

C-171

Fishery for a Clean Sea Green Deal

PARTIES:

The Dutch Government:

- The State Secretary for Economic Affairs, Ms S.A.M. Dijksma, and
- The Minister of Infrastructure and the Environment, Ms M.H. Schultz van Haegen, and the State Secretary for Infrastructure and the Environment, Ms W.J. Mansveld,

Each acting in their capacity as administrative authority, jointly referred to hereinafter as the "Dutch Government",

The fishing industry:

- VisNed, represented by its director, Mr W. Visser,

The fishing ports:

- Port of Den Helder, represented by its director Mr P.H. Kolff,
- Zeehaven IJmuiden NV, represented by its director Mr P.H.L.M. van de Meerakker (hereinafter referred to as "Port of IJmuiden"),
- Port of Lauwersoog, represented by the director of Groningen Seaports and Port of Lauwersoog, Mr H.D. Post,
- Groningen Seaports, represented by the director of Groningen Seaports and Port of Lauwersoog, Mr H.D. Post,
- The Municipal Executive of the Municipality of Hollands Kroon, acting as administrative body and as such responsible for the port of Den Oever, on behalf of which Mr T. J. Meskers (hereinafter referred to as "Port of Den Oever"),
- The Municipal Executive of the Municipality of The Hague, acting as administrative body and as such responsible for the port of Scheveningen, on behalf of which Mr M. Meinster, acting harbour master of the Department of City Management (hereinafter referred to as "Port of Scheveningen"), and
- The Municipal Executive of the Municipality of Harlingen, acting as administrative body and as such responsible for the ports of Harlingen, on behalf of which Mr W.R. Sluiter (hereinafter referred to as "Harlingen Ports"),

Hereinafter collectively referred to as the "Fishing Ports",

Other organisations:

- The Municipal Executive of the Municipality of Urk, acting as administrative body, on behalf of which Mr G. Post (hereinafter referred to as the "Municipality of Urk"),
- The Municipal Executive of the Municipality of The Hague, acting as administrative body, on behalf of which Mr M. Meinster, acting harbour master of the Department of City Management (hereinafter referred to as the "Municipality of The Hague"),
- The Executive Board of the Municipality of Hollands Kroon, acting as administrative body, on behalf of which Mr T.J. Meskers (hereinafter referred to as the "Municipality of Hollands Kroon"),
- KIMO Netherlands & Belgium, represented by its director Mr R. te Beest,
- Bek & Verburg B.V., represented by its director Mr D. van Mullem (hereinafter referred to as "Bek & Verburg"),
- Maritieme Afvalstoffen Inzameling Nederland B.V., represented by its general manager Mr W. van der Linden (hereinafter referred to as "MAIN B.V."),
- North Sea Foundation, represented by its director Mr E. Leemans, and
- Stichting ProSea Marine Education, represented by its director Mr E. Bogaard (hereinafter referred to as "ProSea"),

Hereinafter all collectively referred to as the "Parties",

WHEREAS

General considerations

1. To maintain our well-being for future generations, it is necessary to strengthen the competitive position of our economy while reducing the impact on the environment as well as the dependency on fossil energy and scarce resources.
2. Creativity, entrepreneurship and innovation are essential for making this transition to green growth possible. Companies, private individuals and civil-society organisations fully engage in initiatives specifically for “greening” the economy and society. With the Green Deal Strategy, the Cabinet intends to make optimum use of this societal dynamism for green growth.
3. Green Deals offer companies, private citizens and organisations low-entry opportunities to collaborate with the Government on green growth, based on initiatives from civil society. Where they meet obstacles that the initiators consider could be tackled at Central Government level, the Cabinet wants to take action to remove these obstacles or provide solutions that smooth the way and accelerate these initiatives. In a Green Deal, the signatories set out specific agreements in writing.
4. The results of a Green Deal can be utilised for other comparable projects. This enables reproduction, and increases the scope of a Green Deal without the explicit support of the Dutch Government.

Considerations specific to the Fishery for a Clean Sea Green Deal

- This Green Deal supports the Netherlands in meeting its obligation under the Marine Strategy Framework Directive (MSFD) to reduce the amount of marine litter in the North Sea, and helps the Cabinet achieve its aim of transforming the Dutch economy to a circular one, by pursuing a strategy of green growth¹.
- The Parties are aware that the Fishery for a Clean Sea Green Deal is also linked to the Green Deal on Ship-generated Waste and the Plastic Cycle Value Chain Agreement (“*Ketenakkoord Kunststofkringloop*”).
- Parties have the ambition to involve the entire fishery chain in order to close the marine waste cycle through waste prevention, waste management in ports and on board vessels, and optimising the output of various fishery waste streams. The cycle on land is being further closed by recycling as much as possible the shipping waste that is collected. As a result, by 2020 the amount of waste in the sea from the Dutch fishing sector is to have significantly reduced.
- In 2013, VisNed, North Sea Foundation and the Dutch Government expressed their intention to find or develop a sustainable alternative for dolly rope, with the aim of ultimately reducing the amount of stray dolly rope that finishes up in the sea or on beaches. These parties are collaborating with other parties on the development of alternative materials and alternative designs for fishing nets.
- Stichting Financiering Afvalstoffen Visserij (SFAV), which takes care of the collection and processing of small hazardous waste items (MARPOL Annex V) and oil waste (MARPOL Annex I), supports the goals of this Green Deal.
- Since its establishment, the Dutch Fishermen’s Association (“*Nederlandse Vissersbond*”) has been actively engaged in SFAV activities and waste processing.

¹ The economy is growing, but not at the expense of climate, water, soil, resources, or biodiversity.

The Dutch Fishermen's Association and the Young Fishermen's Network ("*Jongerennetwerk Visserij*") support the good intentions of this Green Deal. They see it as a social duty to find practical and feasible solutions with the backing of fishermen. This will make it possible to translate the Green Deal into a project within an acceptable time frame.

- Although the scope of this Green Deal is national, the cross-border nature of fishing and litter makes it desirable to promote the agreements under the Deal internationally and to comply with international best practices as much as possible.
- The *Regional Action Plan for Prevention and Management of Marine Litter in the North-East Atlantic*, which the OSPAR Commission of the OSPAR Convention² adopted on 28 June 2014, describes activities for communal measures and goals. A specific item in this action plan is the development of best practices for the fishing industry concerning, among other matters, dolly rope, waste management on board vessels and in ports, and dealing with fishing gear and operational waste.
- Parties are aware that the implementation of this Green Deal partly depends on the economic feasibility of the activities. Cost effectiveness will be a major factor for the implementation of this Green Deal, with disproportionate costs being avoided. Funding the activities will be done in a way that is acceptable to all parties.
- Parties consider it desirable that any higher costs for the fishing sector are to be limited as much as possible, and that common solutions are to be found for cost increases. To this end, Parties shall utilise their network to involve other parties that can support the process.
- Parties consider it desirable to look into the possibilities for EU co-funding.

Marine Strategy Framework Directive

- Pursuant to the Marine Strategy Framework Directive (MSFD), the Netherlands has a supplementary policy obligation to reduce the amount of marine litter.³
- All producers of marine litter – including the fishery sector – can assist the fulfilling of this obligation.
- For its strategy to deal with marine litter, the Dutch Government concentrates on the ten leading objects encountered during the monitoring of beaches⁴. Among them are fishing-related items such as nets, lines and dolly rope, with domestic waste contributing to the problem as well.
- Based on the ten leading items found on beaches, measures from the MSFD Programme of Measures are divided over six areas: raising awareness; beaches; rivers; shipping; fishing; and plastic products. For three of these areas, Green Deals are being realised. The Shipping Waste Chain Green Deal was signed on 10 September 2014. Together with the Fishery for a Clean Sea Green Deal, the Clean Beaches Green Deal will be signed.
- The Dutch fishing industry is taking action to become increasingly sustainable, evidenced by its willingness to participate in a variety of consultations and projects for reducing fishing waste in the marine environment. Examples include involvement

² Convention for the protection of the marine environment in the North-East Atlantic, signed in Paris on 22 September 1992. OSPAR's objective is protection of the marine environment and biodiversity in the North-East Atlantic (including the North Sea) through international cooperation.

³ Ministry of Infrastructure and the Environment (2012). [Marine Strategy for the Netherlands part of the North Sea 2012-2020, Part I](#)

⁴ See the letter to the House of Representatives titled "*Toelichting aanpak zwerfvuil op zee*", which explains the strategy for marine litter, IENM/BSK-2013/64496.

in SFAV and in projects such as Fishing for Litter, CleanSea, and “VisPluisVrij” (to decrease the amount of stray dolly rope left in the sea).

- In addition to optimisation of the waste collection in ports, the storage of domestic waste as well as fishing gear and operational waste on fishing vessels offers the opportunity to further close the waste chain. This benefits both the environment and the economy, thus leading to green growth.

Plastic Cycle Value Chain Agreement

- The Chain Agreement was signed on 12 November 2013 by 55 Dutch parties (within half a year, the number of signatories had grown to over 75). Its overall aim is to close the plastic cycle by promoting and accelerating sustainable innovations, and by smart collaboration in product chains among companies, knowledge centres, NGOs, and government bodies. Specific innovations are being developed that will help us clear plastic trash from rivers, bays, and oceans, to close the cycle in such a way that no more plastic litter finds its way into the sea or onto the land.
- Among the signatories are ports, waste collectors, companies, NGOs, and civil-society organisations.

Green Deal on Ship-generated Waste

- On 10 September 2014, port companies, the Dutch Government, Vereniging van Ondernemingen in de Milieudienstverlening ten behoeve van de Scheepvaart (VOMS), Royal Association of Netherlands Shipowners (KVNR), Bek & Verburg B.V., Martens Havenontvangstinstallaties B.V., Dutch Association of Ship Suppliers (NVVS) and North Sea Foundation concluded a Green Deal for closing the shipping waste chain. This Green Deal, in common with the Fishery for a Clean Sea Green Deal, will help reduce the amount of waste in the North Sea. At the same time, the Green Deal on Ship-generated Waste supports the Netherlands in fulfilling its obligation under the MSFD regarding marine litter. It also further fleshes out the agreements in the Plastic Cycle Value Chain Agreement. As the fishing industry and the maritime industry face similar challenges, some of the partners to the two Green Deals are the same, for instance Port of Den Helder, Groningen Seaports, and Bek & Verburg.
- In the case of waste discharge and waste collection in ports, the fishing industry is subject to the same regulations⁵ as the maritime industry.

AGREE AS FOLLOWS:

1. Objectives and definitions

Clause 1: Objectives

- Fishing vessels are to keep all domestic waste (1), all Fishing for Litter waste (2), and all fishing gear and operational waste (3) separated on board, and as far as possible are to submit these three waste streams separately at Dutch fishing ports.
- In 2016, five fishing ports will facilitate the submission of fishery waste streams, in a way that is effective and without causing the fishermen delay. The three waste streams will be collected separately. By 2020, this method will have been extended to all Dutch fishing ports.

⁵ These concern the International Convention for the Prevention of Pollution from Ships (MARPOL) and the Directive on port reception facilities for ship-generated waste and cargo residues, which have been implemented in the Netherlands under the Prevention of Pollution from Ships Act (WVVS). The fishing industry is exempt from mandatory notification.

- The current Fishing for Litter programme will remain in place, and – if possible – its scope will be widened.
- By 2020, 95% of fishing gear and operational waste as well as Fishing for Litter waste brought to Dutch quays by fishing vessels will be recycled or put to useful application.

Clause 2: Definitions

CleanSea: A European project for studying the impact of waste in the sea, involving 17 European research institutes under the leadership of the Dutch Institute for Environmental Studies (IVM); fishing vessels participate by gathering Fishing for Litter data (amounts and locations of waste)

Dolly rope: Bunches of polyethylene threads attached to the codend of fishing nets to prevent wear (abrasion)

Domestic waste: All types of waste not covered by annexes other than Annex V of the MARPOL Convention and that are produced in the accommodation areas on board a ship; the term “domestic waste” does not include domestic waste water (see MARPOL Annex V)

Fishery: Commercial operation for capturing fish or other living resources from the sea⁶

Fishing for Litter programme: A programme carried out by KIMO Netherlands & Belgium, in which participating fisherman take litter fished up with their catches back to land for collection, from where it is transported away, monitored, and processed; for storing Fishing for Litter waste on board, bigbags are brought onto the vessels⁷

Fishing for Litter waste: Waste fished up as by-catch during operation of the Fishing for Litter programme

Fishing gear: Any physical device – or part thereof – or assembly of parts that may be placed on or in the water or on the seabed for the purpose of capturing marine or freshwater organisms, or for the purpose of managing such organisms for subsequent capture or harvesting (see MARPOL Annex V)

Operational waste: All solid waste (including slurry) not covered by other annexes that is collected on board during normal maintenance or operations of a ship, or that is used for stowing and handling cargo (see MARPOL Annex V)

Separate waste streams: Division into three waste streams

Useful application: Processing of waste by reuse, recycling, or energy extraction

Waste streams: Break-down of fishery waste into three separate waste streams: domestic waste (1), Fishing for Litter waste (2), and fishing gear and operational waste (3)

2. Efforts and activities

Clause 3: Waste management on board

- a. VisNed shall take action to ensure its members become aware of the waste problem and the methods for solving it. It shall focus its efforts on promoting the storage of waste on-board and the separated unloading at the quayside of the three waste streams: domestic waste, Fishing for Litter waste, and fishing gear and operational waste (including dolly rope).
- b. In collaboration with the fishing sector and Port of IJmuiden, KIMO Netherlands & Belgium initiated a project this year (2014) to try to find a standard method for storing domestic waste separately on board fishing vessels, using special bigbags. The pilot will last three months, until December 2014. Depending on the results, a

⁶ This conforms to the Prevention of Pollution from Ships Act (WVVS).

⁷ For more information, see <http://www.kimonderlandbelgie.org/wat-we-doen/projecten-nederland-en-belgie/fishing-for-litter.html> (in Dutch).

follow-up project will be launched. If the pilot is successful, KIMO Netherlands & Belgium and Port of IJmuiden will support a broad implementation in the Dutch fishing industry in the period 2015 to 2016. The results will be presented internationally to the network of KIMO International at the EU and OSPAR levels, and as part of the CleanSea project.

- c. Bek & Verburg and Port of IJmuiden are conducting a joint study into the possibility of the separate storing and unloading of fishing gear and operational waste. The study will be completed in 2015.
- d. The Municipality of Urk and the Municipality of The Hague shall communicate proactively in their respective municipalities with the fishery sector, to encourage participation in this Green Deal.
- e. From 2015 to 2020, ProSea will be providing educational activities for fishermen to raise their awareness of sustainability. Each year, ProSea shall organise the four-day course "*Vissen met toekomst*" ("Fishing with a Future") at the Dutch fishery schools, as well as a workshop for practising fishermen. Real-life challenges at sea – such as dealing with solid waste – will be permanent features of these educational activities.
- f. In consultation with and subject to the agreement of the Minister of Education, Culture and Science, and in close collaboration with the fishery schools and the fishery sector, the Ministry of Economic Affairs and the Ministry of Infrastructure and the Environment are making an effort to have the subject of sustainability, including solid waste, as a fixture of the "*Stuurman werktuigkundige SW 6*" (Navigating Officer / Mechanical Engineer) and "*Visserijofficier*" (Fisheries Officer) qualification files for intermediate vocational training in the fishing industry by 2018.
- g. ProSea is conducting a study, to be completed before 2020, into ways of making educational initiatives concerning sustainability for active fishermen a permanent feature within the sector.

Clause 4: Study into sustainable alternatives to dolly rope

- a. Together with materials experts, North Sea Foundation, and Dutch as well as foreign fishing-gear experts, VisNed is attempting to develop affordable alternatives to be used instead of dolly rope.

Clause 5: Waste management at fishing ports

- a. By 2016, the Fishing Ports will have restructured their organisations in a way that enables the three waste streams to be unloaded separately after ships have moored.
- b. In 2015, the Dutch Government in collaboration with the Fishing Ports and the fishing industry will draw up a set of best practices for facilities that receive waste streams in the ports. This will take into account the economic feasibility of the facilities.
- c. By 2020, the Fishing Ports will have optimised their waste collecting infrastructure for fishing vessels in line with the best practices referred to in Clause 5, under b. They will also have factored this optimisation into the VisHAP waste plan for fishing ports. Modifications will be coordinated with the fishery sector, an important issue being the financing. Best practices can mean:
 - Sufficient collecting facilities

- Collecting facilities placed at strategic locations, such that distance between the ship and the facility is acceptable, or facilities being moved alongside the ship as it enters the port
 - Collecting facilities that can be locked (possibly with an electric key)
 - Regular emptying of collecting facilities
 - Separate collecting points for nets
- d. By 2020, the Fishing Ports will inform fishing vessels about waste collection when the ships enter port.

Clause 6: Fishing for Litter

- a. KIMO Netherlands & Belgium shall continue carrying out the Fishing for Litter programme. If feasible, the project will be expanded.
- b. Each year, the Ministry of Infrastructure and the Environment will allocate a sum of money to KIMO Netherlands & Belgium for it to coordinate the Fishing for Litter programme.
- c. Port of Scheveningen, Port of Den Oever, Harlingen Ports, Groningen Seaports and Port of IJmuiden shall continue to participate in the Fishing for Litter programme. At their ports, they shall weekly provide participating ships with bigbags to take to sea. When the vessels return to port, they shall deposit the bigbags on the quayside, which shall then be removed by the port authorities.
- d. The Municipality of Urk and the Municipality of The Hague shall make an effort to increase participation in the Fishing for Litter programme.
- e. Harlingen Ports, Port of Den Oever and Port of IJmuiden shall continue to participate in the CleanSea project. The collected waste is measured and monitored separately. The CleanSea project will run until 2016.

Clause 7: Waste processing

- a. In 2015, Bek & Verburg will provide the ports of IJmuiden and Scheveningen with facilities for accepting the three waste streams separately. Bek & Verburg shall make an effort for this to be expanded to four ports in 2016.
- b. In 2015, MAIN B.V. will provide the port of Den Helder with facilities for accepting the three waste streams separately.
- c. As from 1 January 2015, Bek & Verburg will take care of the acceptance, weighing and monitoring of Fishing for Litter waste from the ports of Vlissingen and IJmuiden and at the port of Scheveningen.
- d. Bek & Verburg shall accept the Fishing for Litter waste from ships that participate in the CleanSea project. It will do so at the ports of Harlingen, Den Oever and IJmuiden, keeping the waste separated, and then weighing and monitoring it.
- e. Bek & Verburg shall participate in studies into the separate collection of waste streams. Its first action will be participation in the feasibility study conducted by KIMO Netherlands & Belgium to find a standard method for storing domestic waste on board the fishing vessels GO-22 and GO-26 (which will be completed at the end of this year, 2014).
- f. In collaboration with the fishery sector, the Municipality of Hollands Kroon and Coöperatieve In- en Verkoop Vereniging Den Oever (CIV Den Oever) shall continue to recycle discarded fishing nets as part of the Healthy Seas project. The forecast is that 30 tonnes of nets will be collected and processed each year.

Clause 8: Monitoring

- a. The activities will be monitored as part of the national beach monitoring programme under the MSFD, as conducted by North Sea Foundation. The data

collected will give an idea of the number of litter items, their sources, and the corresponding trends. Trends in fishery waste shall be pinpointed in consultation with the Parties.

- b. KIMO Netherlands & Belgium will set up a monitoring programme in 2015 to measure the effectiveness of the Green Deal. The programme will go into operation at the beginning of 2016.

Clause 9: Additional efforts and activities by North Sea Foundation

- a. North Sea Foundation shall share the best practices for waste management on board and in ports as referred to in Clauses 3, under b, and 5, under b, with its NGO counterparts in Europe.

Clause 10: Additional activities of Port of IJmuiden

- a. Before 1 April 2015, Port of IJmuiden will have installed a quayside power facility for pelagic fishing vessels moored at Haringhaven.

Clause 11: Additional activities of Groningen Seaports

- a. Groningen Seaports shall undertake action to enable fishing vessels lying in the waiting docks to use quayside power sources.

Clause 12: Additional efforts and activities by the Dutch Government

- a. The Dutch Government is exploring the possibilities at the national level of co-financing and tax breaks for projects initiated under this Green Deal.
- b. The Dutch Government shall endeavour to arrange for European Funds to support the Green Deal.
- c. The Dutch Government and KIMO Netherlands & Belgium shall make an effort to involve other stakeholders – such as local authorities – in the Green Deal.
- d. Each year, the Ministry of Infrastructure and the Environment will allocate a sum of money to KIMO Netherlands & Belgium for it to carry out the central coordination of the Green Deal.
- e. The Dutch Government shall take action to actively draw the attention of other North Sea countries to the experience gained from this Green Deal.
- f. The Dutch Government shall utilise its national and international networks to exchange and evaluate knowledge relating to the closing of the fishing waste cycle, also with the purpose that the activities agreed as part of this Green Deal might have a chance of being adopted internationally. One of the frameworks for this is OSPAR's Marine Litter RAP (Regional Action Plan).

Clause 13: Additional efforts and activities by KIMO Netherlands & Belgium

- a. KIMO Netherlands & Belgium shall provide the central coordination for this Green Deal.
- b. KIMO Netherlands & Belgium shall bring this Green Deal to the attention of members of KIMO International. In collaboration with the Dutch Government and ProSea, KIMO Netherlands & Belgium will also set up an international project, for which it is seeking the collaboration of KIMO Denmark.

3. Final provisions

Clause 14: Implementation in accordance with European Union law

The agreements in this Green Deal will be implemented in accordance with European Union law, in particular insofar as the agreements are subject to the operation of European Union rules relating to requests for tenders, competition, Government support, and technical standards and specifications.

Clause 15: Amendments

1. Each Party shall have the right to request the other Parties in writing for the Green Deal to be amended. An amendment requires the written consent of all Parties.
2. Parties shall meet for discussion within six weeks of a Party expressing the wish for this in writing to the other Parties.
3. Copies of the amendment and declarations of consent will be attached to the Green Deal as annexes.

Clause 16: Work group

A work group comprising representatives of the Parties to this Green Deal shall be charged with implementing it. The members and chairs of the work group shall be determined within four weeks of this Green Deal being signed.

Clause 17: Evaluation

1. Parties will evaluate the implementation and effectiveness of this Green Deal each year. The outcome can result in one or more Parties utilising the amendment procedure described in Clause 15.
2. The main points of the Green Deal are part of the draft MSFD Programme of Measures, and are available for inspection by members of the public. The results will be included in the first evaluation of this Green Deal in 2015 and incorporated in the final MSFD Programme of Measures.

Clause 18: Admission of new parties

1. New parties can be admitted to this Green Deal.
2. A party wishing to be admitted shall inform the Ministry of Infrastructure and the Environment of this in writing. Once all Parties will have agreed in writing to the request for admission, the requester will be granted the status of party to this Green Deal, and the rights and obligations applying to it under the Green Deal will take effect.
3. The request for admission and the declaration of consent shall be attached to this Green Deal as an annex.

Clause 19: Official title

This Green Deal can be referred to as the "Fishery for a Clean Sea Green Deal".

Clause 20: Termination

Each Party can terminate its participation in this Green Deal at any time in writing, subject to a notice period of one month.

Clause 21: Compliance

Parties agree that compliance with the agreements in this Green Deal shall not be enforceable by law.

Clause 22: Entry into operation

1. This Green Deal will enter into operation on the day following its signing by all Parties, and will remain in operation until the end of 2020.
2. Parties shall commence implementation of all the agreements referred to in this Green Deal as soon as possible.

Clause 23: Publication

This Green Deal and all other Green Deals concluded will be published in the Government Gazette and other media, thus enabling other parties to become aware of the Green Deals concluded, as a way of promoting their reproduction.

Thus agreed and signed in duplicate in IJmuiden on 20 November 2014:

The Minister of Infrastructure and the Environment,

[Signature]

.....
M.H. Schultz van Haegen

The State Secretary for Economic Affairs,

[Signature]

.....
S.A.M. Dijkema

The State Secretary for Infrastructure and the Environment,

[Signature]

.....
W.J. Mansveld

VisNed,

[Signature]

.....
W. Visser

Port of Den Helder,

[Signature]

.....
P.H. Kolff

Zeehaven IJmuiden NV,

[Signature]

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P.H.L.M. van de Meerakker

Groningen Seaports,

[Signature]

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H.D. Post

Port of Lauwersoog,

[Signature]

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H.D. Post

Port of Den Oever,

[Signature]

.....
Th.J. Meskers

The Municipality of Hollands Kroon,

[Signature]

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T.J. Meskers

Port of Scheveningen,

[Signature]

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M. Meinster

The Municipality of The Hague,

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M. Meinster

The Municipality of Harlingen,

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W.R. Sluiter

The Municipality of Urk,

[Signature]

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G. Post

KIMO Netherlands & Belgium,

[Signature]

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R. te Beest

Bek & Verburg B.V.,

[Signature]

.....
D. van Mullem

Maritieme Afvalstoffen Inzameling Nederland B.V.,

[Signature]

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W. van der Linden

North Sea Foundation,

[Signature]

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E. Leemans

Stichting ProSea Marine Education,

[Signature]

.....
E. Bogaard