



Key Speech: Programme character towards real projects

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Speaker key info

- Master in Political Science from the University of Oslo 1987
- Varied experience from all levels of public administration and interest organisations
- Transport advisor in Vest-Agder County Council since 1998, with emphasis on long-term strategic planning and international cooperation
- Coordinator of North Sea Commission Transport group since 2000
- Representing Vest-Agder as a partner in several Interreg projects such as SustAccess, Northern Maritime Corridor, Seaplane, InterBaltic and Concept.





Assignment

- Brief understanding about the priority and how it is embedded in the programme
- Reflect the character of the programme towards new projects considering the specific priority in terms of sustainable development, innovation, territorial cohesion, equal opportunities, transnational co-operation, expanded geographical area and idea of strategic projects
- “Real Projects” – consider the process towards new projects in terms of e.g. partner-search and links to core policies and other projects and programmes





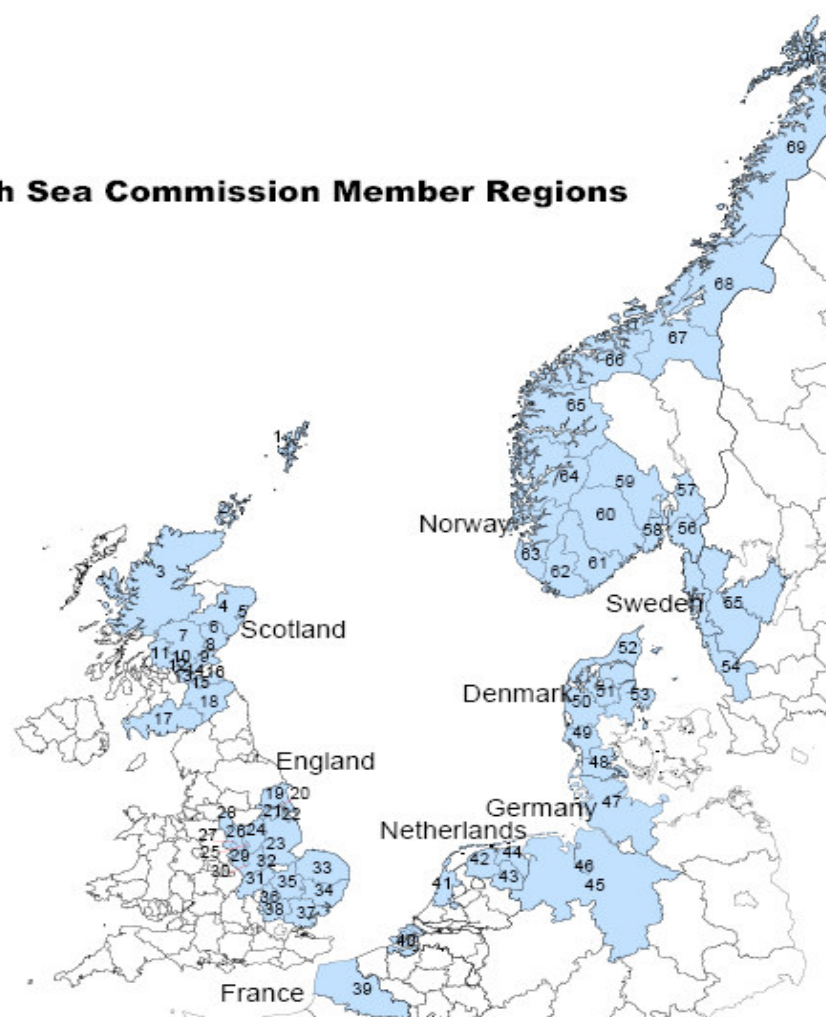
About North Sea Commission (NSC)

- NSC founded in 1989 to facilitate and enhance partnerships between regions which manage the challenges and opportunities presented by the North Sea. 1 of 7 Commissions under CPMR
- **Vision:** future in a polycentric Europe built on the principles of sustainability, where everyone can enjoy the benefits of social progress and economic growth
- Comprises over 70 regional authorities in 8 countries around the NS (Scotland, England, France, Netherlands, Germany, Denmark, Sweden and Norway).





North Sea Commission Member Regions





NSC Transport group – tasks & functions.

- One of 5 thematic groups in the NSC
- Permanent network with about 30 member regions
- Monitoring key developments in transport sector
- Forum for the exchange and dissemination of information and experience
- Facilitating co-operation and partnerships
- Development of Interreg projects and studies
- Influencing EU and national transport policies





Brief understanding of priority 3

Aim: To promote transnational cooperation activities that contribute to improving the accessibility of places in the North Sea Region and deliver economic and social benefits.

- 3 areas of intervention addressing regional accessibility, multimodal transport corridors and efficient logistics solutions (the areas of intervention will be addressed by the next speaker..)





Themes and focus areas of priority 3

- Intermodality and interoperability
- Maritime dimension: SSS, MoS, modal shift on to maritime transport
- Logistics in an integrated D2D perspective
- Technology and innovation
- Development of secondary networks
- Covering all modes, emphasis on maritime transport
- Focus on freight transport
- Explicit links to core European policies, concepts and programmes





Integration of Priority 3 in the over all NSP

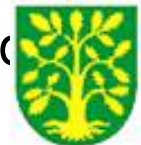
- Improved accessibility is a vital precondition for achieving the over all aim om the NSP - making the Region a better place in which to live, work and invest
- Improved accessibility has a potential of contributing to growth, jobs, innovation and sustainable development in line with the Lisbon and Gothenburg strategies
- Priority 3 has many interfaces and potential synergies with the other priorities of the programme re. innovation (1), sustainable management of our environment (2) and sustainable and competitive communities (4).





Priority 3 in terms of Sustainable development

- SD is regarded as an integral part of this priority
- Good accessibility would contribute to all dimensions of sustainability – economic, social and environmental
- Improved accessibility contributes to more sustainable communities in remote areas, enabling people to live and work in their home regions.
- Modal shift has a strong potential of reducing costs of pollution and congestion





Priority 3 in terms of innovation,

- Pri 3 has a strong focus on innovation
- The priority is encouraging the development of new technologies (ITS, information systems etc), novel approaches and new ways of implementing existing technology. The innovation aspect is also comprising new ways of organisation and networking





Priority 3 in terms of territorial cohesion

- Improved accessibility would contribute to territorial cohesion in terms of a more balanced development between different parts of the NSR.
- Improved transport services would sustain the existence and continued development of remote areas





Priority 3 in terms of equal opportunities

- Issue is not explicitly addressed, but Pri 3 is nevertheless assumed to have a certain benefits for equal opportunities
- ITS could improve the access to transport services for people with disabilities
- Improved accessibility could benefit equal opportunities in terms of increasing employment levels, providing new jobs and by tackling skill shortages





Priority 3 in terms transnationality

- The subject of Priority 3 - “improving accessibility” has got an inherent transnational dimension
- The challenge of developing transport links in the NSR clearly benefits from transnational cooperation in forms of networking, knowledge transfer, exchange of good practice and development of novel approaches and new concepts & models





The significance of extended geographical scope

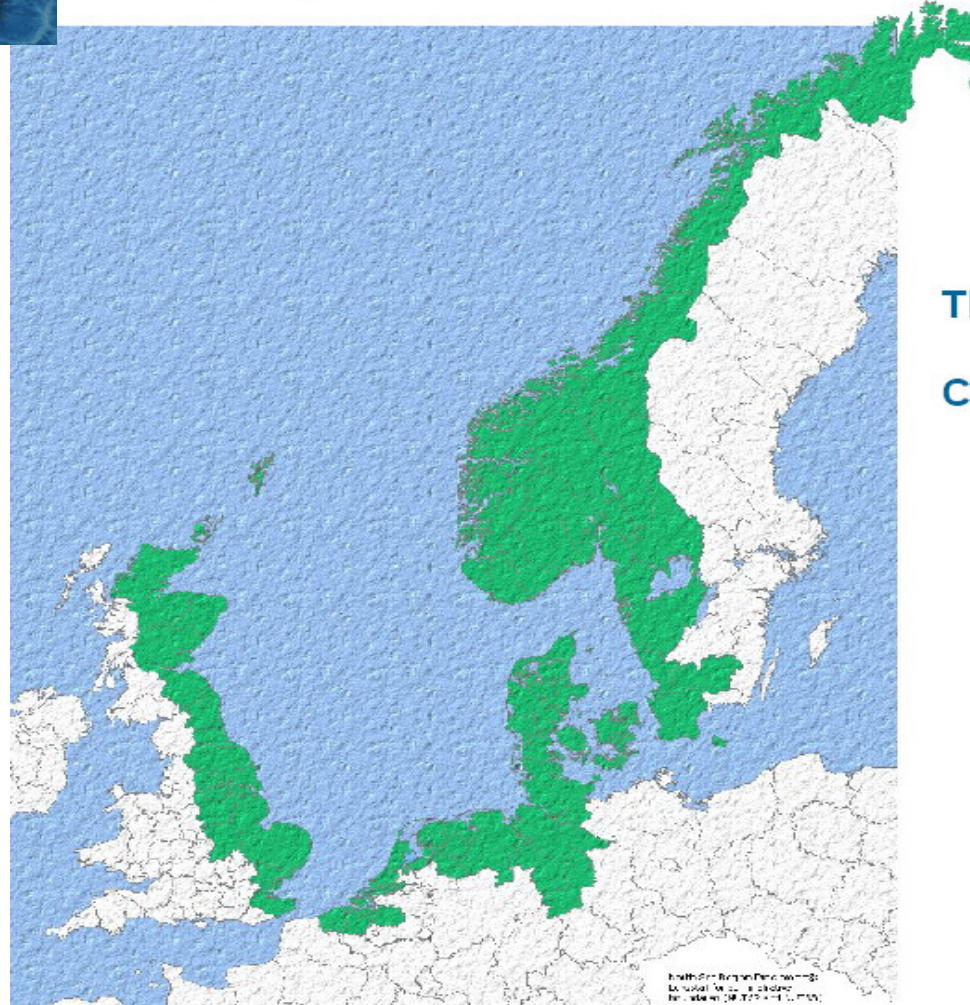
- The expanded geographical scope of the programme (including Kent in the UK and whole Norway), is adding to the diversity & heterogeneity of the NSP, and is also increasing the potential for added value, and for transnational networking and learning
- The inclusion of Northern Norway in the Programme could facilitate the extension of the TEN-T further North as proposed by the EU High Level Group
- Extended geographical coverage could also promote a coherent MoS network between the EU and third countries like Norway and Russia.



North Sea
Programme



The North Sea Region



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The potential for strategic projects

- Priority 3 focus on intermodal transport corridors and modal shift makes it a particularly suitable framework for developing “strategic projects”, due to large geographical coverage and consistence with European and national policy objectives

Possible strategic projects:

- Support the extension of the TEN-T further North in line with the recommendations of the EU High Level Group report
- Developing the MoS concept in the NSR, in particular with a view of stimulating a MoS network in more peripheral areas characterised by weaker flows and longer distances.



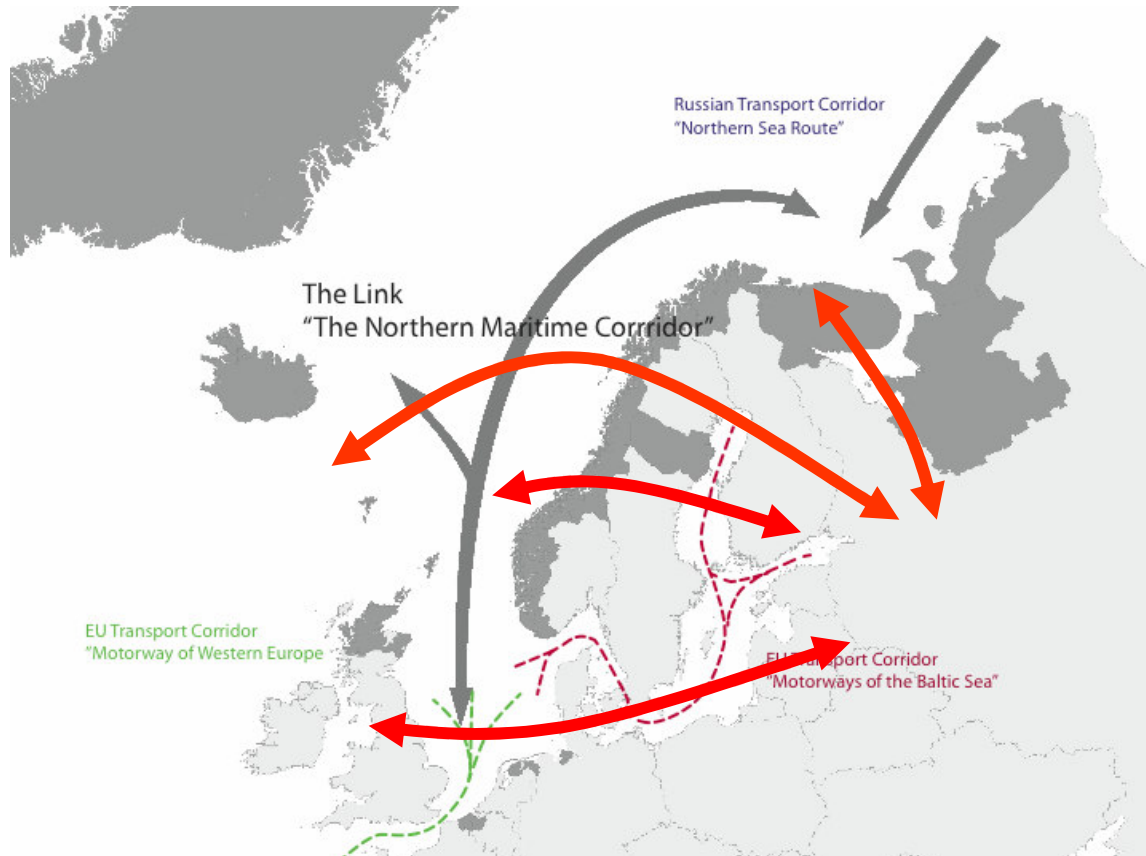


The potential for strategic projects – extension of TEN-T





Northern Maritime Corridor – framework for extending the Motorways of the Sea, East-West connections





Further ideas for strategic projects

- North Sea "Master Plan" for transport
- Establish North Sea Forum for sustainable transport, comprising all relevant stakeholders





Towards "real projects" – the process of project development and creation of partnerships

- Build upon and further develop the results from current projects
- Link project ideas to European transport policy documents and instruments (White Paper, TEN-T & MoS, logistic action plan, ports policy, Green Paper urban transport, charging schemes etc)
- Early and wide dissemination of project ideas
- Transnationality: Recruit partners from all relevant countries of the NSR
- Cross sectorality: involve partners from all sides of the "triple helix triangle", e.g. public, business and research. Involve business community at early stage to tailor ideas to their needs





Role of NSC Transport group in promoting transnational co-operation

- As a permanent body under political leadership, the Transport group is considered to be a suitable arena for project development, co-ordination & networking across projects and dissemination of results from Interreg projects.
- The Transport group is also a suitable platform for continuation of project networks after Interreg projects have ended





General views on projects and project development under the new programme

- Projects under Priority 3 should be developed in a more coordinated manner ensuring thematic consistency, exploiting potential for synergies and avoiding duplication of efforts and gaps
- Should consider "framework / umbrella" projects for freight and passenger transport respectively, under which several thematically interlinked sub-projects / work packages could be developed
- The NSP should be more open to cooperation with partners and projects in neighbouring programme areas such as the Baltic Sea and North West Europe





Potential themes for projects

- Improving intermodality and interoperability (removing bottlenecks, filling missing links)
- Optimising transport capacity
- Harmonising framework conditions (administrative, legal, financial) between modes
- Strengthening the role of secondary ports / hubs (polycentrism, feeding)
- Further developing Gateway – Hinterland concepts (dry ports)
- Stimulating innovation (technical, organisational)

- Encouraging development of cleaner fuels in the transport sector, in particular in the shipping sector

