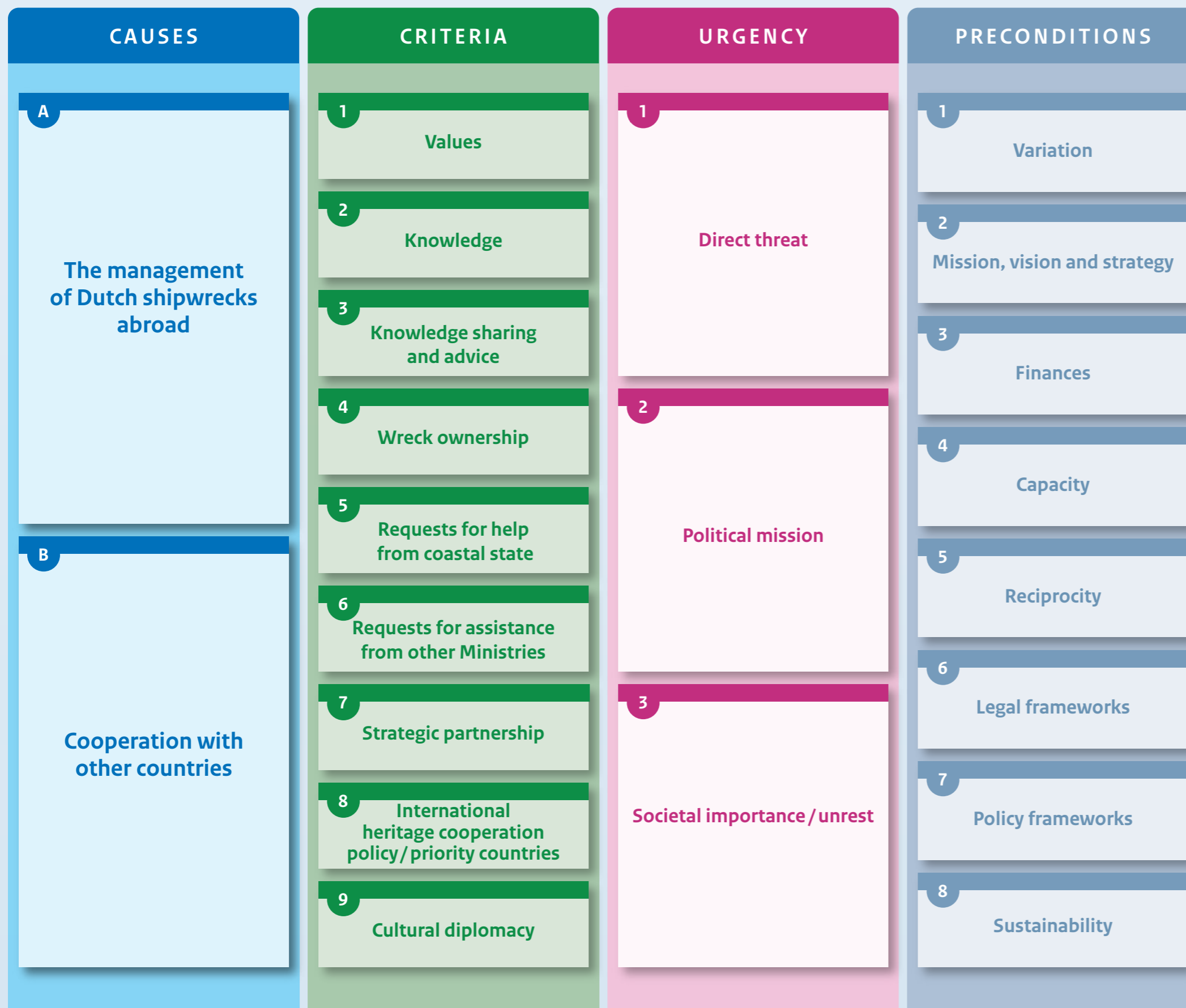


## Decision-making framework for Dutch shipwrecks abroad



SELECTION

Thousands of shipwrecks lie on the world's sea beds, many of which form part of Dutch cultural heritage. While it is not known exactly how many of these sites exist, wreck counts have so far identified at least 1600.

In the absence of responsible management these wrecks will disappear.

A variety of considerations affect the decision of whether or not to protect a shipwreck, or whether a wreck site is surveyed by the RCE and by extension the Dutch state.

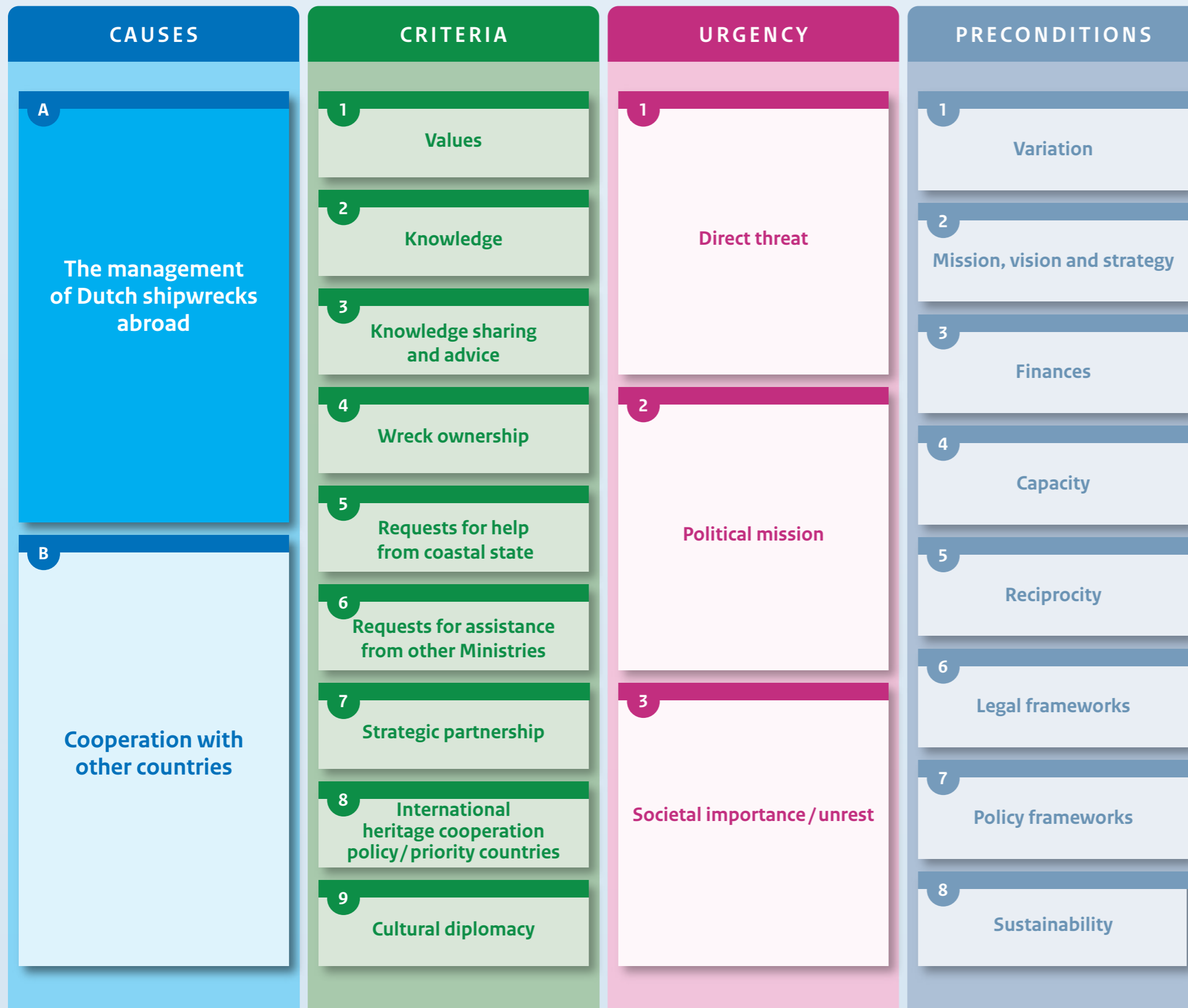
The decision-making framework employed for this purpose is shown here.

[Click on the diagram for more information.](#)

▶ The decision-making framework is employed to prioritize the state's activities.



# Decision-making framework for Dutch shipwrecks abroad



**CAUSES**

There are two main **reasons** for considering whether or not a wreck site should be surveyed by the RCE and by extension the Dutch state.

**A** The management of Dutch shipwrecks abroad  
**B** Cooperation with other countries

**A**

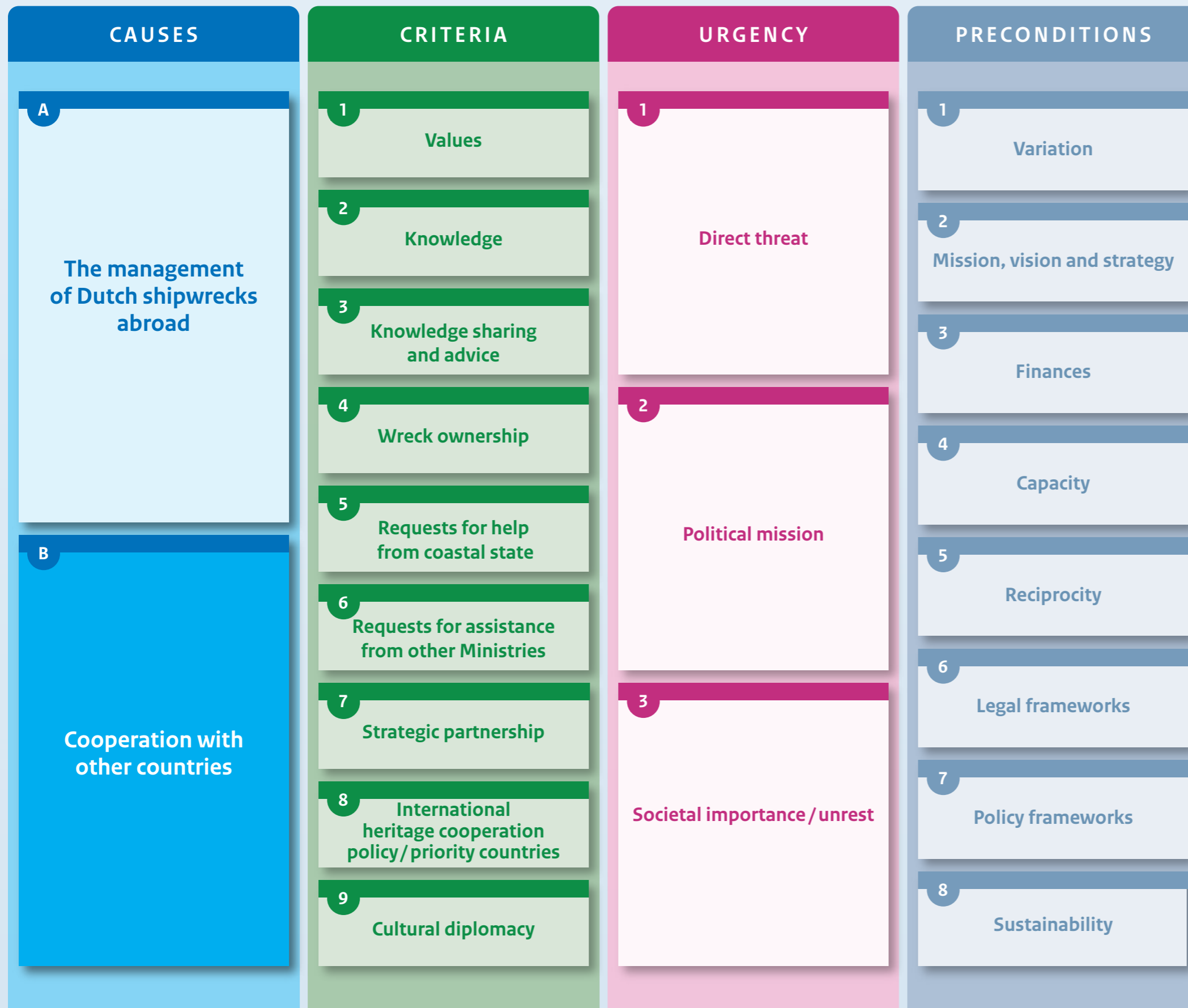
**The management of known shipwreck sites**  
 Discussions about the involvement of the Dutch state in the management of Dutch shipwreck sites abroad often concern the issue of ownership: does the Dutch state have a responsibility?

However, another consideration may be that a wreck forms such an important part of Dutch history that its study or protection is important.

## SELECTION



# Decision-making framework for Dutch shipwrecks abroad



SELECTION

## CAUSES

There are two main reasons for considering whether or not a wreck site should be surveyed by the RCE and by extension the Dutch state.

- A** The management of Dutch shipwrecks abroad
- B** Cooperation with other countries

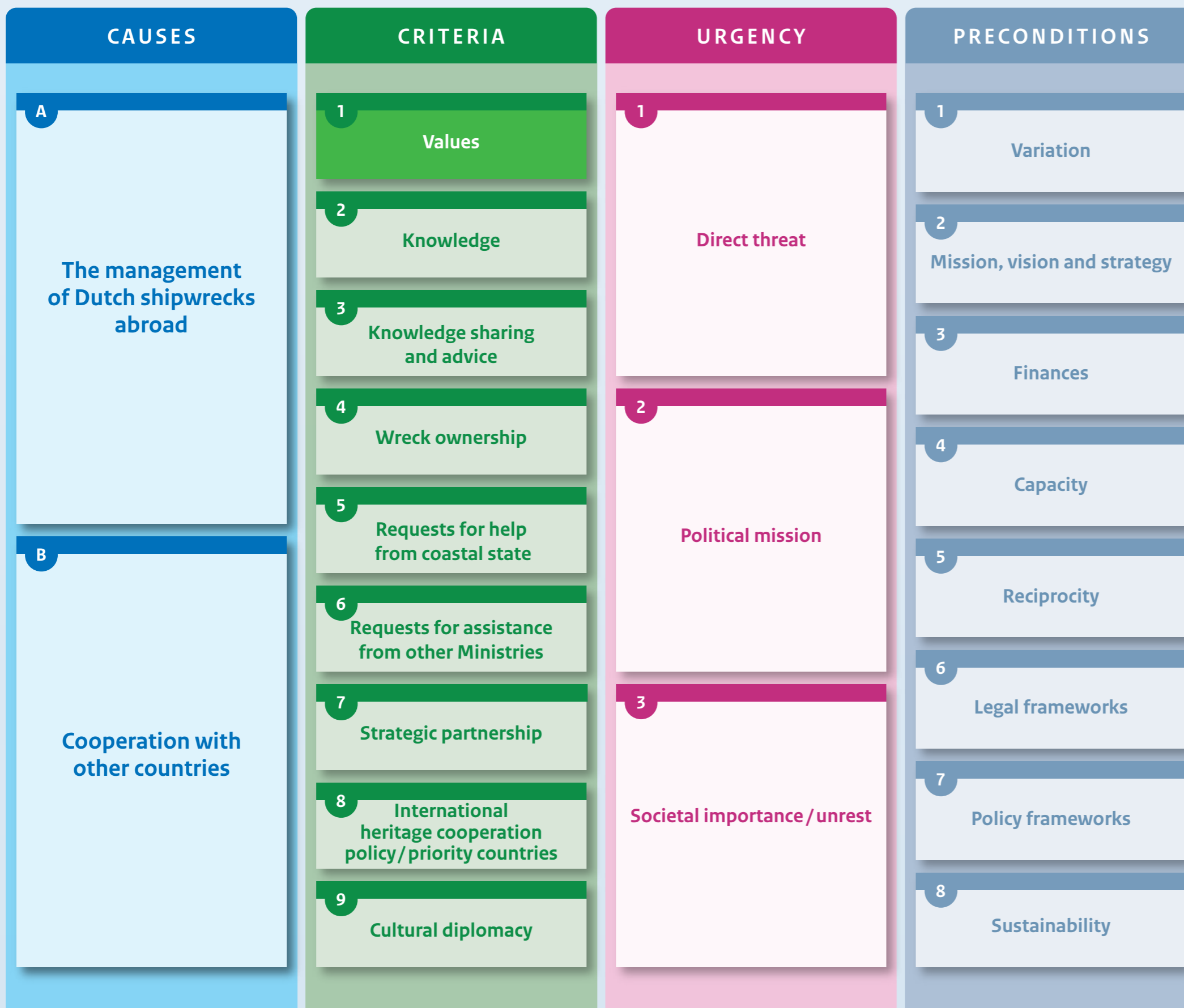
**B**

### Cooperation with other countries

The Netherlands cooperates with other countries through international fora, for instance through the government's International Policy, the former Shared Cultural Heritage Programme (*Gedeeld Cultureel Erfgoed Programma*), or the UNESCO Convention on the Protection of Underwater Cultural Heritage.

Decisions here are based on mutual interest and on strengthening links between the countries involved.

## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

1

**Values**

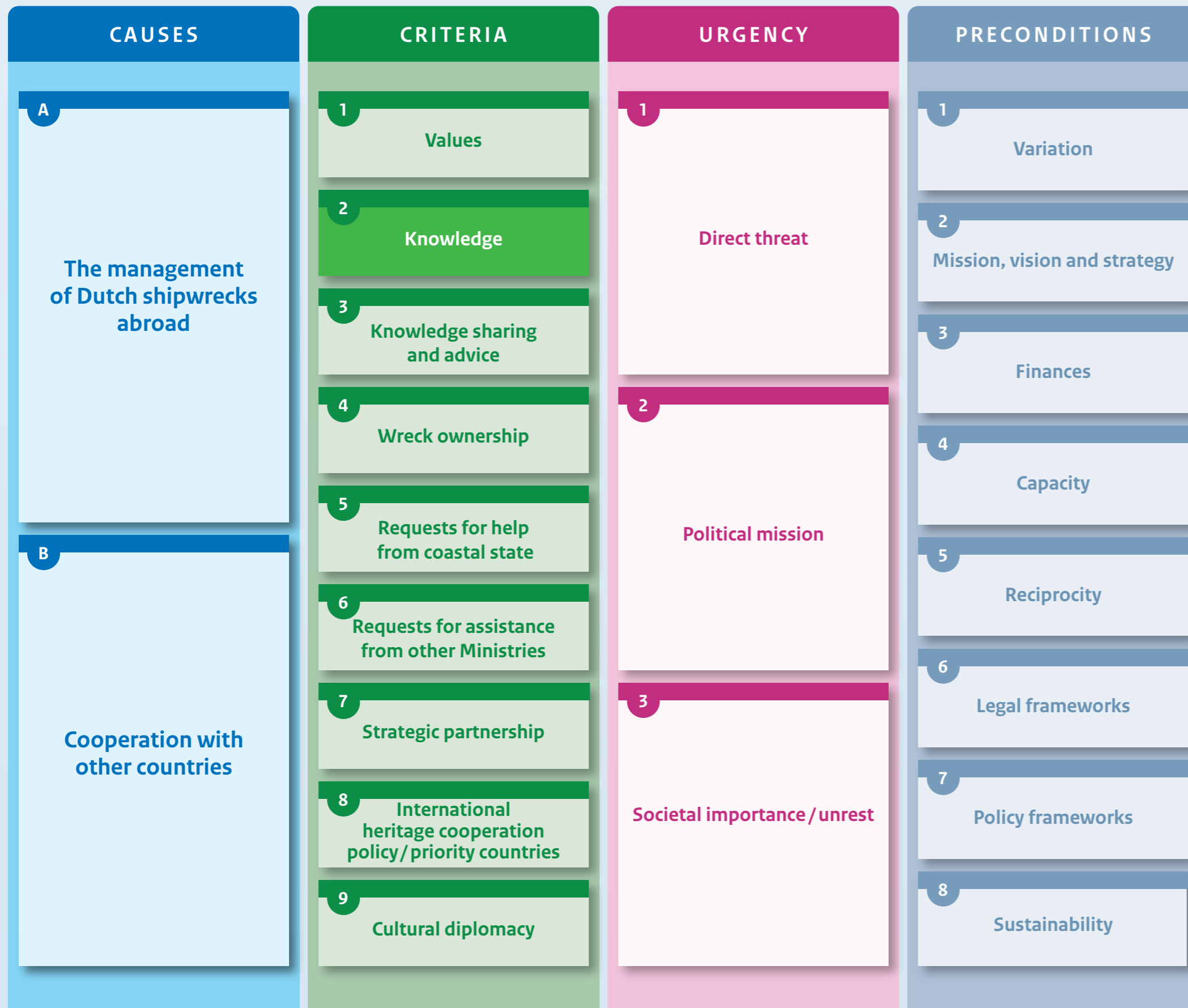
The principal issue is the intrinsic value of the site, on the basis of historical and archaeological criteria.

Other values, however, such as memorial value, war grave status, and biodiversity, may also play an important role in the decision.

This may often become clear following a request for assistance from another Ministry (Criterion 6), a political mission (Urgency 2), or societal importance (Urgency 3).



# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

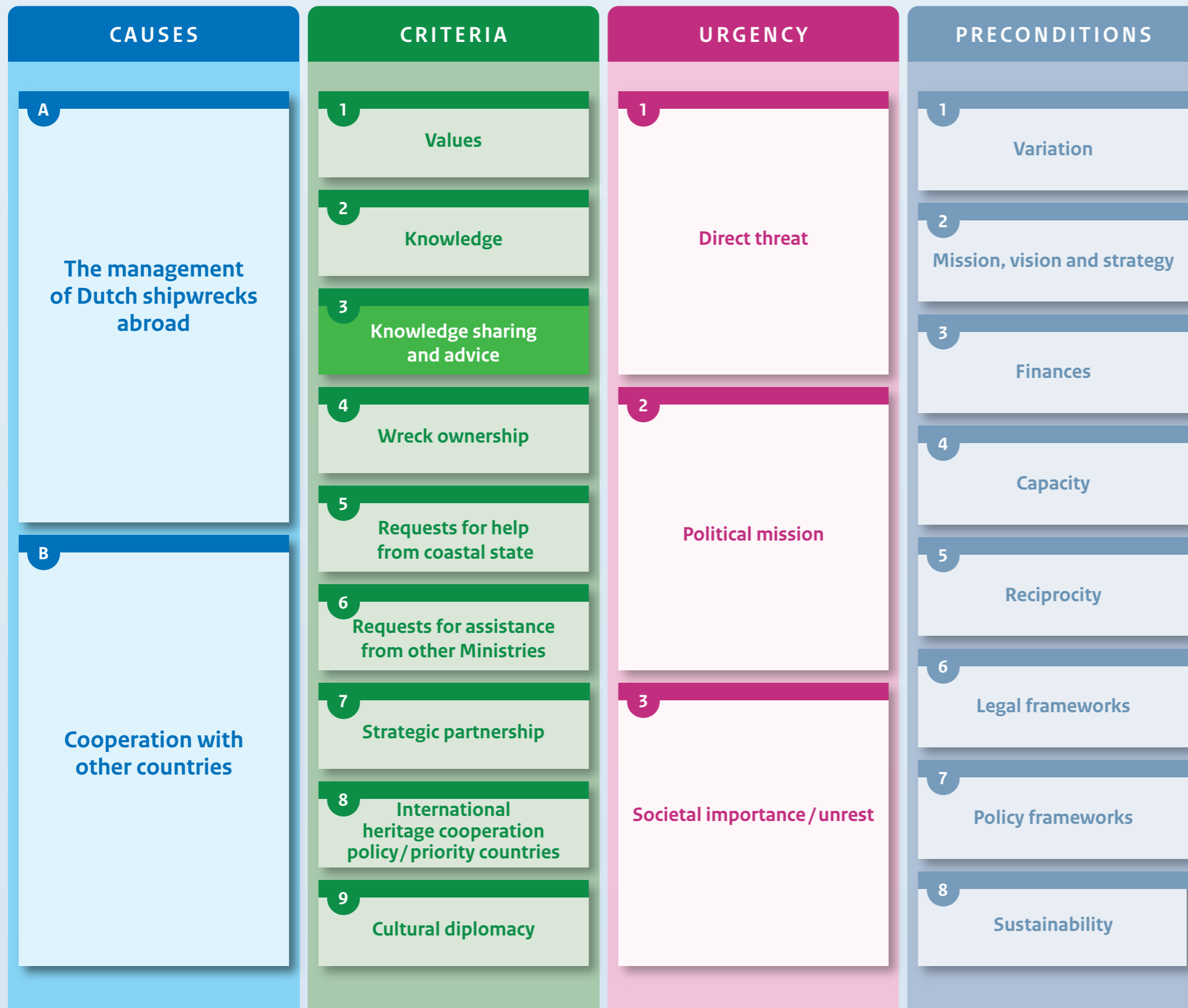
2

#### Knowledge

We also look at the knowledge that the wreck site could provide to deepen our understanding of the past, by comparing the site with other known sites and with existing, relevant research agendas.



# Decision-making framework for Dutch shipwrecks abroad



## CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

3

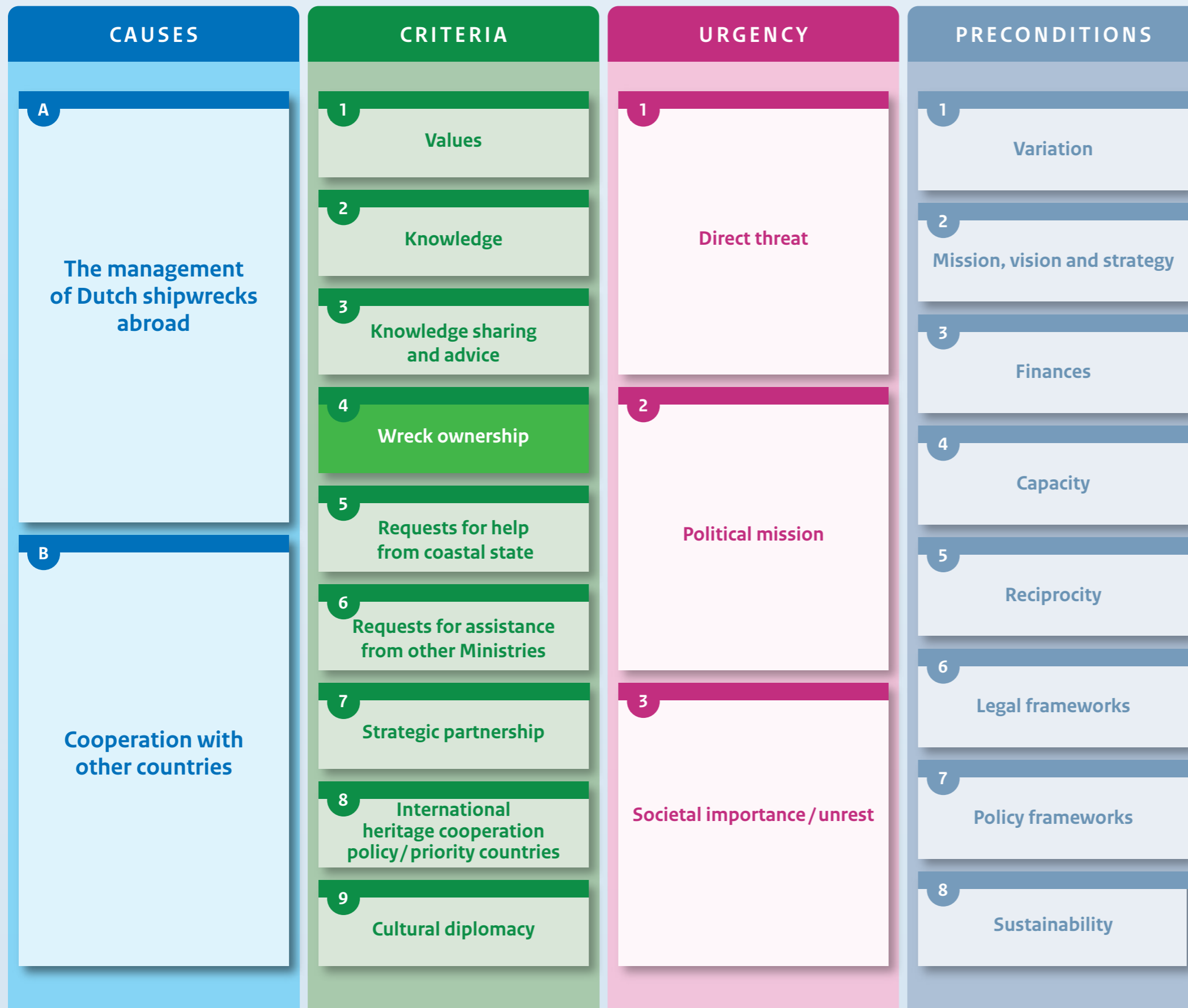
**Knowledge sharing and advice**  
 The wreck site may provide information that allows us to share knowledge and provide consultancy.  
 In other words, the site may also be of scientific value to others.

SELECTION





# Decision-making framework for Dutch shipwrecks abroad



SELECTION

## CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

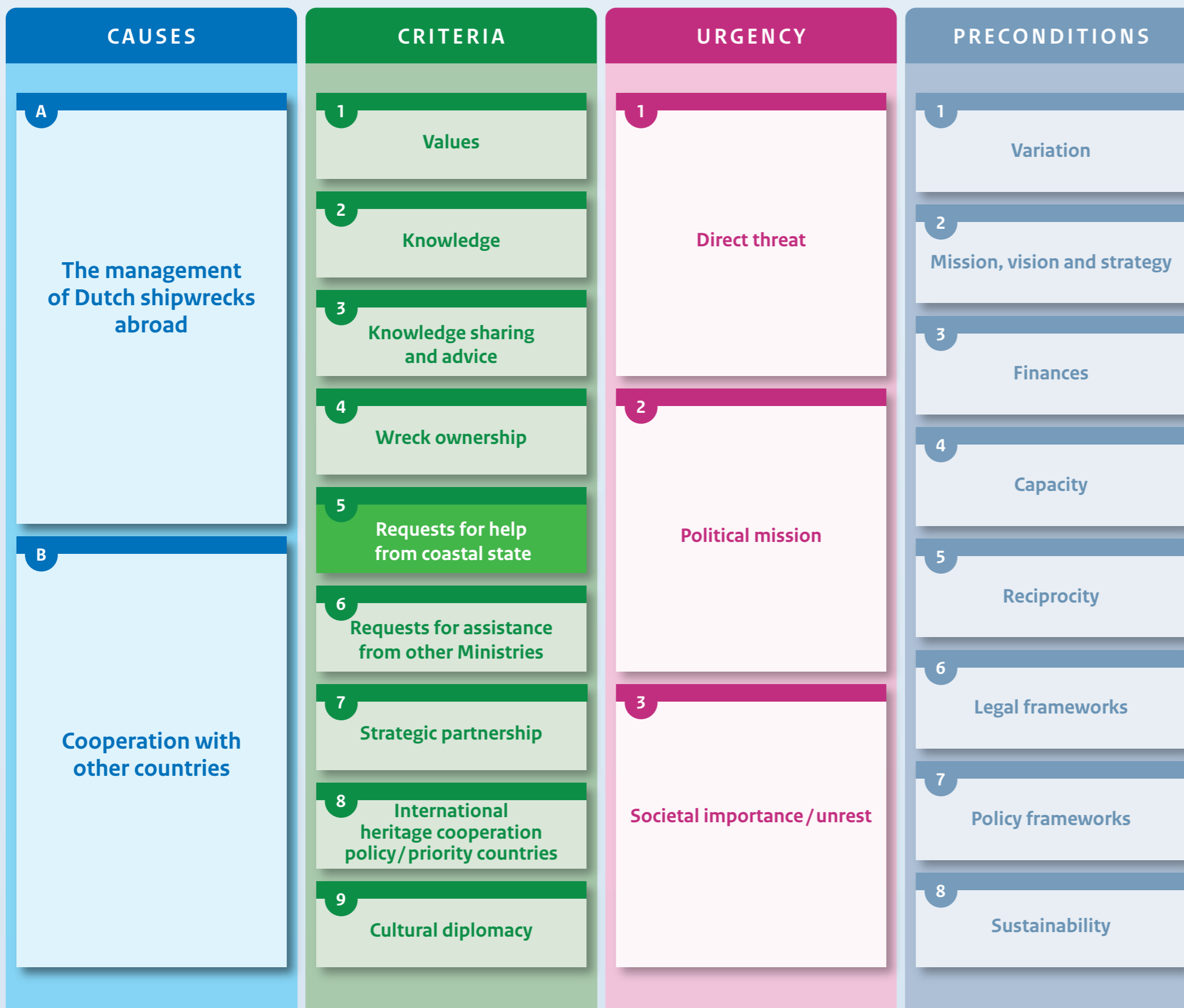
4

### Wreck ownership

A 'sovereign' wreck belongs to a sovereign power. If a vessel has Dutch sovereignty, the Netherlands has a duty to manage the wreck site.

The same applies to shipwrecks belonging to other sovereign powers but lying in Dutch waters; this is referred to as a 'reasonable standard of care'.

## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

5

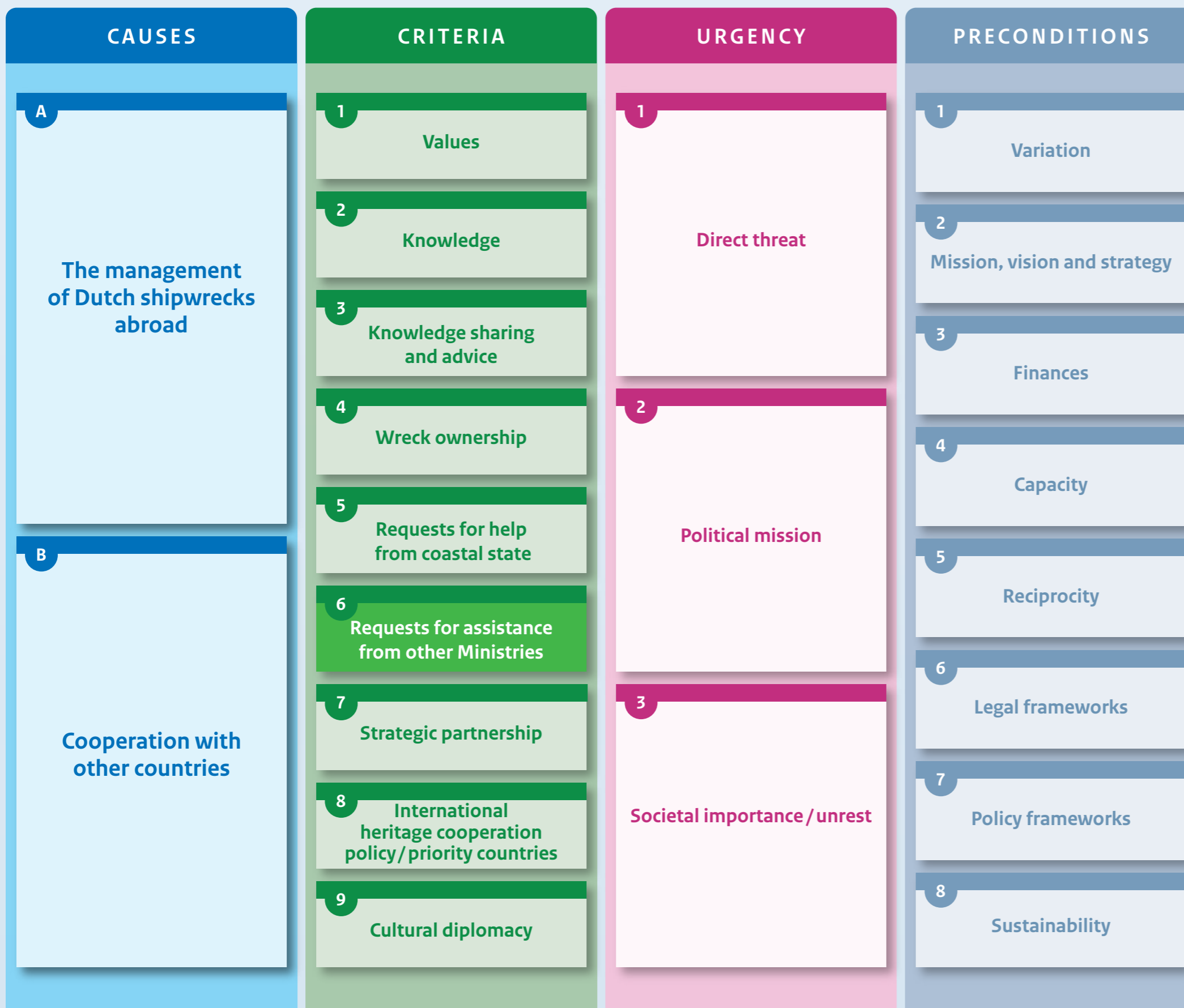
**Requests for help from coastal state**

If – occasionally following a claim of sovereignty – another country submits a request for research or management measures, this is complied with.

The wreck site is then accorded a higher action priority.



## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

6

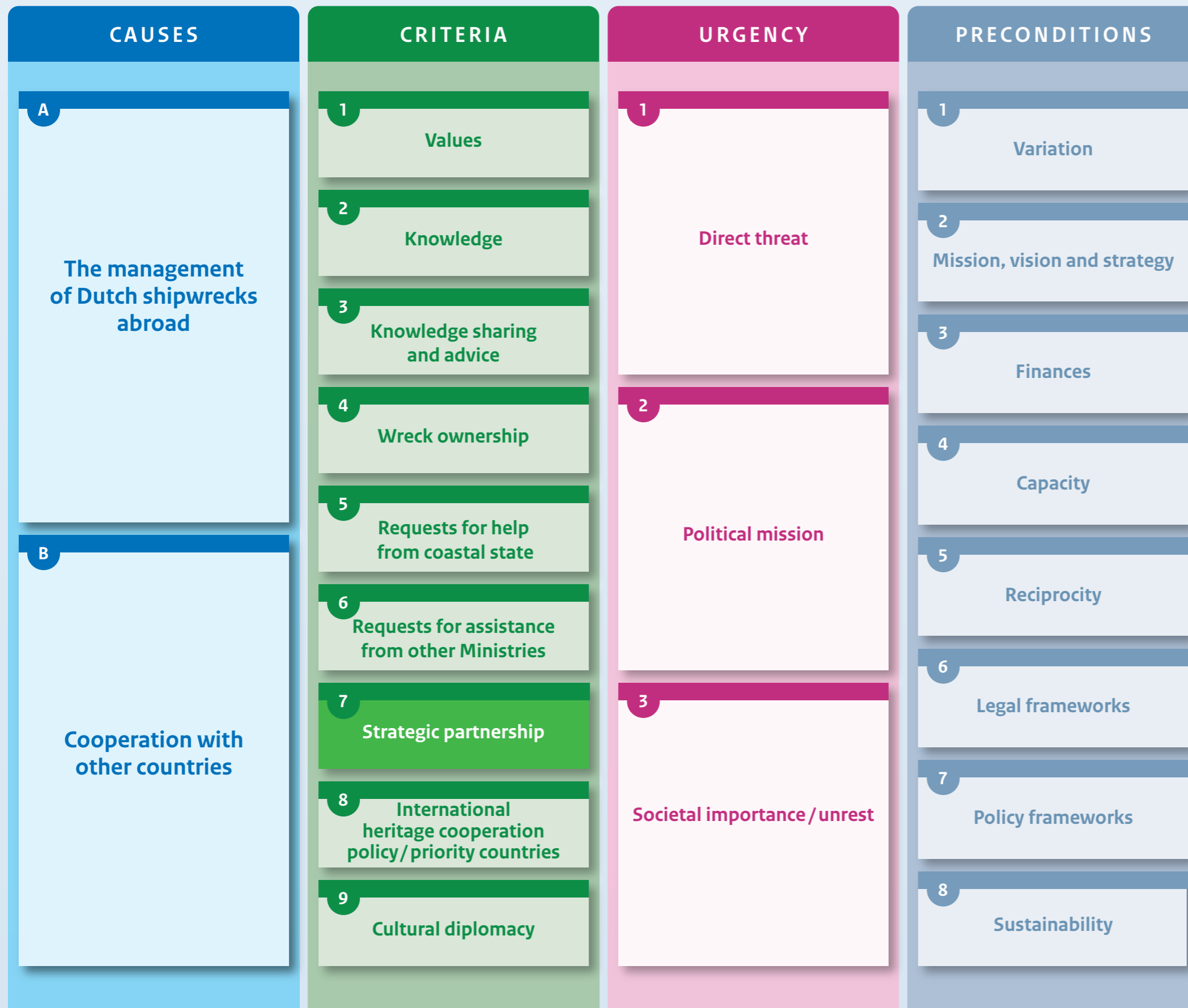
### Requests for assistance from other Ministries

Other Dutch Ministries may submit a request to OCW/RCE for assistance in taking action to manage a culturally and historically significant wreck.

This might be the Ministry of Foreign Affairs (relationship management), the Ministry of Defence (its own vessels) or the Ministry of Internal Affairs / Finances (a Dutch ownership claim).



# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

7

#### Strategic partnership

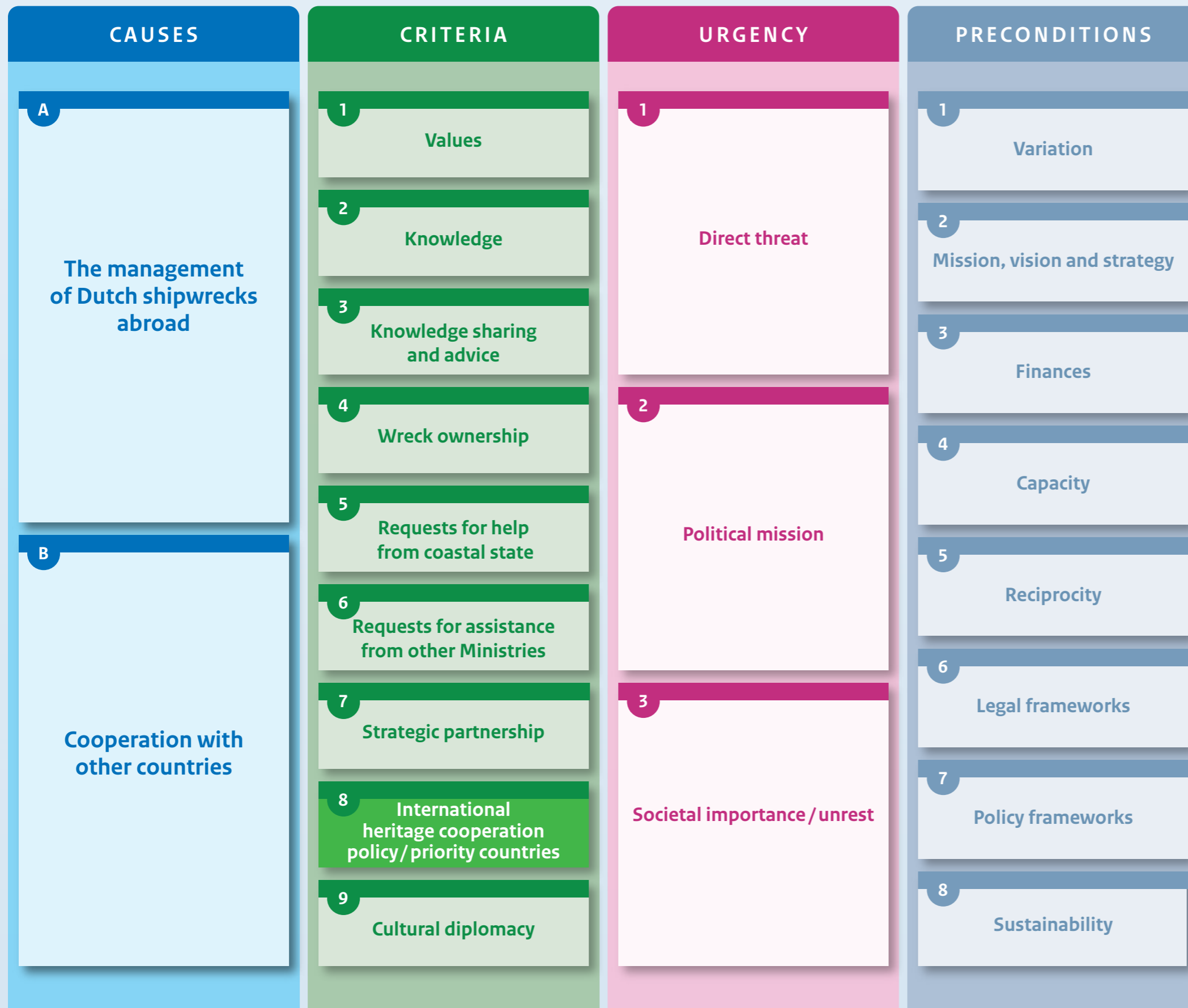
In some cases, collaborating with another country or another Ministry on a wreck site yields a medium-term or long-term strategic partnership.

This may have an overarching effect on the larger heritage management picture.





# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### CRITERIA

In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

8

#### International heritage cooperation policy / priority countries

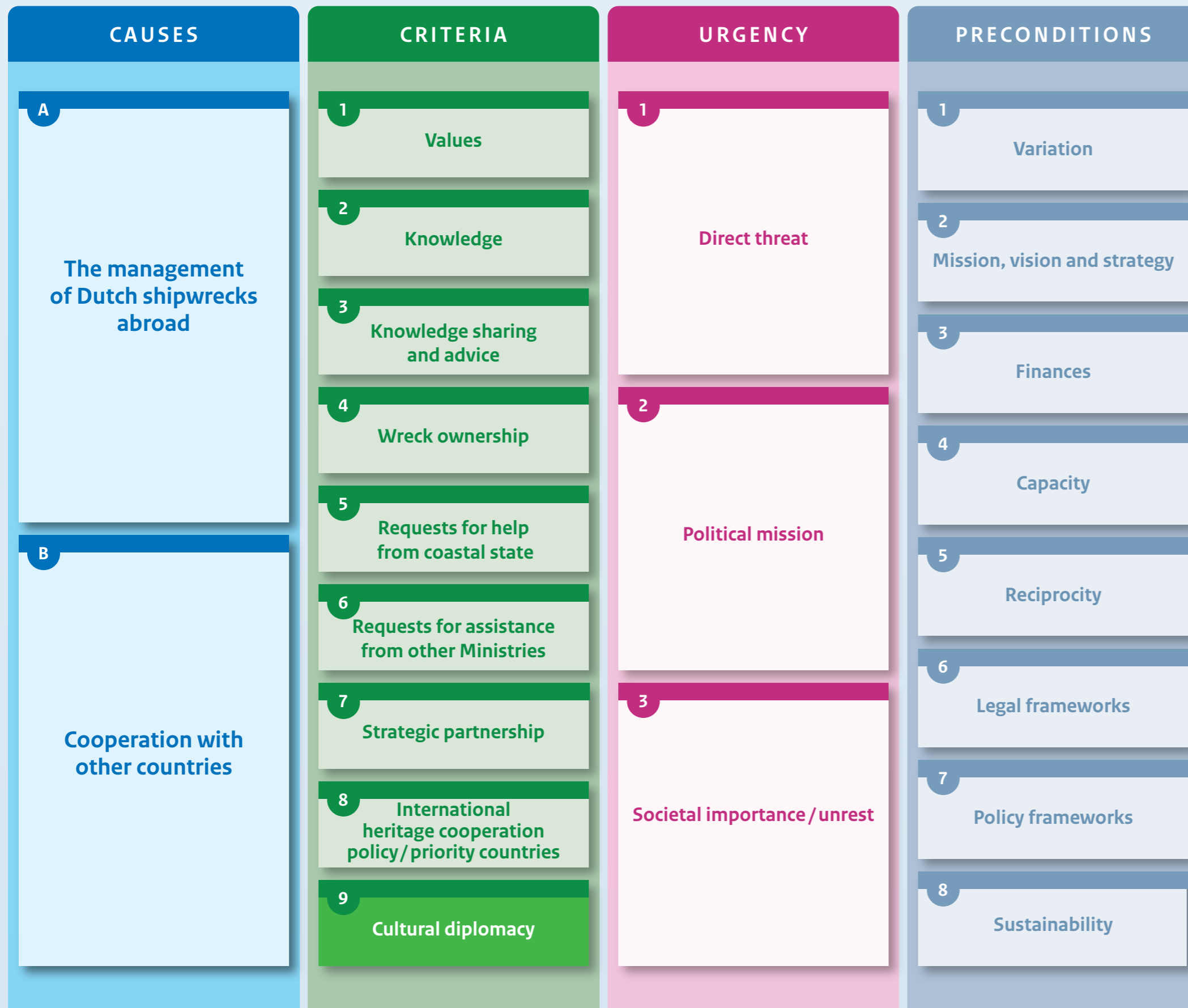
The Dutch government worked with a Shared Cultural Heritage policy (*Gedeeld Cultureel Erfgoed, GCE*) for several years. This policy has now been subsumed by a larger International Policy (*Internationaal Beleid, IB*), which lists the countries with which the Netherlands prioritizes cooperation in the area of cultural heritage.

Additional funding has been made available to this end, which can lead to the advancement of certain projects.





# Decision-making framework for Dutch shipwrecks abroad



SELECTION

## CRITERIA

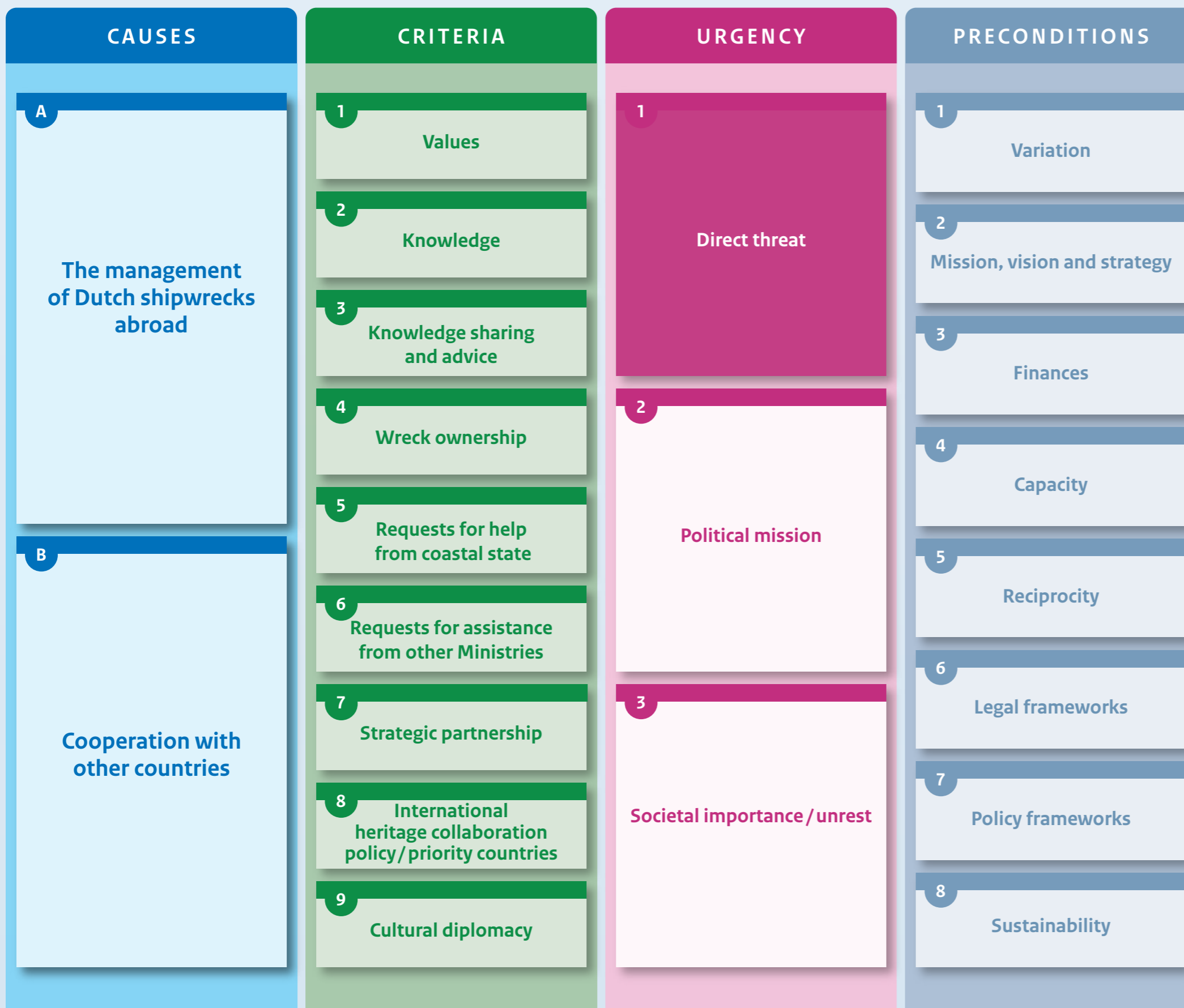
In determining whether one wreck site is more important than another, a number of **criteria** are taken into consideration:

9

### Cultural diplomacy

Heritage can be part and parcel of cultural diplomacy. Since there can be age-old and predominantly maritime links with a country, maritime heritage sometimes forms a figurative vehicle for seeking rapprochement with that country – either as equals, or to arrive at closer collaboration in a ‘safe’ way.

## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## URGENCY

The criteria should be weighed up by experts. However, a degree of **urgency** may dictate that a sub-selection is made from a group of selected wreck sites.

1

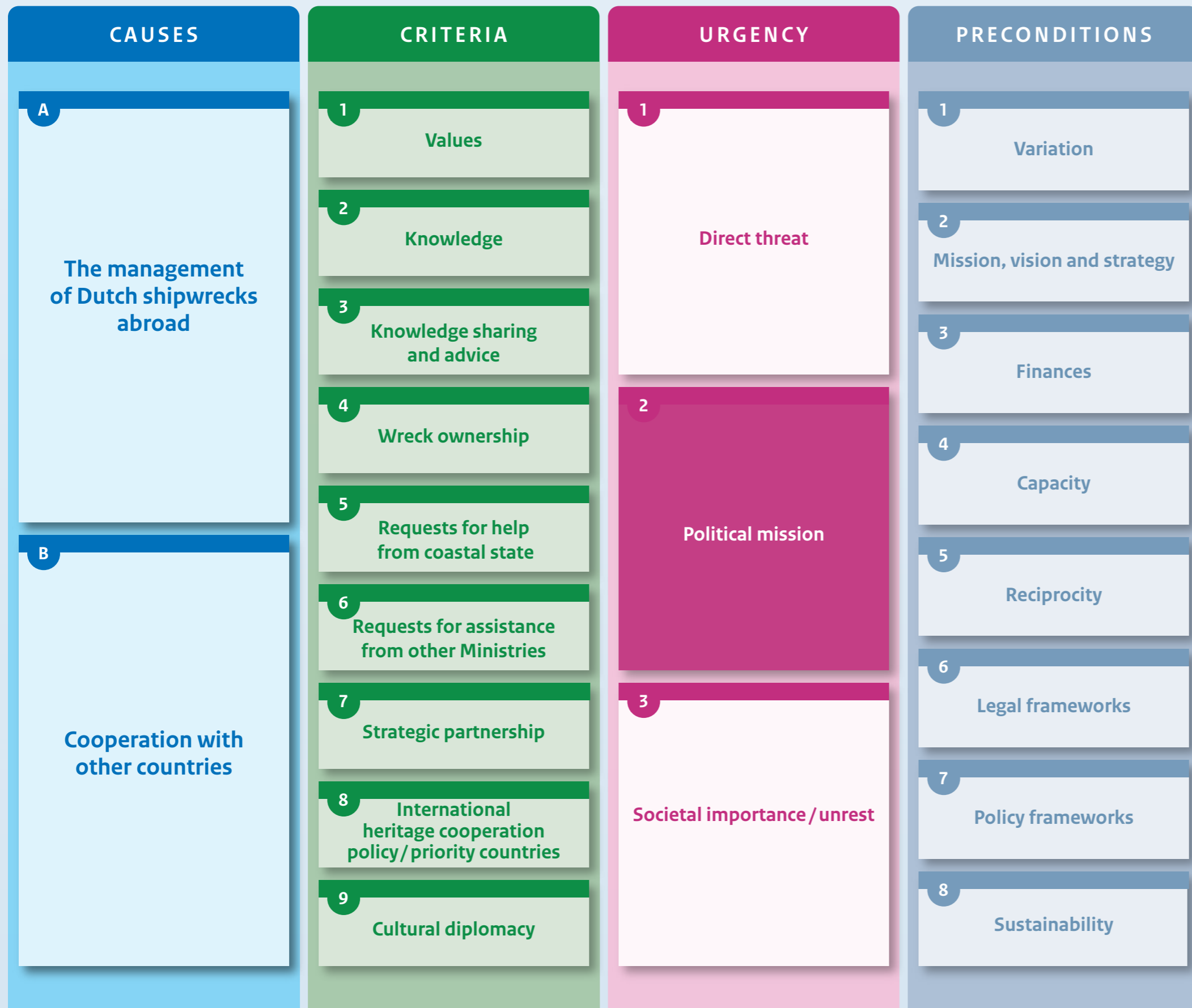
**Direct threat**

A wreck site may be subject to a direct threat. This may be clear from the moment of its discovery, but it may also become evident only after (long-term) monitoring.

Direct threats may include erosion processes, shipworm, fishing practices, infrastructure projects, or illegal salvaging.



# Decision-making framework for Dutch shipwrecks abroad



## URGENCY

The criteria should be weighed up by experts. However, a degree of **urgency** may dictate that a sub-selection is made from a group of selected wreck sites.

### 2

#### Political mission

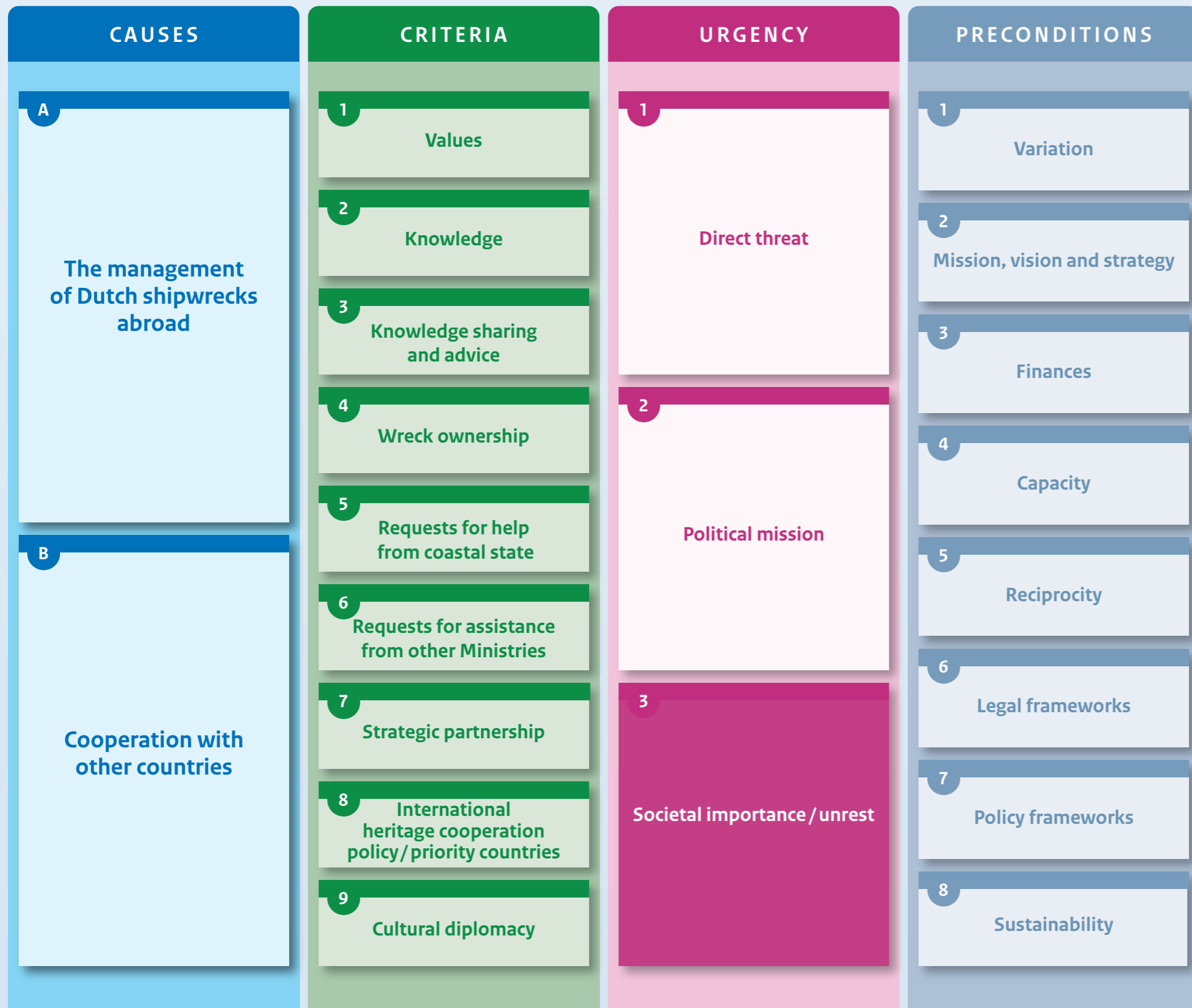
The House of Representatives may decide on a political mission which means that the activities that fall under this mission are given the highest priority. This may be the case, for instance, for war graves at sea.

SELECTION





# Decision-making framework for Dutch shipwrecks abroad



## URGENCY

The criteria should be weighed up by experts. However, a degree of **urgency** may dictate that a sub-selection is made from a group of selected wreck sites.

### 3

#### Societal importance / unrest

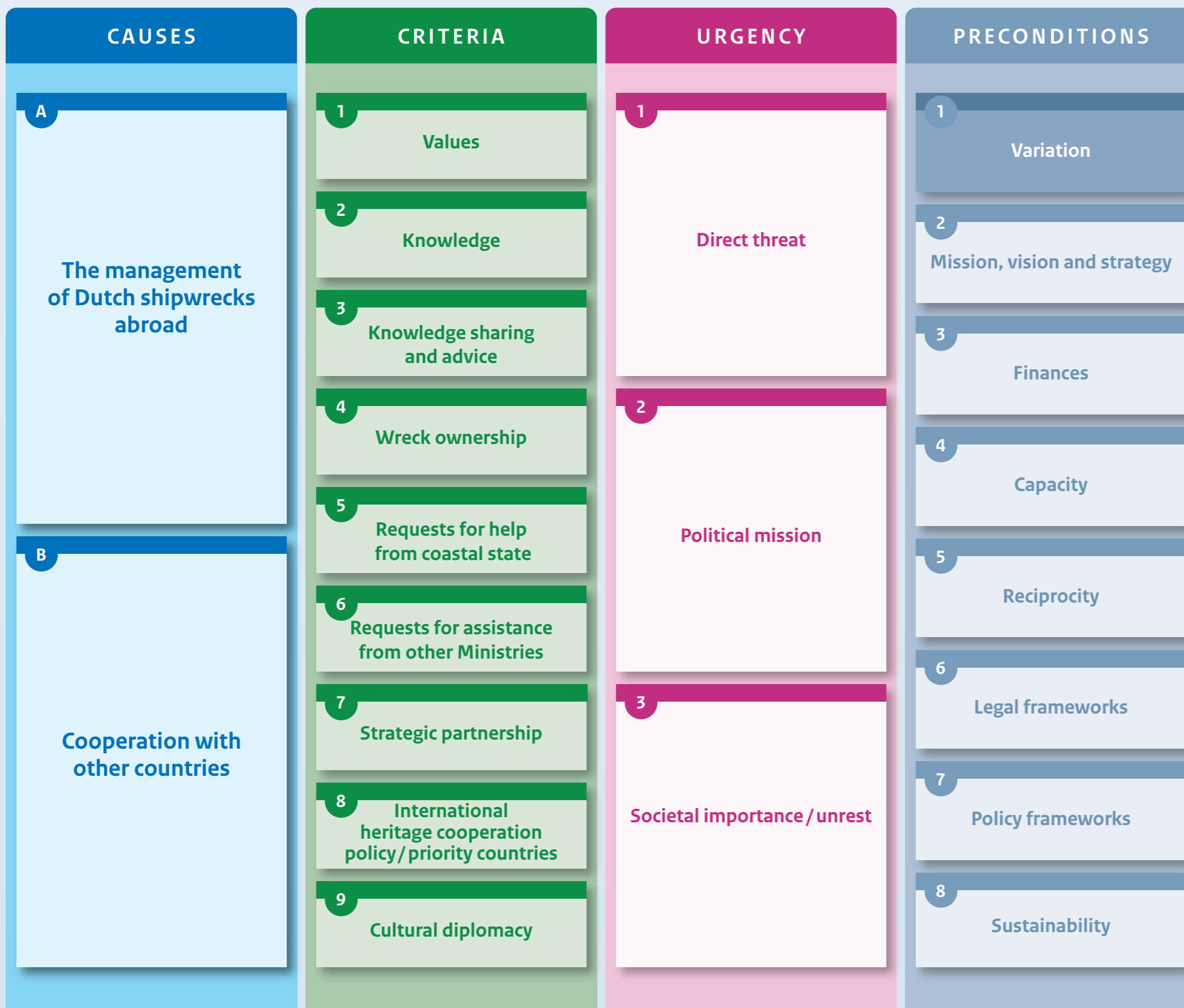
Societal importance or unrest can also lead to a degree of urgency; indeed, this type of social pressure is occurring with increasing frequency and is being ever better organized.

The government cannot ignore this kind of pressure; after all, heritage value is determined within and by society.

SELECTION



## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

1

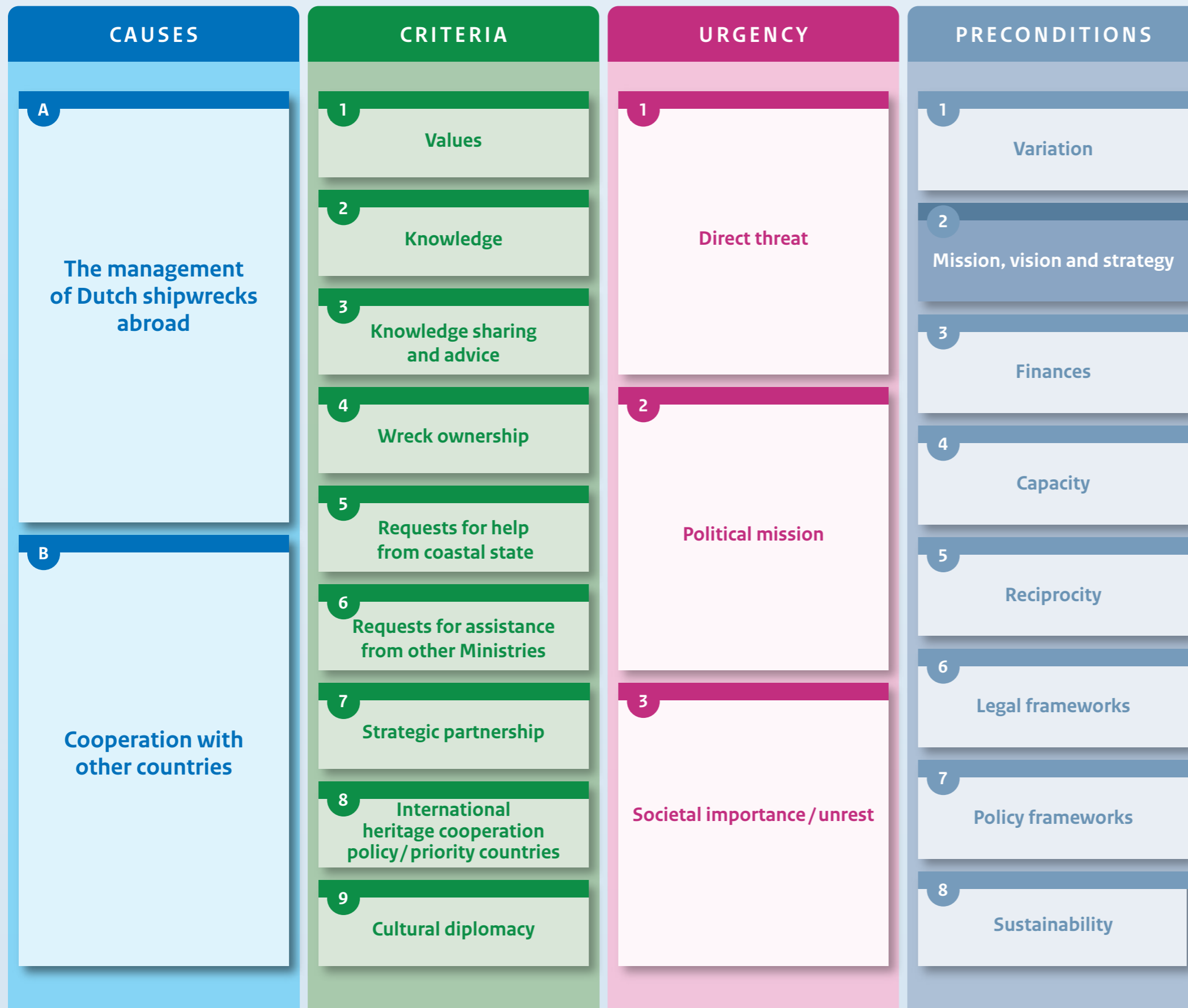
**Variation**

A representative collection needs to display variety with regard to chronological and geographical spread, but also with regard to the type of vessel.





# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### PRECONDITIONS

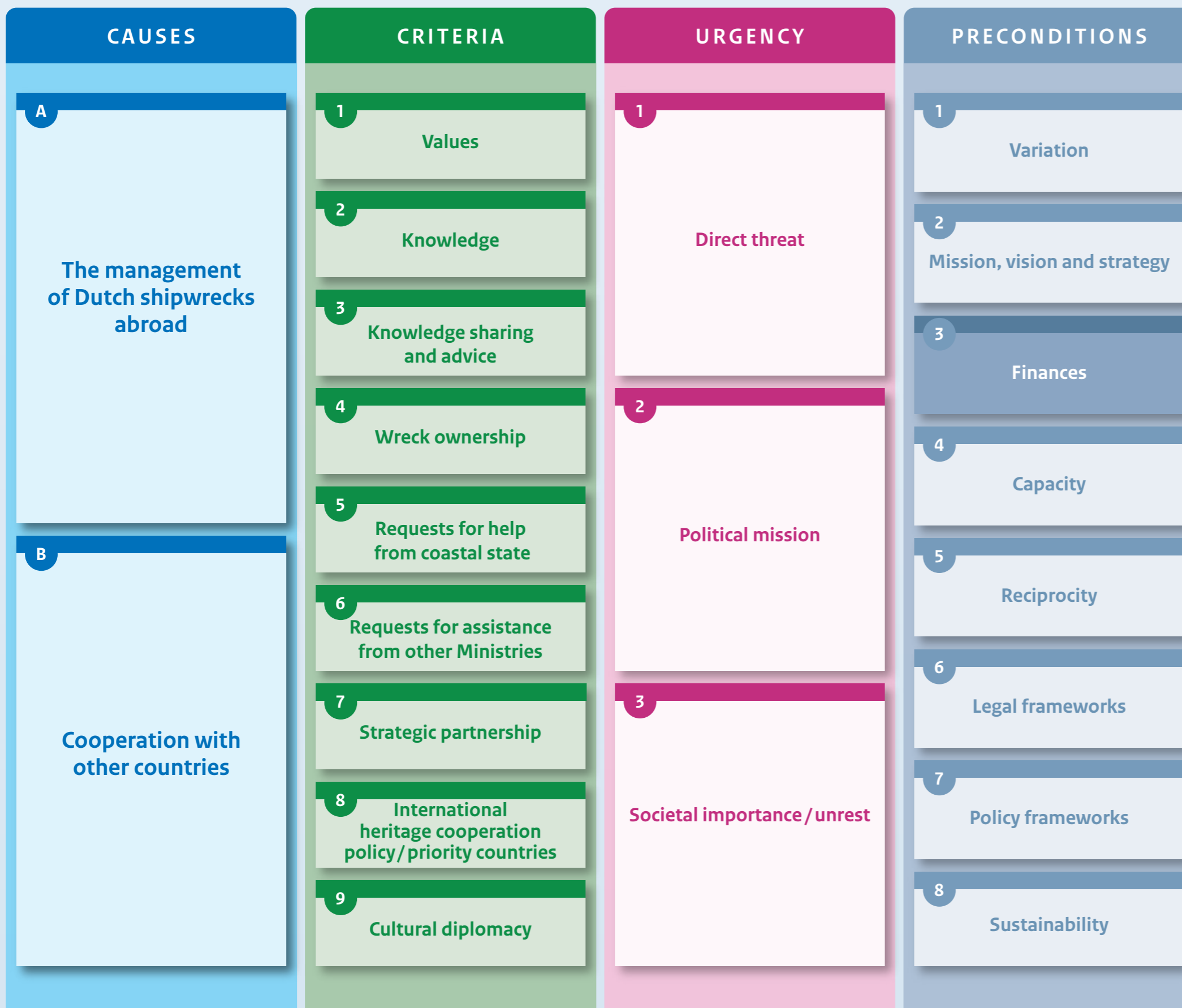
Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

2

**Mission, vision and strategy**  
 The RCE's Mission, Vision and Strategy are also important, as it must always be asked whether its activities fall within its powers and purpose – and those of the government.



## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

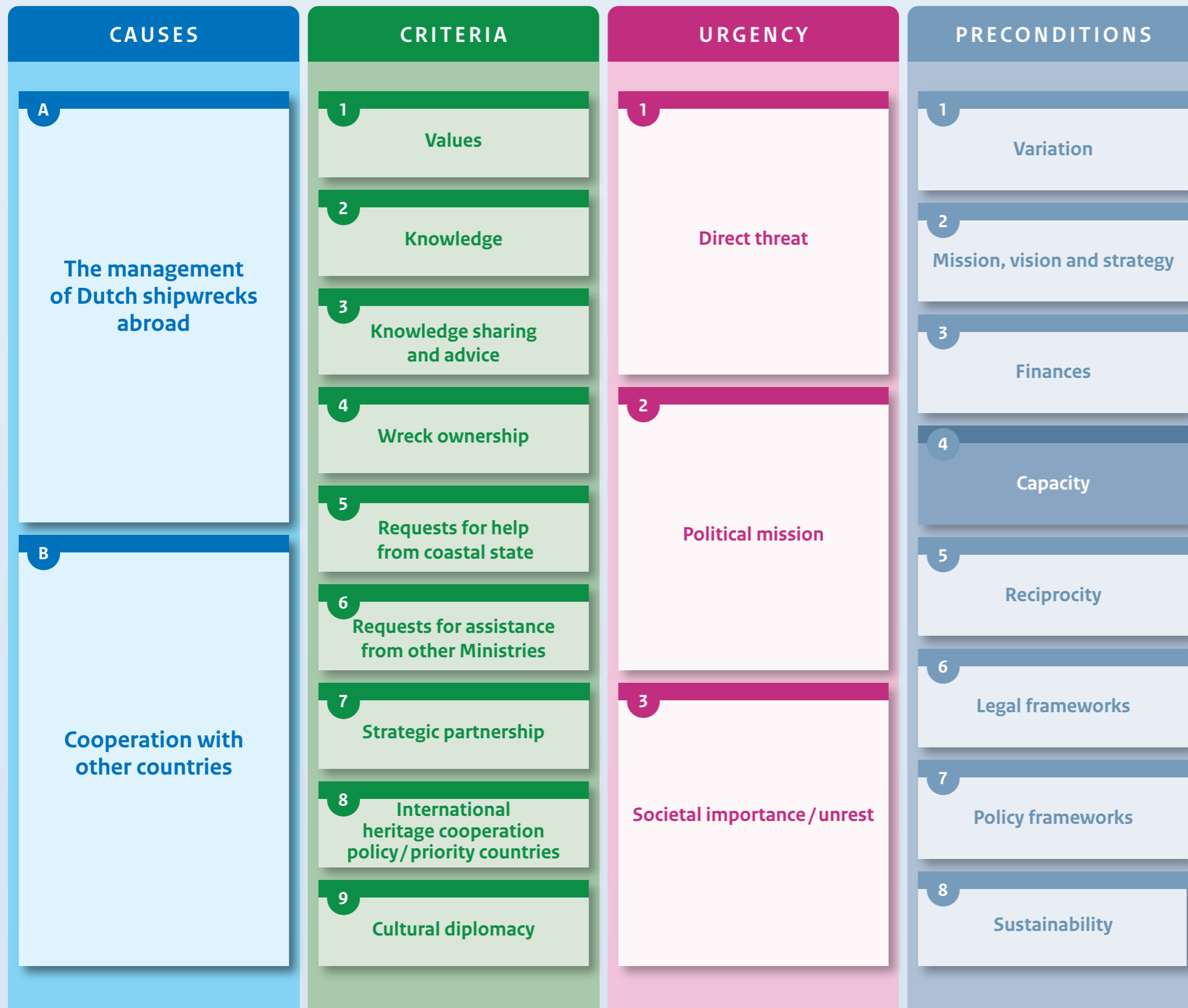
3

## Finances

Activities must also fall within the available budget.



# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

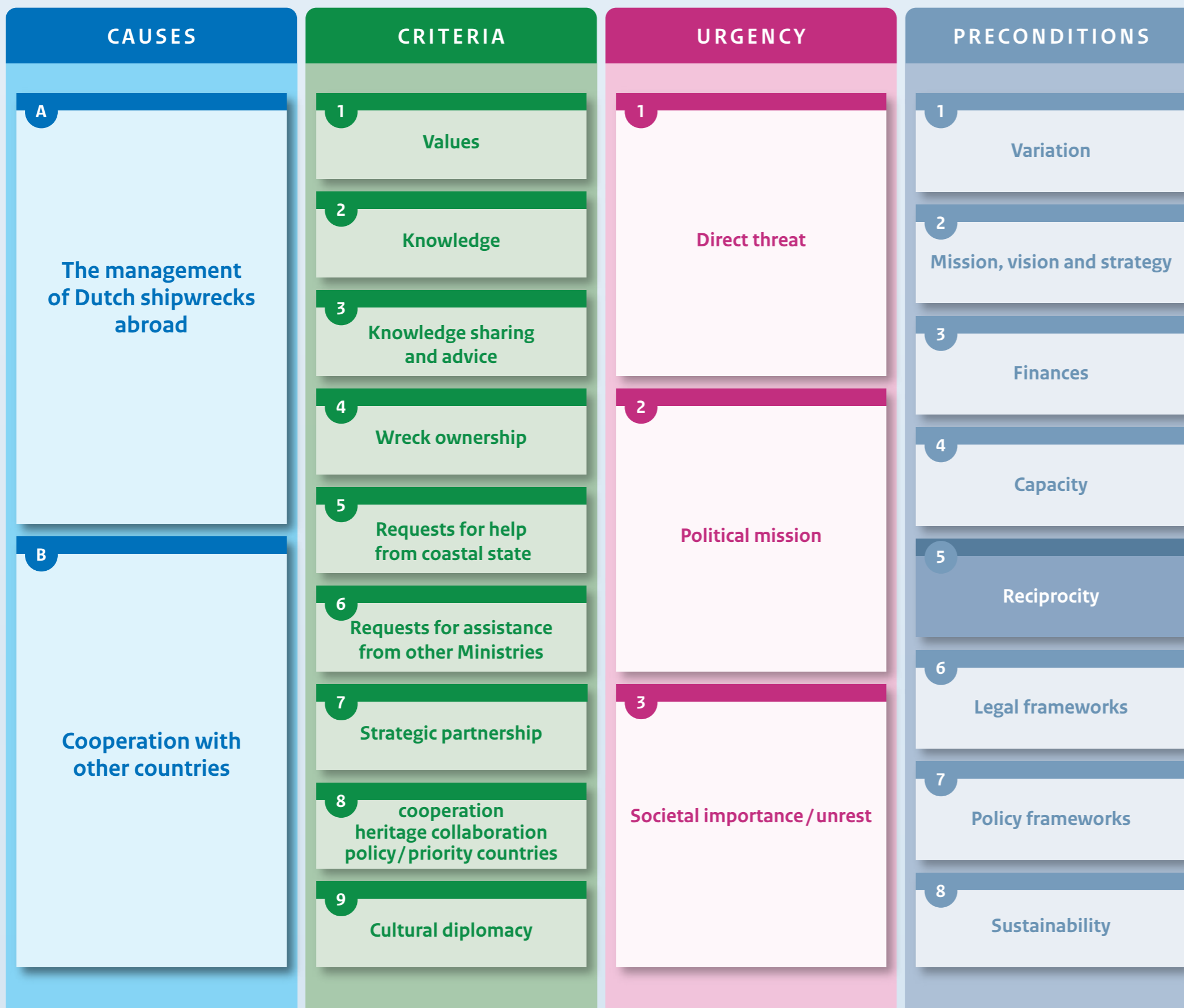
4

#### Capacity

The RCE then has to decide whether it has enough workforce (possessing the right skills) to carry out the activities.



## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

5

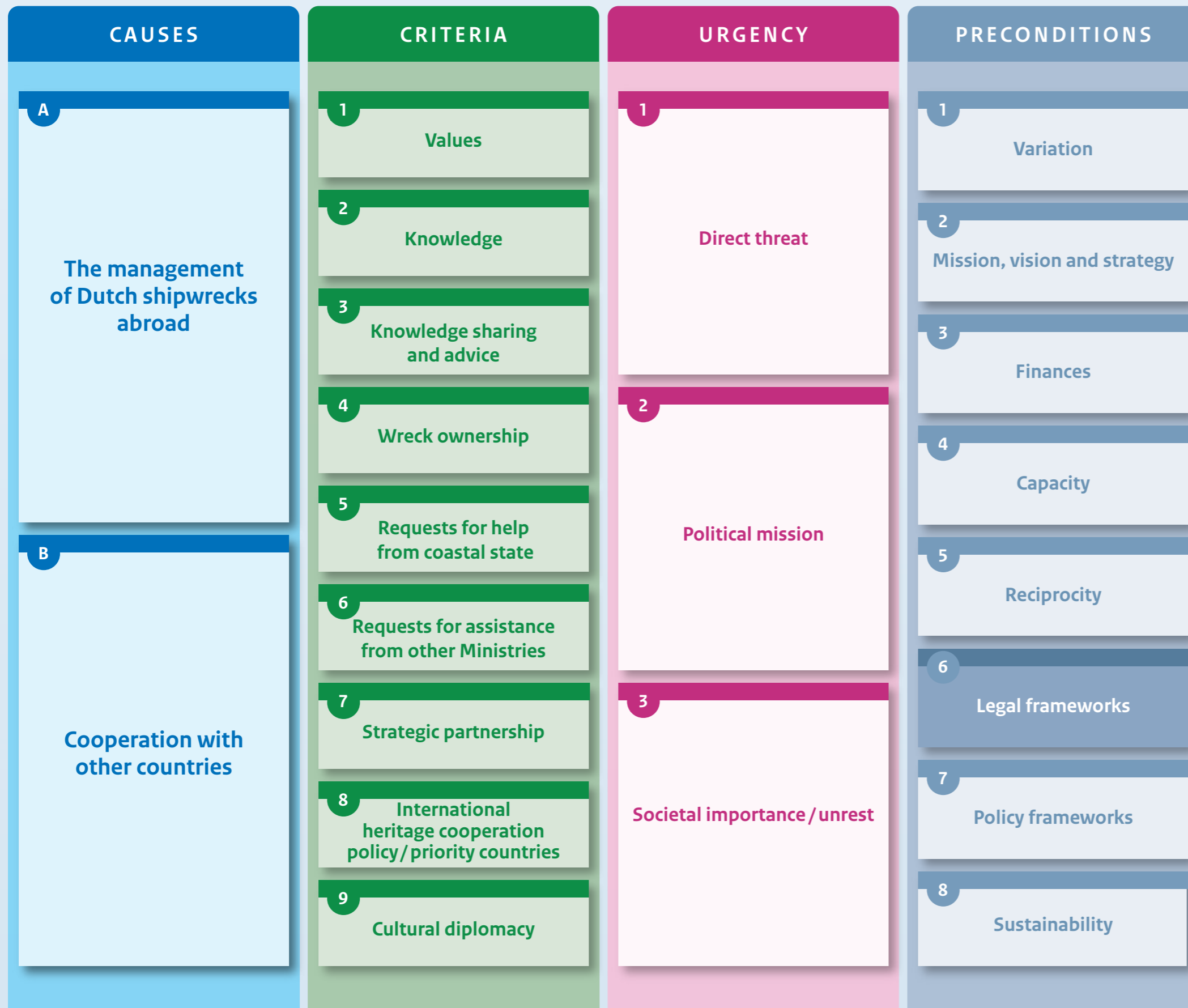
**Reciprocity**

In international collaborative projects the RCE also looks at reciprocity: in other words, the extent to which the other country invests in the management of that heritage object (e.g. financial, workforce, or help with licensing).

If measures have to be taken for a wreck lying in the territorial waters of another country, it is especially desirable that they appreciate the urgency of good management.



# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

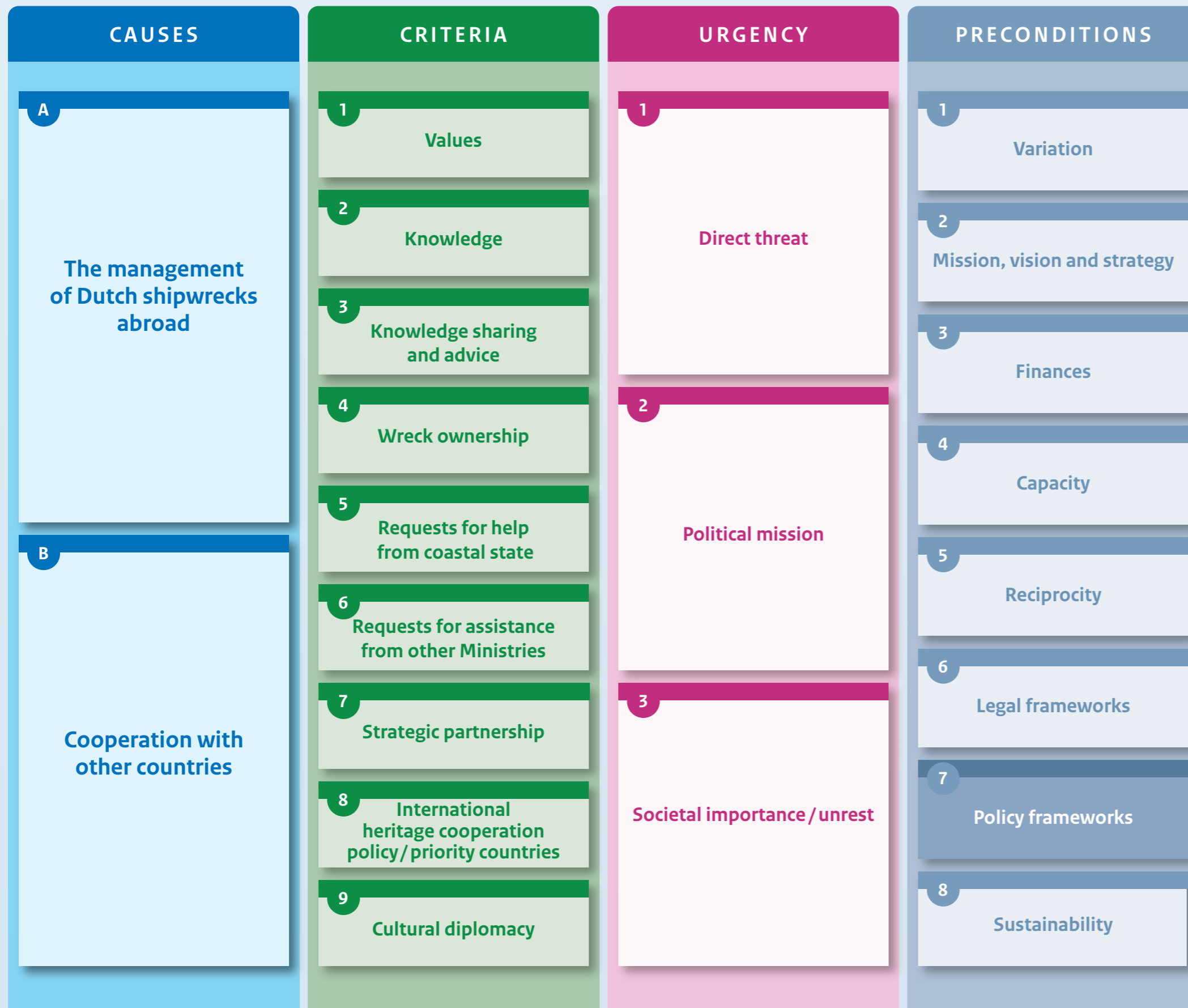
### 6

**Legal frameworks**  
 Planned activities may never contravene the Dutch legal framework or that of the coastal state.





# Decision-making framework for Dutch shipwrecks abroad



## SELECTION

### PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

#### 7

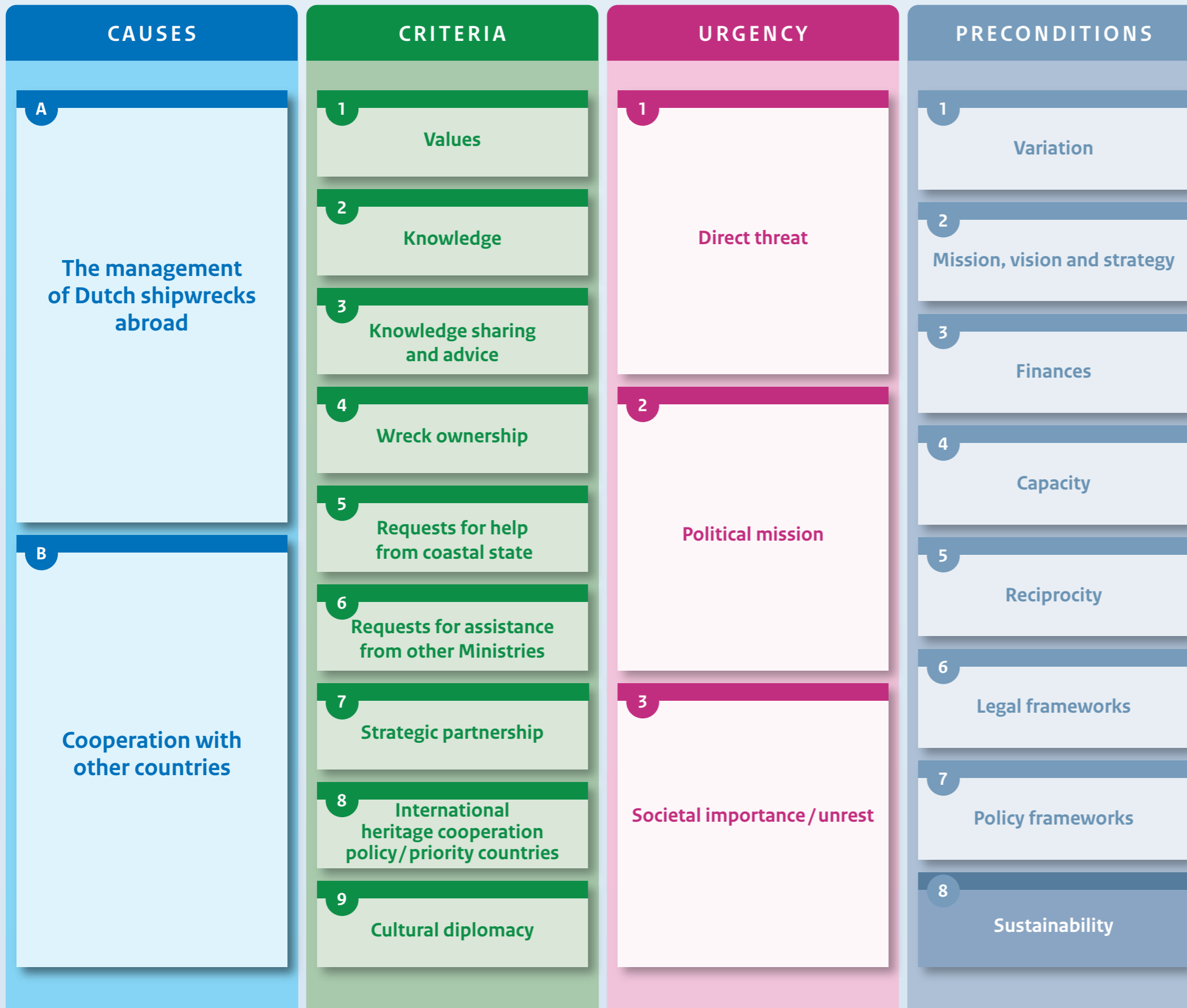
##### Policy frameworks

The RCE's activities, and its general management of maritime heritage abroad, must always be anchored in policy frameworks.

This anchoring is obtained through regular bilateral agreements documented in *Memoranda of Understanding*, *Letters of Agreement*, and *Letters of Intent*.



## Decision-making framework for Dutch shipwrecks abroad



SELECTION

## PRECONDITIONS

Having given consideration to these criteria and urgencies, the ultimate prioritization of activities has to take a number of **preconditions** into account.

8

**Sustainability**

Activities initiated by the Dutch state should ideally be as sustainable as possible. This sustainability can be assured partly through close collaboration with the coastal state, but also through international regulations.

The nature and purpose of the activities, and the natural circumstances surrounding a given wreck site, also play a role.