
SC 43	shrimp	Posthumus Kg/SC 40 Germany
HD 32	shrimp / twinrig	S. Koorn Den Helder
Margaretha	tourism	C. Boskma
Dageraad	tourism	G.M. Kooij
Simon	tourism	C.J. Wagemaker
Janny	tourism	C.J. Wagemaker
Olivier van Noord	tourism	Sportvisserij Olivier van Noord
Wuta	tourism	Sportvisserij R. Bakker
WR 117	tourism	de Groot recreatie
WR 130	tourism	J. Rotgans
WR 4	national heritage	C. Hos
WR 173	national heritage	Vereniging Aak
WR 60	national heritage	Stichting Skuutje WR 60
MEA Innovator	research	MEA-nl BV

## 8.2 Laws and regulations

Issue	Laws and regulation
<b>Waste</b>	<p>International: MARPOL 73/78</p> <p>European: Richtlijn 2000/59/EG Richtlijn 2913/92 Richtlijn 91/156 Richtlijn 75/439/EEG Richtlijn 91/689 Richtlijn 95/21</p> <p>National: Wet milieubeheer</p> <ul style="list-style-type: none"> <li>- besluit algemene regels voor inrichting milieubeheer</li> <li>- besluit inzamelen afvalstoffen</li> <li>- regeling inzamelaars, vervoerders, handelaars en bemiddelaars van afvalstoffen</li> <li>- regeling melden bedrijfsafvalstoffen en gevaarlijke stoffen</li> <li>- landelijk afvalbeheerplan II 2009-2021</li> <li>- publicatiereeks gevaarlijke stoffen</li> </ul> <p>Wet voorkoming verontreiniging schepen</p> <ul style="list-style-type: none"> <li>- besluit voorkoming verontreiniging schepen</li> <li>- regeling voorkoming verontreiniging schepen</li> <li>- besluit havenontvangstvoorzieningen</li> <li>- regeling inzake het scheiden en gescheiden houden van gevaarlijke afvalstoffen</li> <li>- besluit meldingsformaliteiten en gegevensverwerking scheepvaart</li> </ul> <p>Kaderrichtlijn maritieme strategie</p> <p>Provincial en local: Provinciale milieuverordening Fryslân Havenverordening Harlingen</p> <p>Others: Scheepvaartreglement territoriale zee Wet economische delicten</p>
<b>Soil</b>	<p>Wet bodembescherming Besluit bodemkwaliteit (oa baggerspecie) Nederlandse richtlijn bodembescherming</p>
<b>Air/emissions</b>	MarPol 73/78

	<p>Wet milieubeheer, hoofdstuk 5.2</p> <p>Wet inzake luchtverontreiniging</p> <p>Besluit broeikasgassen in apparatuur op schepen milieubeheer</p> <p>Besluit brandstoffen luchtverontreiniging → uitvoering richtlijn 1992/32/EG betr zwavelgehalte van brandstoffen</p> <p>havenbeheersverordening</p> <p>EU richtlijn 2005/33/EC scheepvaart emissies.</p> <p>Kaderrichtlijn luchtkwaliteit</p> <p>NEC – nationaal emissie plafond</p> <p>EIA- energie investerings aftrek → fiscaal voordeel voor energiezuinige technieken</p> <p>IPCC richtlijn</p> <p>NeR – nederlandse emissie richtlijn</p>
<b>Water</b>	<p>Wet milieubeheer</p> <p>Kaderrichtlijn water</p> <p>Wet geluidhinder</p> <p>Waterwet</p> <p>Grondwaterrichtlijn</p> <p>Wet bestrijding maritieme ongevallen</p> <p>Ballastwaterverdrag</p>
<b>Noise</b>	<p>Wet geluidhinder</p> <p>Wet milieubeheer, hoofdstuk 11</p> <p>Besluit geluid milieubeheer</p> <p>Gebruiksvoorschriften haven</p> <p>Omgevingsvergunning</p> <p>Bestemmingsplan</p>
<b>Nature</b>	<p>Habitat richtlijn</p> <p>Vogelrichtlijn</p> <p>Natura 2000</p> <p>Wet natuurbescherming</p> <p>PKB Waddenzee</p> <p>Internationale afspraken en Europese richtlijnen Waddenzee:</p> <ul style="list-style-type: none"> <li>- Verklaring van Schiermonnikoog</li> <li>- Verdrag van Bern</li> <li>- Verdrag van Bonn</li> <li>- Ramsar verdrag</li> <li>- Vogelrichtlijn</li> <li>- Habitat richtlijn</li> <li>- Europese Kaderrichtlijn water</li> <li>- Particularly sensitive Area</li> <li>- Werelderfgoed</li> <li>- Afspraken IMO (internationale Maritime Organisatie)</li> <li>- Afspraken OSPAR (Oslo Parijs Conventie)</li> </ul>
<b>Safety</b>	<p>Wet bestrijding maritieme ongevallen</p> <p>Wet veiligheidsregio's</p> <p>Havenbeveiligingswet</p>

Bestemmingsplan  
Besluit externe veiligheid transportroutes  
Besluit externe veiligheid buisleidingen

**Scheepvaart** SOLAS Verdrag  
Schepenwet  
Binnenvaartwet  
Scheepvaartverkeerwet  
Wet buitenlandse schepen  
Wet havenstaatcontrole  
Wet laden en lossen zeeschepen

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### 8.3 Participating vessels FFL project

WR 2



WR 3



WR 18



WR 19



WR 20



WR 22



WR 27



WR 29



WR 57



WR 67



WR 108



WR 111



WR 123



WR 213



WR 226



WR 274



N 350



HD 32

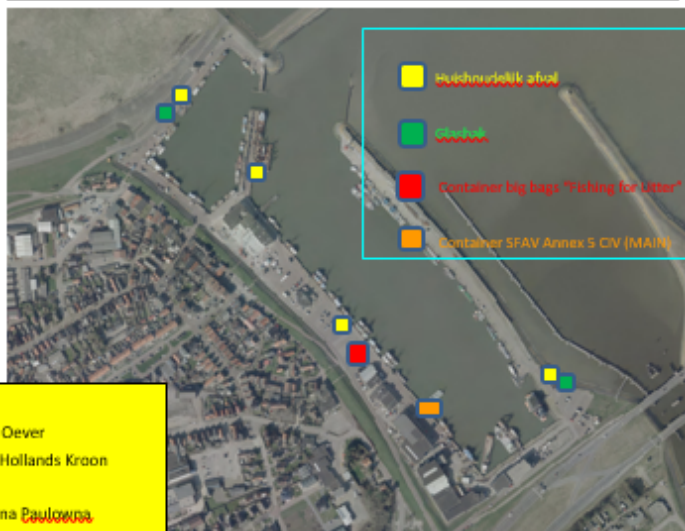


## 8.4 Waste flyer



### Faciliteiten in de haven

Soort afvalstroom	Afvalverwerker (contact)	Onslag, hoe/waar	Ongehaalt
Annex I – Oliehoudend afval	Main (0223-632177) CIV (0227-512144)	Main via CIV	Main
Annex II - KGA	Main (0223-632177) CIV (0227-512144)	Main via CIV	Door Main
Annex V - Huishoudelijk afval + glas	GP-Groot	2500 liter containers op 4 plaatsen op de haven	GP-Groot
Oude netten (net afval)	inleveren bij CIV	Bij CIV in bigbags	Clean Sea
Pluis	inleveren bij CIV	Bij CIV in bigbags	Clean Sea
Fishing for Litter	Suez	In de bestemde container op de kade	Kroon



**Contact**  
 Haven Den Oever  
 Gemeente Hollands Kroon  
 Postbus 8  
 1760AA Anna Paulowna  
 Telefoon haven; 0227-511303  
 e-mail;  
 havendenoever@hollandskroon.





## Afvalinzameling visserij in de Waddenzeehavens

### Algemene Inleiding

Op 20 november 2014 is de Green Deal Visserij voor een Schone Zee ondertekend. Deze Green Deal is tot stand gekomen omdat de partijen zijn overeengekomen dat de maritieme afvalkringloop gesloten moet worden.

Afvalpreventie, afvalmanagement in de havens en afgiftemaximalisatie van verschillende afvalstromen vanuit de visserij dragen bij aan het sluiten van de afvalkringloop.

### Doelstelling

- De vissersschepen houden al het 'Fishing for Litter', het operationeel scheepsafval en huishoudelijk afval, dat niet geloofd mag worden, apart aan boord en geven deze drie afvalstromen in de Nederlandse visserijhavens zoveel mogelijk apart af.
- In 2016 faciliteren vier visserijhavens de aangeboden afvalstromen uit de visserij op toereikende wijze en zonder oponthoud voor de vissers. De drie afvalstromen worden apart ingezameld.
- Uniforme werkwijze Waddenzeehavens vanuit Ecoports en Greendealprojecten.

Om deze doelstelling te realiseren is er door de Noordelijke Visserijhavens een overzicht van de inzamelfaciliteiten opgesteld, zodat nog duidelijker is waar en hoe de diverse afvalstromen afgegeven kunnen worden.

### Wie doet wat?

In Nederland kennen we voor de afgifte en verwerking van scheepsafval het systeem van directe en indirecte financiering.

### Stichting Financiering Afvalstoffen Visserij (SFAV)

De visserij kan middels het betalen van een abonnementstarief lid worden van het SFAV.

Het abonnementstarief geldt als de indirecte financiering voor de afvalstromen Annex I en Annex V-KGA. De visser krijgt van het SFAV zakken uitgereikt die gebruikt kunnen worden voor Annex V-KGA.

### Havenbeheerder

Naast het lidmaatschap van het SFAV betaalt de visser aan de havenbeheerder een vast bedrag (HAP-heffing) per binnenkomst voor de afgifte van Annex V-huishoudelijk afval. De havenbeheerder zorgt daarmee voor de inzameling, afvoer en verwerking van Annex V- huishoudelijk afval.

Is de visser (schip) niet lid van het SFAV dan is de visser zelf verantwoordelijk voor de afvoer van de afvalstromen. Zie hiervoor het Visserij ~~Handboek~~ ~~Handboek~~.

### Visser

Van de visser wordt verwacht dat hij zijn afval in de daartoe bestemde, in bovenstaande tabel verduidelijkte, opslag locaties deponereert of de inzamelaar belt voor de afgifte van vloeiende afvalstromen.

### Overig bedrijfsafval:

Al het overige bedrijfsafval, bijv. netten, pluiz, vistuig, pallets etc. valt onder het systeem van directe financiering.

Directe financiering wil zeggen dat de visser de afgifte hiervan rechtstreeks met de inzamelaar afrekenet. De visser is hiervoor zelf verantwoordelijk.

### Fishing for Litter:

Het Fishing for Litter afval (het opgevisste afval uit zee) wordt door het KIMO kosteloos opgehaald en afgevoerd.







**Symbol bewaarbaar economisch/veiligheids gebied**

- Facet bordje economisch/veiligheids gebied
- Genoed
- Sluis
- Koelruim uitgangspunt
- Koelruim uitgangspunt
- Luifelhaven
- Insurgewaren
- Talud met contouren

**Symbol risico's**

- Bedrijfslocaties met kans op verontreiniging
- Locatie met beschikbare maatregelen
- Alleen bij benadering waarschuwing in meters

**Aanwezige stof per risicogever**

Bestanddeel	Bestanddeel naam (overst of/ing)	Aanwezige stof (font op in water)	Aanwezige stof (getal naar bron)
Firma Lucht	Buitwerf		
CVI Dan Oever	28000 liter gasolie, 1000 liter benzine, 5000 liter olie		
M&N KCA depot	KCA	KCA	KCA
F&E/Hulst	3000 liter gasolie		
KNSM	3000 liter gasolie		

**Locatie (preventieve) bestrijdingsmaatregelen**

Naam	Opmerking	Maatregel
Voorhaven	Bijstandscade VMW	• Ophalen op aanbevelingen van meter
Vesterhaven	CVI Dan Oever	• Ontschillen van water (per week)
Buitenhaven		• Keerde
Noorderhaven		• Stoppen hermelwater/over (K3) vorkten

**Risico-ontvangers**

Bestanddeel	Koelruim in en uitgangspunt Smeefriden
Buiten Haven	Koelruim in en uitgangspunt Smeefriden
Talud met contouren	M&N Buitwerf

**Werkwijze**

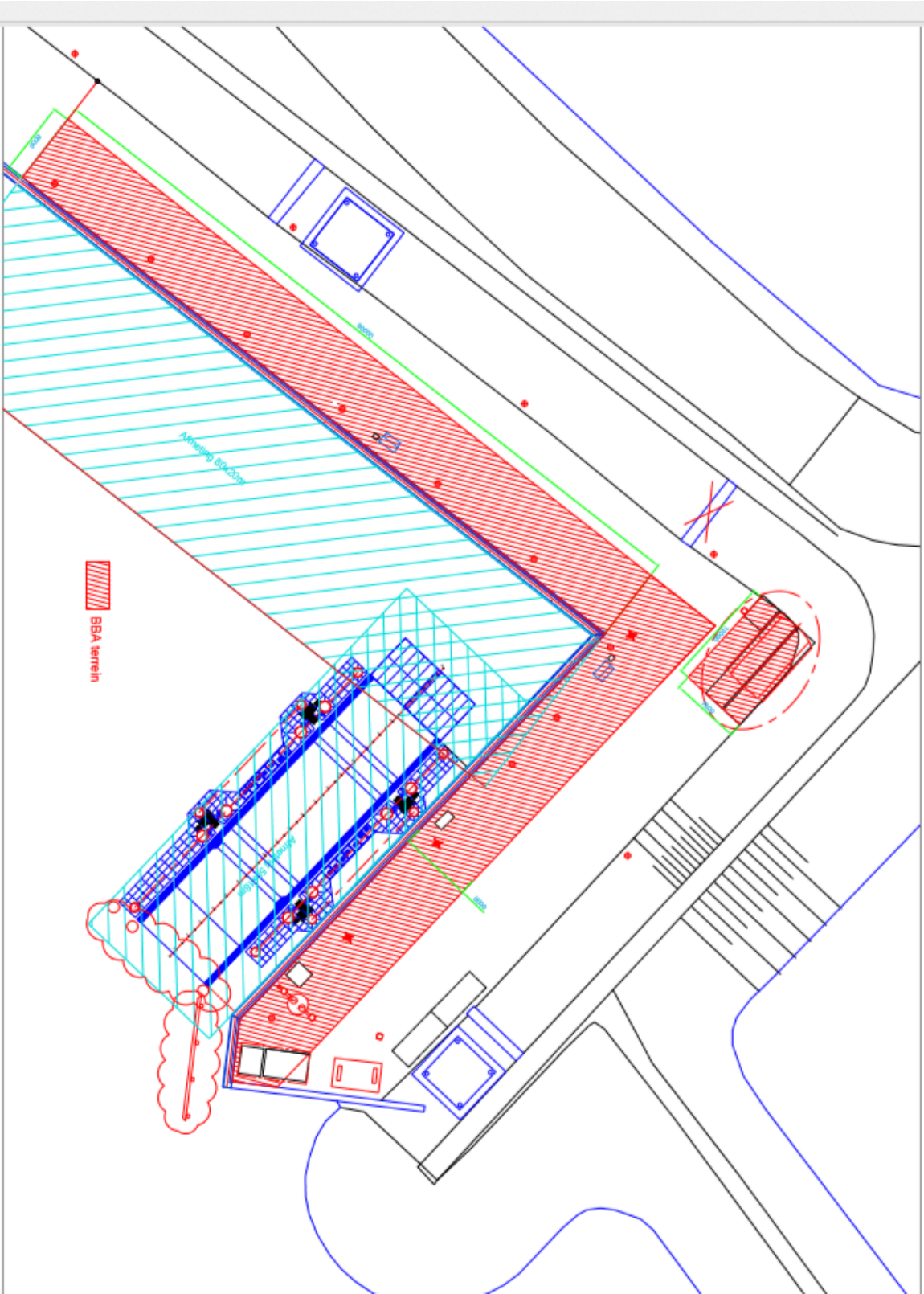
- Taken naar door risicogever(s) en omringers met
- Tuimel kaart door risicogever(s) en ontvangers met
- inmiddelen van deuren
- Handreiking Dan Oever informeren met bestrijden
- Risicoverhaal informatie naar stakeholders

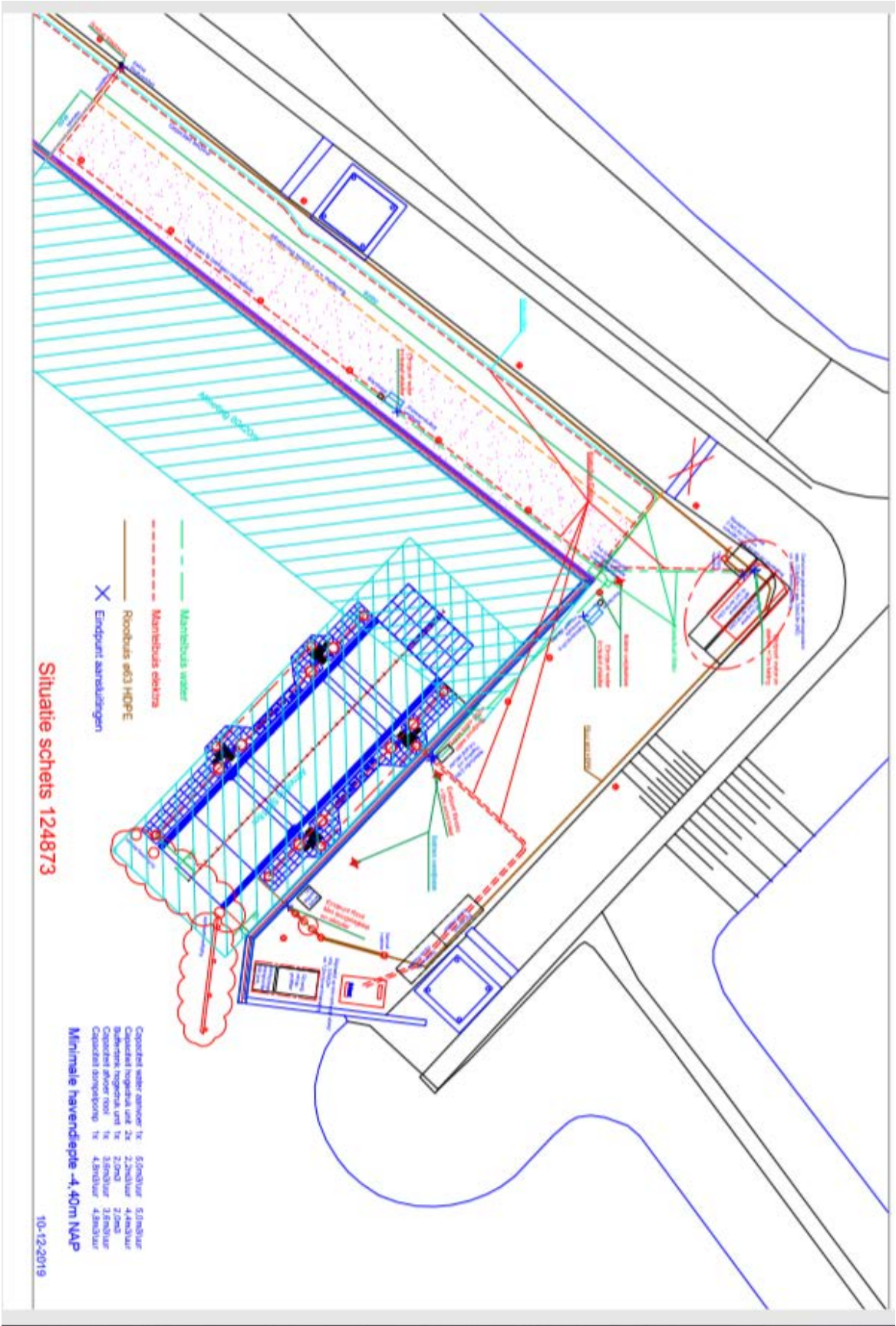
**Aandachtspunten**

- Spaartijdschema water
- Talud met contouren
- Indien de buiten de haven komt -> de moedplaat roep
- Geen beslotenoverdracht



8.6 Blueprints





## 8.7 Nets dismantling report

Date: 01-08-2019

  
*Bringing value to marine waste*

### Nets dismantling report

Reference no: 13328

Total quantity (netto)	Total nylon	Other material	Percentage of nylon
11 330	4 840	6 490	43 %
..... Measurement	..... Measurement	..... Measurement	..... Measurement
Kg	Kg	Kg	%

**Moisture %**

22,4 %

.....  
Measurement

21,3 %, 26,14 %, 20,86 %, 22,33 %, 21,47 %

Product	Quantity (kg)	Material	Percentage (%)	Notes
Nylon (PA6)	4 840	PA6	100 %	
Metal scrap	404	N/A	N/A	
Waste	2 772	N/A	N/A	
PE nets	1 830	PE	100 %	
PET nets	1 484	PET	100 %	

**Report made by:**

Lina Petraitiene	Manager Lithuania	
Name, Surname	Job title	Signature

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## 8.8 Press release changeXL

# Haven Den Oever reduceert 1.292 ton CO2 door ChangeXL

**Den Oever, 3 juni 2019 – Gesteund door hun leden gaan alle kotters en andere klanten van de Coöperatieve In- en verkoop Vereniging (C.I.V.) Den Oever per 1 juni 2019 varen op ChangeXL. Sander van Rijswijk, bedrijfsleider Den Oever, is blij met deze overstap. “Met ChangeXL hebben wij een kwalitatieve brandstof die beter is voor de motoren en beter voor het milieu.”**

### 64.600 bomen

De enzymtechnologie in ChangeXL is biologisch en bevat geen chemische componenten, metalen of as. Het vermindert de uitstoot van CO2, NOx, roet en zwevende deeltjes aanzienlijk. “Op jaarbasis verkopen wij ongeveer 8 miljoen liter brandstof. De inzet van ChangeXL resulteert in een vermeden CO2 uitstoot van 1.292 ton. Daarvoor zijn gedurende een jaar 64.600 bomen nodig om die hoeveelheid uitstoot op te nemen.”

### Winterweer

“Drie jaar geleden zijn wij overgegaan van rode gasolie naar ultra-laagzwavelige diesel (ULSD). Met deze overstap werd de uitstoot van CO2 op onze vloot duidelijk minder, een groener imago. Verder had de C.I.V. als voordeel dat ze ook een winterbestendige olie konden leveren. Een logische vervolgstap is om nu over te stappen naar ChangeXL. Een product met meerwaarde.”



*Schipper Ronald Hiemstra van Gulf Sigma (links) voert product ChangeXL van Den Helder naar Den Oever, Jos Hoogesteger, medewerker verantwoordelijk voor ponton van C.I.V. Den Oever.*

## Betaalbare oplossing

Milieuprestaties worden steeds vaker een integraal onderdeel van het bedrijfsproces. Ondernemingen verwachten dat leveranciers en dienstverleners oplossingen bieden om hen te helpen de belofte van het verminderen van hun impact op het klimaat na te komen. “Hoewel ChangeXL niet de oplossing is voor alle klimaatuitdagingen, is het een praktische, betaalbare transitie brandstof om onmiddellijk een verschil te maken.”

## Over ChangeXL

De effecten van ChangeXL zijn gebaseerd op een mengsel van natuurlijke enzymen, ook wel bekend als biokatalysatoren. Dit unieke enzymconcentraat zorgt voor een moleculaire verandering van de brandstof, wat leidt tot een snellere en completere verbranding. De enzymen blijven door de hele brandstofketen werken. Op deze manier reinigt ChangeXL brandstofsysteem van tanks tot motoren. ChangeXL breekt (condens)water dat aanwezig is in brandstof af, en voorkomt problemen met bacteriën, schimmels en gisten door ze te elimineren en op te lossen in de brandstof. Dit resulteert in schonere brandstof, schonere opslagtanks met minder sludge en een langere levensduur van de brandstofopslag. Het reinigende effect van ChangeXL zorgt voor meer continuïteit en minder ongewenste uitval vanwege een betere brandstofkwaliteit.

## Gulf Bunkering

Gulf Bunkering levert ChangeXL als compleet product aan Den Oever. “In havens waar we met onze bunkerboten actief zijn, is ChangeXL verkrijgbaar met een speciale pas. Aan het brandstof ponton in de haven van Den Oever kunnen alle kotters en CIV-leden ChangeXL tanken, mocht men in het bezit zijn van een overvulbeveiliging aan boord. Men kan zelfs 24/7 tanken met een eigen pas.”, aldus Alex Fehrman, sales manager Gulf Bunkering.

### 8.9 Amount of landings per fleet

Year	2017	2018	2019	2020
Other	333	478	589	188
Passenger ship	305	458	367	145
Pleasure craft	874	935	900	1445
Mussel fishing	215	518	512	343
sportfishing	245	254	202	35
Fishing vessels	889	1527	1723	1420
Cargo ships	55	279	174	218
Total	2916	4449	4467	3794

