

working together





The Interreg IIIB programmes

Interreg IIIB is taking European regional cooperation beyond ideas and into action. These programmes pilot new approaches to common problems, help deliver national policies in the regions and explore the most effective ways of implementing European policies such as the Water Framework Directive, The Lisbon Strategy and the e-Europe plan. Interreg IIIB allows partners to divide the risks and share the benefits of innovative approaches, provides infrastructure and investment opportunities, and builds lasting networks between regions.

Action at the regional level means that project results are relevant, tangible and respond to the needs of local communities. At the same time, Interreg III is a forum where cutting edge developments in several countries can be shared, improved and implemented – ultimately benefiting all countries. The programmes encourage people across Europe to think in transnational terms, to learn from alternative approaches and pass on their own good practice. The results will be a valuable input for future policy making, providing new directions and concrete experience of implementing innovative ideas.

Interreg IIIB North Sea

Every Interreg IIIB region has its own identity and the links that have joined the North Sea region for centuries can still be traced in languages, cultures, industries and more. They are links which provide a firm basis for joint action on the challenges that face all of the countries in the region and show no regard for borders. It is a region of diversity with dunes and fjords, major cities and remote fishing villages, high tech industries and traditional crafts. The strength of the Interreg focus on spatial development is to see these disparate elements as parts of a unified whole or a vision for an area. The strength of the IIIB programmes is that they help transform these spatial visions into the kind of practical projects that make a difference.

Strong partnerships have now been formed in the region involving up to 7 countries. Drawing on each other's

expertise and strengths they are confronting serious problems ranging from flood risks and global warming to the continuing depopulation of peripheral areas. These partnerships are also finding the best ways to use regional strengths like the strong information and communication technology infrastructure and unique and valuable cultural heritage. Each region plays a role in delivering the benefits of sustainable development to all concerned.

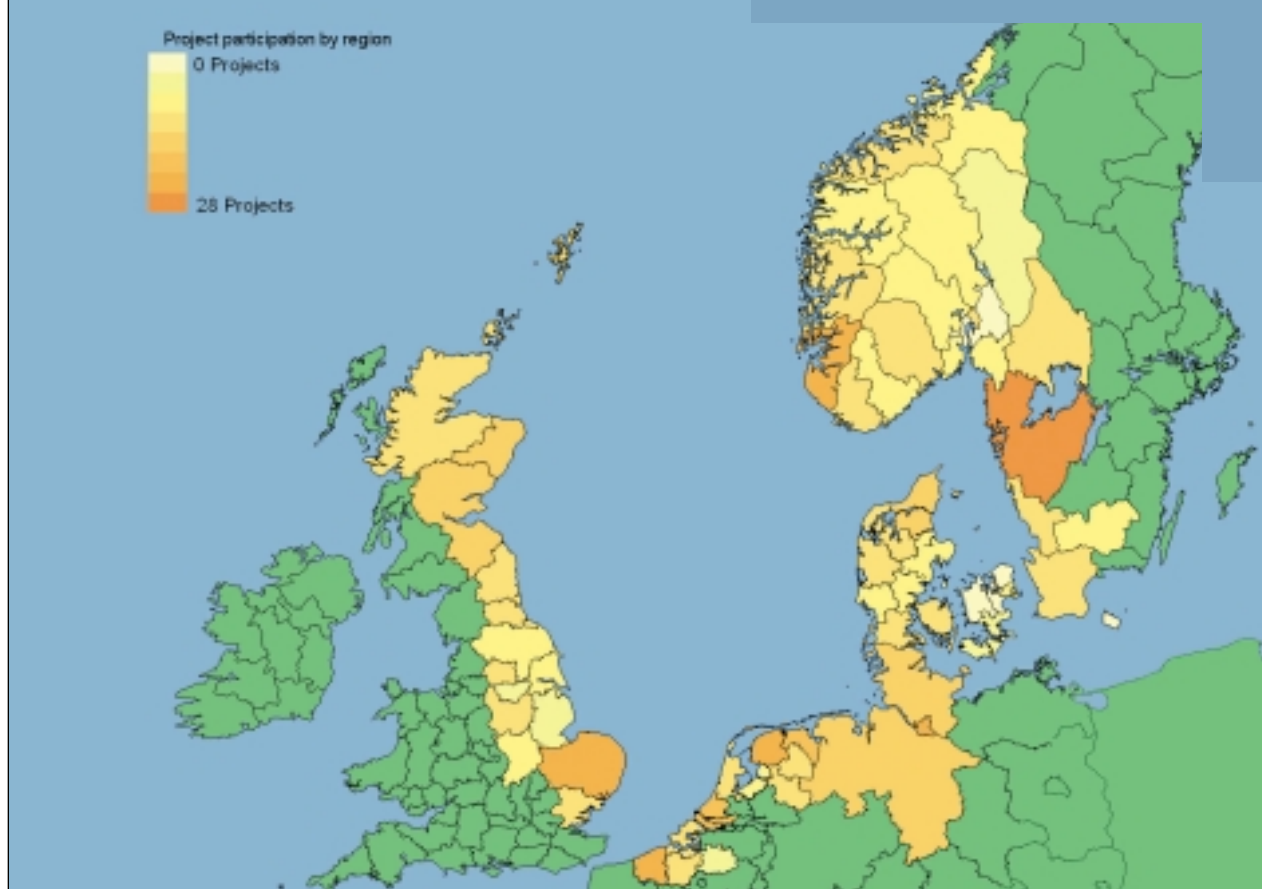
Cooperation also extends beyond the North Sea region. The programme is part of a network of IIIB programmes and when issues reach beyond the region's boundaries, the programme establishes the cooperation needed to tackle them effectively. For example, the enormous increase in oil transportation through the region is a threat with potentially disastrous consequences. The Northern Maritime Corridor project is working with partners in the Northern Periphery Region to limit risks along the whole route from the new oilfields in the Barrents Sea.

From the start, the North Sea programme has developed a practical, action-based approach. This approach has worked and virtually every eligible region in the programme area is signed up in at least one and sometimes many more projects. Interreg IIIB projects lead the way in many fields and North Sea projects have attracted interest from organisations like UNESCO and from countries as diverse as Chile, Japan and the USA.

Cooperation on every level

The success of Interreg IIIB is built on consensus and transnational solutions for programme management and implementation. The emphasis is on service, value for money and a practical approach. Interreg IIIB attracts match funding from national, regional and local authorities, universities, non-governmental organisations and the private sector. Participants range from schools and local action groups, to fishermen and entrepreneurs – and levels of involvement continue to grow.

For more information about the programme's achievements to date have a look at the leaflets enclosed.



The North Sea Programme, January 2004

This brochure and the projects in it give you a snapshot of the programme today – but don't expect us to stand still for long. Since the early days North Sea region cooperation has been about looking beyond what has already been achieved to what remains to be achieved. Interreg IIIIB is just the latest stage in a long tradition of cooperation, which started with twinning and exchanges of experience, developed into an Interreg IIC programme and has now become Interreg IIIIB. The programme is realising our regional potential and delivering impactful transnational projects. And this is just the start.

Projects Approved

The North Sea Programme, has already allocated 72% of its total budget. And for every euro of European money, another euro has been pledged by local, regional and national governments, universities, businesses and other organisations. So with the money so far allocated, € 192 million will be spent in the region and for the region.

The six projects presented in the brochure are just a small sample of the 40 that have been approved in all. We also have 6 extensions where projects have spotted a new opportunity or challenge during the course of their work and have asked for more funding. All of the projects that apply to us are presented to a Steering Committee made up of representatives from all 7 countries involved in the programme. It makes all of its decisions by consensus so only projects which convince the committee that they can benefit the whole region make it through. But approval is only the first step in a project's life.

The North Sea Programme in figures	
Total Budget	€132 million
Total Allocated	€96 million (72%)
Total Remaining	€36 million
Projects Approved	40 plus 6 extensions
Project ideas under development	62
Organisations involved	1352

After Approval

Every project starts with a core team of people and organisations involved but to be approved they have to make a commitment to spreading the word and leading by example. In this way project partners engage the interest of the wider public in the work in their region and 1352 organisations and approximately 4000 people are now involved one way or another.

The programme and its projects also commit to continually improving the quality of their work. Projects expand and meet and come together to discuss the latest professional developments in their fields at quality forums organised by the programme. They learn from the best in other countries and this transnational contact ensures that the 61 million people in the North Sea Region can all benefit from the newest ideas that its experts develop.

Projects Under Development

There is no shortage of good new Interreg ideas but with only € 36 million left to allocate, only a few of the 62 project ideas currently under development in the North Sea region will be approved. Competition and the quality of the projects are high.

Achievements and Objectives

Involvement in the programme has been extensive, broad ranging in scope and expanding. It is still too early to point to concrete achievements but our website will allow you to follow the progress of the projects over the next few years. The 'Projects in your Area'

section tells you about the work being done in your community. Here you will see the work being done to improve life in cities and the countryside, to clean up the environment, to provide better opportunities for small businesses and protect us all from threats such as flooding and oil spills. The programme is working on a wide range of objectives but all of them aim to ensure that the region's environment, economies and societies develop in balance. The programme is on course to meet all of its targets and even expects to exceed targets in several key areas.

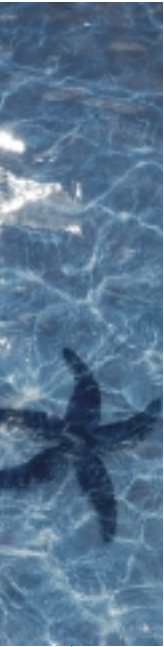
Beyond the North Sea

There are 13 Interreg IIIB programmes and 5 of them are neighbours of the North Sea region. The programme works hard to build links with these other regions and to cooperate with them to exploit the opportunities and tackle the challenges that straddle regional borders. The shipping project Northern Maritime Corridor is one clear example but others are also in the pipeline.

Interact

Harmonising the methods, regulations and expectations of 7 seven different countries has not always been easy but openness and a determination to find workable solutions have allowed the North Sea programme to prosper. In future it will be sharing this experience through its role as the coordinator of the Qualification and Transfer part of the Interact programme. The programme is again working together with partners across Europe and the first events will be held soon.





Save the North Sea (SNS)

Over 20,000 tons of marine litter are dumped in the North Sea annually. Tourism across the region is seriously affected by beaches blighted by litter, wildlife is trapped and poisoned and local authorities spend over €4.2 million cleaning up the mess each year. The problem is international and so are the only effective solutions. Save the North Sea focuses on working with the main target groups using the North Sea - seamen, fishermen, offshore workers and leisure craft owners - and has wide support from political, non-governmental and business communities, reflecting the common concerns of those around the North Sea. Leading the way with practical action and working further with education, market research and publicity, Save the North Sea has already had an impact on the environment of the North Sea; an impact that will continue long after the project has ended and that can only be achieved by working together

Objectives

Save the North Sea will contribute to a sustainable and less polluted North Sea by influencing attitudes and behaviour about marine litter in the fishing, offshore, recreation and shipping industries. Activities are divided into several broad areas. Actions to influence user behaviour include training courses to increase marine environmental awareness, a fishing for litter initiative by fishermen to bring

back to shore litter caught in their nets, local workshops and an individual certification programme to encourage boat owners to make a personal commitment to decreasing marine litter. Other types of activities include a pilot study on the recycling of fishing equipment and the extension of a Dutch pilot study to investigate the Northern Fulmar, a common sea bird. The stomach contents of these birds reveal the litter that the eye cannot see and the study is making clear the true extent of the problem.

Activities and outcomes to date

Save the North Sea was approved in April 2002 and much progress has been made. The Fishing for Litter initiative, where fisherman bring back litter caught at sea, began in the Netherlands and Shetlands and has already collected 80 tons of litter. International Marine Awareness courses have started in Holland and the Fulmar study is being conducted in all seven North Sea countries. The results will be used as an

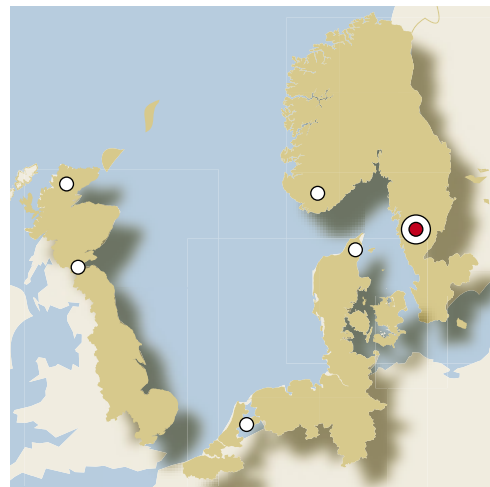
deal of publicity and has received requests for information from as far afield as Slovenia and the USA.

Future Activities

By the end of 2003 the Fishing for Litter initiative will have been expanded to include the west coasts of Sweden and Denmark with a further expansion to cover the UK by the end of 2004.

Also completed in 2003 will be a film documentary on the project, which will be distributed to major TV networks in

Save the North Sea



SNS at conference with Environment Commissioner Margot Wallström

EU Ecological Quality Objective for the North Sea. In Denmark a recycling machine for fishing nets and other plastic material is now in use, with the resulting publicity leading to a deal in which the waste plastic is recycled into new products. There have also been achievements of a more political nature. A ministerial meeting of the OSPAR Commission gave its support to Save the North Sea in the June 2003 Bremen Declaration. Representatives of Save the North Sea have also been invited as guest speakers to national ministries and parliaments, regional EU meetings, international conferences and local political meetings to give updates on the results of the project and the marine litter problem in the North Sea region. Save the North Sea has attracted a great

each of the countries around the North Sea and will help to increase publicity about the problem and the work of Save the North Sea.

Partners Involved

The partners involved cover a range of organisations from national authorities and non-governmental organisations, to research institutes, the educational sector and a local government association. In addition to these actors, an extremely wide range of other organisations have also become involved in Save the North Sea including ship owners, oil companies, fishing industry associations, private boat owners' organisations, national ministries in five countries and the private sector.

Website:	www.savethenorthsea.com
Lead Partner:	Keep Sweden Tidy Foundation, S
Contact:	Nancy Holm, nancy.holm@hrs.se Tel: +46 8 714 7232
Partners:	DK Skagen Uddannelsescenter N Foundation for Environmental Education Alterra S Swedish Environmental Protection Agency GB Keep Scotland Beautiful, KIMO
Funds:	ERDF Funds: €2.85 million Total Budget: €5.7 million



"Fishing for litter"

www.interregnorthsea.org

European Union
The European Regional
Development Fund





Leeuwarden, The Netherlands

Water City International 2 (WCI 2)

The North Sea region is home to areas of high population density, extensive industrial development and intensive agriculture, all of which have an impact on the water systems in the region. Water can also be an exciting element in urban planning but in the past it has all too often been neglected and many urban water systems now show the signs of years of pollution and decay. Water City International 2 addresses the problems of water pollution in cities by establishing a systematic and coordinated approach to water issues in the development of the North Sea Region and its cities in the form of 'Water Plans' for each of the partners. The transnational partnership wants to bring water back to the heart of city life and its expertise in this area has won international acclaim.

Objectives

Water City International 2 (Water City International 1 was an Interreg IIC North Sea project) aims to improve urban water systems in partner cities and their immediate surroundings. Water quality is being carefully monitored and life is already slowly returning to the worst affected canals, lakes and harbours in the partner regions. Water is also being employed in urban spatial planning in the partner cities as a tool to stimulate social and economic development. Public enthusiasm for this kind of project is very high and communities and businesses across the region are backing the return to water.

Working with water is particularly demanding: We use it for everything from transport and recreation to drinking and waste disposal, and water systems are complex and dynamic, sometimes making it difficult to maintain the quality levels that are essential to aquatic ecosystems. New technologies and techniques are, however, being developed to overcome these problems and the special structure of the Water City International 2 partnership ensures that knowledge of these is spread as effectively as possible. Each of the experienced towns involved has been teamed up with a newcomer and together they will develop water plans which identify the issues and adapt the approaches required in each situation.

Activities and outcomes to date

The original Water City International partnership came together to establish the right balance of technologies and strategies to ensure lasting changes. They are now putting these plans to the test. Leeuwarden is cleaning up canals by constructing storage settlement tanks. Preparations have also begun for the removal of polluted sediments (funded by non-Interreg funds) and the construction of a surface water and effluent purification plant. Gotëborg has been addressing the problems created by eutrophication (excessive nutrients) in its streams through the construction of ponds to help break down nutrients and allow sedimentation. One essential component of this scheme has been water purification technology originally used in Leeuwarden.



Flexible barrier to separate clean and polluted water, Leeuwarden

Other partners are focusing on making water an integral part of the cityscape. Norwich will use the river as a tool for social, economic and environmental regeneration and has improved public access by providing new transit links, repaving walkways along the river and constructing slipways on the River Wensum for use by the public. Emden wants to exploit the tourism potentials of its canals but suffers from poor water quality and inadequate tourist facilities. Work carried out includes dredging the inner city canal to improve access, the construction of tourism facilities and

the completion of planning for a water theme park focusing on the sustainable use of water, water circulation, flora and fauna and historical perspectives. This integrated approach to completely turning around a waterside area draws heavily on the know-how of the other partners and will provide invaluable lessons for the five new partner cities, Malmö, Odense, Sneek, Stockton-on-Tees and Skien.

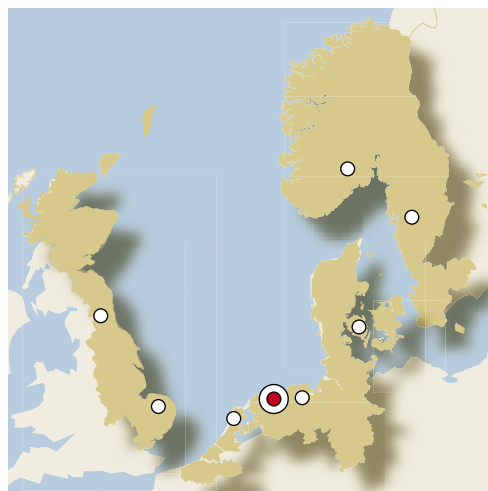
Cooperation has also been initiated with UNESCO and expressions of interest in Water City International 2 have come from as far away as Japan.

Future Activities

The future activities of Water City International 2 will revolve around the completion of water plans for the five new members of the partnership and the implementation of activities planned in the original Water City International project. Each city in the project will gain an improved environment for its own citizens and, more importantly, the results, information and experience generated will be made available to any city interested in making better use of its water resources across the North Sea Region and Europe.

Partners Involved

There are nine city authorities in the partnership as well as the organisations NIDO and Vitens Water. NIDO is the Dutch National Initiative for Sustainable Development, which provides support in the form of expertise and experience. Vitens Water is a Dutch company supplying water to Fryslân Province in the Netherlands. Other partners participating at other levels include national ministries and agencies along with international and national associations and non-governmental organisations.



Website:	www.watercity.org
Lead Partner:	Province of Fryslân, NL
Contact:	Mr Hans van Meerendonk, j.h.vanmeerendonk@fryslan.nl Tel: +31 58 292 5290
Partners:	DK City of Odense, D City of Emden, N City of Skien, NL City of Leeuwarden, City of Sneek, NIDO, Vitens Water, S City of Gothenburg, City of Malmö GB City of Stockton-on-Tees, Norwich City Council
Funds:	ERDF Funds: €5 million Total Funds: €10 million

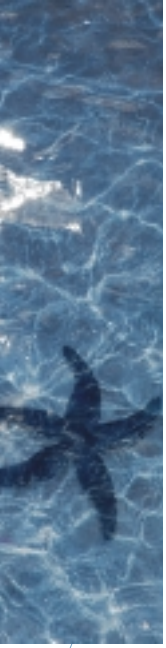


Gothenburg: Ice fishing in cleaner water

www.interregnorthsea.org

European Union
The European Regional
Development Fund





Common Strategies to reduce the risk of storm floods in coastal lowlands (COMRISK)

More than sixteen million people across the North Sea Region live and work in flood-prone coastal lowlands. There are also major centres of economic production and activity including the ports of Rotterdam, Hamburg and Antwerp, which represent major gateways for trade and commerce in the EU. The significance of these lowlands coupled with the risks posed by climate change mean that there is a real need to ensure adequate coastal defences. The scale, complexity and urgency of the problem require that countries work together to find the best solutions. COMRISK will study current practice in the partner regions and will use the solutions it identifies to advise on policy and decision-making about coastal flood risks and the most effective strategies for combating them. The creation of COMRISK networks will maintain this exchange of knowledge into the future.

Objectives

COMRISK will provide greater flood protection by improving risk management for flood prone coastal areas and providing the necessary information for more effective policy-making and strategies. None of the regions in the partnership have all of the know-how needed to meet the challenge but exchange of experience will allow them to identify what they can share and what they still need to research. Five sub-projects aim at improving current knowledge in this way. The issues under study are coastal risk management, risk assessment and strategic planning, public perception and participation in coastal risk management, implementing risk management

measures and studying hydraulic boundary conditions. Existing standards, policies, strategies, indicators and practices will be inventoried and evaluated, generating recommendations for improvements. Four other sub-projects involve risk assessments at four vulnerable sites in Flanders (B), Ribe (DK), the Lincolnshire coast (GB) and on the barrier island Langeoog (D). These assessments will provide understanding of the specific conditions and dangers in different kinds of area and will also study flooding scenarios and develop good practice for strategy planning. Developing understanding of a range of conditions means that other sites throughout the region will be able to apply the results to their own situations.

Activities and outcomes to date

Flooding is a clear example of an issue that transcends national boundaries and demands transnational solutions. COMRISK will harmonise the best procedures with the single common goal of developing sustainable coastal risk management strategies that protect people, property and economic activity. The main obstacle is the need for sufficient information and work on solving this problem has now begun

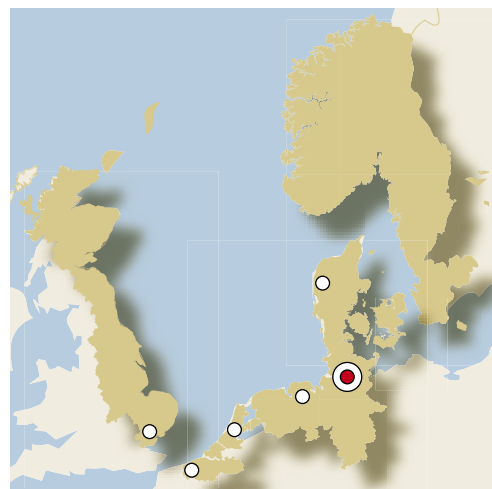


Floods of 1953

with surveys, research and interviews. Two expert workshops have also taken place on the latest developments in coastal flood risk analysis and the public perception of coastal flood risk and participation procedures in flood planning. As a result of COMRISK, networks have been created and extended and the know-how of each region and country is already being shared around the North Sea. The COMRISK website www.comrisk.org contains details of project work being carried out. The project is generating considerable interest and the site has already had more than 27,000 visits.

Future Activities

When the sub-projects have been completed, the results will be compiled into a report to be presented at an international conference in 2005. The conference will bring together experts from all of the relevant fields and will raise awareness of, and support for, COMRISK's work. The outcomes of the debate will be used to produce a final COMRISK brochure containing principles and recommendations for innovative and integrated risk management



Website:	www.comrisk.org
Lead Partner:	Schleswig-Holstein State Ministry of the Interior, D
Contact:	Jacobus Hofstede, jacobus.hofstede@im.landsh.de Tel: +49 431 988 498
Partners:	DK Danish Coastal Authority, B Ministry of the Flemish Community, Waterways and Maritime Affairs Administration, D Lower Saxony Water Management and Coastal Defence Agency, NL Ministry of Transport, Public Works and Water Management, GB Environment Agency
Funds:	ERDF Funds: €900,000 Total Funds: €1.8 million



Flooding in more recent years

strategies for low-lying areas of the North Sea region. Regions will then be able to adapt this information to their needs and implementation can begin. The global warming threat continues to grow and COMRISK results will provide an invaluable resource for combating its effects in future.

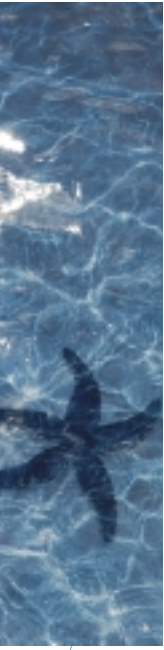
Partners Involved

A broad partnership has come together to work on COMRISK. It includes a national environment agency, and the national, regional and local government agencies responsible for water, coastal and marine management issues in participating countries. The network liaises closely with the North Sea Coastal Management Group (NSCMG), which brings together all of the national

and regional authorities responsible for coastal defence in Belgium, Denmark, Germany, the Netherlands and the UK. Together this partnership is responsible for long stretches of the North Sea coast and so the new solutions will offer protection from the northern tip of Denmark down to the Belgian coast. Consultants, universities and representatives of local dike and water boards will provide additional expertise. COMRISK has created new contacts and the involvement of all of the relevant actors in the region ensures wide backing for project activities and results.

www.interregnorthsea.org





Flood Plain Land Use Optimising Workable Sustainability (FLOWS)

Flooding is an issue common to many areas around the North Sea and when it is impossible to stop a flood, how do you minimise the damage? This is the challenge that the FLOWS partnership has come together to solve. Climate change will increasingly impact river systems and sea levels, and the risk of coastal and river flooding will continue to rise. There is an obvious need to protect flood prone areas and manage flood plains to ensure a balance between social, economic and environmental concerns. FLOWS will raise awareness of flooding and water management issues, and will use the range of experiences available within the partnership to develop a tool box of techniques, including infrastructure improvements, which planners, water managers and decision makers can use in decision support systems for areas facing an increased flood risk due to climate change.

Objectives

To ensure effective coverage of different aspects of flood risk issues, FLOWS is divided into three separate but related elements: social, technical and spatial. The social element focuses on communicating flood risk information to the public, investigating perceptions of flood risk, developing techniques for disseminating flood information and retro-fitting flood protection measures into existing properties to minimise flood

damage. Technical work will develop the mapping and modelling of flood risk information for use in spatial planning and water management. Spatial work will provide evolving spatial planning decision support systems for sustainable development in flood risk areas, inventory existing procedures and good practice in the project and study the design and construction of low cost flood control methods. These three elements will unite to provide an effective package of counter measures for different flooding scenarios across the North Sea Region.



Activities and outcomes to date

Flood plain management is an essential component of dealing with flood risks and involves the bringing together of many different elements. Working alone the partners would have neither the know-how nor the resources to tackle the range of issues that they can address as a partnership. Each of these issues plays a vital role in the most effective solutions and transnationality is the key to progress.

The FLOWS project is well underway. Of the thirty-two different project elements, twenty-four are up and running. In the UK two demonstration buildings have been selected for retrofitting with flood damage reduction measures, along with two new development sites, which will include flood mitigation measures when built. The Norwegian partner has developed and coordinated a questionnaire in order to define the 'public perception of flood risk'. Another survey on how different partner countries integrate technical flood-related information into decision-making processes on development in flood risk areas has also been completed. Participants are developing a greater understanding of political and land use planning systems in partner countries and are sharing their experiences of project development and implementation with other projects. The result will be improved knowledge and techniques in every country involved.

Future Activities

Work on a number of additional activities is expected to start in the near future. These include a digitised GIS

watercourse map which can be used to identify and clarify ownership and responsibilities for drainage systems, the experimental retro-fitting of an Environment Centre with flood mitigation measures, and establishing training courses on retrofitting measures and Managing Flood Risk. An existing inventory will be expanded to include information about how different partner countries integrate flood-related information into decision-making processes on development in flood risk areas. Current guidelines for the development of flood prone areas in Norway will be evaluated and further developed and information will be gathered on the economic loss arising from a variety of flooding scenarios in partner countries.

Partners Involved

FLOWS involves a wide range of different actors from the national and local authorities in the project partnership to the other actors participating in different sub-projects. These include the East of England Development Agency, which is match funding the retrofitting of two buildings, academic and research institutes including the University of Oslo, and the private sector. FLOWS has also attracted the interest and support of the UK government. During the development phase, the Office of the Deputy Prime Minister highlighted the need for developing strategic flood risk assessments to provide input for decision support systems in spatial planning and fill policy gaps. The ODPM has provided match funding for the project and is keen to feed work from FLOWS into Planning Policy Guidance. The project has also developed links to the Interreg IIIB projects FRaME and Liveable City.



Website:	www.flows.nu
Lead Partner:	Cambridgeshire County Council, GB
Contact:	Kevin Scobell, Kevin.scobell@cambridgeshire.gov.uk Tel: + 44 12 23 71 77 29
Partners:	N Norwegian Water Resources and Energy Directorate, NL Provincie Flevoland, S Lansstyrelsen Värmland
Funds:	ERDF Funds: €3.8 million Total Funds: €7.6 million



Floodmarker on the River Niteelva, Norway

www.interregnorthsea.org

European Union
The European Regional
Development Fund





©Audiovisual Library European Commission

Travel Awareness Regional Groups for Environmental Transport 2 (TARGET 2)

Different countries, same problems. The dilemma of how to manage mobility is common across the North Sea Region. Increasing car use is a growing source of pollution and congestion, and achieving more sustainable and efficient transport systems will demand the cooperation of many different actors. The Interreg IIC North Sea project, Travel Awareness Regional Groups for Environmental Transport (TARGET) demonstrated the effectiveness of spatial development in tackling car dependency by providing travel awareness tools. TARGET 2 seeks to build on and expand that knowledge by carrying out concrete activities. There is a limit to the number of new initiatives that can be implemented in a region at any one time but transnational partnership allows a multitude of different mobility management techniques to be deployed and tested simultaneously in different locations. Experiences are pooled and regions will in future be able to select initiatives that have been tested across the North Sea region.

Objectives

TARGET 2 aims to develop, implement and evaluate a package of mobility management activities that promote, facilitate and encourage the use of alternative modes of transport to the car. Using transnational cooperation, TARGET 2 will develop strategies to

promote effective and sustainable transport systems in urban and rural areas. The project will target specific population groups with the most appropriate interventions for these groups. All of the partners contribute to the work packages, which cover work places, mobility education, transport and leisure, city living and promotional activities. The aim is to change people's transport perceptions and practices.



Activities and outcomes to date

In total twenty-six demonstration activities will be completed by 2005. All of them are already up and running. They include:

- The Leeds City Car Club, helping to reduce car ownership and parking, congestion and pollution problems by providing a fleet of cars for use whenever people need them. The project was co-supported by TARGET.
- The new Botanika Centre, a botanical garden and educational centre in Bremen, which opened in June 2003, has adopted mobility management techniques developed by TARGET 2. These include information, a combined ticket for the Botanika with public transport and awareness raising activities.
- The EntDeckerCard in Bremen offers transport services across north-western Germany combined with entrance to over one hundred places of interest, access to museums, recreational parks, ship journeys and city tours and unlimited use of a host of public transport opportunities throughout the region. Work is also underway to create a transnational tourism card by linking the EntDeckerCard with a similar scheme in West Flanders, Belgium.



- SAFEmark Awards are for secondary schools that demonstrate a commitment to good practice in home to school transport by improving quality and safety for school journeys on public transport, encouraging the switch from cars to public transport and creating a new generation of public transport users. To date 64,000 children from 60 different schools are involved.

Future Activities

By the end of 2004 TARGET 2 will have fully established all the activities it intends to implement. There will be increased promotional activity, moving beyond awareness raising activities towards securing commitment to and increased usage of sustainable transport services. The TARGET 2 project also has good links to policy-making processes in the partner countries. In the UK, for example, there is a TARGET 2 advisory group including representation from regional and local authorities. Work has also begun on the establishment of mechanisms for influencing regional and national planning guidance such as the development of the regional spatial strategy in 2004.

Partners Involved

The partners in TARGET 2 cover a wide range of different levels of government and interests. The organisations involved include local authorities, National Park Authorities, Regional Development Agencies and Assemblies, the voluntary sector, public transport operators, regeneration bodies, national roads administrations, education authorities, hospitals, landowners and developers.



Website:	www.eu-target.net
Lead Partner:	West Yorkshire Passenger Transport Executive (METRO), GB
Contact:	Alison Pilling, alison.pilling@wypte.gov.uk Tel: +44 113 2517 367
Partners:	B Provincie West-Vlaanderen, Stad Brugge, DK City Odense, D Freie Hansestadt Bremen, NL Gemeente Schouwen-Duiveland, Municipality of Sluis S City of Göteborg
Funds:	ERDF Funds: €3.9 million Total Funds: €7.8 million



Leeds Car Club





©Audiovisual Library European Commission

Northern Maritime Corridor - North Sea Region (NMC)

Many industries in Northern Europe are based on extracting resources that are then consumed in the rest of Europe. Recent trends have seen a move away from transporting these resources by ship and switching to roads. Shipping, however, represents a more sustainable form of transport and the challenge is to ensure that it is attractive to users and that the potential risks of increased shipping are managed effectively. The Northern Maritime Corridor is a joint project between the Interreg IIIB North Sea and Interreg IIIB Northern Periphery programmes. The project is using knowledge, networks and communication to help develop new and sustainable transport systems for the North Sea Region, the Barents Sea and the wider European continent. Success can only be achieved by linking all of the relevant decision makers in the region, allowing the organisation of goods, transport, producers and consumers to be tackled in a more cohesive and coherent fashion.

Objectives

The Northern Maritime Corridor-North Sea Region aims to develop safe, efficient and sustainable maritime transport solutions and encourage the transfer of goods from truck to ship, reducing emissions and congestion on road systems in Western Europe.

The project has identified the areas of greatest potential and is now working on five main strands: regional maritime clusters, the promotion of short sea shipping and development of new services, seafood transport

and logistics, maritime transport in the petroleum sector, and the development of a sustainable Northern Maritime Corridor to continue work after the programme. Work will include the development of regional strategies and action plans, the creation of flexible tailored services to increase short sea shipping, analysis of present regional seafood logistics with the aim of developing maritime services to meet industry needs, analysis of current and potential equipment and supply flows, and a risk assessment and analysis of the development of the Northern Maritime Corridor.

Activities and outcomes to date

The Northern Maritime Corridor-North Sea Region has already resulted in the development of one new cargo route through cooperating with another project, Future Logistic Solutions for the Mid-Nordic Region, and Norwegian paper manufacturer Norske Skog. A contract has been signed for the new route from Norway to the UK and mainland Europe and two ships will start weekly sailings from 1st January 2004. Regional maritime clusters have also been activated to implement and disseminate results.

opportunities for influencing national policies. The project has also been mentioned in a government white paper prepared for the New National Transport Plan in Norway.

Future Activities

Negotiations are beginning on the creation of other new cargo routes and existing routes and cargo flows are being studied to identify possible opportunities. Work continues on all other project activities and risk management strategies have produced preliminary recommendations for development and implementation



Website:	www.northern.maritime.corridor.no
Lead Partner:	Rogaland County Council, N
Contact:	Anne Solheim, ans@rfk.rogaland-f.kommune.no Tel: +47 51 51 69 21
Partners:	B Provincie West-Vlaanderen, D City of Cuxhaven, N Hordaland County Council, Møre and Romsdal County Council, Sogn and Fjordane County Municipality, Sør-Trøndelag County Council, Vest-Agder County Council, NL Amsterdam Port Authority, Groningen Seaports, GB Aberdeenshire Council
Funds:	ERDF Funds: €1.6 million Total Funds: €3.2 million



Highways of the Sea

They operate in each region and include the key actors in those regions. They have been given responsibility for carrying out regional tasks in the project and transferring the outcomes of the Northern Maritime Corridor activities. There have been four seminars and two international conferences on Northern Maritime Corridor issues. The conferences have played an important role in developing specific business-to-business connections with many representatives from public and private sectors attending. Also represented were both public and private sectors from Russia, including the Russian Ministry of Transport, as well as the Norwegian Ministry of Fisheries. In Norway relevant ministries have formed an inter-ministerial group to support the Northern Maritime Corridor. This group will provide significant

in future. Cooperation with Russia has been particularly significant here, as oil shipments through the region from the Barents Sea are expected to increase significantly in future. The Northern Maritime Corridor is therefore seeking ways to make sure that increased traffic does not bring with it unacceptable risks.

Partners Involved

As with all Interreg IIIB projects, there are a number of public actors involved including local and regional authorities in Belgium, Germany, the Netherlands, Norway and the UK. Other organisations involved include the Groningen Seaports (NL), a semi-private business, and the Amsterdam Port Authority owned by the city of Amsterdam.



©Audiovisual Library European Commission

www.interregnorthsea.org



About the Interreg IIIB North Sea Programme

Interreg III is a Community Initiative Programme of the European Union managed by the European Commission DG Regio. It aims to encourage interregional cooperation between EU states and is financed by the European Regional Development Fund (ERDF). Interreg is divided into three strands, A, B and C.

Interreg IIIB focuses on transnational cooperation across borders but within defined areas. There are thirteen of these areas covering the whole EU, the rest of Europe and neighbouring areas from North Africa to Russia. The focus is on practical action and providing tangible benefits. Projects and their participants are discovering the benefits of cooperating in a transnational arena and are producing real benefits for all those directly involved and the general public.

The Interreg IIIB North Sea Programme covers the area around the North Sea and works with partners in the Flemish Region of Belgium, the Netherlands, Germany, Denmark, Sweden, the UK and non-EU member Norway. It has a budget of € 132 million.

The programme's projects work with a wide range of topics from urban development, tourism and transport to integrated coastal zone management, the environment and resource management. The participants in these projects are just as diverse and include local and national governments, non-governmental organisations, educational institutions and the private sector. For more information, or to become involved in the Interreg IIIB North Sea Programme contact either the ministry responsible in your home country or the programme secretariat.

Interreg IIIA works with cooperation between regions on either side of national borders in the EU.

Interreg IIIC involves inter-regional cooperation to improve the effectiveness of regional development policies and instruments through the exchange and sharing of experience and information. This networking takes place across the EU in four zones - North, East, South and West.

Ministries responsible for the Interreg IIIB North Sea Programme

Denmark:	Økonomi- og Erhvervsministeriet
Flemish Region:	Ministerie van de Vlaamse Gemeenschap Administratie Economie
Germany:	Bundesministerium für Verkehr, Bau- und Wohnungswesen Bundesministerium für Wirtschaft und Arbeit
The Netherlands:	Ministerie van Volkshuisvesting, Ruimtelijke Ordening en Milieubeheer
Norway:	Kommunal- og Regionaldepartementet
Sweden:	Näringsdepartementet
United Kingdom:	Office of the Deputy Prime Minister

Interreg IIIB North Sea

Jernbanegade 22 DK-8800 Viborg, Denmark
Tel: +45 87 27 19 99
Fax: +45 86 60 16 80
e-mail: info@interregnorthsea.org
www.interregnorthsea.org

European Union
The European Regional
Development Fund



Interreg North Sea Region