



The North
Sea Region
Programme
2007–2013



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

Future Perspectives



Carsten Westerholt
Unit Manager, North Sea Region Programme Secretariat
@ 9th Call for Applications Seminar, CPH, 07 February 2013

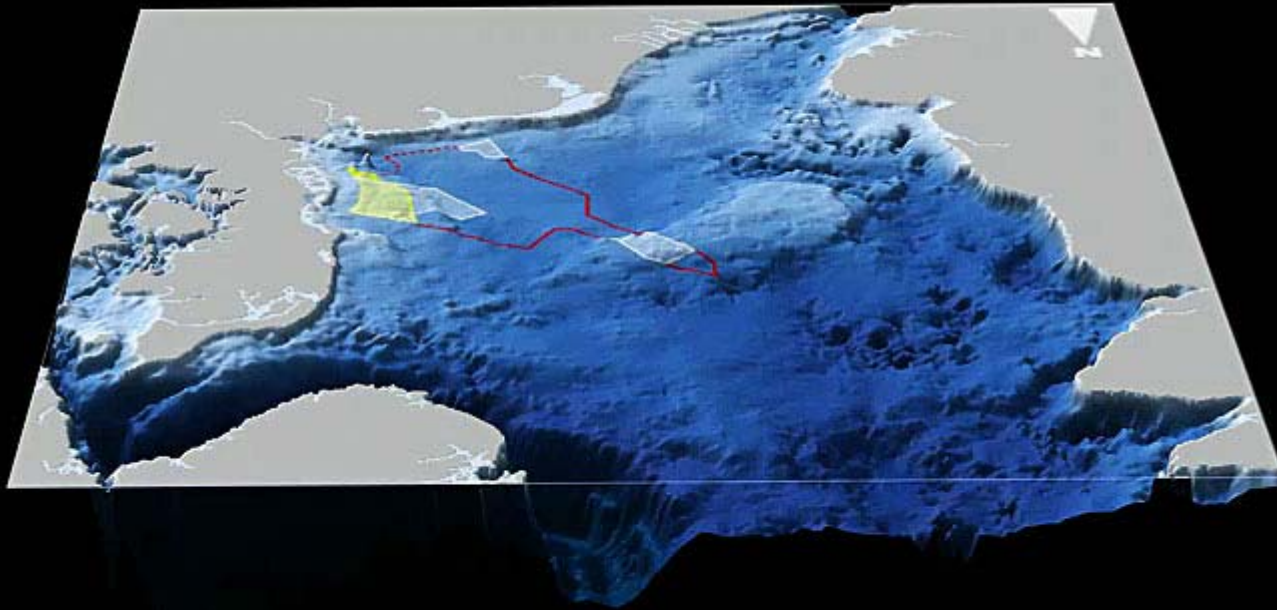
Future Perspectives

- 1) The next programme period (2014-2020)
- 2) Background to the 9th call

The North Sea Region Programme
2014 – 2020



2014–2020: Changing Perspective



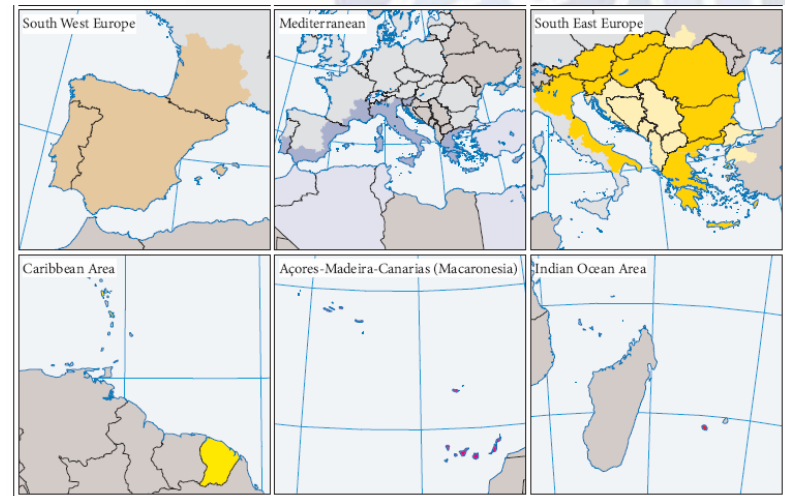
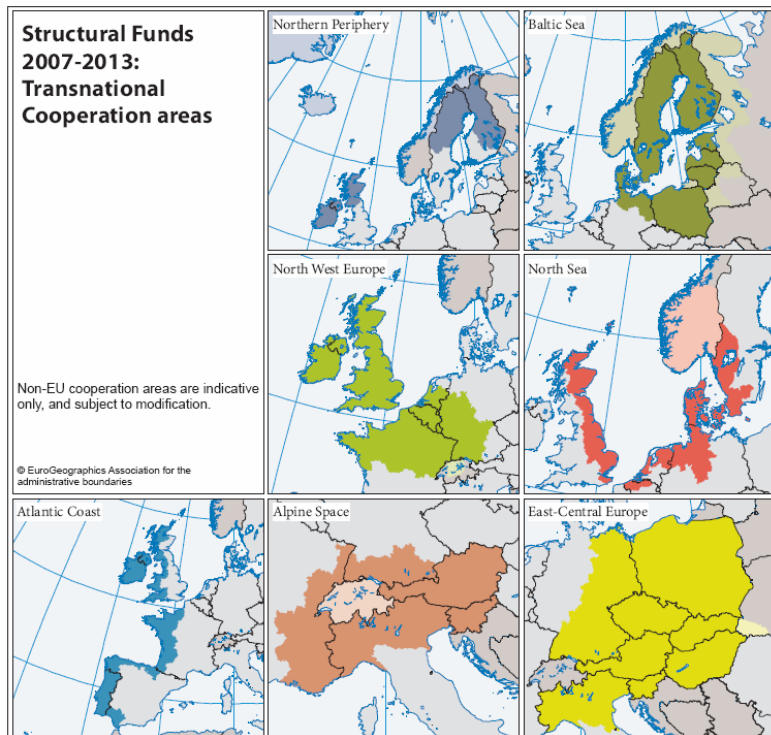
New programme period

Europe 2020 demands **focused action** and that every European region should identify the actions that will give the greatest gain for the funding invested and make a **real contribution** towards **smart, sustainable and inclusive growth**.

Initial **Programme Preparation** is ongoing.

New programme period

■ Cooperation areas



New programme period

Financial framework for European territorial cooperation (tbc)

- 73% €8.5bn cross-boarder
- 21% €2.4bn transnational
- 6% €0.7bn interregional

New programme period

Programming

- Which challenges and opportunities to tackle within the North Sea region?
- Thematic concentration: 4 out 11 thematic objectives
- Harmonization and simplification
- New programmes to start in 2014

New programme period

Milestones until summer

- Strategic Orientation Report
- Ex-ante inception and mapping exercise report
- Consultation I

- Workshop Annual Conference
- Draft Operational Programme
- Consultation II

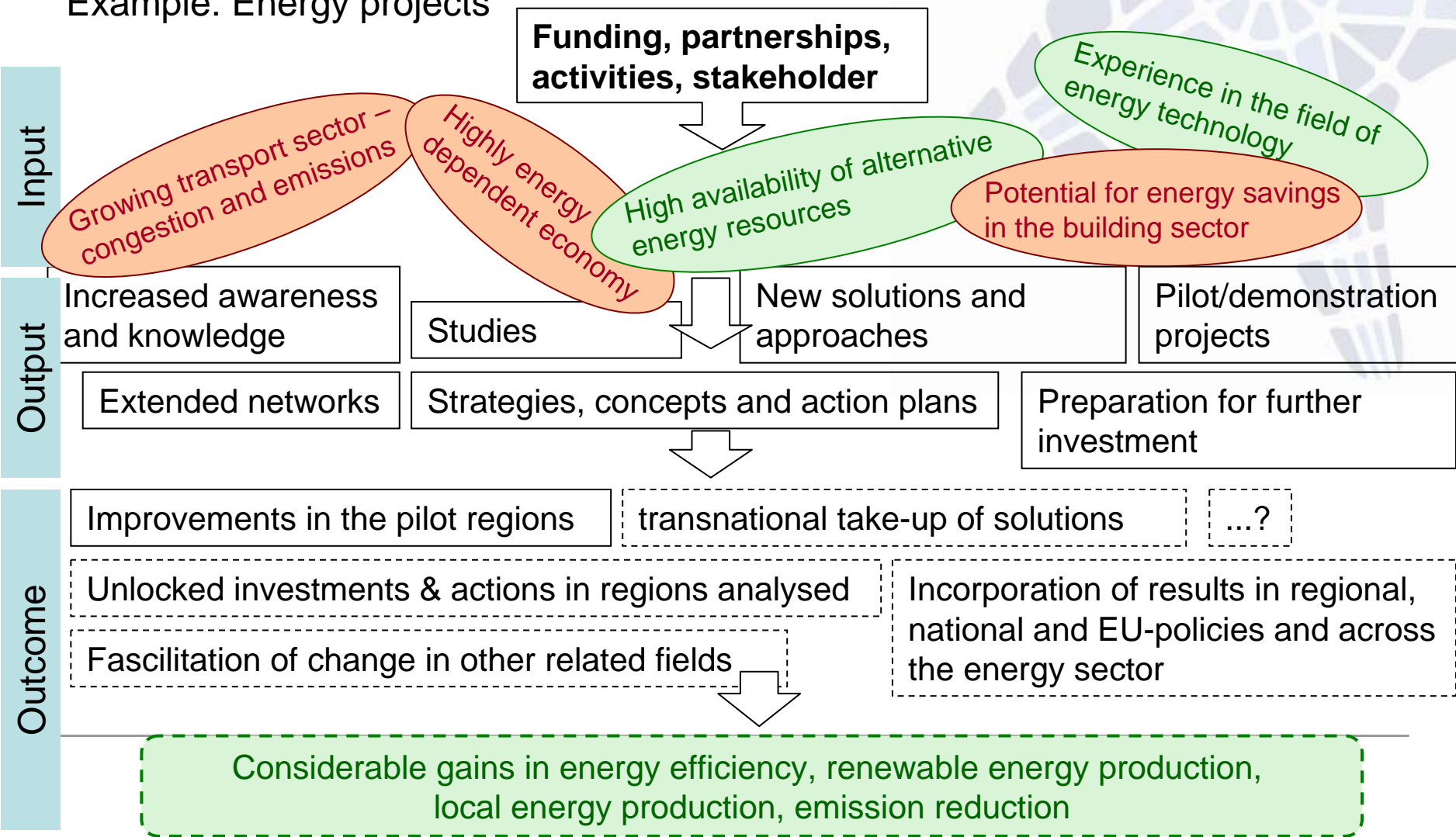
9



2007-2013

Capturing the outcomes of cooperation

Example: Energy projects



58 Projects and 5 Clusters approved

Priority 1: 14

Cluster: DANS

1.1 Building the innovation capacity of business

ERIP, NMU + ext.,
GreenGrowing

1.2 Building the transnational dimension of clusters and research and innovation networks

e-CLIC, IFP, Nssp, Power Cluster, Smart Cities, POYO +ext, ClimaFruit,

1.3 Building society's and the institutional capacity for innovation

Skint, CCC, North Sea Supply + ext.

1.4 Promoting the adoption and use of ICT applications

Opening Up

Priority 2: 15

Cluster: WaterCAP

2.1 Sustainable development of the coastal land and sea areas through integrated coastal zone management

LNS, TIDE, BLAST + ext.
SUSCOD + ext.

2.2 Developing preventive and responsive measures to address acute and chronic marine pollution

Ballast Water + ext.

2.3 Adapting to and reducing risks posed to society and nature by a changing climate

Aquarius, CLIWAT, CPA, DiPol, Mare, SAWA, BioCHAR

2.4 Promoting environmentally responsible energy production practices

enerCOAST, North Sea SEP, C2CI + ext.

Priority 3: 15

Cluster: MTC, EVNSR

3.1 To promote regional accessibility strategies

CARE-North, Cruise Gateway, iTransfer, Green Airports, E-Mobility NSR, ITRACT

3.2 To promote the development of multi-modal and transnational transport corridors

StratMoS + 2ext., LO-PINOD, GreCOR, Food Port + ext. + ext., HyTrEc

3.3 To promote the development of efficient and effective logistics solutions

NS Frits, Dryport + ext., CNSS, E-Harbours, ACCSEAS, NSF, S@IL

Priority 4: 11

Cluster: LOWCAP

4.1 Tackling the needs of areas in decline

DC NOISE, Vital, iAge, SEEDS, PROWAD

4.2 Promoting sustainable growth solutions for expanding areas

MP4, CA! +ext., SURF, Waterways for Growth + ext.

4.3 Promoting energy efficiency in settlements

ANSWER, Build with Care



Remaining Funds

ERDF

	Budget	Remaining
Priority 1:	28.649.856	over-allocated
Priority 2:	39.067.986	over-allocated
Priority 3:	39.067.986	mainly allocated
Priority 4:	23.440.792	over-allocated

Norwegian Equivalent

Mainly fully allocated.

Funding for the 9th call (February 2013)

Priority 1: 14

Cluster: DANS

1.1 Building the innovation capacity of business

ERIP, NMU + ext.,
GreenGrowing

1.2 Building the transnational dimension of clusters and research and innovation networks

e-COC, IFP, NSSP, Power Cluster, Smart Cities, +ext., Climate

1.3 Building society's and the institutional capacity for innovation

Skint, CCC, North Sea Supply + ext.

1.4 Promoting the adoption and use of ICT applications

Opening Up

Priority 2: 15

Cluster: WaterCAP

2.1 Sustainable development of the coastal land and sea areas through integrated coastal zone management

LNS, TIDE, BLAST + ext.
SUSCOD + ext.

2.2 Developing preventive and responsive measures to address acute and chronic marine pollution

Ballast Water + ext.

2.3 Adapting to and reducing risks posed to society and nature by a changing climate

Aquarius, CLIWAT, CPA, DiPol, Mare, SAWA, BioCHAR

2.4 Promoting environmentally responsible energy production practices

enerCOAST, North Sea SEP, C2CI + ext.

Priority 3: 15

Cluster: MTC, EVNSR

3.1 To promote regional accessibility strategies

CARE-North, Cruise Gateway, iTransfer, Green Airports, E-Mobility NSR, ITRACT

3.2 To promote the development of multi-modal and transnational transport corridors

StratMoS + 2 ext., LO-PINOD, GreCOR, Food Port + ext. + ext., HyTrEc

3.3 To promote the development of efficient and effective logistics solutions

NS Frits, Dryport + ext., CNSS, E-Harbours, ACCSEAS, NSF, S@IL

Priority 4: 11

Cluster: LOWCAP

4.1 Tackling the needs of areas in decline

DC NOISE, Vital, iAge, SEEDS, PROWAD

4.2 Promoting sustainable growth solutions for expanding areas

Mare, CAI + SUP, Waterways for + ext.

4.3 Promoting energy efficiency in settlements

ANSWER, Build with Care



Funding for the 9th call (February 2013)

2-3 + 1 + 4 = 7-8

27



This could be interesting for you!

SUMMER 2012 Issue #1

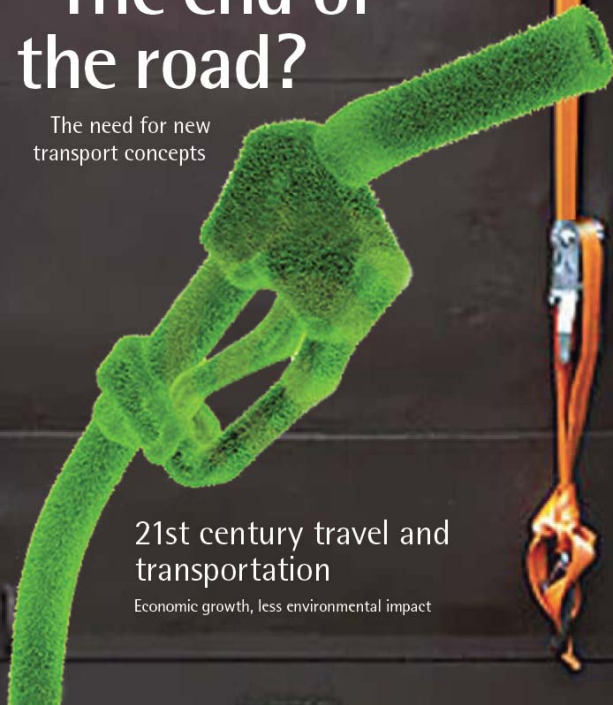
NORTH SEA TRANSPORT

EUROPEAN COMMISSION

ANSWERS

The end of the road?

The need for new transport concepts



21st century travel and transportation

Economic growth, less environmental impact



Shopper shipping is on the horizon for transportation in the North Sea region

When it comes to 21st century travel and transportation, most of us agree that we should set our sights on highly efficient, low carbon services. But the proposed routes – the big policy initiatives – to this target are certainly raising a few eyebrows across the North Sea region. Can the transportation sector really support economic growth but dramatically reduce its environmental impacts? The scale of the EU's maritime trade is often overlooked. The vast majority of the EU's international trade is seaborne; some countries like the United Kingdom are especially reliant on maritime trade.

The European Commission's Transport White Paper, published in 2011, set out proposals for a competitive transport system that will "increase mobility, remove major barriers in key areas, and fuel growth and employment". Transport 2050 Roadmap is a Single European Transport Area outlines ambitions to reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. Nobody could possibly argue against the virtues of increased mobility and reduced emissions. But the backwater performance of the transport sector in hitting emissions and other environmental targets has generated a certain understandable scepticism about the likelihood of Europe ever meeting these laudable targets.

At the launch of the white paper Commissioner Siim Kallias commented: "The widely held belief that you need to cut mobility to fight climate change is simply not true. Competitive transport systems are vital for Europe's ability to compete in the world, for economic growth, job creation and for people's everyday quality of life. Cutting mobility is not an option, neither in business as usual. We can break the transport system's dependence on oil without sacrificing its efficiency and compromising mobility. It can be win-win."

The statement deliberately threw out the challenge to transport providers, but it is not one to take lightly, especially in the high-population, freight-intensive North Sea

region - please check it is North Sea region throughout the publication. Here you find Europe's largest ports - Rotterdam, Antwerp, Hamburg, Bremerhaven and Felixstowe - and barge-to-barge container berths on the roads are part of everyday life.

Making the Commission's targets a reality will have an unavoidable impact on overseas businesses, freight and passenger transport operators, ports, importers and exporters, and even private individuals.

Unsurprisingly, the reaction from the transport sector in the North Sea region has been mixed; many operators are already striving to be as green as they can, within the constraints of current technology and the extreme operating and cost pressures of the present economic climate. These companies are certainly open to being "greener", but they also want to know who will pay?

Driving the European economy

The transport industry is an important part of the entire EU economy, directly employing around 30 million people and accounting for 5% of its GDP. For Europe's region, this

sector is nothing less than a lifeline and still an essential service for most trading businesses. When you consider the economy, you must stimulate or at least maintain transport connections.

But the days when transportation was synonymous with road haulage look numbered. "The EU economy is one of the most open in the world. The future prosperity of our continent will depend on the ability of all of its regions to remain part of a fully integrated world economy," remarks Jukka Savu, who is responsible for maritime transport policy ports and inland waterways at the European Commission's Directorate General for Mobility and Transport (DG MOVE). He points out that fuel costs and congestion levels are expected to rise significantly by 2020. To meet the challenge, transport has to use less energy and use cleaner energy. And it has to exploit efficiently a multimodal, integrated and "intelligent" network.

The performance of multimodal logistics chains must be sustained, for example by making greater use of more energy-efficient modes. Mr Savu adds, "Many European companies are world leaders in infrastructure, logistics, manufacturing of transport equipment and traffic management systems; the sector provides some real green solutions for Europe."

Think transnational!



EUROPEAN REGIONAL
DEVELOPMENT FUND

**The North
Sea Region
Programme**
2007-2013



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

www.northsearegion.eu