

**Interreg IVB North Sea Region Programme  
5<sup>th</sup> Call for Applications  
Guidance Note – FINAL (Update Feb 2010)**

**Introduction**

In 2008 the programme committees decided to postpone the 5<sup>th</sup> call for applications and to start a consultation process for its preparation. This decision was taken in a situation where already more than half of the anticipated projects to be funded were approved and more than 50% of the funding was allocated. After the 4<sup>th</sup> call for applications 39 out of a minimum of 50 projects had been approved and 70% of the EU member states' funding and 73% of the Norwegian funding had been allocated. The consultation process was initiated to agree on the shape of the programme's future calls for applications in the light of available resources and issues not yet addressed for the remainder of the programme. The purpose of this paper is to provide an overview about the outcomes of the consultation as a guide for the preparation of your project idea for the 5<sup>th</sup> call and beyond.

When you read the guidance please note that the 5<sup>th</sup> call for applications will be open for all 4 priorities and all 14 areas of interventions. However, as you can see from the table below for each of the priorities there is a different amount of funding left. We ask you to take the guidance provided in this paper carefully into account before working on your application.

**Dates**

- The 5<sup>th</sup> call for applications will be open from March 1<sup>st</sup>, 2010 until April 7<sup>th</sup>, 2010. Information about the availability of the online system for applications will be published on the website. Revisions might occur in the system until the call opens officially.
- Information about the availability of the online system for pre-assessments will be published on the website. Once the system is open, submissions for pre-assessments will be possible until February 5<sup>th</sup>, 2010.

**Extensions**

A number of extensions of ongoing projects have been approved by the programme so far. If you are planning to apply for an extension during the next call, please make sure to highlight the added value of this extension especially in comparison to the already approved activities, outcomes and partnership. The value for money aspect will be crucial for the assessment of any extensions.

**Grant rate and funding available**

The grant rate for project partners from all of the programme regions; Denmark, Flanders, Germany, Netherlands, Sweden, Norway and U.K is 50%. The grant rate for Norwegian project partners had been 30%. It has now been agreed by the programme Monitoring Committee to raise the Norwegian grant rate to 50%.

#### Funding allocated and available

ERDF (in Euro)		budget	allocated	%	available	%
Priority	1.	28,649,856	24,303,199	85	4,346,657	15
	2.	39,067,986	38,263,457	98	804,529	2
	3.	39,067,986	9,204,440	24	29,863,546	76
	4.	23,440,792	19,188,288	82	4,252,504	18
<b>Total</b>		130,226,620	90,959,384	70	39,267,236	30

Norwegian ERDF equivalent (in Euro)		budget	allocated	%	available	%
Priority	1.	1,980,000	2,260,239	114	-280,239	-14
	2.	2,700,000	1,786,812	66	913,188	34
	3.	2,700,000	968,920	36	1,731,080	64
	4.	1,620,000	1,578,731	97	41,269	3
<b>Total</b>		9,000,000	6,594,702	73	2,405,298	27

#### More information

When preparing your application, it is strongly recommended to take the programme's fact and info sheets and the 'Strategy & Priorities' booklet into consideration. You can find them in the download section of the programme's webpage: <http://www.northsearegion.eu/ivb/documents/document-library/>

Also view the programme's news for additional information: <http://www.northsearegion.eu/ivb/home/>

Project ideas can be viewed and published here: <http://www.northsearegion.eu/ivb/project-ideas/>

#### Guidance for priorities 1 to 4

The guidance follows the structure of the programme, by giving a separate overview for each priority, starting with priority 1.

##### Priority 1 – Building our capacity for innovation

A number of projects have already been approved under areas of intervention 1.2 (Building the transnational dimension of clusters and research and innovation networks) and 1.3 (Building society's and the institutional capacity for innovation). The call will be open for applications under all areas of interventions. During the programme's consultation process, it was emphasized that projects applying under priority 1 are encouraged to apply a focus on SMEs and to make links to overcome the economic crisis. For these purposes new target groups and/or stakeholders within the private sector should be involved, especially within the knowledge segment.

In terms of issues not yet addressed, the programme seeks projects in those areas of interventions that have not been or only partly been addressed so far. For Priority 1 these are area of intervention 1.1 (Building the innovation capacity of businesses) with only two projects so far and particularly area of intervention 1.4 (Promoting the adoption and use of ICT applications) with no applications so far.

The recent update of the i2010 strategy, the [European Commission's new Digital Competitiveness Report](#) shows that Europe's digital sector has made strong progress since 2005, at the same time, however, future challenges were identified. Those include “Unleashing ICT as a driver of economic recovery and as a lead contributor to the Lisbon growth and jobs agenda”, “Creating a 100% connected economy through a high-speed and open internet for all” and “Upping Europe’s performance in ICT research and innovation”. Information and Communication Technologies (ICT) are crucial to a competitive knowledge based economy.

Transnational cooperation in the North Sea Region offers opportunities to work towards meeting these challenges. Area of intervention 1.4 (Promoting the adoption and use of ICT applications) supports co-operation activities that, for example, stimulate e-business activities by SMEs and which strengthen the e-commerce sector in the North Sea Region and encourage innovations in e-working. It will also encourage the continued adoption of e-governance applications in the public sector, including considerations such as e-health and the use of ICTs to promote economic and social inclusion. Actions that stimulate the roll-out of new high capacity internet provision will also be considered where transnational cooperation benefits can be identified.

Due to the cross-cutting character of innovation and ICT, projects with a focus on ICT applications operating in various thematic fields may apply within area of intervention 1.4 (Promoting the adoption and use of ICT applications). The area of intervention offers strong links to the other priorities of the programme, which implies that projects with operational links in the fields of environment (priority 2), accessibility (priority 3) or sustainable communities (priority 4) may be considered relevant for area of intervention 1.4, given the project’s focus on ICT applications. Those are for example in priority 2 projects which consider the various means of stimulating the use of ICT in production and distribution processes with an environmental scope and impacts to deliver eco-efficient solutions. For projects dealing with logistics or high capacity internet provision, that are being dealt with in priority 3, area of intervention 1.4 may become alternatively relevant, if the project is working within the scope of ICT applications. The same applies for projects working with e-services in the context of sustainable communities (priority 4) that provide links to the field of ICT applications. For a detailed description of the priority and its areas of intervention please consult the [‘Strategy & Priorities’](#) booklet.

## **Priority 2 – The Sustainable Management of our Environment**

In terms of the funding available for this priority, please bear in mind that it might not be sufficient for a project with a broader scope.

In terms of issues still to be addressed, area of intervention 2.2 (Developing preventive and responsive measures to address acute and chronic marine pollution) with only 1 project approved should be addressed.

For a detailed description of the priority and its areas of intervention please consult the [‘Strategy & Priorities’](#) booklet.

### **Priority 3 – Improving the accessibility of places in the NSR**

With regard to the low number of approved projects and the available funding left, it is emphasised that priority 3 is also open for transport projects related to innovation and technology development with interfaces to priority 1 (Building on our capacity for innovation) , e.g. development of sustainable fuels, traffic management/ monitoring systems, integrated ticketing etc, as well as for projects related to the role of transport in sustainable regional development with interfaces to priority 4 (Promoting sustainable and competitive communities). There are also interfaces between priority 3, and priority 2 (Sustainable management of our environment), with environment being a cross cutting theme for the programme as a whole. As such, boosting the eco-efficient economy is a means to tackle the financial crisis.

Project developers are advised to take recent EU policy documents into consideration, as there are for example:

Future of transport:

[http://ec.europa.eu/transport/strategies/2009\\_future\\_of\\_transport\\_en.htm](http://ec.europa.eu/transport/strategies/2009_future_of_transport_en.htm)

Consultation on TEN-T Green Paper:

[http://ec.europa.eu/transport/infrastructure/consultations/2009\\_04\\_30\\_ten\\_t\\_green\\_paper\\_en.htm](http://ec.europa.eu/transport/infrastructure/consultations/2009_04_30_ten_t_green_paper_en.htm)

Action Plan on Urban mobility:

[http://ec.europa.eu/transport/urban/urban\\_mobility/action\\_plan\\_en.htm](http://ec.europa.eu/transport/urban/urban_mobility/action_plan_en.htm)

Strategic goals and recommendations for the EU's maritime transport policy until 2018, (COM/2009/0008):

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52009DC0008:EN:HTML:NOT>

Communication from the Commission - Greening Transport [COM(2008)433]:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52008DC0433:EN:HTML:NOT>

Communication from the Commission - Freight Transport Logistics Action Plan [COM(2007)607]:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52007DC0607:EN:NOT>

[http://ec.europa.eu/transport/strategies/index\\_en.htm](http://ec.europa.eu/transport/strategies/index_en.htm)

In order to overcome accessibility challenges, area of intervention 3.1 (Promote regional accessibility strategies) focuses on efficient and sustainable use of existing capacity. Examples which could be addressed are matters like eco-driving, traffic safety, public transportation, incl. ticketing technologies, traffic management/monitoring systems, schemes for congestion charging/road pricing, regional air transport, (high speed) rail concepts and issues related to the Rail Traffic Management System (RTMS) and use of sustainable fuels. In terms of the North Sea Region, there is thus a link between the development of zero/low emission accessibility and renewable energies. Furthermore, technological innovation will be a major contributor to the solution of the transport challenges. New technologies will provide new and more comfortable services to passengers, increase safety and security and reduce the environmental impacts. "Soft infrastructures", like intelligent transport systems for road (ITS) and traffic management systems for rail (ERTMS32) and aviation (Single European Sky's SESAR33), backed by Galileo, can optimize the use of the network and improve safety; innovative vehicle technology can lower emissions, reduce oil dependency and increase comfort.

This area of intervention is also addressing the issue of how ICT infrastructures could support the promotion of regional accessibility strategies. Novel approaches that consider the potential of new communications technologies, such as satellite technologies might also be an example for consideration in this area. Transnational cooperation that generates substantial economies of scale and

encourages the uptake of new technologies, for example through the procurement of receiver equipment, might be one approach to deal with.

In terms of areas of intervention 3.1 (Promote regional accessibility strategies) and 3.3 (Promoting the development of efficient and effective logistics solutions) the accessibility of energy (-grids) and availability of energy logistics offers a range of activities for innovative solutions within the North Sea region.

Area of intervention 3.2 (Promote the development of multi-modal and transnational transport corridors) is intending to promote the development of multi-modal and transnational transport corridors. There are three elements to this area of intervention which will promote the overall objective of increasing accessibility across the North Sea Region:

- Support of maritime transport corridors
- Support for integrated transport corridors
- Support for multimodal transfer initiatives

These three areas are linked by the common need to use transnational cooperation in order to develop corridors or to increase the effective capacity of existing corridors. Examples to be taken into consideration for the intervention 3.2 are green corridors, road-/rail – ferry concepts, inland waterways and development of multimodal hubs for freight and passenger transport<sup>1</sup>.

Area of intervention 3.3 (Promoting the development of efficient and effective logistics solutions) is promoting the development of efficient and effective logistics solutions. This priority will support the further development and wider application of intelligent transport systems (ITS) as part of integrated transport solutions. The intention is to assist in improving the functioning of logistics systems across the North Sea Region in order to provide social, economic and environmental benefits. Support should aim towards the improvement of and innovations in cargo logistics systems especially in port operations, inter-modal transport interfaces, and transport monitoring systems. Examples for projects dealing with logistics solutions are topics like city logistics concepts, freight monitoring systems and technologies. In terms of logistics it might be worthwhile taking into consideration the North Sea Region as a test bed for future related solutions in logistics as there are for example self-steering logistics and robotics.

For a detailed description of the priority and its areas of intervention please consult the '[Strategy & Priorities](#)' booklet.

#### **Priority 4 – Promoting Sustainable and Competitive Communities**

In terms of issues not yet addressed, the programme seeks for projects in area of intervention 4.1 (Tackling the needs of areas in decline) with only 2 projects so far.

As discussed during the consultation process, the reasons for the low number of projects under this area of intervention may be related to the largely spatial and broad approach that project proposals aim to apply in contrast to a thematically more focussed approach related to the needs of areas in decline. In addition, transnational co-operation offers the unique opportunity to consider these challenges at a macro-regional scale and tackle the described problems such as demographic change, migration and enhancing the strengths of urban and rural areas and their mutual

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<sup>1</sup> Transvisions: Report on transport Scenarios with a 20 to 40 year horizon.  
[http://ec.europa.eu/transport/strategies/2009\\_future\\_of\\_transport\\_en.htm](http://ec.europa.eu/transport/strategies/2009_future_of_transport_en.htm)

links that are affecting the North Sea regions. Macro-regional strategies should therefore be considered as endogenous, focusing on addressing the challenges and exploiting the opportunities within the macro-region.

Applicants applying in area of intervention 4.1 (Tackling the needs of areas in decline), should consider that building links between rural and urban areas in order to utilise the combined economic potential and strengthen regional integration is considered particular relevant for transnational co-operation activities.

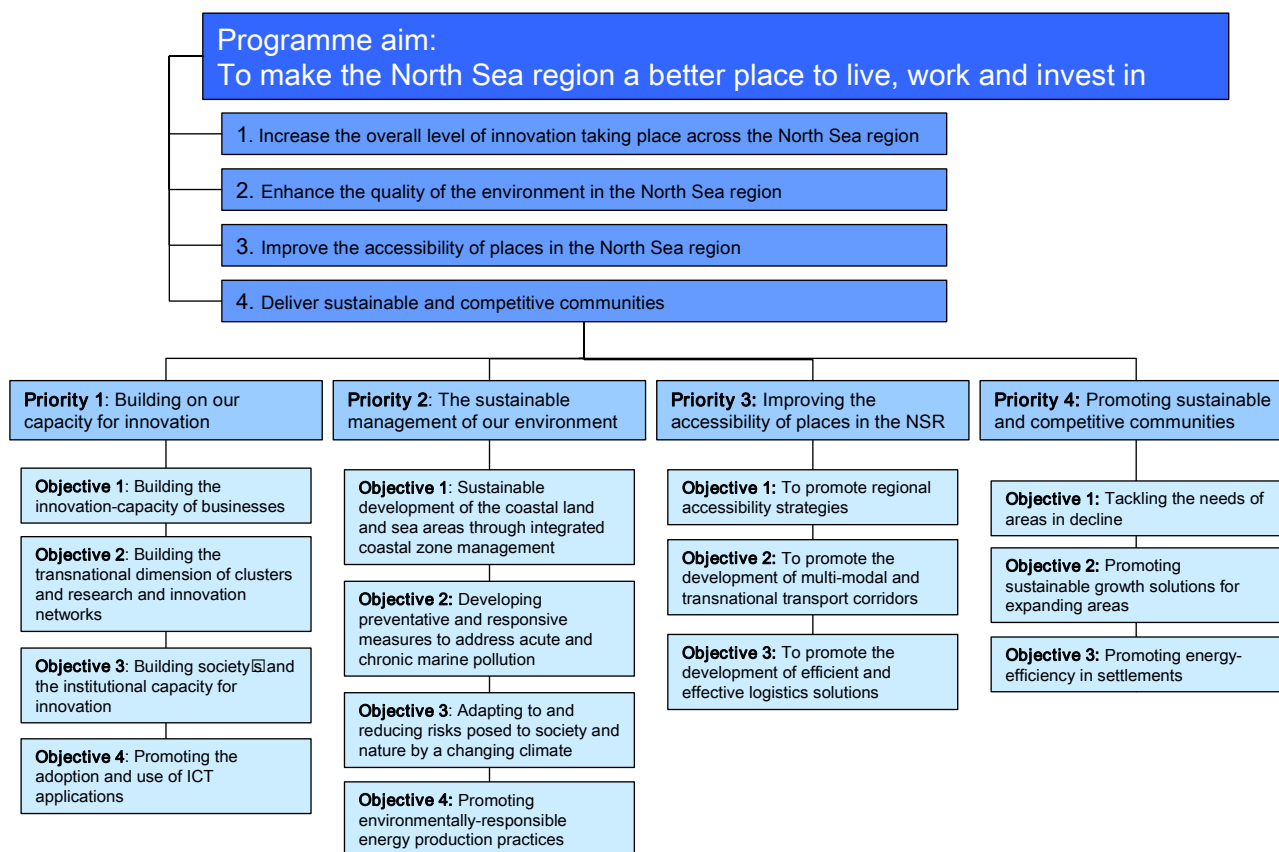
For projects dealing with problems of urban sprawl and congestion (for example through new approaches for sustainable urban/regional transport solutions) and developing strategies for transport patterns due to changing requirements for land use as addressed within the area of intervention 4.2 (Promoting sustainable growth solutions for expanding areas) may be relevant for priority 3 (Improving the Accessibility). This is especially the case in terms of transport and in particular with close connection to public transport, accessibility and sustainable transport logistics.

In terms of service delivery and new technologies for economic activity, links could be made to area of intervention 1.4 (Promoting the adoption and use of ICT applications) and in particular the section concerning the increased stimulation of the use of e-services and e-commerce.

For a detailed description of the priority and its areas of intervention please consult the '[Strategy & Priorities](#)' booklet.

## Annex

### The Logic of the Programme – Overview about priorities and objectives of the programme; the objectives relate to the areas of interventions



## Annex

### Tabular overview about the projects approved

#### Priority 1 – Building our capacity for innovation

##### Tabular overview about the projects approved per area of intervention

Area of Intervention	Acronym	Full name
1.1 Building the innovation capacity of businesses	NMU	Northern Maritime University
	ERIP	European Regions for Innovative Productivity
1.2 Building the transnational dimension of clusters and research and innovation networks	e-clic	European Collaborative Innovation Centres for broadband media services
	IFP	Innovative Foresight Planning for Business Development
	NSSP	North Sea Screen Partnership
	Power Cluster	Developing the North Sea Offshore Wind Power Cluster
	Smart Cities	Smart Cities
	POYO	The Port is Yours
	ClimaFruit	Future proofing the North Sea berry fruit industry in times of climate change
1.3 Building society's and the institutional capacity for innovation	Skint	North Sea Skills Integration and New Technologies
	CCC	Creative City Challenge
	North Sea Supply	North Sea Supply Connect
1.4 Promoting the adoption and use of ICT applications		No projects so far

For detailed information about each of the projects please consult the programme's [webpage](#).

## Priority 2 – The Sustainable Management of our Environment

### Tabular overview about the projects approved per area of intervention

Area of Intervention	Acronym	Full name
2.1 Sustainable development of the coastal land and sea areas through integrated coastal zone management	LNS	Living North Sea
	TIDE	Tidal River Development
	BLAST	Bringing Land and Sea Together
	SUSCOD	Sustainable Coastal Development in Practice
2.2 Developing preventive and responsive measures to address acute and chronic marine pollution	Ballast Water Opportunity	North Sea Ballast Water Opportunity
2.3 Adapting to and reducing risks posed to society and nature by a changing climate	Aquarius	The Farmer as Water Manager under Changing Climatic Conditions
	CLIWAT	Adaptive and Sustainable Water Management and Protection of Society and Nature in an Extreme Climate
	CPA	Climate Proof Areas
	DiPol	Impact of Climate Change on the Quality of Urban and Coastal Waters (Diffuse Pollution)
	MARE	Managing Adaptive Responses to Changing Flood Risk in the North Sea Region
	SAWA	Strategic Alliance for Integrated Water Management Actions
	BioCHAR	Climate changing soils
2.4 Promoting environmentally responsible energy production practices	enerCOAST	BlueGreen Coastal Energy Community
	C2CI	Cradle to Cradle Islands
	North Sea SEP	North Sea Sustainable Energy Planning

For detailed information about each of the projects please consult the programme's [webpage](#).



### Priority 3 – Improving the accessibility of places in the NSR

#### Tabular overview about the projects approved per area of intervention

Area of Intervention	Acronym	Full name
3.1 To promote regional accessibility strategy	CARE-North	Carbon Responsible Transport Strategies for the North Sea Area
3.2 To promote the development of multi-modal and trans-national transport corridors	StratMos	Motorways of the Sea - Strategic Demonstration Project
3.3 To promote the development of efficient and effective logistics solutions	Dryport	Dryport - A Modal Shift in Practice
	NS Frits	North Sea Freight & Intelligent Transport Solution

For detailed information about each of the projects please consult the programme's webpage at: <http://www.northsearegion.eu/ivb/projects/>

### Priority 4 – Promoting Sustainable and Competitive Communities

#### Tabular overview about the projects approved per area of intervention

Area of Intervention	Acronym	Full name
4.1 Tackling the needs of areas in decline	DC NOISE	Demographic Change: New Opportunities in Shrinking Europe
	Vital	Vital Rural Area
4.2 Promoting sustainable growth solutions for expanding areas	MP4	Making Places Profitable: Public and Private Open Spaces
	CA!	Coast Alive!
	Waterways for Growth	Waterways for Growth: A New Beginning for Inland Waterways
	SURF	Sustainable Urban Fringes
4.3 Promoting energy efficiency in urban and rural communities	ANSWER	A North Sea Way to Energy-Efficient Regions
	BwC	Build with CaRe: Mainstreaming Energy Efficiency in the Built Environment

For detailed information about each of the projects please consult the programme's [webpage](#).