



The Interreg IVB
North Sea Region
Programme



*Investing in the future by working together
for a sustainable and competitive region*

European Union



The European Regional Development Fund

INTERREG IVB NORTH SEA REGION WATERWAYS FOR GROWTH FINAL REPORT



INTRODUCTION

Navigable inland waterways - rivers, canals and lakes - form a distinctive feature of the region surrounding the North Sea. Most waterways were made navigable and developed for freight transport reasons. Many still perform this function, particularly in terms of connecting North Sea ports with their hinterland. On other waterways, other functions have become more important, particularly tourism and recreation. From a European and often national policy perspective, inland waterways are often considered purely in terms of their transport function. In reality they form a multi-functional green infrastructure resource, delivering a wide range of services to society – economic, social and environmental.

Waterways for Growth is a project developed under the Interreg IVB North Sea Region programme which explores these issues. The project runs from 2009 – 2012 and brings together 14 partners from 6 countries surrounding the North Sea - Belgium (Flanders), Netherlands, Germany, Norway, Sweden and the United Kingdom (see Appendix). Partners include national waterway agencies, regional and local authorities and tourism development bodies. The project is led by Canal & River Trust (formerly British Waterways), the main national inland waterway authority in England and Wales.

Waterways for Growth is supported by pilot actions carried out in the partner areas under three themes:-

- Business and product development
- Waterway regeneration
- Sustainable management of the waterways

A key overall output of the project is the development of a transnational ***Framework for the sustainable development of inland waterways***. Drawing upon the project results, this suggests a way forward for the on-going development of the region's waterways, by building on their multi-functional role.

This Final Report of *Waterways for Growth* summarises many of the actions undertaken within the project that have contributed to the development of the *Framework*. It is complimentary to the *Framework* document and describes many of the actions that demonstrate how inland waterways can further the development of the North Sea Region from a range of perspectives.



THE MULTI-FUNCTIONAL USE OF INLAND WATERWAYS

As mentioned in the introduction, navigable inland waterways are often viewed in terms of a single function – usually freight transport, which is of course why most inland waterways were made navigable in the first place. However, in reality, inland waterways form a multi-functional resource that delivers a range of services and benefits to society. These are set out in detail in the Framework. In summary they include:-

Economic

Waterside regeneration

Inland waterways form a focus for the economic and social regeneration of adjacent land areas. Waterway banks and towpaths provide “blue” and “green” space around which people live and work. They form part of the country’s green infrastructure, which is recognised as being essential for creating attractive, environmentally sustainable communities.



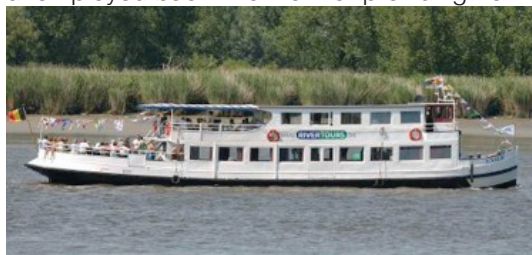
Business development

Inland waterways support a number of business sectors, particularly:-

- Tourism, recreation and the leisure marine industry.
- The construction sector, which benefits from waterway maintenance and development contracts.
- Not-for-profit businesses within the social economy, which deliver social and community activities on and around the waterways.
- The cultural and creative industries, which are often clustered around waterside sites.

Other sectors that can be supported by inland waterways include water transport, communications (through fibre-optic cables in towpaths) and renewable energy.

Waterways also provide a focus for training and skills development. Initiatives range from schemes aimed at maintaining traditional heritage skills to more general programmes through welfare-to-work schemes or Intermediate Labour Markets (ILMs), focussing on getting the unemployed back into work or providing training for excluded young people and adults.



Environment

The natural environment

Waterways provide a range of aquatic and riparian habitats, thus supporting biodiversity and enhancing the quality of the landscape. Inland waterways form important habitat corridors for wildlife, providing vital

links in an increasingly fragmented landscape.

There can be potential conflict between navigation, tourism & recreation and the natural environment, but adverse effects can be reduced through mitigation measures and visitor management.



Climate change

In terms of climate change mitigation, waterways can help reduce greenhouse gas emissions through:-

- Stimulating the production of renewable energy through hydro power and heat exchange systems;
- Supplying grey water to industry, which avoids the use of treated potable water;
- Supporting sustainable transport initiatives.



Inland waterways also facilitate climate change adaptation through:-

- Acting as ecological corridors, facilitating the migration of plant and animal species along canal and river routes in response to climate change.
- Facilitating water management.
- Contributing to city cooling, helping alleviate the so-called “heat island” effect.

Sustainable transport

Many inland waterways in the North Sea Region remain important for freight transport and some of the higher capacity waterways form part of the TEN-T network. Moving goods by water is fuel efficient compared with other transport modes, leading to reduced atmospheric pollution and CO2 emissions. Although the freight transport function has disappeared on many of the region's smaller dimension waterways, the transport of goods by water can be economically viable if the conditions are right, particularly if both origin and destination of the goods are waterside. Some waterways also provide sustainable transport for passengers.

Finally waterway towpaths and banks are widely used by walkers and cyclists for commuting and other functional activities, thus encouraging people to get out of their cars for both transport and recreational purposes.

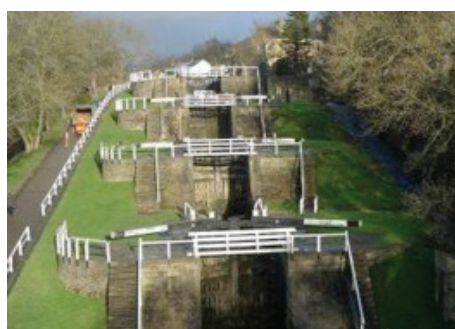


Cultural heritage

In the North Sea Region, inland waterways have been important transport routes since pre-historic times and many cities owe their origins to rivers or canals. The historic development of the waterway network has left a rich legacy in terms of cultural heritage. Waterway heritage tends to be immensely diverse. As well as buildings (warehouses, lockkeeper cottages etc.) and

structures (aqueducts, lock flights, tunnels, dykes etc.), this heritage includes historic boats and shipyards, archaeological remains, archive material, oral traditions (such as song and stories) and historic landscapes.

Heritage and heritage-related activity underpin the many economic and social benefits that waterways deliver.



SOCIAL

Health & well-being

Water-related recreation (both on and beside the water) has an important role in both promoting active lifestyles and mental well-being. Active lifestyles are known to be essential for good health and evidence shows that increasing physical activity levels in the population helps prevent or manage many medical conditions and diseases.



Education & learning

Inland waterways can play an important role in formal education, in a diverse range of subjects. Waterways are also important for informal learning and for learning outside the classroom, whether through school visits to waterside sites or museums or through specific programmes and initiatives, such as “floating classrooms”.

Social cohesion

Inland waterways provide opportunities for good quality outdoor access for all sectors of the community close to where people live. Waterway towpaths tend to be flat and level and provide a readily accessible resource for the elderly and for disabled people.

Around Europe there are many cases where waterways support projects aimed at combating social exclusion or promoting community cohesion and thus change peoples' lives, working with, for example, children excluded from school, offenders, ex-offenders and young people at risk of offending, or groups of disabled, elderly or people from BME communities.

Other types of projects aim to get local communities to work together to achieve outcomes that positively benefit their neighbourhoods, thus building community cohesion and promoting social capital. Examples include community events, waterway adoption schemes & clean-ups and projects to improve the quality of the waterway environment and associated open space.



WATERWAYS FOR GROWTH

The period of implementation of *Waterways for Growth* coincided with the economic crisis that started in 2007. It also coincided with the development of the *Europe 2020* strategy, which maps out the future economic, environmental and social agenda for Europe, based on smart, sustainable, inclusive growth.

Activity within *Waterways for Growth* focussed on how these principles could be taken forward, within the context of the multi-functional development of inland waterways. In particular, actions within *Waterways for Growth* investigated how waterways could be used as a stimulus to support business sectors and activities that could help take forward *Europe 2020* and support the movement of the economies of North Sea Region countries out of recession and generate employment.

Key sectors / activities identified were:-

- Sustainable tourism
- Leisure marine industries
- Social economy
- Cultural & creative industries
- Sustainable transport
- Waterway corridor regeneration

Most of these sectors are characterised by innovative small and medium-sized enterprises and have high growth potential. They support indigenous jobs that tend to be difficult to outsource to other locations or countries.

The development and implementation of actions related to these sectors within *Waterways for Growth* also helps take forward the Strategy for the North Sea Region, developed by the North Sea Commission (2011). This included priorities related to sustainable transport and the competitiveness of the marine and tourism & culture sectors. Inland waterways have an important linking role between maritime and inland areas within the Region.

An animated video is available on the Waterways for Growth website, summarising some of the activity undertaken to support these sectors through the project – see

<http://www.waterwaysforgrowth.eu/>

Sustainable tourism

The European Union is the world's No.1 tourist destination. There are 1.8 million tourism businesses within the EU, most of which are SMEs. The sector employs 5.2% of the total workforce – some 9.7 million jobs. It contributes 5% of the GDP of the EU. (This rises to 10% if linked sectors are included.)

Under *Waterways for Growth* partners implemented a wide range of actions aimed at stimulating and supporting waterway-based tourism. These included:-

Development of new tourism businesses

By promoting entrepreneurship and the clustering of activity, *Waterways for Growth* has led to the



creation of new tourism businesses in some of the partner regions. For example, in Langedijk (NL) new opportunities have been developed to combine boat trips, walking, cycling, restaurants and accommodation.

Encouraging entrepreneurship & networking

Many partners within *Waterways for Growth* have taken forward initiatives to enhance the skills of tourism entrepreneurs and encourage networking and interaction between businesses:-

- In Emmen (NL) a platform for entrepreneurs in the tourism & recreation sector was created, to take advantage of the forthcoming opening of the Erica – Ter Apel canal link.
- Business workshops, study trips and seminars were organised in Karlstad (SE) and nearby municipalities. Interaction between businesses was encouraged through business-to-business meetings facilitated through the workshops. For example, in one workshop in January 2010, 125 business-to-business exchanges were facilitated.
- Business-to-business meetings and study trips organised in Scheldeland (BE), particularly aimed at engendering better joint marketing and promotion by the boat trip and accommodation sectors.
- Exchanges between Bremerhaven (DE) and Telemark (NO) to stimulate the clustering of tourism activity between the two partner regions.
- In Langedijk (NL) a workshop for local stakeholders, entrepreneurs and social organisations was organised related to waterways and cultural heritage and a visit arranged to look at the development of waterway-related entrepreneurship in the town of Giethoorn (Overijssel).

Development of visitor destinations

A number of partners have worked on the development of waterway destinations / focal points:-

- Scottish Canals (UK) has continued to develop tourism / recreation hubs at two locations in the Falkirk area in central Scotland – the Falkirk Wheel (<http://www.thefalkirkwheel.co.uk/>), a rotating boat lift linking the Forth & Clyde and Union Canals; and the Helix, an outdoor recreation area between Falkirk and Grangemouth, incorporating the Forth & Clyde Canal and acting as a catalyst for business development in the area (<http://www.thefalkirkwheel.co.uk/about-the-wheel-/the-helix>).
- In England, Canal & River Trust (UK) has worked to develop destinations in West Yorkshire at two contrasting sites in the towns of Bingley (Bradford) and Dewsbury (Kirklees). At Bingley, an innovative integrated interpretation scheme has been developed for the historic 5-Rise lock flight (<http://canalrivertrust.org.uk/bingley-five-rise-locks>). This project will be used as an exemplar project for the Canal & River Trust and its features will be rolled out at other key canal destinations nationally, and other Waterways for Growth partners, notably Norway, are looking to implement similar schemes in their respective regions. At Dewsbury, activity has focussed on engaging with the local community in an area with a high South Asian immigrant population.
- In Telemark (NO), the Dream Mile concept has been developed in Nome municipality. This is a cluster of heritage attractions within the area, aimed at stimulating tourism and business development. The project has raised interest in the natural and cultural heritage of the area amongst local citizens and it has inspired local businesses



to network within the Dream Mile partnership to explore common strategies for development and marketing. The Dream Mile plans to further develop some of the interpretation ideas created at Bingley.

- In West Flanders (BE), a spatial plan has been developed for an old waterside industrial site in Ingelmunster, which will incorporate cafes, a recreational area, space for caravans / mobile homes, boat moorings and infrastructure and fishing platforms.

As well as supporting tourism, these destinations form important resources for local people. Some activity within WfG has sought to capitalise on this, by encouraging the involvement and active participation of local residents. For example in Karlstad (SE), a series of “watercourse walks” have been held by Varmland County Administrative Board to give people a greater awareness of the water resource in the city and also to help them understand difficult concepts, such as the Water Framework Directive and its implications. In Dewsbury (UK) waterside festivals and events have taken place targeted at bringing together the various ethnic communities that live close to the canal.

Lessons from these pilots have been brought together and shared amongst the partners involved. This has led to the development of the concept of multi-modal recreational networks, bringing together water-based activity, such as boating and canoeing, with land-based pursuits, such as cycling and walking. Canoeing, in particular, has been identified as a significant area for further development. Interchange hubs / nodes would be developed to facilitate interchange between modes and create destinations at which business opportunities can be developed. Such interchange points would incorporate the services to waterway users developed through the concept of Focal / Service Points, as described under the Leisure Marine Industries section below.

Waterside events & festivals

A number of waterway-related festivals and events have been linked and supported in various ways through Waterways for Growth. These include Koolsail in Langedijk (NL) (2010), SAIL Bremerhaven (DE)(2010) and the annual Langesund Shanty Festival and Telemarkspadler’n canoeing event in Telemark (NO).

In West Flanders (BE) a series of events were organised in 2012 to celebrate the 150th anniversary of the decision to build the Roeselare – Leie Canal. The aims were to:-

- Raise awareness of the multi-functional use of the canal amongst visitors and local people
- Promote the canal to strengthen regional identity
- Raise awareness of developments along the canal corridor amongst local inhabitants (including the activities undertaken through *Waterways for Growth*)
- Demonstrate the potential of the canal area for future events and festivals.

Tourism promotion

A number of partners engaged in promotion of their regions and waterways to countries outside the EU. Telemark (NO) and Karlstad (SE) developed initiatives aimed at the Chinese market, while Telemark (NO) and Bremerhaven (DE) focussed on North America. In particular the latter two regions targeted the USA. This was facilitated through the SAIL Bremerhaven.



In Nome, Norway, the Dream Mile partnership has developed a common marketing approach for businesses, based on the clustering of activity. Promotion is aimed at both national and international markets, particularly focussing on mobile tourists by boat and bike.

The City of Karlstad (SE) developed a new tourism promotion website, Destination Karlstad, using an innovative development process involving entrepreneurs and young people (<http://www.destinationkarlstad.se>). This was extended to include tourist information about the neighbouring communities of Kils, Forshaga, Grums and Hammarö.

In Scheldeland (BE) a range of tourism packages have been developed and promoted, based on linking boating and accommodation offers. Tourism routes are being promoted, incorporating boating, walking and mapped car routes, which take into account the needs of disabled people. In Bremerhaven (DE) joint marketing has been introduced bringing together the various boating offers in the port and offering a combined boat-bus ticket, which is available on-line, with specific information made available for disabled people.

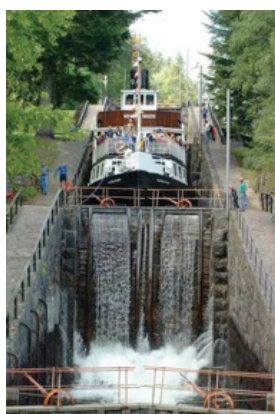
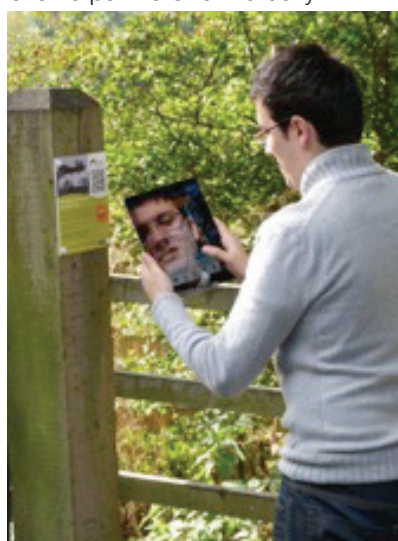
To link all the promotional activity being undertaken by *Waterways for Growth* partners, a web-based cross-promotional facility has been developed that allows partners to mutually promote their regions.

Use of new technology

In Bremerhaven (DE) new approaches to providing information on waterways and points of interest have been created through the development of e-routing (using Open Street Map) and e-marina systems.

In Scheldeland (BE), smart phone technology, developed outside Waterways for Growth, has been harnessed to create a digital information system for visitors to the River Dender.

In Bingley, West Yorkshire (UK), an integrated approach to the interpretation of heritage tourism sites has been developed, involving website and on-site material, with elements of the programme delivered by volunteers. A number of discovery trails have been



established around the site, using geocaching and QR codes for the mobile downloading of information. This takes account of work undertaken in Scheldeland (BE) to develop the use of QR codes.

Leisure marine industries

The leisure marine industry comprises some 37,200 businesses (mainly SMEs) in the EU, with almost 300,000 employees. The sector is highly export-orientated and has experienced high growth in recent years (at around 6% per annum).



Within *Waterways for Growth*, Stichting Recreatietoervaart Nederland (SRN) (NL), in cooperation with the other *Waterways for Growth* partners, has developed a handbook on spatial characteristics of the water sports industry. This sets out how old harbours and industrial zones can be transformed into multi-functional leisure marine clusters, stimulating business development and the re-use of redundant waterside sites.

In Telemark (NO), Boat Network Telemark was established to further cooperation between boat operators on the Telemark Canal and adjacent coastal areas. This has facilitated sharing of equipment, joint marketing and a joint approach to crewing, technical and safety issues.

In Bremerhaven (DE.) a marketing study has been undertaken to develop the port as a river cruise destination and to provide offers for cruise passengers in and around the city.

The *Waterways for Growth* partnership has investigated the development of service points along the waterways, where facilities can be clustered to serve visiting boats. Services provided include electricity, water supply, toilets & showers and sewage & waste disposal facilities. It is possible to provide these in a sustainable way, as at the marina at Auchinstarry on the Forth & Clyde Canal in Scotland, which uses wind power and heat exchange technology to reduce its environmental footprint. Many of the ideas developed are being taken on board in the design of services at the proposed new boating facilities at Ingelmunster on the Roeselare-Leie Canal in West Flanders (BE) and in the harbour at Bremerhaven (DE). These facilities will also serve land-based visitors, creating land-water interchange hubs, as part of a multi-modal tourism network concept.

Work undertaken through *Waterways for Growth* has fed into the development of concepts and models for the future organisation, staffing and management of the development of water tourism in Germany, through an initiative taken forward by the German Ministry of Transport (BMVBS). *Waterways for Growth* partners participated in workshops and consultations to help take this work forward.

WfG partners also took part in a series of symposia led by Toerisme Scheldeland in conjunction with the Belgian Boat Shows held in Gent in 2010, 2011 and 2012. These brought representatives of the marine leisure and tourism industries together to discuss topics such as infrastructure development and the creation of circular cruising loops or “rings”.

Social economy

The social economy encompasses a range of not-for-profit businesses, including social enterprises, cooperatives and charitable trusts and foundations. In the EU, the sector consists of 2 million businesses (mainly SMEs), supporting 11 million jobs (around 6% of the total workforce). Companies within the sector tend to show high degrees of flexibility and innovation.

As *Waterways for Growth* progressed, the social economy became a sector of particular interest to a number of partners. It was found that the sector can help deliver a range of services associated with waterways, while providing wider benefits to society for a range of beneficiaries, including young people, the long-term unemployed, disabled people and ex-offenders.

In the Bradford area (UK), a report was commissioned by City of Bradford Metropolitan District Council / Canal & River Trust into developing a stewardship role for the social economy in relation to the corridor along the Leeds & Liverpool Canal / River Aire, as part of a wider Shipley Canal



Zone concept. Parallel work has been carried out by the Province of West Flanders (BE) looking at service provision for industry through the social economy along the Roeselare – Leie Canal.

In Langedijk (NL) work has focussed on developing links with the Museum Broekerveiling (the water-served auction museum in Broek-op-Langedijk) and the Veldzorg Foundation, who manage the nearby historic market garden landscape of the “thousand islands”. The Foundation has created employment and training opportunities for people with learning difficulties through the cultivation and transport by water of vegetables for the museum.

This work has led to a number of outcomes, which aim to strengthen the role of the sector in relation to the delivery of both waterway-related services and social outcomes:-

- Preparation of a report outlining how the social economy can be harnessed to deliver stewardship of the waterways, taking account of the pilot actions undertaken and workshop discussions – see http://www.waterwaysforgrowth.eu/fileadmin/user_upload/Project_Results/Social_Economy_Report/Social_Economy_Study_overall_summary.pdf
- The development of the concept of a Social Enterprise Zone to be taken forward by Scottish Canals (UK) through the Helix project in Falkirk. This will bring stakeholders together to generate new ideas for public service delivery and efficiency gains, based on local need. It will facilitate the development of social entrepreneurship, leadership and the clustering of businesses to encourage cooperation and sharing of resources.
- The creation of a new social enterprise – Canal Connections – to deliver stewardship activity along the Leeds & Liverpool Canal in the cities of Leeds and Bradford (UK).
- The development of a new Interreg project – *Green & Blue Futures* – under the Interreg IVB North West Europe programme. This involves *Waterways for Growth* partners Canal & River Trust, Scottish Canals and the Province of West Flanders, together with other partners from Belgium, France, Ireland and the UK. The project runs to the end of 2015 and will take forward and pilot many of the ideas developed through *Waterways for Growth*.

Cultural & creative industries

The cultural and creative industries comprise a wide range of business types in the field of arts, architecture & design, archives & libraries and cultural heritage. It is recognised as a dynamic economic sector with high growth potential at a European level. The sector has been growing faster than the European economy as a whole and is reckoned to support around 5million jobs in the EU and account for 2.6% of EU GDP.

The cultural and creative industries are supported by waterways in a number of ways. First the waterways themselves form a rich component of the region’s cultural heritage in relation to transport and industry. Many of the actions within *Waterways for Growth* involve historic waterways and waterway sites – for example the 200-year old lock flight at Bingley 5-Rise and the industrial World Heritage Site of Saltaire in West Yorkshire (UK) and waterside museums in Langedijk (NL) and Telemark (NO).

Inland waterways have also stimulated the creation of contemporary art – for example outdoor art installations, artistic events, music and film. This is reflected in the interpretative material produced for the Bingley site in West Yorkshire and in the use of film as part of the consultation process for the Canal Road Masterplan in Bradford, West Yorkshire. (The latter involved training young people in film techniques, tied into Bradford being designated as the world’s first UNESCO City of Film.)



It is also reflected through a large contemporary art project in West Flanders – *Entrepreneurship is an Art*. This is a collaboration between the regional authority and the private sector whereby well-known contemporary artists were linked with the larger companies along the canal corridor to create a series of outdoor art installations.

In recent years, many waterside sites have experienced a clustering of cultural and creative activities and businesses. This has been stimulated by the quality of the water environment and by the availability of cheap, flexible workspace in old waterside industrial buildings. *Waterways for Growth* has stimulated aspects of this through the transnational networking of waterway-related museums and other cultural centres in Porsgrunn (Telemark, NO), Bremerhaven (DE) and Langedijk (NL). Creativity also lies behind the development of the Helix project in Scotland, which will act as a focus for development of the cultural and creative sector in the area. The symbol of this will be the creation of two 30 metre high horse sculptures, designed by the artist Andy Scott, which will frame a new lock built to extend the Forth & Clyde Canal to a new and improved entrance from the North Sea – the sculptures, known as the Kelpies, are based on the water horse of Celtic mythology.

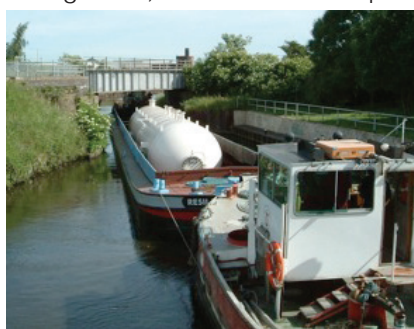
Sustainable transport

The transport function of many of the smaller dimension inland waterways involved in *Waterways for Growth* has been lost or substantially reduced over the years.

In Scotland, a study was undertaken into the development of freight transport on the Caledonian Canal, which provides an inland water route between the North Sea and the Atlantic Ocean across the Highlands of Scotland. This work led to the establishment of regular shipments of timber through the canal, the first regular traffic for many years.

On the smaller dimension waterways of the Lowlands Canals in Scotland, work has been undertaken in conjunction with Strathclyde University to design a waterway logistics system for the transport of waste. Work is now in progress, in conjunction with the private sector, to look at how this might be taken forward in practice.

Other waterways within the partnership, such as the Roeselare – Leie Canal in West Flanders (BE) and Lake Vanern in Varmland (SE) still have substantial volumes of freight, but measures need to be undertaken to ensure that transport operations can continue to flourish. In the case of the former, investigations have taken place into the establishment of a tri-modal logistics platform, linking water, rail and road transport.



For Lake Vanern, work has focussed on the establishment of a stakeholder organisation to promote the development of freight transport on the Lake and ensure that appropriate access to the Lake from the sea remains available for sea-going ships through Gothenburg and the Trollhatte Canal. At present traffic on the Lake is moved entirely by sea-going ships, but plans to re-classify the Lake may open up opportunities for barge traffic between the Lake and the port of Gothenburg.

Measures to facilitate passenger transport by water have also been carried out through *Waterways for Growth*. In Karlstad (SE) a scheduled waterbus service has been established in and around the town, serving both commuters and tourists. This was promoted through



Waterways for Growth. Other passenger boat-related activity within *Waterways for Growth* has been more orientated to tourists, including the integration of boating tourism offers in Bremerhaven (DE) and the inclusion of passenger boats and river ferries in the tourism offers in Scheldeland (BE).

In Langedijk (NL), the work on developing entrepreneurship has led to use of the partially re-opened Achterburggracht by leisure traffic.

The banks and towpaths of inland waterways also provide a transport function for walkers and cyclists. This hasn't formed a major part of the work of the WfG partnership, but the Province of West Flanders (BE) has investigated improved and safer links for cyclists and walkers between the Roeselare – Leie Canal and the River Leie.

Waterway corridor regeneration

A number of partners in *Waterways for Growth* have come together to work on projects related to the wider regeneration of waterway corridors as a focus for economic development within their regions. Focussing regeneration on the integrated development of waterfronts and waterway corridors has been found to deliver significant benefits in terms of:-

- Enhanced residential property values associated with good quality waterside environments. Studies have shown that values average 15-20% more for waterside properties than for the equivalents elsewhere.
- The improved marketability of commercial properties.
- Creation of a market for the hospitality / retail sectors through recreational visitors to waterside sites.

Much of the activity within WfG has been associated with the restoration of waterways to navigation or the creation of new navigation links. Projects included are:-

- The opening up of the Erica – Ter Apel link in the Province of Drenthe (NL) (see <http://www.eric-terapel.nl/publicaties/publicaties/>). This waterway, involving the re-opening of existing canals and the creation of a new link between them will create a new circular cruising loop for recreational craft in northern Netherlands through the provinces of Drenthe, Groningen, Friesland and Overijssel, as well as creating a cross-border connection between the waterways of Netherlands and Emsland in Germany. The waterway will open in 2013 and will stimulate the regeneration of towns and rural areas along and connected to the route, including the city of Emmen.
- The opening of historic canals within the municipality of Langedijk (NL) to create a “water city” that will enhance the quality of life of the inhabitants, as well as stimulating tourism based on historic sites within the town, such as the water-served auction museum (Museum Broekerveiling) and the “thousand islands” historic market garden landscape. New footpaths have been constructed along the waterways in the town to facilitate both land and water-based recreational activity. Work carried out through Waterways for Growth has related to updating the navigation plan for the town and investigating a new navigation route between the districts of Sint Pancras and Broek op Langedijk.
- The regeneration of the Canal Road corridor in the city of Bradford (UK). The Bradford Canal linked the centre of the city with the Leeds & Liverpool Canal at the town of Shipley. It was closed to navigation in 1922 and subsequently parts of it were filled in. The corridor through which the canal ran is an extremely deprived part of the city and the regeneration of the canal corridor including possible re-opening of all or part of the canal, is a key project within the city.
- The extension of the eastern end of the Forth & Clyde Canal in Falkirk / Grangemouth in the central belt of Scotland (UK). This canal extension forms part of the wider Helix regeneration project and will considerably improve access to the canal for recreational



craft to / from the North Sea and is due to be completed in 2013.

The masterplanning of these canal links and the wider canal corridors has been a key component of activity within Waterways for Growth, including the exchange of ideas and development of common approaches. Specific topics covered include:-

- Stakeholder consultation / engagement. For example the city of Bradford commissioned the boat-based social enterprise Dream Achievers to assist with consultation with local communities, with a particular focus on involving hard-to-reach groups, such as young people and local immigrant populations.
- Overcoming physical barriers to navigation, such as the new canal section of the Erica – Ter Apel link (NL) and the extension of the Forth & Clyde Canal through the Helix project (UK).
- The monitoring and evaluation of regeneration project results, outputs and outcomes.
- Waterway management in conjunction with waterside development – to manage flood risk, to supply water for the cooling of buildings / processes, to take surplus water from new waterside developments etc.
- Masterplanning new uses and functions for old industrial waterside sites – particularly on the Roeselare – Leie Canal in West Flanders (BE), where five such plans have been developed for specific sites.



FUTURE COOPERATION

The *Framework for the Sustainable Development of Inland Waterways* has identified a number of themes and actions as priorities for future cooperation at a transnational level. There is potential for cooperation at a number of levels, ranging from exchange of knowledge to joint development and implementation of policy, approaches and actions. The Framework is being used to support the on-going development of strategic approaches to European policy challenges and funding opportunities for the period 2014 – 20 in Scotland, England and Wales. A Europe 2020 Strategy has been developed for the Scottish canals similar initiatives are under way in the other two territories.

The themes relate to a number of the priorities identified through Europe 2020 and the investment priority themes identified for future structural fund cooperation under proposals for ERDF, ESF and European Territorial Cooperation for 2014-20. These include:-

- Business development & entrepreneurship, especially in terms of SMEs
- Climate change
- Protecting the environment and protecting, promoting & developing cultural heritage
- Sustainable transport
- Attractive & sustainable communities - promoting social inclusion and combating poverty
- Education, skills & life-long learning

An outline of proposed actions in these fields can be found in the *Framework*.

Waterways for Growth touched on many of these areas through its focus on fostering business development and sustainable economic growth. The project has demonstrated the important role the inland waterways of the North Sea Region have in supporting businesses across a range of sectors and suggested approaches for interventions by the public, private and voluntary sectors that can help support economic growth. It demonstrates that the transport is just one of a number of support functions for business that navigable inland waterways can deliver.

A key element of the work has been the bringing together of the various business sectors inland waterways support – whether through the clustering of the creative industries and social economy sector through the Helix project in Scotland or working with the tourism and marine sectors to develop packages for visitors as in Bremerhaven, Langedijk and Scheldeland.

Many of the ideas developed through *Waterways for Growth* have been shared with other organisations throughout Europe by means of the Interreg IVC *Waterways Forward* project, running from 2010 – 2012. This project is led by *WfG* partner SRN, with participation from a number of other *WfG* partners – Canal & River Trust, Telemark County Council & Varmland County Administrative Board. It has facilitated the sharing of approaches with other countries outside the North Sea Region, including France, Ireland, Spain, Italy, Poland, Hungary, Latvia, Finland and Serbia.

It is important that the momentum developed through *Waterways for Growth* can be sustained



and built on into the future. To further on-going cooperation in these and other fields, the *Waterways for Growth* partnership has established a Hub to support the creation of innovative approaches to the management and development of waterways and further on-going transnational cooperation within the sector.

The Hub provides opportunities for organisations both within and outside the partnership to come together to share ideas and approaches and develop joint initiatives. It can be accessed at:-
<http://www.waterwaysforgrowth.eu/>

Social networking sites have also been successfully used through the course of the project.
<http://www.facebook.com/#!/waterwaysforgrowth?fref=ts>
http://www.linkedin.com/groups/waterways-growth-4122426?goback=%2Eanp_4122426_1355321863039_1

It has also been suggested that a useful way for the project partners to keep in contact with one another would be through the various European Boat Shows that take place annually.

Many of the project partners attend these events anyway, so it would be relatively easy to arrange informal meetings at the shows in order to maintain the close working relationships that the project has fostered over the last three years. By utilising key events such as these, it will negate the need to organise specific meetings that could be difficult to arrange now that the project is drawing to a close.

INDICATIVE DATES (2013)

London	12-20th January
Dusseldorf	19-27th January
Gothenburg	2 – 10th February
Belgian	2 – 4th & 8 – 10th February
Oslo	13 – 17th March



APPENDIX

WATERWAYS FOR GROWTH PARTNERSHIP

Partner	Country
Canal & River Trust (formerly British Waterways)	UK – Lead partner
Scottish Canals (formerly British Waterways Scotland)	UK
Telemark County Council	Norway
Varmland County Administrative Board	Sweden
City of Karlstad	Sweden
Forshaga Municipality	Sweden
Grums Municipality	Sweden
Hammaro Municipality	Sweden
Kils Municipality	Sweden
BIS Bremerhaven Touristik	Germany
Municipality of Emmen	Netherlands
Municipality of Langedijk	Netherlands
Stichting Recreatietoervaart Nederland (SRN)	Netherlands
Toerisme Scheldeland	Belgium
Province of West Flanders	Belgium
City of Bradford Metropolitan District Council	UK

*please refer to the project website for specific outcomes of the project

<http://www.waterwaysforgrowth.eu/resources/project-results.html>





Waterways for Growth

**The Interreg IVB
North Sea Region
Programme**

*Investing in the future by working together
for a sustainable and competitive region*



European Union  The European Regional Development Fund

