

Community Initiative Programme

18-09-2001

Interreg IIIB North Sea Region

Community Initiative concerning trans-European co-operation
intended to encourage harmonious and balanced sustainable development
of the European territory



*NUTS 3

COMMISSION DECISION

of 13. 12. 2001

approving the Interreg IIIB Community initiative programme North Sea Region between Denmark, Belgium, Germany, the Netherlands, Sweden, United Kingdom and Norway 2001 RG 16 0 PC 005

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC) No 1260/1999 of 21 June 1999 laying down general provisions on the Structural Funds¹, and in particular Articles 20 et seq. thereof,

Whereas:

- (1) The Commission of the European Communities decided on 28 April 2000 on guidelines² (henceforth 'guidelines') to establish a Community Initiative concerning trans-European co-operation (hereinafter called 'Interreg III'), as set out in Article 20 of Regulation (EC) No 1260/1999.
- (2) Under Interreg III, Community funding is made available for measures and in areas which respect the requirements laid down in the guidelines and which are included in Community Initiative programmes presented by authorities designated by the Member States and approved by the Commission of the European Communities. Article 21 of Title II of Regulation (EC) No 1260/1999 as well as chapters V. and VI. of the guidelines, lay down the procedures for preparing and implementing Interreg III programmes.
- (3) According to Article 21 second paragraph of Regulation (EC) No 1260/1999 and Article 3(2) of Regulation (EC) No 1783/1999 on the European Regional Development Fund (ERDF)³, assistance under Interreg III may be granted by the ERDF, amplifying the scope of this Fund, defined in Article 2 of Regulation (EC) No 1783/1999, to include all measures required to implement the programme concerned.
- (4) Pursuant to Article 21(3) of Regulation (EC) No 1260/1999 and point 26 of the guidelines, the authorities designated by the Member States may submit to the Commission detailed proposals for programmes which contain the information referred to in chapters V., VI. and, as the case may be, chapter VII. of the guidelines.

¹ OJ L 161, 26.6.1999, p. 1.

² OJ L 143, 23.5.2000, p. 6.

³ OJ L 213, 13.8.2000, p. 1.

- (5) On the basis of Article 21(3) of Regulation (EC) No 1260/1999 and chapter V. of the guidelines and with regard to the partnership established in accordance with Article 8 of the Regulation, the Commission is to appraise the proposed programmes submitted by the said authorities, to determine whether they are consistent with the aims of the guidelines and the Regulation and compatible with other relevant Community programmes and policies, and is to adopt a decision on the contribution of the ERDF in accordance with Article 21(3) of the Regulation and point 26(2) of the guidelines, as well as in agreement with the Member States and regions concerned, provided that the proposals contain all the features listed in chapter V. of the guidelines.
- (6) The responsible authorities in Denmark, Belgium, Germany, the Netherlands, Sweden and United Kingdom submitted to the Commission on 21 March 2001, 22 March 2001, 22 March 2001, 18 April 2001, 20 March 2001 and 21 March 2001 respectively an acceptable draft programme for North Sea Region fulfilling the conditions for Interreg III, strand B, pursuant to chapter III of the guidelines. This draft programme contains the information listed in point 25 of the guidelines, and in particular, a description of the priorities of the programme, an indicative financing plan specifying for each priority and each year the financial allocation envisaged for the contribution from the ERDF and the total amount of eligible public and estimated private funding from the involved Member States.
- (7) This programme covers the NUTS III areas: whole of Denmark, Antwerpen, Oost-Vlaanderen and West-Vlaanderen in Belgium, Niedersachsen, Schleswig-Holstein, Hamburg and Bremen in Germany, Friesland, Groeningen, Drenthe, Overijssel, Flevoland, Noord-Holland, Zuid-Holland and Zeeland in the Netherlands, Hallands Län, Kronobergs Län, Skåne Län, Värmlands Län, Västra Götalands Län in Sweden, North-Eastern Scotland, Eastern Scotland, Highlands & Islands (except Comhairle Nan Eilean and Lochaber, Skye & Lochalsh and Argyll), Tees Valley & Durham, Northumberland and Tyne & Wear, Humberside, North Yorkshire, South Yorkshire, West Yorkshire, Derbyshire & Nottinghamshire, Lincolnshire, Leicestershire, Rutland & Northamptonshire, East Anglia and Essex in United Kingdom all covered by annex III of the guidelines.
- (8) The flexibility foreseen in point 10(2) of the guidelines does not apply to this programme.
- (9) The date of submission of the draft programme, which was considered acceptable by the Commission, constitutes the date from which expenditure under the programme is eligible.
- (10) Under Article 30 of Regulation (EC) No 1260/1999, it is necessary to lay down the final date for the eligibility of expenditure.
- (11) The programme has been drawn up and shall be implemented in agreement with the Member States concerned and within the partnership.
- (12) Under Article 10 of Regulation (EC) No 1260/1999, the Commission and the Member States are required to ensure, in a manner consistent with the principle of partnership, co-ordination between assistance from the Funds and from the EIB and other existing financial instruments.

- (13) According to point 26 of the guidelines, a single financial contribution from the Community is granted without financial breakdown by Member State. The contribution available over the entire period and its year-by-year breakdown are expressed in euro. The annual breakdown must be consistent with the relevant financial perspective and the financial allocations for each Member State, adopted by the Commission pursuant to point 48 (2) of the guidelines. Under Article 7(7) of Regulation (EC) No 1260/1999 and point 48(1) of the guidelines, the Community contribution has already been indexed at a rate of 2% per year. Under Article 7(7) of the Regulation, the Community contribution may be reviewed at mid-term, and not later than 31 December 2003, to take account of the effective level of inflation.
- (14) Provision must be made for adapting the financial allocations of the priorities of this programme within certain limits to actual requirements reflected by the pattern of implementation on the ground, in agreement with the Member States concerned.
- (15) In accordance with Article 21(4) of Regulation (EC) No 1260/1999 and point 32 of the guidelines, the programme may be revised on the initiative of the Member States or the Commission in agreement with the Member States concerned after the mid-term evaluation referred to in Article 42 of the Regulation. As the success of the programme depends to a high degree on the good functioning of the common structures for co-operation, in particular concerning the bodies responsible for the functions of 'managing authority', 'paying authority' and 'joint technical secretariat', this revision may cover in particular these common structures.

HAS ADOPTED THIS DECISION:

Article 1

1. The Interreg IIIB Community initiative programme 'North Sea Region' for the period 20 March 2001 to 31 December 2006, as described in the Annexes to this decision, is hereby approved.
2. The programme concerns Community structural assistance in the following regions: whole of Denmark, Antwerpen, Oost-Vlaanderen and West-Vlaanderen in Belgium, Niedersachsen, Schleswig-Holstein, Hamburg and Bremen in Germany, Friesland, Groeningen, Drenthe, Overijssel, Flevoland, Noord-Holland, Zuid-Holland and Zeeland in the Netherlands, Hallands Län, Kronobergs Län, Skåne Län, Värmlands Län, Västra Götalands Län in Sweden, North-Eastern Scotland, Eastern Scotland, Highlands & Islands (except Comhairle Nan Eilean and Lochaber, Skye & Lochalsh and Argyll), Tees Valley & Durham, Northumberland and Tyne & Wear, Humberside, North Yorkshire, South Yorkshire, West Yorkshire, Derbyshire & Nottinghamshire, Lincolnshire, Leicestershire, Rutland & Northamptonshire, East Anglia and Essex in United Kingdom .

Article 2

1. In accordance with Articles 20 et seq. of Regulation (EC) No 1260/1999, and chapter V. of the guidelines, the programme includes the following elements:
 - a. the strategy and priorities of the programme, their consistency with the aims of the guidelines and Regulation (EC) No 1260/1999 as well as with other

relevant Community programmes and policies; their specific quantified targets; the ex ante evaluation of the expected impact, including on the environmental situation, and their consistency with the economic, social and regional policies of Denmark, Belgium, Germany, the Netherlands, Sweden and United Kingdom. The priorities are as follows :

1. Trans-national Spatial Development Strategies and actions for Urban, Rural and Maritime Systems in the North Sea Region
 2. Efficient and Sustainable Transport and Communications and Improved Access to the Information Society
 3. Sustainable Management and Development of the Environment, Natural Resources and Cultural Heritage
 4. Water Management
 5. Technical Assistance
- b. summary description of the measures planned to implement the priorities, including the information needed to check compliance with the state aid rules under Article 87 of the Treaty,
 - c. the indicative financing plan specifying for each priority and each year the financial allocation envisaged for the contribution from the ERDF and the total amounts of eligible public or equivalent expenditure and estimated private funding in the Member States as a whole. The total contribution from the ERDF planned for each year for the programme is consistent with the relevant financial perspectives and the financial allocations for each Member State, adopted by the Commission pursuant to point 48(2) of the guidelines;
 - d. the provisions for implementing the programme including designation of the joint managing authority, a description of the arrangements for managing the programme, a description of the systems for monitoring and evaluation, including the role of the Monitoring Committee, the Steering Committee and the arrangements for the participation of the partners in them, a definition of the procedures concerning a transparent publicity and the financial flows as well as a description of the specific arrangements and procedures for checking on the progress of implementing the programme;
 - e. information on the resources required for preparing, monitoring and evaluating the assistance.
2. The indicative financing plan puts the eligible cost of the priorities selected for the joint action by the Community and the Member States at euro 258,443,624 for the whole period and the financial contribution from the ERDF at euro 129,221,812.

The resulting requirement for national resources of euro 129,221,812 from the public sector can be partly met by Community loans from the European Investment Bank and other lending instruments.

Article 3

1. The total participation of the ERDF granted through this decision amounts to 129,221,812 euro.

The Community contribution has already been indexed at a rate of 2% per year up to 2003 and is decided at 2003 prices for the years 2004 to 2006.

The Community contribution may be reviewed at mid-term to take account of the effective level of inflation. The indexation rate for the years 2004 to 2006 will be decided by 31 December 2003.

The financial contribution from the ERDF and the yearly allocations included in the financial plan could be revised upwards or downwards during the mid-term review, to be carried out no later than 31 December 2003, without prejudice to the annual contribution already committed from 2000 to 2003.

The procedure for granting the financial assistance, including the financial contribution from the ERDF for the various priorities included in the programme, is set out in the financing plan annexed to this Decision.

2. During implementation of the financing plan, the total cost or Community financing of a given priority can be adjusted in agreement with the involved Member States by up to 25% of the total Community contribution to the programme throughout the programme period, without altering the total Community contribution previously mentioned.

Article 4

This Decision is without prejudice to the Commission's position on aid schemes falling within Article 87(1) of the Treaty that are included in this assistance and which have not yet been approved by the Commission. Submission of the application for assistance, the Programming Complement or a request for payment by the Member State does not replace the notification required by Article 88(3) of the Treaty.

Community financing of state aid falling within Article 87(1) of the Treaty, granted under aid schemes or in individual cases, requires prior approval by the Commission under Article 88 of the Treaty, except where the aid falls within the *de minimis* rule or is exempted under an exemption regulation adopted by the Commission under Council Regulation (EC) No 994/98 of 7 May 1998 on the application of Articles 87 and 88 to certain categories of horizontal aid⁴. In the absence of such exemption or approval, aid is illegal and subject to the consequences set out in the procedural regulation for state aid, and its co-financing would be treated as an irregularity within the meaning of Articles 38 and 39 of Regulation (EC) No 1260/1999. Consequently, the Commission will not accept requests for interim and final payments under Article 32 of the General Regulation for measures being co-financed with new or altered aid, as defined in the procedural regulation for state aid, granted under aid schemes or in individual cases, until such aid has been notified to and formally approved by the Commission.

⁴ OJ L 142, 14.5.1998.

By way of derogation from the preceding paragraphs, Articles 51 and 52 of Regulation (EC) No 1257/1999 shall apply in the context of rural development co-financed by the ERDF pursuant to Article 3(2) of Regulation (EC) No 1783/1999.

Article 5

The date from which expenditure shall be eligible is 20 March 2001. The closing date for the eligibility of expenditure shall be 31 December 2008.

Article 6

1. The implementation of this programme shall be in accordance with Community law and follow the principles and requirements laid down in Regulation (EC) No 1260/1999 and in the Interreg III guidelines.
2. In the light of the results of the review of the progress of the implementation of this programme, the Commission, in agreement with the involved Member States, reserves the right to proceed to adaptations of the programme, such as the common structures for co-operation, in particular concerning the bodies responsible for the functions of 'managing authority', 'paying authority' and 'joint technical secretariat'.

Article 7

This Decision is addressed to the Kingdom of Denmark, the Kingdom of Belgium, the Federal Republic of Germany, the Kingdom of the Netherlands, the Kingdom of Sweden and to the United Kingdom.

Done at Brussels, 13. 12. 2001

For the Commission
Michel BARNIER
Member of the Commission

Member States		2001 RG 16.0 PC 005											EURO
Structure	Total Eligible cost 1=2+13	Total Public Elig Cost 2=3+8	Community participation			National public participation				Private Elig. Cost	Other financial instruments*		
			Total	ERDF	Total	Central	Regional	Local	Other				
1.Spatial development, Urban, Rural and Maritime Actions	58.367.694	58.367.694	29.183.847	29.183.847	29.183.847	7.295.963	7.295.963	7.295.963	7.295.962	7.295.959			
2000													
Total ERDF	8.763.558	8.763.558	4.381.779	4.381.779	4.381.779	1.095.445	1.095.445	1.095.445	1.095.445	1.095.444			
2001	8.763.558	8.763.558	4.381.779	4.381.779	4.381.779	1.095.445	1.095.445	1.095.445	1.095.445	1.095.444			
Total ERDF	9.916.824	9.916.824	4.958.412	4.958.412	4.958.412	1.239.603	1.239.603	1.239.603	1.239.603	1.239.603			
2002	9.916.824	9.916.824	4.958.412	4.958.412	4.958.412	1.239.603	1.239.603	1.239.603	1.239.603	1.239.603			
Total ERDF	9.877.414	9.877.414	4.938.707	4.938.707	4.938.707	1.234.677	1.234.677	1.234.677	1.234.677	1.234.676			
2003	9.877.414	9.877.414	4.938.707	4.938.707	4.938.707	1.234.677	1.234.677	1.234.677	1.234.677	1.234.676			
Total ERDF	9.923.352	9.923.352	4.961.676	4.961.676	4.961.676	1.240.419	1.240.419	1.240.419	1.240.419	1.240.419			
2004	9.923.352	9.923.352	4.961.676	4.961.676	4.961.676	1.240.419	1.240.419	1.240.419	1.240.419	1.240.419			
Total ERDF	9.937.324	9.937.324	4.968.662	4.968.662	4.968.662	1.242.166	1.242.166	1.242.166	1.242.165	1.242.165			
2005	9.937.324	9.937.324	4.968.662	4.968.662	4.968.662	1.242.166	1.242.166	1.242.166	1.242.165	1.242.165			
Total ERDF	9.949.222	9.949.222	4.974.611	4.974.611	4.974.611	1.243.653	1.243.653	1.243.653	1.243.653	1.243.652			
2006	9.949.222	9.949.222	4.974.611	4.974.611	4.974.611	1.243.653	1.243.653	1.243.653	1.243.653	1.243.652			
Total ERDF	9.949.222	9.949.222	4.974.611	4.974.611	4.974.611	1.243.653	1.243.653	1.243.653	1.243.653	1.243.652			

Member States	2001 RG 16 0 PC 005														EURO
	Structure	Total Eligible cost 1=2+13	Total Public Elig Cost 2+3+8	Community participation			Public expenditure					Private Elig. Cost	Other financial instruments*		
				Total	ERDF	Total	Central	Regional	Local	Other					
				3	4 8=9+12	9	10	11	12	13	16				
	2. Transport, Communications, Access to INFOSO	54.001.152	54.001.152	27.000.576	27.000.576	27.000.576	6.750.146	6.750.146	6.750.146	6.750.146	6.750.146	6.750.141			
2000															
Total ERDF															
2001		8.126.480	8.126.480	4.063.240	4.063.240	4.063.240	1.015.810	1.015.810	1.015.810	1.015.810	1.015.810	1.015.810			
Total ERDF		8.126.480	8.126.480	4.063.240	4.063.240	4.063.240	1.015.810	1.015.810	1.015.810	1.015.810	1.015.810	1.015.810			
2002		9.188.372	9.188.372	4.594.186	4.594.186	4.594.186	1.148.547	1.148.547	1.148.547	1.148.546	1.148.546	1.148.546			
Total ERDF		9.188.372	9.188.372	4.594.186	4.594.186	4.594.186	1.148.547	1.148.547	1.148.547	1.148.546	1.148.546	1.148.546			
2003		9.135.758	9.135.758	4.567.879	4.567.879	4.567.879	1.141.970	1.141.970	1.141.970	1.141.970	1.141.969	1.141.969			
Total ERDF		9.135.758	9.135.758	4.567.879	4.567.879	4.567.879	1.141.970	1.141.970	1.141.970	1.141.970	1.141.969	1.141.969			
2004		9.166.236	9.166.236	4.583.118	4.583.118	4.583.118	1.145.780	1.145.780	1.145.780	1.145.779	1.145.779	1.145.779			
Total ERDF		9.166.236	9.166.236	4.583.118	4.583.118	4.583.118	1.145.780	1.145.780	1.145.780	1.145.779	1.145.779	1.145.779			
2005		9.176.612	9.176.612	4.588.306	4.588.306	4.588.306	1.147.077	1.147.077	1.147.077	1.147.076	1.147.076	1.147.076			
Total ERDF		9.176.612	9.176.612	4.588.306	4.588.306	4.588.306	1.147.077	1.147.077	1.147.077	1.147.076	1.147.076	1.147.076			
2006		9.207.694	9.207.694	4.603.847	4.603.847	4.603.847	1.150.962	1.150.962	1.150.962	1.150.962	1.150.961	1.150.961			
Total ERDF		9.207.694	9.207.694	4.603.847	4.603.847	4.603.847	1.150.962	1.150.962	1.150.962	1.150.962	1.150.961	1.150.961			

Member States		2001 RG 16.0 PC 005												EURO
Structure	Total Eligible cost 1=2+13	Total Public Elig Cost 2=3+8	Community participation			Public expenditure				National public participation			Private Elfg Cost 13	Other financial instruments* 16
			Total 3	ERDF 4	Total 4B=3a+12	Total 5	Central 6	Regional 7	Local 8	Other 9	Regional 10	Local 11		
3. Environment, Natural Resources, Cultural Heritage	58.947.966	58.947.966	29.473.983	29.473.983	29.473.983	7.368.498	7.368.497	7.368.495	7.368.493					
2000														
Total ERDF														
2001	8.866.738	8.866.738	4.433.369	4.433.369	4.433.369	1.108.343	1.108.342	1.108.342	1.108.342	1.108.342	1.108.342	1.108.342		
Total ERDF	8.866.738	8.866.738	4.433.369	4.433.369	4.433.369	1.108.343	1.108.342	1.108.342	1.108.342	1.108.342	1.108.342	1.108.342		
2002	10.027.612	10.027.612	5.013.806	5.013.806	5.013.806	1.253.452	1.253.452	1.253.451	1.253.451	1.253.451	1.253.451	1.253.451		
Total ERDF	10.027.612	10.027.612	5.013.806	5.013.806	5.013.806	1.253.452	1.253.452	1.253.451	1.253.451	1.253.451	1.253.451	1.253.451		
2003	9.972.000	9.972.000	4.986.000	4.986.000	4.986.000	1.246.500	1.246.500	1.246.500	1.246.500	1.246.500	1.246.500	1.246.500		
Total ERDF	9.972.000	9.972.000	4.986.000	4.986.000	4.986.000	1.246.500	1.246.500	1.246.500	1.246.500	1.246.500	1.246.500	1.246.500		
2004	10.009.100	10.009.100	5.004.550	5.004.550	5.004.550	1.251.138	1.251.138	1.251.137	1.251.137	1.251.137	1.251.137	1.251.137		
Total ERDF	10.009.100	10.009.100	5.004.550	5.004.550	5.004.550	1.251.138	1.251.138	1.251.137	1.251.137	1.251.137	1.251.137	1.251.137		
2005	10.020.190	10.020.190	5.010.095	5.010.095	5.010.095	1.252.524	1.252.524	1.252.524	1.252.524	1.252.524	1.252.524	1.252.523		
Total ERDF	10.020.190	10.020.190	5.010.095	5.010.095	5.010.095	1.252.524	1.252.524	1.252.524	1.252.524	1.252.524	1.252.524	1.252.523		
2006	10.052.326	10.052.326	5.026.163	5.026.163	5.026.163	1.256.541	1.256.541	1.256.541	1.256.541	1.256.541	1.256.541	1.256.540		
Total ERDF	10.052.326	10.052.326	5.026.163	5.026.163	5.026.163	1.256.541	1.256.541	1.256.541	1.256.541	1.256.541	1.256.541	1.256.540		

Member States	2001 RG 16 0 PC 005													EURO
	Structure	Total Eligible cost 1=2+13	Total Public Elig. Cost 2=3+8	Community participation			National public participation					Private Elig. Cost	Other financial instruments*	
				Total	ERDF	4 8=9a12	Total	Central	9	10	11			
4. Water Management		74.204.630	74.204.630	37.102.315	37.102.315	37.102.315	9.275.581	9.275.579	9.275.578	9.275.577				
Total ERDF														
2000														
2001		11.133.154	11.133.154	5.566.577	5.566.577	5.566.577	1.391.645	1.391.644	1.391.644	1.391.644	1.391.644	1.391.644		
Total ERDF		11.133.154	11.133.154	5.566.577	5.566.577	5.566.577	1.391.645	1.391.644	1.391.644	1.391.644	1.391.644	1.391.644		
2002		12.603.352	12.603.352	6.301.676	6.301.676	6.301.676	1.575.419	1.575.419	1.575.419	1.575.419	1.575.419	1.575.419		
Total ERDF		12.603.352	12.603.352	6.301.676	6.301.676	6.301.676	1.575.419	1.575.419	1.575.419	1.575.419	1.575.419	1.575.419		
2003		12.569.944	12.569.944	6.284.972	6.284.972	6.284.972	1.571.243	1.571.243	1.571.243	1.571.243	1.571.243	1.571.243		
Total ERDF		12.569.944	12.569.944	6.284.972	6.284.972	6.284.972	1.571.243	1.571.243	1.571.243	1.571.243	1.571.243	1.571.243		
2004		12.618.018	12.618.018	6.309.009	6.309.009	6.309.009	1.577.253	1.577.252	1.577.252	1.577.252	1.577.252	1.577.252		
Total ERDF		12.618.018	12.618.018	6.309.009	6.309.009	6.309.009	1.577.253	1.577.252	1.577.252	1.577.252	1.577.252	1.577.252		
2005		12.633.622	12.633.622	6.316.811	6.316.811	6.316.811	1.579.203	1.579.203	1.579.203	1.579.203	1.579.203	1.579.203		
Total ERDF		12.633.622	12.633.622	6.316.811	6.316.811	6.316.811	1.579.203	1.579.203	1.579.203	1.579.203	1.579.203	1.579.203		
2006		12.646.540	12.646.540	6.323.270	6.323.270	6.323.270	1.580.818	1.580.818	1.580.817	1.580.817	1.580.817	1.580.817		
Total ERDF		12.646.540	12.646.540	6.323.270	6.323.270	6.323.270	1.580.818	1.580.818	1.580.817	1.580.817	1.580.817	1.580.817		

Member States		2001 RG 16 0 PC 005										EURO	
Structure	Total Eligible cost 1=2+13	Total Public Elig. Cost 2=3+8	Community participation		Public expenditure			National public participation			Private Elig. Cost 13	Other financial instruments* 16	
			Total	ERDF	Total	Central	Regional	Local	Other	Regional			Local
			3	4 62312				9	10	11	12		

Member States	2001 RG 16 0 PC 005											EURO
	Total Eligible cost	Total Public Elig. Cost	Community participation			Public expenditure				Private Elig. Cost	Other financial instruments*	
			Total	ERDF	Total	Central	Regional	Local	Other			
1-2+13	2-3+8	3	4	5-9+12	10	11	12	13	16			

Member States	2001 RG 16 0 PC 005													EURO	
	Structure	Total Eligible cost 1=2+13	Total Public Elig. Cost 2=3+8	Community participation			National public participation			Public expenditure			Private Elig. Cost		Other financial instruments*
				Total	ERDF	4 B-5a12	Total	Central	Regional	Local	Other				
				3	4 B-5a12	9	10	11	12	13	16				
TOTAL YEARS															
2000															
Total ERDF															
2001		38.831.506	38.831.506	19.415.753	19.415.753	5.582.031	4.611.241	4.611.241	4.611.240	4.611.241	4.611.241	4.611.240			
Total ERDF		38.831.506	38.831.506	19.415.753	19.415.753	5.582.031	4.611.241	4.611.241	4.611.240	4.611.241	4.611.241	4.611.240			
2002		43.932.800	43.932.800	21.966.400	21.966.400	6.315.341	5.217.021	5.217.019	5.217.019	5.217.019	5.217.019	5.217.019			
Total ERDF		43.932.800	43.932.800	21.966.400	21.966.400	6.315.341	5.217.021	5.217.019	5.217.019	5.217.019	5.217.019	5.217.019			
2003		43.742.228	43.742.228	21.871.114	21.871.114	6.287.946	5.194.390	5.194.390	5.194.388	5.194.390	5.194.390	5.194.388			
Total ERDF		43.742.228	43.742.228	21.871.114	21.871.114	6.287.946	5.194.390	5.194.390	5.194.388	5.194.390	5.194.390	5.194.388			
2004		43.912.322	43.912.322	21.956.161	21.956.161	6.312.398	5.214.589	5.214.587	5.214.587	5.214.587	5.214.587	5.214.587			
Total ERDF		43.912.322	43.912.322	21.956.161	21.956.161	6.312.398	5.214.589	5.214.587	5.214.587	5.214.587	5.214.587	5.214.587			
2005		43.966.050	43.966.050	21.983.025	21.983.025	6.320.121	5.220.970	5.220.968	5.220.966	5.220.968	5.220.968	5.220.966			
Total ERDF		43.966.050	43.966.050	21.983.025	21.983.025	6.320.121	5.220.970	5.220.970	5.220.966	5.220.968	5.220.968	5.220.966			
2006		44.058.718	44.058.718	22.029.359	22.029.359	6.333.442	5.231.974	5.231.973	5.231.970	5.231.973	5.231.973	5.231.970			
Total ERDF		44.058.718	44.058.718	22.029.359	22.029.359	6.333.442	5.231.974	5.231.974	5.231.970	5.231.973	5.231.973	5.231.970			
TOTAL		258.443.624	258.443.624	129.221.812	129.221.812	37.151.279	30.690.185	30.690.178	30.690.170	30.690.178	30.690.178	30.690.170			
Total ERDF		258.443.624	258.443.624	129.221.812	129.221.812	37.151.279	30.690.185	30.690.178	30.690.170	30.690.178	30.690.178	30.690.170			

Member States		2001 RG 16.0 PC 005										EURO		
Structure	Total Eligible cost 1=2+13	Total Public Elig Cost 2=3+8	Community participation			National public participation			Private Elig. Cost	Other financial instruments*				
			Total	ERDF	Total	Regional	Central	Local			Other			
			3	4	5	6	7	8	9	10	11	12	13	16

Breakdown of Technical Assistance

5.1 Programme management	9,762,578	9,762,578	4,881,289	4,881,289	4,881,289	4,881,289		4,881,289						
2000														
Total ERDF														
2001	1,466,840	1,466,840	733,420	733,420	733,420	733,420		733,420						
Total ERDF	1,466,840	1,466,840	733,420	733,420	733,420	733,420		733,420						
2002	1,659,540	1,659,540	829,770	829,770	829,770	829,770		829,770						
Total ERDF	1,659,540	1,659,540	829,770	829,770	829,770	829,770		829,770						
2003	1,652,340	1,652,340	826,170	826,170	826,170	826,170		826,170						
Total ERDF	1,652,340	1,652,340	826,170	826,170	826,170	826,170		826,170						
2004	1,658,766	1,658,766	829,383	829,383	829,383	829,383		829,383						
Total ERDF	1,658,766	1,658,766	829,383	829,383	829,383	829,383		829,383						
2005	1,660,796	1,660,796	830,398	830,398	830,398	830,398		830,398						
Total ERDF	1,660,796	1,660,796	830,398	830,398	830,398	830,398		830,398						
2006	1,664,296	1,664,296	832,148	832,148	832,148	832,148		832,148						
Total ERDF	1,664,296	1,664,296	832,148	832,148	832,148	832,148		832,148						

Member States	2001 RG 16 0 PC 005													EURO	
	Structure	Total Eligible cost 1=2+13	Total Public Elig. Cost 2=3+8	Community participation			National public participation			Public expenditure			Private Elig. Cost 13		Other financial instruments* 16
				Total 3	ERDF 4	Total 5	ERDF 6	Regional 7	Central 8	Total 9	Regional 10	Local 11			
5.2 IT, evaluation etc.	3.159.604	3.159.604	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802	1.579.802
Total ERDF															
2001	474.736	474.736	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368
Total ERDF	474.736	474.736	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368	237.368
2002	537.100	537.100	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550
Total ERDF	537.100	537.100	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550	268.550
2003	534.772	534.772	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386
Total ERDF	534.772	534.772	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386	267.386
2004	536.850	536.850	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425
Total ERDF	536.850	536.850	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425	268.425
2005	537.506	537.506	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753
Total ERDF	537.506	537.506	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753	268.753
2006	538.640	538.640	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320
Total ERDF	538.640	538.640	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320	269.320

Member States 2001 RG 16 0 PC 005

Structure	1-2-13 Total Eligible cost	2-3-8 Total Public Elig. Cost	Community participation				National public participation				12 Other	13 Private Elig. Cost	16 EURO Other financial instruments*
			ERDF		9 Central	10 Regional	11 Local	12 Other					
			3 Total	4 ERDF					5 Total	6 ERDF			

5. TA total	12.922.182	12.922.182	6.461.091	6.461.091	6.461.091	6.461.091	6.461.091	6.461.091	6.461.091					
2000														
Total ERDF														
2001	1.941.576	1.941.576	970.788	970.788	970.788	970.788	970.788	970.788	970.788					
Total ERDF	1.941.576	1.941.576	970.788	970.788	970.788	970.788	970.788	970.788	970.788					
2002	2.196.640	2.196.640	1.098.320	1.098.320	1.098.320	1.098.320	1.098.320	1.098.320	1.098.320					
Total ERDF	2.196.640	2.196.640	1.098.320	1.098.320	1.098.320	1.098.320	1.098.320	1.098.320	1.098.320					
2003	2.187.112	2.187.112	1.093.556	1.093.556	1.093.556	1.093.556	1.093.556	1.093.556	1.093.556					
Total ERDF	2.187.112	2.187.112	1.093.556	1.093.556	1.093.556	1.093.556	1.093.556	1.093.556	1.093.556					
2004	2.195.616	2.195.616	1.097.808	1.097.808	1.097.808	1.097.808	1.097.808	1.097.808	1.097.808					
Total ERDF	2.195.616	2.195.616	1.097.808	1.097.808	1.097.808	1.097.808	1.097.808	1.097.808	1.097.808					
2005	2.198.302	2.198.302	1.099.151	1.099.151	1.099.151	1.099.151	1.099.151	1.099.151	1.099.151					
Total ERDF	2.198.302	2.198.302	1.099.151	1.099.151	1.099.151	1.099.151	1.099.151	1.099.151	1.099.151					
2006	2.202.936	2.202.936	1.101.468	1.101.468	1.101.468	1.101.468	1.101.468	1.101.468	1.101.468					
Total ERDF	2.202.936	2.202.936	1.101.468	1.101.468	1.101.468	1.101.468	1.101.468	1.101.468	1.101.468					

Check-up of TA Expenditure														
2000														
Total ERDF														
2001														
Total ERDF														
2002														
Total ERDF														
2003														
Total ERDF														
2004														
Total ERDF														
2005														
Total ERDF														
2006														
Total ERDF														

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List of Responsible Ministries in Each Country

DK	<p>Ministry of Trade and Industry Danish Agency for Trade and Industry Vejsløvej 29 DK – 8600 Silkeborg Denmark</p>
FL	<p>Ministry of Economic Affairs of the Flemish Region Markiesstraat 1 B – 1000 Brussels Belgium</p>
G	<p>Federal Ministry of Transport, Building and Housing Krausenstrasse 17 – 20 D – 10117 Berlin Germany</p> <p>Federal Ministry of Economics and Technology Scharnhorstrasse 36 D – 10115 Berlin Germany</p>
NL	<p>Ministry of Housing, Spatial Planning and Environment National Spatial Planning Agency 8 Rijnstraat, P.O. Box 30940 NL – 2500 GX The Hague The Netherlands</p>
N	<p>Ministry of Local Government and Regional Development Postbox 8112 Dep. N – 0032 Oslo Norway</p>
S	<p>Ministry of Industry, Employment and Communications S – 103 33 Stockholm Sweden</p>
UK	<p>Department of Transport, Local Government and Regions Eland House Bressenden Place London SW 1E 5DU England</p>

Preface

This Community Initiative Programme (CIP) for the Interreg IIIB North Sea region forms the basis for transnational spatial development co-operation in the North Sea region for the period 2000-2006, intended to encourage harmonious and balanced sustainable development of the European territory. It builds on a number of years of successful co-operation within the Interreg IIC programme for the North Sea region. So to a large extent the present CIP is a continuation of the CIP for the period 1997-1999, reflecting both the results of the co-operation in this period and introducing new elements to adapt to changing circumstances of spatial development in the North Sea region.

The CIP is an instrument to implement at the transnational level recommendations for territorial development of the European Spatial Development Perspective (ESDP) that was adopted at the informal meeting for EU Ministers responsible for Spatial Planning at Potsdam in 1999. Like the ESDP and Community policy priorities such as TEN, the CIP reflects the growing need for a more integrated and sustainable spatial development approach to EU structural policies, in particular cohesion policies, a need which was expressed both at Potsdam and the following ministers meeting in Tampere a few months later. The need for such an approach is becoming more and more evident and will continue to grow in view of the major challenges facing the EU, such as the enlargement, the continuing European economic and monetary integration, globalisation - driven by ICT -, and the emerging importance of regions in a European context.

This CIP, should therefore be considered not only as a framework for intensifying and broadening transnational spatial development co-operation in the North Sea region. It can also serve also as a pilot for a future, more integrated and sustainable spatial development approach of EU cohesion policies after 2006, which would place major regional economic investments into a framework for the balanced and sustainable spatial development of the Union as a whole.

Chapter 1: Introduction

1.1 The Transnational Development Context of the North Sea Region

The Kingdom of Denmark, the Flemish Region in the Kingdom of Belgium, the Federal Republic of Germany, the Kingdom of the Netherlands, the United Kingdom of Great Britain and Northern Ireland, the Kingdom of Sweden and non-Member State, the Kingdom of Norway have expressed their intention to co-operate in order to encourage the harmonious and balanced sustainable development of the European territory. The details of the co-operation will be further described in a letter from each of the participating countries to the Managing Authority.

This Community Initiative Programme (CIP) is signed and submitted jointly by the above mentioned Member States of the Community for approval. Only the English text is valid. Translations of the text may be published. The signature on the letter of submission from each responsible Ministry demonstrates consistency of the Programme with national policies and instruments. Norway has taken part in the development of the Programme under the same conditions as the above mentioned Member States and will contribute to the financing of the Programme. In relation to Belgium, the obligations and responsibilities of Member State authorities for INTERREG IIIB are carried out by the authorities designated for this purpose. This is the case whenever this document refers to the Member States or the national authorities.

This Community Initiative Programme sets out objectives for the continued spatial development of the North Sea region that will lead to a more balanced, cohesive and sustainable territorial development.

1.2 Consultation Process

General Account

A planning meeting concerning Interreg IIIB took place on 18 October 1999 in Hannover, in advance of Monitoring Committee meeting No 4 for the Interreg IIC Programme. It was decided to form the Programme Preparation Group (PPG), with one regional and one national representative from each of the 7 countries participating in the IIIB Programme.

The first meeting took place in Oslo on the 9 November 1999. The PPG consisted of an administration and a strategy group. At each meeting the groups held separate discussions and then reported their findings to the plenary group. All decisions were made by consensus.

A Task Force meeting was held in Stockholm to work on the strategic aims, objectives and indicative measures of the programme. Specialists from the national ministries of the participating countries were nominated by the members of the PPG to work with the Joint Secretariat and Nordregio.

The PPG representatives were responsible for circulating the draft documents to all partners and relevant organisations in their respective countries, as well as gathering comments on those documents and reporting to the Joint Secretariat. In this way the consultation process has been continuous. The formal consultation focused on the draft strategy from 30 June to 25 August 2000.

The final consultation took place from 2-31 October 2000. This was followed by a final PPG meeting in Copenhagen on the 6th and 7th of November 2000 to agree to the final amendments. All 60 North Sea Commission members and current Interreg IIC projects were encouraged to respond. The consultation documents were available to download from the Interreg IIC web-site <http://www.northsea.org/InterregIIC>

Table: The following table lists the series of PPG and preparatory meetings for the Interreg IIIB Community Initiative Programme

	Location	Dates	Meeting type	Chairperson
1	Oslo	9 November 1999	PPG	Friedhelm Budde (G)
2	Copenhagen	13 December 1999	PPG	Uwe Lorenzen (DK)
3	Hanover	31 Jan – 1 February 2000	PPG	Jan Edøy (N)
4	London	13-14 March 2000	PPG	Christabel Myers (UK)
5	The Hague	13-14 April 2000	Strategy	Hen Gerritse (NL)
6	Gothenburg	17-18 May 2000	PPG	Monica Björk (SW)
7	Stockholm	30-31 May 2000	Task Force	---
8	Bruges	21-22 June 2000	PPG	Roger de Muylder (FL)
9	Terschelling	18-19 September 2000	PPG	Hen Gerritse (NL)
10	Copenhagen	6-7 November 2000	PPG	Flemming Thornæs (DK)

Denmark

Regional and Local Authorities have been closely involved in the development of the programme. In September 1999, the County Councils appointed their member of the Programme Preparation Group (PPG) for the North Sea Area and that person has been an active member of the working group.

During the spring of 2000 a national meeting was held with representatives from all counties. During the meeting experiences from the Interreg IIC process were presented for debate as the basis for a discussion on the new Interreg programmes. At that time the PPG had already produced the first draft CIP for the North Sea Area (and likewise for the Baltic Sea Area) and both drafts were presented for debate both in plenum and in smaller workshops. Also the spatial perspective for the North Sea Region, NorVision was presented as a basis for a discussion on how to proceed.

In October 2000 the full draft CIP for the North Sea Area and Baltic Sea Area were sent out for an 8 week public hearing in all relevant ministries and all counties. Furthermore both the Danish Association of County Councils and the Danish Association of Municipal Councils received the drafts for comment.

Flemish Region

Provincial and Local Authorities have participated actively in the development of the programme. There have been several meetings of representatives of the Flemish Region and representatives of the provincial authorities during the editing of the draft proposal, in order to get acquainted with the working procedures within the future Interreg IIIB North Sea programme.

Germany

In the initial stages of the consultation process, two events were held in February 2000 in Oldenburg, Lower Saxony and Pinneberg, Schleswig-Holstein to discuss both Interreg IIIB and Norvision. Among those invited were representatives of the local authorities and Interreg IIC project participants. Separate information meetings were held in the districts of Hanover and Braunschweig, which are new eligible areas under Interreg IIIB. Those wishing to present project ideas were encouraged to do so at the Directoria in Bergen.

The consultation process in July and August 2000 consisted of meetings and written procedures and included interested ministries at Länder level in Bremen, Hamburg, Lower Saxony and Schleswig-Holstein as well as counties, towns and social partners. Among those consulted were Chambers of Commerce, Chambers of Agriculture, Trade Unions, environmental associations, universities, research institutes, consultants and others. Information about the ongoing consultation process was disseminated through the information media of these organisations.

The Netherlands

Regional authorities have been closely involved in the development of the CIP. A National Advisory committee has been established in which the Dutch provinces and regions are represented. This committee advised the representatives in the PPG during the development of the CIP. An information day for NGOs and local authorities was organised to encourage these organisations to explore the opportunities of transnational project-development.

At the end of Interreg IIC a national evaluation was held among regional and local authorities. This evaluation focused mainly on the consultative structure. The outcome of the evaluation showed that the regions and local authorities were more than satisfied with the way they were involved and the way their reactions were integrated in the national position. Under Interreg IIIB more organisations are involved in the consultation on the Operational Programme. These organisations are: more local authorities (not only the large cities, but also the smaller municipalities), conservancies (district water boards), other departments and NGO's.

Frequent meetings have taken place, to prepare the Dutch position regarding the (content of the) CIP. At these meetings all regions were represented (around 8 people, sometimes more), as were also the municipalities (representatives of the four largest cities and of 31 medium sized municipalities), other departments (four other departments were involved: Ministry of Economic Affairs, Department of the Interior, Ministry of Transport and Public works, Ministry of Agriculture and Fisheries) and NGO;s. The CIP and relevant documents were sent in advance to all these representatives, who also consulted other relevant actors. During the National Advisory meetings the comments were discussed and integrated in the national position. Written reactions were also collected and discussed and or integrated.

Norway

All of southern Norway will be involved in Interreg IIIB as the counties of Hedmark and Oppland will be joining the 13 counties that were eligible under Interreg IIC. A number of seminars have taken place with key representatives from the Ministry of Local Government and Regional Policy (KRD), the European Commission and the Member States involved in the programme. Target groups for these seminars have been regional and local authorities, organisations and social partners. Furthermore, there is a reference group for all Interreg programmes with Norwegian participation, consisting of key officers from the various sub-committees together with the KRD.

Sweden

The West Swedish sub-committee for Interreg IIC has continued its partnership into IIIB ensuring the dissemination of information, serving as a consultation forum for the Swedish delegates to the Steering Committee and co-ordinating regional project development. The sub committee organised a seminar "From Interreg IIC to Interreg IIIB" in Trollhättan in September 1999, in which project participants shared their experiences and workshops discussed the Interreg IIIB programme. Local authority, NGO and SME representatives were among the seminar participants.

In Sweden the consultation regarding NorVision was held in March 2000. This was also a consultation on the development in the North Sea region and the new Interreg IIIB programme. With the broadened partnership required in Interreg III, the written consultation was sent to over 200 organisations in West Sweden as well as nationally. This included social partners, NGOs, national authorities, regional and local governments. This partnership was consulted during the official Interreg IIIB consultation during the summer of 2000.

United Kingdom

The UK consultation of the draft Community Initiative Programme covering the North Sea region was conducted during July and August 2000 and included all of the eligible areas. Comments were sought simultaneously on the NorVision report and comments received in relation to that document have been reflected in the comments on the CIP.

A very wide range of interested partners were consulted in accordance with the Commission's wish to develop wide partnerships. These included institutional partners from national, regional and local authorities. In addition, a large number of relevant bodies were consulted including environmental bodies, cultural and heritage groups, transport interests, groups concerned with urban and rural interests, universities and research organisations.

1.3 The Use of Indicative Commission Guidance

The indicative Commission guidance provided the North Sea Joint Secretariat with a structure for drafting both the Interreg IIIB Community Initiative Programme and the Programme Complement. The guidance helped to distinguish between the contents of the Community Initiative Programme and the Programme Complement. Section 25 of the Guidelines provided a checklist of contents for the Community Initiative Programme.

The guidance material was used for briefings during the initial meetings of the preparatory working group and consulted in the sub-group meetings responsible for administration and strategy. The members of the PPG and the Joint Secretariat have worked closely in drafting the Community Initiative Programme. A provisional list of contents was drafted based on the guidance material. From this list action was proposed and tasks were allocated among the Joint Secretariat, the members of the PPG and ex-ante evaluators Nordregio.

Each chapter has been written and discussed in consultation with the Commission guidance. Sections 7 and 14 of the Guidelines and Annex IV provided the basis for Chapter 3: the Joint Transnational Strategy. They aided the drafting of skeleton priorities and indicative measures. These were discussed during the strategy sub-group meetings and tailored to make them North Sea region specific. The administration chapter was written specifically according to the requirements of the General Regulations. The General Regulations were used to describe the joint management structure, the main tasks of the joint Managing and Paying Authority, the Monitoring and Steering Committees and the Joint Secretariat as well as the financial control responsibilities.

1.4 Central Aims of the Community Initiative Programme

The overall aim of the Interreg Initiative is that national borders should not be a barrier to the balanced sustainable development and integration of the European territory. With the enlargement of the programme area, the larger agglomerations as well as the remote islands need to be encompassed in the programme measures. However, the focus will be on measures common to the North Sea region.

In the new phase of the Interreg North Sea Programme, the global objective will be to strengthen economic and social cohesion by the promotion of interregional co-operation with a

view to achieving sustainable, harmonious and balanced development in the region. The aim is to achieve this by building on the positive experiences of the current programme and to realise the potential for developing these structures of co-operation.

It is hoped that links to the ESDP policy options, Trans European Network (TEN) policy and Norvision within this programme will further harmonise spatial development in the North Sea region and lead to innovative policy approaches and practical actions. (cfr. par. 14, Commission guidelines on Interreg III) The proposed revision of the TEN should be taken into consideration.

Through transnational co-operation on spatial development, the participating countries will seek to fulfil the following central aims within a framework of common territorial development priorities. Broad involvement of the regional and local level, as well as economic and social partners and non-governmental organisations will be secured in the partner states.

Economic and social cohesion

Some parts of the North Sea region are more developed than others, both in economic and social terms. Decreasing disparities depend on developing collaboration between areas, infrastructure, communications systems and the promotion of common cultural and historic values. There is a need to work towards a better territorial balance in the region. This relies on a willingness to learn from each other and to encourage networks of co-operation, exchange of experiences and transfer of knowledge.

Developing a mutually beneficial relationship between urban and rural areas and providing more equal access to Europe's physical and virtual communications networks may help to address increasing urban migration. The North Sea region has many remote areas and few peripheral areas, however, with the gradual accession of the Central and Eastern European countries some of the region's remote areas may well become more peripheral. Therefore, an increase in small town and village networks and the development of a mutually beneficial urban-rural relationship are crucial to maintain economic and social cohesion.

Sustainable development for the region as a whole

Sustainable development is a key issue for the North Sea region and is integrated throughout the Community Initiative Programme. Sustainable development is a balanced development integrating the economic, social and ecological dimensions. Sustainable development intends to improve the quality of life whilst limiting the pressure on valuable natural resources.*

The concept of sustainability became one of the main themes of the 90's, a vision for the development of the modern society. Like the concepts of "freedom" and "democracy" the concept of sustainability is both difficult to describe and to grasp. The Brundtland definition of sustainable development is broadly accepted as it acknowledges that long-term considerations should be taken into account when initiating development:

"[sustainable development is]...a development which fulfils present needs without jeopardising the possibilities for future generations to fulfil their needs"

This definition was introduced in the Brundtland Report (1987) and has since been used by various political parties and administrative bodies. It has been implemented in a series of international agreements and conventions e.g. Agenda 21, The Climate Convention, The Biodiversity Convention and the Amsterdam Treaty.

The European Spatial Development Perspective (ESDP) is based on the aim of achieving a balanced and sustainable development, and refers to the Brundtland Report stating that

* Our Common Future, WCED, 1987.

sustainable development not only covers an environmentally friendly economic development but also a balanced spatial development. This implies that social and economic objectives for the development of an area must be measured in relation to ecological and cultural functions in order to achieve a balanced and sustainable spatial development. The EU and the ESDP have developed the concept of sustainability to include not only the environment, but also economic and social affairs.

At the level of the North Sea region, the concept of sustainability should be regarded in the same way as in the ESDP. It is also a main underlying theme, idea or concept of the NorVision and its recommendations. Projects to be carried out within the framework of Interreg IIIB should aim to contribute to a development that will be sustainable, as this concept requires a cross-sectoral approach.

1.5 Consistency with Community Policies

This Community Initiative Programme (CIP) has been drawn up in accordance with European Council Regulation number 1260/1999 laying down general provisions on the Structural Funds and the following Regulations regarding structural funds: Regulation on the European Regional Development Fund (ERDF) (No 1783/1999), Regulation on Information and publicity measures to be carried out by the Member States concerning assistance from the Structural Funds (No 1159/2000), Regulation on the eligibility of expenditure of operations co-financed by the Structural Funds (No 1685/2000), Regulation on arrangements for using the euro for the purposes of the budgetary management of the Structural Funds (No 643/2000), Regulation on the management and control systems for assistance granted under the Structural Funds (No 438/2001), and the Regulation regarding the procedure for making financial corrections to assistance granted under the Structural Funds (No 448/2001) as well as the Interreg guidelines (OJ C 143, 23 May 2000).

In accordance with the Interreg guidelines, account has been taken of Community policy priorities with special relevance for transnational co-operation on spatial planning/development, in particular, the implementation of the final version of the European Spatial Development Perspective (ESDP).

In accordance with Art. 12, operations financed by the Structural Funds must be in conformity with the provisions of the Treaty, with instruments adopted under it and with Community policies and actions, including the rules on competition, state aid rules, policy on the award of public contracts, policy on environmental protection and improvements and on the elimination of inequalities and the promotion of equality between men and women.

Competition Policy

If the Community is to part-finance State aid schemes, the Commission must approve such aid in accordance with Articles 87 and 88 of the EC Treaty. Under Article 88 (3), Member States must notify the Commission of any measure granting, altering or extending State aids to firms.

State Aid

The participating Member States confirm that no State Aid will be provided under the measures within this programme or that the aid provided would be in conformity with the de minimis rule or with aid schemes under one of the block exemption regulations or that the aid provided would be in conformity with the following exemption regulations: Commission regulation (EC) No 68/2001 of 12 January 2001 on the application of Articles 87 and 88 of the EC Treaty to training aid, Commission Regulation (EC) No 69/2001 of 12 January 2001 on the application of Articles 87 and 88 of the EC Treaty to de minimis aid, Commission Regulation (EC) No 70/2001 of 12 January 2001 on the application of Articles 87 and 88 of the EC Treaty to State aid to small and medium-sized enterprises, all of them published in the Official Journal L 10,13.1.2001.

Award of Public Contracts

Implementation of measures part financed by the Structural Funds must comply with Community requirements as set out in the EC Treaty (Art. 12, 28, 43, and 49).

Environmental Protection and Improvements

A sustainable, harmonious development of the European Union that takes care of its environmental resources is core to Community policy. The Interreg IIIB North Sea Programme will support the objectives of Structural Funds programmes concerning the protection of nature values of the Natura 2000-sites (following the Council Directives 92/43/EEC and 79/409/EEC on the conservation of natural habitats, of wild fauna and flora and of wild birds respectively).

The Member States participating in the Interreg IIIB North Sea Programme conform to the protection of the proposed Natura 2000 sites and will ensure that the preservation values of these areas are not negatively affected by Structural Fund-supported projects. An environmental assessment will be required for all projects carried out in sensitive or selected areas in accordance with Council Directive 92/43/EEC.

The Council Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the so-called Strategic Environmental Assessment or SEA) will be relevant for the transnational spatial development. Although plans and programmes proposed under the Interreg IIIB and other programmes guided by Regulation 1260/1999 are excluded from the Directive, the Directive will affect plans and programmes in the Member States.

To be eligible for funding, projects under this programme are required to demonstrate their contribution for sustainable development. This will be reflected in the project selection criteria which will be described in the Programme Complement.

Equal Opportunities

Operations part-financed by the Structural Funds must comply with, and where appropriate contribute to, Community policy and legislation on equal opportunities for men and women.

The appraisal of operations seeking co-financing from Structural Funds and which are not specifically orientated towards the improvement of equal opportunities, should include an assessment as regards their impact on equal opportunities.¹

¹ Vademecum supplement Technical Paper No.3

1.6 Complementarity with Community Programmes

According to the Interreg guidelines, programming must be complementary to the measures promoted under Objectives 1, 2 and 3 of the Structural Funds, particularly as regards infrastructure, and the other Community Initiatives. Furthermore, operations must comply with the scope of the Structural Funds and the rules on the eligibility of expenditure. An overview of Structural Funds Objectives Programmes and Community Initiative Programmes in the Interreg IIIB North Sea Programme Area is given in the table below.

Participating Country	Structural Funds Objectives	Community Initiatives
Denmark	Objective 2 Objective 3 Objective 5b transitional funding	Interreg IIIA (DK&S) Interreg IIIA (DK&G) Interreg IIIB Baltic Sea Region Interreg IIIC Leader + Urban Equal
Flemish Region	Objective 2 (Turnhout/West Vlaanderen) Objective 3 Objective 5b transitional funding (Westhoek/Meetjesland) Objective 2 Gent Objective 2 Antwerpen Objective 2 Arrondissement Turnhout-Kempen	Interreg IIIA Euregio Scheldemond Interreg IIIA Benelux Middengebied Interreg IIIB NWE Interreg IIIC Leader + Urban Equal
Germany	Objective 2 (Several areas in Lower Saxony, Schleswig-Holstein, Bremen and Hamburg) Objective 3	Interreg IIIA Ems-Dollart-Region Interreg IIIA Euregio (Gronau) Interreg IIIA Schleswig/South Jutland Interreg IIIA KERN/Fyns Amt Interreg IIIA Lübeck, Ostholstein/Storstroms Amt Interreg IIIB Baltic Sea Region Interreg IIIC Leader + Urban (Bremerhaven, Kiel) Equal
The Netherlands	Objective 1 Flevoland Objective 2 Noord Nederland Objective 2 Cities Objective 3	Interreg IIIA Ems-Dollard Interreg IIIA Euregio Scheldemond Interreg IIIB NWE Interreg IIIC Urban (Amsterdam, Rotterdam, Den Haag) Leader + Equal
Norway		Interreg IIIA (N&S) Interreg IIIB Baltic Sea Region Interreg IIIB Northern Periphery Interreg IIIC Leader+
Sweden	Objective 1 Södra skogslänsregionen	Interreg IIIA (S&N) Interreg IIIA (S&DK)

	Objective 2 Västra Objective 2 Södra Objective 2 Öarna (the islands) Objective 3	Interreg IIIB Baltic Sea Region Interreg IIIB Northern Periphery Interreg IIIC Urban Göteborg Leader + Equal
UK	Objective 1 Objective 2 Objective 3 Objective 5b transitional funding	Interreg IIIB NWE Interreg IIIB Atlantic Area Interreg IIIC Urban Leader + Equal

1.7 Key Characteristics of the North Sea Region

The North Sea region's key strengths include its generally high quality environment and strong cultural and natural heritage and resources, as well as maritime transport links, fishing, energy production resources and growing economic significance. Offsetting these key strengths are the problems associated with changing coastal conditions in the North Sea, environmental degradation, the concentration of services in larger cities, declining job opportunities in rural areas, a changing rural economy and issues of remoteness and transport accessibility in some regions. The strategy detailed in the Interreg IIIB programme will be an important catalyst in addressing common problems and opportunities and seeks to build on the strengths and experience of existing transnational co-operation in the field of spatial development.

1.8 Key Lessons Learnt from Interreg IIC North Sea Programme

The Interreg IIC Operational Programme covering the period 1997-1999 served to strengthen the transnational partnership for the North Sea region. The Interreg IIIB programme strategy and priorities covering the period 2000-2006 have been specifically designed to build on the important lessons that have been learnt from the IIC period and to address the common problems by continuing to strengthen and develop the transnational partnership.

Under the Interreg IIC North Sea Programme spatial planning issues were addressed across the wider geographical area of the North Sea region. It allowed and encouraged co-operation over larger transnational territories, involving national, regional and local authorities, with a view to achieving a higher degree of territorial integration for the North Sea region as a whole. The extent of the co-operation varied but remained short of the strong co-operation seen for example in the "Euroregions". The North Sea region, however, does have a cohesiveness and identity that was reflected in the high level of interest in the Interreg IIC programme. The Interreg IIC North Sea Programme helped to strengthen the identity of the North Sea region.

The Interreg IIC North Sea Programme could be described as a transnational experiment. The IIC programmes gave rise to the first generation of innovative, cross-sectoral spatial development projects, designed and implemented by transnational partnerships. In the North Sea Programme, the Lead Partner was regarded as the final beneficiary.

The administrative background of the programme also created a new model of transnational working. National and regional representatives from the eligible countries worked together on the Monitoring and Steering Committees, making decisions by consensus. Furthermore, the single Joint Secretariat was staffed by people from various countries. The Joint Secretariat was delegated the responsibility of carrying out the technical assessment of projects, issuing Grant Offer letters and making payments to projects. The systems and financial control procedures had to be designed and approved by the Monitoring and Steering Committees. Potential project

applicants were contacted and encouraged to submit applications for funding. All this was achieved within a commitment period of two years.

The only non-Member State, Norway, has been a fully integrated partner of the Interreg IIC North Sea Programme. The chosen economic and administrative arrangements for this co-operation have been successful.

There were a number of lessons to be learnt from this first period. From a strategic viewpoint, projects needed to link into a strategy for the North Sea region, which was not possible under the IIC programme. Under Interreg IIIB, NorVision will provide a source of inspiration and aid the harmonisation of spatial development in the region. This will act as a counterpoint to the varying levels of national and regional spatial planning capacity in the North Sea area that impact at programme and project level. It will also harmonise the different definitions of spatial planning/development in each of the countries.

On a more functional level, each national authority issued a letter at the beginning of the programme, delegating the responsibility for issuing grant offer letters and making project payments to the Joint Secretariat. Under the new programme, more detailed and specific requirements have been outlined in the light of the experience gained. Ideally, the requirements need to be unified across all participating countries with the aim of greater clarity and transparency.

It takes time for project applicants to construct a good project and a real transnational partnership. Transnational partnerships come in many guises, but regardless of the style, most transnational partnerships go through recognisable stages of development. The initial stages of setting up a project are demanding and difficult but they have led to real transnational co-operation and a coherent progression into the main activity phase.

The North Sea Programme had a very strong level of commitment from the transnational partnership at the Committee level. In addition, the co-operation with Viborg county council as the host authority and the Danish national authority responsible for ERDF has been beneficial.

Although the transnational aspects of the Interreg programmes did not always fit easily into the Structural Fund regulations, at programme level, the use of the single working language has facilitated the smooth running of the programme and reduced the number of misunderstandings. It has also reduced costs. However, at project promotion level, it is sometimes important to communicate in the language of the potential Lead Partner.

The lack of measurable output and impact indicators has made it difficult to estimate the value of the work achieved. There will always be an element of subjectivity but the objective evaluation is needed to demonstrate the contribution of the programme. The Operational Programme emphasised **common practical actions** and priority should continue to be given to such projects. It is feasible that some of the studies and exchange of experience projects approved under IIC will go on to the activity phase under the new programme.

1.9 NORVISION – A Spatial Perspective for the North Sea Region

During the Interreg IIC programme a Spatial Vision “NorVision” was created for the North Sea region as defined for the Interreg IIC programme. An informal document, the Vision takes a long-term perspective of around 20 years. It shows that the North Sea region makes up one large “macro region”. It looks towards a future where everyone can enjoy the benefits of social progress and economic growth, where natural resources and cultural heritage are cared for and where urban and rural areas work together. The region’s significance in Europe and beyond needs to be enhanced through a balanced spatial structure. It is not limited to physical planning of land use or infrastructure, but addresses any deliberate interventions to change spatial

structures with the aim of achieving sustainable development (economic, social, and environmental). It demonstrates that spatial development is an integrated cross-sector task. NorVision represents a regional understanding of the ESDP concept based on the specific conditions of the North Sea region and is therefore the result of a combined bottom-up and top-down approach.

NorVision has identified a series of key themes, which may contribute to the implementation of the concept of sustainable development. They are:

- Integrated town-hinterland and inter-city development
- Strengthening of rural urban centres
- Development of peripheral regions
- Promotion of sustainable mobility
- Regional communication infrastructure development embedded into regional development promotion
- Controlled protection and use of valuable natural and cultural heritage landscapes
- Integrated management of the North Sea Planning with water
- Integrated coastal zone management and planning
- Urban co-operation and networking

This document which has an informal status has been prepared by a Working Group comprised of representatives from national and local governments from each participating county. A wide consultation process has accompanied the work of the group. The Working Group's aim was to formulate the basis for a long-term spatial vision and describe the strategic direction of spatial structure, by identifying strategies and providing the framework for action proposals. The Vision addresses the activities of a range of organisations that can use it as a contextual framework for the planning of those activities. NorVision is a source of inspiration for the development of the North Sea region.

- **Aims and Status**

The spatial vision for the North Sea region represents a significant first step towards the formulation of a long-term framework for co-operation in many areas. It has helped to give a wider context for spatial development policies, as well as identifying potential opportunities for "added value" through transnational co-operation and into the new Interreg IIIB North Sea Programme.

- **Vision, Strategies and Recommended Actions**

Vision, strategies and recommended actions respond to opportunities and problems within the North Sea region, which have been shaped by global trends in environmental, economic and social development. In particular, NorVision has contributed to the implementation of the European Spatial Development Perspective by providing an integrated view of the future development of the North Sea region. This includes more emphasis on globalisation and the need to strengthen zones of economic integration within the European Union, the effects of enlargement, and the environmental approach.

Having analysed the common opportunities and threats, the spatial vision for the North Sea focuses on spatial development trends using "vision statements" as the foundations on which to build strategies and action plans.

Both the vision and the strategies in the North Sea have the support of the transnational partnership. This document, together with the Commission guidance for 2000-2006, with the accent on balanced spatial development, has formed the policy foundation for the Interreg IIIB North Sea Programme rationale and priority framework.

NorVision was presented at the North Sea Commission General Assembly in June 2000. Future Interreg IIIB projects will be asked, where possible, to demonstrate links to the NorVision to facilitate a practical realisation of NorVision through the North Sea Programme.

It is anticipated that under the new programme there may be a continuation of NorVision to take into account the enlargement of the programme area and thus the inclusion of several major cities within the Interreg IIIB North Sea region area.

Chapter 2: Analysis of the North Sea Region

The purpose of this analysis is to present some specific challenges for spatial development strategies to address in the North Sea Programme. It is primarily based on the draft of the document "NorVision - A Spatial Perspective for the North Sea region", which was elaborated by the national and regional spatial planning offices of all countries participating in the Interreg IIC North Sea Programme. Another important basis is the analysis of the Operational Programme of the Interreg IIC North Sea Programme. With the exception of Norway, EUROSTAT data has been used. However, there is a general deficiency of harmonised information, which is reflected in the analysis.

2.1 Delimitation of the Eligible Area

The eligible regions co-operating in the North Sea region within the context of Interreg IIIB are²:

Denmark	Whole country
Flemish Region	Antwerpen, Oost-Vlaanderen, West-Vlaanderen
Germany	Niedersachsen, Schleswig-Holstein, Hamburg, Bremen
Netherlands	Friesland, Groningen, Drenthe, Overijssel, Flevoland, Noord-Holland, Zuid-Holland, Zeeland
Sweden	Hallands Län, Kronoberg Län, Skåne Län, Värmlands Län, Västra Götalands Län
UK	North-Eastern Scotland, Eastern Scotland, Highlands & Islands (except Comhairle Nan Eilean and Lochaber, Skye & Lochalsh and Argyll), Tees Valley & Durham, Northumberland and Tyne & Wear, Humberside, North Yorkshire, South Yorkshire, West Yorkshire, Derbyshire & Nottinghamshire, Lincolnshire, Leicestershire, Rutland & Northamptonshire, East Anglia ³ , Essex.

The following regions in the non-member state Norway will co-operate in the Interreg IIIB North Sea Programme:

Norway	Akershus, Østfold, Oslo, Hedmark, Oppland, Buskerud, Vestfold, Telemark, Aust-Agder, Vest-Agder, Rogaland, Hordaland, Sogn og Fjordane, Møre og Romsdal, Sør-Trøndelag
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The area covered is shown on Map I. No regions in the area will participate in the programme on the basis of the 20% rule. Table 1 gives an overview of the participating regions at NUTS II level. All Swedish regions, however, are shown at Nuts III level. Compared with the Interreg IIC North Sea Programme the eligible area has been extended. The following regions will participate in the transnational co-operation process in the North Sea region in the context of Interreg for the first time:

- The whole of Denmark will participate, whereas in the previous programme only parts of Denmark were involved.
- The Flemish Region will participate for the first time. The three regions involved are: Antwerp, East-Flanders, West-Flanders
- In Germany the whole of Niedersachsen will be included
- In the Netherlands the eligible area has been enlarged to include South-Holland and Zeeland
- In the UK, Essex has been included

² Based on the Interreg guidelines of 28.04.00 (2000/C 143/08)

³ As from 2001 East Anglia will become known as the "East of England"

- The eligible area in Sweden has been extended to include Kronoberg and Skåne (Based on the Commission Decision in letter of 04.08.2000 regarding the request from Næringsdepartementet in Sweden in letter no N2000/5466/IRT)
- Oppland and Hedmark have been included in Norway

Structural Funds

For the 2000-2006 programming period, structural actions will be concentrated on three priority Objectives. The European Regional Development Fund (ERDF) will finance measures in the two Objectives supporting designated areas and regions. These are as follows:

Objective 1: Development and structural adjustment of regions whose development is lagging behind

Objective 2: Economic and social conversion of areas facing structural difficulties

Objective 3: is not worked out on a regional basis; it concerns the adaptation and the modernisation of national policies and systems of education, training and employment. It is financed by the European Social Fund (ESF).

In the North Sea region, only South Yorkshire in the UK and Värmland in Sweden will be eligible under Objective 1 in the period 2000-2006. Furthermore, Flevoland in the Netherlands and the Highlands and Islands in the UK, which were eligible for Objective 1 funding during the 1994-1999 period but lost this entitlement in 2000, will benefit from transnational assistance.

A lot of NUTS III regions are either in part or as a whole eligible under Objective 2; for example:

Denmark: most parts of Nordjyllands Amt and parts of Viborg Amt and Storstroms Amt.

Flemish Region: the coastal zone in West Flanders

Germany: Bremen, Hamburg, eastern and western parts of Lower Saxony, Flensburg, Kiel, Lübeck, Ditmarschen, Herzogtum Lauenburg, Nordfriesland and Schleswig-Flensburg in Schleswig-Holstein

Netherlands: large parts of Friesland and parts of Goningen, Drenthe and Overijssel

Sweden: Kronoberg län, parts of Värmlands län and Västra Götalands län; a small part of Hallands län and Skåne län.

UK: parts of the North East; North Yorkshire, most parts of Lincolnshire, East Anglia, and parts of eastern Scotland.

As a non-Member State, **Norway** is not eligible for assistance under the Structural funds of the European Union. However, it does have industrial areas in decline and rural areas in need of regeneration.

Besides the three priority Objectives, several regions are eligible under one or more of the four Community Initiatives.

Interreg: promoting cross-border, transnational and interregional co-operation, with a view to stimulating balanced development and spatial planning within Europe;

Urban: financing economic and social regeneration of cities with serious structural problems, to promote sustainable urban development;

Leader: supporting rural development;

Equal: funding for transnational co-operation with a view to promoting new practices that guarantee full equality of opportunity as regards access to the labour market.

2.1.1 Demography and Settlement Structure

In 1996⁴, the population of the North Sea region was approx. 61 million, including Norway. This is equal to around 16.5% of the total EU population (15 Member States) and Norway. Without Norway the region accounts for around 16% of the total EU population. Of this, the UK regions⁵ account for 36% of the population of the eligible area, the German regions for 21%, the Dutch for 15%, the Danish regions for 9%, the Flemish Region for 7%, the Norwegian regions for 6%, and the Swedish regions for 5%.

The North Sea region shows great differences in population densities (see Table 2 and Map II: Population Density). The population density varies from very sparsely populated areas such as Sogn og Fjordane (6 inhabitants/km²) or Hedmark (7 inhabitants/km²) in Norway, to very densely populated areas such as Hamburg (2262 inhabitants/km²). In 1996⁶, the average population density of the North Sea region including Norway was 117 inhabitants/km². This is equivalent to the average population density of the European Union (117 inhabitants/km²). Excluding Norway, population density (168 inhabitants/km²) was above the average. The UK regions⁷ of the North Sea Programme are more sparsely populated than the UK average (162 inhabitants/km² compared with 241 inhabitants/km²). The same is also true for the Netherlands (331 compared with 374) and Germany (200 compared with 229). In Belgium (457 compared with 333), Sweden (57 compared with 22) and Norway (22 compared with 15) the population density of the regions participating in the North Sea Programme is above the national average in each case.

In terms of population growth, important regional differences have become apparent in recent years. In the period from 1987-1996⁸, the total population of the North Sea region grew by 4.4%. This is above the EU average of 3,5% for the same period. The German part of the North Sea region grew at the fastest rate (7,9%). The Dutch and Norwegian parts of the co-operation area also grew at rates above the average (both 5,3%). The North Sea region parts of the UK (2,8%), of the Flemish Region (2,5%), Sweden (3%) and Denmark (2,7%) grew at below average rates. The highest growth rates in the eligible area during this period were in Flevoland (46,2%) in the Netherlands, in some German regions such as Lüneburg und Weser-Ems (both 11,2%) and in the Norwegian regions Akershus (10,2%) and Rogaland (9,2%).

2.1.2 Economy and Labour Market

The North Sea region had a total GDP (Gross Domestic Product) of approx. 1,150,000 million Euro in 1996 whereas the GDP of the European Union was approx. 6,780,000 million Euro. Of the overall GDP for the eligible area, Flemish Region accounts for 8%, Danish regions for 12%, Dutch regions for 16%, German regions for 27%, Norwegian regions for 7%, Swedish regions for 7% and the regions of the United Kingdom account for 23%. The North Sea region shows great differences regarding the GDP per capita (see Table 3 and Map III). In 1996, the GDP varied between approx. 11,600 Euro in South Yorkshire (UK) and approx. 40,100 Euro in Hamburg (G). The development of the GDP per capita between 1994 and 1996 also varied. With the exception of two Norwegian regions (data for Norway refer to the period 1992-1993) all regions show an increase.

Unemployment in the North Sea region remains an important issue, even though the unemployment rate of the North Sea region is below the EU average (see Table 4 and Map IV). There are important differences between the various regions and also between the participating

⁴ Norway =1999

⁵ The NUTS 2 regions Eastern (UKH) and Scotland (UKM) in the UK are only partly involved in the North Sea co-operation area

⁶ Norway = 1999

⁷ Data in the UK is only available at NUTS 1 level

⁸ Norway =1991-1999

Member States. For most of the North Sea region, the unemployment rates are lower than the European average (10.1%). The lowest unemployment rates could be found in the Norwegian regions (all below 3%), in the UK in North Eastern Scotland (2,9%), in Leicestershire, Rutland and Northants (3,4%) and in Zeeland (3,4%). For some regions, however, the average is higher 11,9 % in Bremen (G), 10,7% in Braunschweig (G) and 10,3% in Värmland (S). There is no general trend concerning the development of the unemployment rates between 1991 and 1998. In the Flemish, Swedish and German regions the unemployment rates increased, whereas in the Danish, Dutch, Norwegian and in most of the UK regions unemployment rates decreased.

2.1.3 Present Economic Situation

Primary, secondary and tertiary sectors

The tertiary sector is the dominant sector through out the North Sea Region. It accounts for approximately 70% of the total employment in the region, followed by the secondary sector with 27% of total employment and the primary sector with 3%. This overall picture covers huge differences between the various parts of the region.

Sector	DK	UK	S ⁹	G	FL	N ²	NL ¹	Total
Primary	3,3	1,6	3,0	3,2	1,0	4,5	4,8	2,8
Secondary	26,8	27,8	25,0	29,1	31,7	22,0	23,9	27,4
Tertiary	69,5	70,4	72,0	67,6	67,3	73,5	70,3	69,5

Despite its relative decline, measured on the number of people employed in the sector, the primary sector still plays an important role in the North Sea Region. This is especially so in the Netherlands, Denmark, Skåne and Hallands Län in Sweden and in Germany. The importance of the primary sector is, however, first and foremost a rural area phenomenon, thus the more densely populated an area is, the less important is the primary sector.

The secondary sector is of course closely linked to the “old economy” and has during the last decade shown visible signs of decline compared to the tertiary sector. The decline in certain parts of the secondary sector has led to economic decline and growing unemployment in the central part of the UK, parts of Flanders, the eligible area of Germany, Southern part of Sweden and the South Eastern part of Denmark (Table 4).

The tertiary sector is by far the most important sector in the North Sea Region. The tertiary sector, however, is far from being a harmonious sector generating huge profits. The tertiary sector covers low paid jobs in the tourist industry as well as highly specialised and paid computer and biotech businesses. The rural areas tend to have the first type of jobs, whilst the city centres tend to attract the latter type.

Main types of industry

Primary sector

The fishing industry remains an important sector in the North Sea Region. Especially in the sparsely populated areas like North East of Scotland, western part of Norway, western part of Sweden and the north western part of Denmark. Fishing and processing has a major impact on employment and wealth creation in these areas. In some areas this is the only significant source of income.

⁹ Regional figures not available for Sweden and the Netherlands, consequently national figures have been used.

² No regional data available for Norway, consequently national figures have been used.

Approximately 84% of the Swedish fish processing industry is located in the eligible area. This type of industry is of course relatively vulnerable in cases of fluctuations the supply of raw materials (fish landings).

The fish processing industry remains an important sector in various parts of the eligible area. It is difficult to establish a common trait for the areas in which this type of industry is located. In some of them the fish processing industry is one of several industries and the community as such is not dependant on the market fluctuations of the industry. In other areas, the situation is the opposite, for example in the western part of Denmark or parts of North East Scotland, which is very vulnerable in cases of market or other fluctuations.

Agriculture and forestry play an important role especially in the relatively sparsely populated areas of central Norway, western part of Denmark, Niedersachsen in Germany, the north of the Netherlands, East Midlands (UK), inner parts of Sweden and Scotland (see Map II). The tendency seems to be that the areas with a relatively low population density and a high dependency on the primary sector are also less prosperous – measured on GDP per capita (Map III) than those areas depending on the secondary and tertiary sectors.

In the German part of the eligible area, agriculture is of relatively greater importance than in other parts of Germany, as regards to surface and production. There is a well- developed agriculture based industry, for example breweries, dairies, mills, production of bread, meat and sausages. Breeding pigs and poultry-farming in the west of Lower Saxony, tree nurseries in Ammerland and north of Hamburg as well as fruit-growing south of the river Elbe (Altes Land) are types of regional specialisation. Despite the local importance of agriculture, however, the importance of agriculture for the economy as a whole is decreasing.

The oil industry is an important sector in the North East of Scotland and the South Western part of Norway. This has led to a relatively high level of GDP per capita in these areas compared to the adjacent areas (Map III). Also the unemployment rate in these areas is below the adjacent areas (Map IV). The economic activities generated by the oil industry seem to have a positive effect on the economic activities in the area as such.

Agriculture accounts for a very small percentage of employment in the Netherlands. Large segments of Dutch agriculture are in an increasingly difficult position due to, among others, high land prices, small-scale land and increasingly stringent environmental and health requirements. Over the next 25 years agriculture is expected to grow at a pace slower than the growth of the overall economy, and its share economy and employment is expected to diminish further. Large-scale land-based agriculture has economic prospects though, in the large-scale open clay areas of the province of Flevoland and the northern provinces.

Secondary sector

In comparison with the rest of Germany, industrial development came late in in the eligible German areas. There is a successful car production in Lower Saxony and Bremen and an increasing aircraft and space industry in Bremen and Hamburg and their surrounding areas. Some bigger plants of chemical industry were built during the 70's especially in the coastal area in Wilhelmshaven and Stade. There are important places of metal production and metal processing in Peine and Salzgitter (Lower Saxony) and in Hamburg.

Shipyards as the classical maritime industries in the coastal area have lost their former importance in most of the North Sea Region, as regards to number of places and employed persons. The remaining few changed to become modern production places which are able to compete on international level in production and repair of ferry, cargo and passenger ships.

The transport sector in the German part of the eligible area has a strong position in value-added and productivity compared to the rest of Germany, due to the contribution of Bremen and

Hamburg as the ports for the trade with abroad. They are places for the import and further processing of coffee and cocoa beans, exotic fruits, cotton, wool, spices and tobacco as well as for the export of machinery and cars (with Bremerhaven as the biggest place for car trading in Europe). The ports were step by step extended and modernised with modern loading and unloading techniques (about 90 % of the normal cargo is containerised) and also with modern logistical systems. The decision to extend the aircraft production in Hamburg and the common decision of Hamburg, Bremen and Niedersachsen to build a new port for deep going vessels in Wilhelmshaven give hope to proceed with the restructuring process in this economical sector.

In Sweden manufacturing is focused on forestry in Kronoberg and Värmland (in the latter the steel industry is equally large). Västra Götaland's manufacturing is dominated by the automotive industry. Pharmaceutical industries are located both in Västra Götaland and Skåne. In the private sector, the largest employers in Västra Götaland are Volvo and Saab, in Skåne Skanska and the Co-operative retailer Konsum, in Kronoberg IKEA and Kalmar Industries, in Halland Ringhals nuclear power plant and Stora Enso, in Värmland Stora Enso and the Co-operative retailer Konsum.

A future challenge in most of the North Sea Region is an increasing use of wind energy in both inland and in offshore areas. This is a major and still growing industry in Denmark, who is world leading in this field, and in other parts of the eligible area.

Tertiary sector

During the last two decades SME's, with few exemptions, account for most of the new job creation in the North Sea Region.

In Scotland the oil and gas industry dominated by large multinationals generated the vast majority of new jobs. This situation has changed during the 1990's and like in the rest of the North Sea Region, SME's has been the main generator of new employment. The number of ICT related SME's has doubled during the last five years.

A similar pattern can be found in the Cambridge area of England

The South Western part of Sweden is dominated by a large number of small and medium sized businesses. A common trait for these companies is the lack of a dominating industry. The companies cover a wide variety of sectors and are characterised by a great deal of flexibility, meaning that a typical firm is able to make fast adjustments to new market demands.

SME's do not account for the entire tertiary sector, the financial sector and consultancy firms form the backbone of the tertiary sector in many areas throughout the North Sea Region. This is especially the case in the major urban areas like Hamburg, Bremen and Hannover in Germany, Edinburgh and Cambridge in the UK, Oslo in Norway, Göteborg and the Örestads region in Sweden, the Ørestads region, Århus, Aalborg and Odense in Denmark, Amsterdam in the Netherlands and Antwerpen in Flanders.

In the Netherlands, due to lack of space and diminishing car accessibility in cities, more businesses are moving to the urban periphery or locations along infrastructure routes. Although other provinces have been catching up, a major proportion of employment is still concentrated in and around the Randstad conurbation. Economic activities are expected to continue to spread within urban zones, along the edges of these zones and along infrastructure links. The growing population works in and builds on a growing economy with an increasingly international orientation. That is reinforced by the development of information and communications technology. Businesses are becoming larger and operate globally. Communication is becoming more important and the economy is increasingly taking the character of a network economy, as both the international and regional scales.

Amsterdam Schiphol Airport has an extensive network of connections with airports within Europe and beyond. Public transport accounts for only a limited proportion of the transport market, but improvements to public transport in urban areas have been found to lead to growth in use. Environmental issues are closely connected to developments in infrastructure and mobility. Utilisation of renewable energy, particularly wind energy in rural areas and at sea comprises part of the networks.

Sparsely populated areas

In general the North Sea Region is characterised by being a relatively densely populated region in the South and West compared to a relatively sparsely populated region in the North (Map II).

Sparsely populated areas can be found in the Northern part of Scotland, the Värmlands and Kronobergs Län in Sweden and large parts of Norway. The population in these areas is very sparse and the tendency points towards negative or very limited growth in the population in these areas.

To some extent the least populated areas are also the least prosperous areas, which could explain why the people are leaving these regions. This is the case for the northern part of Scotland. However, Kronobergs Län in Sweden is as well as being relatively sparsely populated actually one of the more prosperous areas in the North Sea Region measured on GDP per capita (Map III).

Whilst depopulated areas primarily are a phenomenon of the Northern part of the North Sea Region, relatively sparsely populated areas can be found through out the region and often close to quite densely populated areas. This is the case for example in the Northern part of the Netherlands, where areas like Groningen and Friesland besides being sparsely populated have experienced almost a status quo in terms of population during the last decade (Table 2).

Trends and future challenges

Large areas in the North Sea Region depend to a large extent on the primary sector and parts of the secondary sector that are closely linked to the primary sector. This makes them very vulnerable in cases of market fluctuations and fluctuations in the supply of raw materials. In the fishing industry this is a particular problem as the fish reserve in the North Sea is under considerable and still growing pressure. The need for finding alternative sources of income in these areas is pressing.

A similar situation is to be found within areas depending on the secondary sector especially in those parts depending on typical “old economy” businesses. Some of these areas have entered a vicious circle in which declining GDP per capita goes hand in hand with growing unemployment and depopulation. A push towards increased flexibility for example amongst SME's, combined with more focus on the service sector, could bring revitalisation to these areas.

Also the tertiary sector is facing great challenges in the near future. There seem to be a trait towards a link between areas that are dominated by the tertiary sector and a high level of GDP per capita. The truth is, however, more diversified than it might appear. Many types of employment in the service sector are low paid – low skilled jobs. These are often found in the tourism sector and often in the sparsely populated areas round the North Sea coastline.

A contrary situation can be found within the tertiary sector linked to the financial sector, the computer industry and consultancy firms. These are often placed in the more prosperous urban areas. During the last decade the growth of the tertiary sector has led to increased pressure on the urban areas in terms of housing and increasing demand for office accommodation. The long term results of this can among other things be urban congestion and loss of greenfield sites.

Rapid economic changes in recent years are likely to continue for some time to come, along with a steadily increasing need for space for housing, employment, infrastructure, recreation, water and nature. Agriculture, on the other hand will require less space. The cities of the Netherlands have grown towards each other more than is the case in neighbouring countries. Expansive landscapes and more enclosed landscapes are becoming increasingly rare.

As a result of economic growth, population increase and the demands relating to nature, landscape and water management, intensive space pressure is emerging, especially where cities and villages are located close together. That applies in particular to the Randstad conurbation. Impoverished central urban districts are found adjacent to rich new districts. The share of employment and income between the central cities and neighbouring municipalities has shifted to the benefit of the latter. The spatial contrasts between the city and the countryside are diminishing, as the diversity of urban and rural environments. Rural areas are perceived as more crowded.

The surface of the Dutch part of the North Sea totals nearly 60,000 square kilometres. The demand for space on and in the North Sea is great. The greater demand for space, after nature, 'landscape' and fisheries, is from infrastructure. Due to the expected growth of telecommunications and the utilisation of smaller gas and oil fields, new cables and pipelines and the safety zones around them will roughly double the area needed. More space will be required over the next 30 years as well for mineral extraction, defence purposes, wind energy, shipping routes, airports, seaports, recreation and sea defences.

2.2 Spatial Situation and Trends

2.2.1 The Urban System

The North Sea region in its delimitation under Interreg IIC contained only one national capital, Oslo in Norway, and only one major national urban agglomeration, the metropolitan region of Hamburg in Germany. The region's main characteristic was the large number of regional centres and the fact that links to national urban centres outside the North Sea region were equally or more extensive than links within the North Sea region.

The urban system of the extended North Sea region within Interreg IIIB looks quite different (see Map V). Three national capitals are now located in the North Sea region: Oslo in Norway, Amsterdam in the Netherlands and Copenhagen in Denmark. Furthermore the German part of the North Sea region comprises four capitals of Federal States (Länder): Bremen, Hamburg, Hannover and Kiel, while in the UK, Edinburgh, the capital of Scotland, is in the eligible area. The North Sea region also contains some major national urban agglomerations: the metropolitan area of Hamburg (G) with adjacent parts of Lower Saxony and Schleswig-Holstein, and most of the Randstad region with Rotterdam and The Hague (NL). Gothenburg, the second largest city in Sweden and Antwerp the largest city in the Flemish Region are also part of the programme area.

The North Sea region includes various urban agglomerations of regional importance:

- Aalborg, Århus, Esbjerg, Odense (DK);
- Bruges, Ghent and Kortrijk (FL)
- Bremen, Braunschweig, Flensburg, Hanover, Lübeck, Kiel, Oldenburg and Osnabrück (G);
- Groningen, Leeuwarden, Zwolle, Hengelo, Enschede, Vlissingen-Middelburg (NL);
- Bergen, Kristiansand, Stavanger, Trondheim (N);
- Borås, Fyrstad, Halmstad, Karlstad, Malmö, Skövde, Växjö (S);

- Bradford, Cambridge, Leicester, Leeds, Newcastle, Nottingham, Norwich, Sheffield, Middlesbrough, York, Edinburgh, Aberdeen and Dundee (UK);

The Flemish Region and parts of the Netherlands and England are highly urbanised with national level metropolises and large towns. Whereas under Interreg IIC more sparsely populated areas form the Dutch part of the North Sea region, under Interreg IIIB most of the Randstad, the most densely populated area of the Netherlands, is also part of the North Sea region. In the UK some of the urban agglomerations extend into the other Interreg regions e.g. Leeds and Sheffield that are closely linked to Manchester and Liverpool. This provides opportunities to form and develop city clusters and networks, with close linkages that overlap with their hinterlands, to improve the level of services and contribute to regional polycentric development.

A relatively dense distribution of regional urban centres can be found in the Danish and German areas of the North Sea region. Compared with other German regions the regions in the North Sea Programme are relatively sparsely populated. The urban systems in Norway and Sweden have only a few towns with more than 50,000 inhabitants.

Small towns are an important characteristic feature of the North Sea region. These regional centres are essential for the provision of services. These towns can play an important role as engines of growth for regional economic development. They provide communities with identities that extend beyond their retail and commercial roles. Such towns could form regions of competence in order to increase the possibilities for complementarity and in doing so enhance competitiveness.

2.2.2 Rural Areas

Rural areas play an important role within the North Sea region and deserve special attention. They are diverse in nature, many of them having a highly developed and efficient agricultural system and/or a well developed fishing industry with a positive impact on the wider economy.

Predominantly agricultural areas, close to urban concentrations are found around agglomerations such as Hamburg, Oslo, Malmö, Gothenburg, Edinburgh and can also be found close to regions such as East Anglia and around Leicestershire, and in the vicinity of the Dutch Randstad area. They do not suffer from the traditional urban-rural income disparity, but they do serve as recreation centres for urban populations and are home to many commuters. Integrated development is needed, where urban and rural authorities work together.

Some rural areas are dominated by agriculture and/or forestry but are distant from major urban centres and therefore beyond reasonable commuting distances. Some areas are however, close to secondary cities and have the potential to develop urban-rural co-operation networks. Such areas exist in the vicinity of Esbjerg, Aalborg (DK), Emden, Flensburg, Osnabrück (G), Groningen (NL), Stavanger (N), Skövde, Växjö (S), and Newcastle, Nottingham, Aberdeen and Dundee (UK).

Some rural areas in the region can be described as peripheral, with smaller urban centres far from major towns. These areas are often dominated by extensive agricultural and/or forestry or fishing activity. Major parts of Norwegian, Swedish and Scottish North Sea region areas fall into this category. In other parts of the North Sea region, rural areas are between those areas close to secondary cities and sparsely populated areas. North-western parts of Lower Saxony and northern Schleswig-Holstein (G) as well as northern and north-western parts of Jutland (DK) are typical examples. They have insufficient employment potential to absorb populations not sustained by declining agricultural activities. They require measures to sustain a reasonable level of public and private services. The economic potentials of these areas are limited, but may be developed in such fields as IT-based industries, ecological farming and rural tourism.

Across the North Sea region, areas can be found which are important for wildlife, landscape, recreation and water supply. They are not limited to protected areas, but include areas with extensive agriculture, forestry or fishing.

A worrying trend for rural areas in general is the concentration of services in larger cities, withdrawing functions and services from smaller towns, particularly with regard to retail, financial services and healthcare provision. Negative trends are affecting rural areas and causing a loss in economic vitality and attractiveness.

The territorial dynamics of the region are mixed (see Map VI). On the one hand there are areas especially around large agglomerations, with a strong or even very strong growth of urban functions. Other areas have a less intensive growth of functions. In some parts of the region, especially in the northernmost parts e.g. the Highlands of Scotland there is a scarcity of urban functions. The cohesion problems stem from inequalities between the regions, in particular in terms of social integration and access to the labour market. Rural areas have difficulty in maintaining the activities for and income of their population. Rural areas are marginalised and are experiencing a loss of population to urban areas, especially the out migration of the most active population strata. This is contributing to the risk of regional shortages of employment and services. There is therefore a need for urban-rural and inter-rural co-operation to provide a decent level of services and to solve common problems. Such networks also need to provide adequate accessibility to urban centres.

2.2.3 Maritime Areas

Maritime areas have a very varied profile; they are neither purely urban regions nor rural areas. In some regions, maritime areas are temporarily functioning as highly urbanised areas, with problems linked to major cities (pollution, traffic congestion, mobility). In some other regions, it is clear that the maritime areas are closely connected to rural areas, whereby their functions are determined by rural aspects. Some maritime regions perform many functions at the same time on a permanent or temporary basis (transport, economic development, tourism, fishery, agriculture, habitation, ecology, water-management, coastal defence), which has a direct impact on the quality of life. All maritime areas are confronted with fundamental changes in their fisheries activities, and are exposed to ecological, mobility and spatial threats, due to the impact of tourism on the development of those areas.

Island communities in Denmark, Germany, The Netherlands, Sweden, Norway, and Scotland have distinctive characteristics. They are especially reliant on sea and air transport. Many of them are important for their natural environments and often tourism is of growing importance for their economies.

2.2.4 Transport and the Information Society

Ports and short sea shipping

The North Sea region has a strong seaward transport tradition. Some of the biggest container ports in the world can be found in the region. The region includes major international sea port cities Copenhagen, Århus (DK); Antwerp, Ghent and Zeebrugge (FL); Bremen, Bremerhaven, Hamburg Wilhelmshaven (G); Amsterdam, Rotterdam (NL); Bergen, Oslo (N); Gothenburg (S); Felixstowe, Hull (UK). Other ports rely on transshipment via intercontinental ports outside the North Sea region, in the same country or in neighbouring countries. There is a well-developed feeder system between the universal ports and the short sea shipping ports, and they control a large share of international sea transport. For bulk cargo (liquid and dry), there are significant flows between Norway and ports within the North Sea region (mainly petrol oil and products). This includes Peterhead, Grimsby-Immingham-Hull, Tees and Hartlepool, Tyne and German ports. Non-bulk flows (container, Ro-Ro, general cargo) show a similar pattern.

Short sea shipping is an environmentally friendly alternative to transportation by road and as such the European Commission has for a number of years tried to promote short sea shipping. The use of short sea shipping has been increasing over the last few years, but so has transportation by road. However, transportation by road has been increasing much faster than transport by short sea shipping and thus short sea shipping has been losing its share of the market. There is, though, a growing understanding in the North Sea region of the need to promote short sea shipping.

A large number of ports in the North Sea region predominantly have short sea shipping functions and/or are bases for important strategic ferry links (see Map VII). The ferry-lines for passenger transport within the North Sea region are under high pressure, notwithstanding their historical importance and their value as an alternative for road-transport. In recent years there has been a tendency towards increased competition between the ports in the North Sea region in general, and more specifically amongst the short sea ports. As a result of this increased competition the bigger ports have become bigger and the smaller ports are losing their importance as centres of traffic. Thus an increasing number of the smallest ports have been closing down as commercial ports. On the other hand the bigger short sea shipping ports have increased their competitiveness which is essential to avoid further relative decline for the short sea shipping business, and for the further development of intermodal transport systems. Map VIII shows the current commodity flow between the regions in the North Sea area¹⁰.

Country	Short Sea Shipping Ports
Denmark	Esbjerg, Frederikshavn,
Flemish Region	Ostend and Nieuwpoort
Germany	Brunsbüttel, Cuxhaven, Emden, Nordenham-Brake, Stade, Lübeck, Kiel
Netherlands	Delfzijl-Eemshaven, Harlingen, Den Helder, IJmuiden, Vlissingen
Norway	Ålesund, Bergen, Egersund, Fredrikstad, Grenland, Haugesund, Kristiansand, Larvik, Sandefjord, Stavanger, Trondheim
Sweden	Ystad, Trelleborg, Malmö, Helsingborg, Halmstad, Varberg, Falkenberg, Brofjorden-Uddevalle, Lysekil, Strömstad
UK	Aberdeen, Blyth, Boston, Cromarty Firth, Dundee, Forth, Grimsby-Immingham, Ipswich, Lowestoft, Peterhead, Sunderland, Tees and Hartlepool, Great Yarmouth

As mentioned above, a significant part of the cargo turnover in these ports relates to feeder traffic to and from the major container ports. Some of the short sea shipping ports, however, also possess a significant potential as connecting points for intermodal transport links. Such intermodal links are already being developed between Norway/Sweden and the continent in order to avoid traffic congestion in the northern part of Germany.

Inland waterways

Though the role of the inland waterway system is not as important as it used to be, inland waterways still play an important role in the North Sea region, especially in Germany, the Netherlands, the Flemish Region, Sweden and the UK.

The inland waterway system in the countries in the North Sea region covers a total of 16,378 kilometres. A significant part of this system is within the North Sea region.

The use of inland waterways varies significantly within the North Sea region. In Norway and Denmark, due to the geographical characteristics, inland waterways are not being used at all,

¹⁰ The map shows the commodity flow between the regions in the Interreg IIC area. The extended IIIB area includes new regions in all countries. Significant commodity flows exist between these regions as well as with existing regions.

whereas in the Flemish Region a total of more than 100m tonnes was transported on the inland waterway system in 1998. In Germany and the UK the equivalent figures were 236 million tonnes and 57 million tonnes that were transported on the inland waterway system. Unfortunately, these figures are not comparable as they, with some exceptions, are not calculated for the region, but they do show that inland waterways still plays significant role as transport corridors and as feeder lines for the sea ports of the North Sea region.

Airports

There is an equally large amount of passenger transport. The North Sea region includes a few major international airports, while small regional airports play an important role for the accessibility of the peripheral regions e.g. Norway and Scotland (see Map IX). Schiphol and Copenhagen have dense transport networks that provide access to many destinations. Copenhagen also functions as the main hub for the Nordic countries. Many of the medium sized airports operate international flights. Whereas regional air links are of vital importance for the United Kingdom, Sweden and Norway, they play only a limited role in Denmark, the Netherlands and Germany due to shorter distances or better railway services.

Country	International	Connecting point	Regional point
Denmark	Copenhagen	Billund	Aalborg
			Århus
			Karup
			Sindal
			Sonderborg
			Esbjerg
Flemish Region			Antwerp-Deurne
			Ostend
Germany	Hamburg	Bremen	Braunschweig
	Hanover	Münster-Osnabrück	Flensburg
			Husum
			Lübeck
			Kiel
Netherlands	Schiphol		Westerland
			Eelde
			Rotterdam
			Twente
Norway	Oslo	Torp/Sandefjord	Ålesund
		Kristiansand	Molde
		Bergen	Kristiansund
		Stavanger	Sogndal
		Trondheim	Sandane
			Florø
			Førde
			Ørsta/Volda
			Haugesund
			Stord
			Røros
Sweden		Gothenburg	Karlstad
		Malmö	Växjö
			Halmstad
			Kristianstad
			Ångelholm
			Skövde
Trollhättan			

UK		Aberdeen	Inverness
		East Midlands	Kirkwall
		Edinburgh	Norwich
		Leeds - Bradford	Sumburgh
		Newcastle	Teeside
		Stansted	Unst
			Wick

Railways

In a European context the railways's share of the freight market has gone down from 32% to 14% in the past 25 years and its share of the passenger market has fallen from 10% to 6% in the same period. This general decline in the use of railways as a mode of transport has also been the situation in the North Sea area. The railway systems in the North Sea region have undergone significant changes in recent years; moving from traditional public-type monopolies towards more privatised companies operating in a market based economy. In some of the countries in the North Sea region e.g. the UK, this development has gone further than in other countries e.g. Denmark, but in all the countries this has been the general tendency. In some areas this is challenging the survival of the railway system but in others it is providing new opportunities for the railway systems. As is the case for short sea shipping, the railway system is considered as an environmentally friendly alternative to transport by road, and is a highly prioritised mode of transport in the North Sea region

In general the North Sea region has a well developed railway system (see Map VII). There is, however, a current lack of rail corridors with priority for transportation of goods. This lack of rail corridors is one of the reasons why the average speed of goods transported by rail in Europe has not increased significantly since the first half of the twentieth century. Therefore there is a need to develop regional port and railway links to international transport networks and to improve their status as international hubs.

Intermodality

Some parts of the region are also characterised by large and rural areas with poor access to national and international transport networks. Transport infrastructure and systems need to be developed to improve not only national and international connections but also regional urban-rural connections, with the focus on the improvement of intermodal systems between rail-sea, road-sea and road-rail. Urban transport systems could also benefit from the development of sustainable strategies and systems to ease congestion, pollution, and to reduce intra-urban goods transport and car dependency.

Information technology

The countries around the North Sea are among those at the forefront in the introduction of information technology in Europe. This not only applies to the telecommunication systems available, but also to the advanced use of distant learning, particularly in countries with extremely low population densities such as Sweden and Norway, and the formation of science and education networks.

The concepts for reducing commuting with the use of ICT are ever increasing. There is a vast potential for mobility management to reduce traffic volumes and achieve modal shift towards more sustainable forms of transport. However, the impact of e-commerce on transport systems could be significant and may require measures to counteract the increase in transport volumes in urban areas caused by internet trading.

2.2.5 Natural Resources and Cultural Heritage

Environment

Environmental policy

The North Sea Region has a strong tradition in the field of environmental policy. All countries have an advanced system of regulating and monitoring environmental issues. The European Union plays an increasingly important role in the harmonisation and implementation of environmental policy. The EU Council has agreed to pay considerable attention to the integration of environmental and sector policies and sustainable development. In January 2001 the European Commission presented the 6th Environmental Action Programme entitled 'Environment 2010: Our Future, Our Choice'. The European Council agreed on a strategy for sustainable development and added an environmental dimension to the Lisbon process for employment, economic reform and social cohesion at the June 2001 meeting in Gothenburg, Sweden. As the environmental situation is a key aspect of spatial quality, environmental issues are highly significant for the North Sea region Interreg programme. All figures mentioned below on environmental issues are based on the publication 'Environmental Signals 2001' of the European Environment Agency.

Water

Although water is abundant in most of the North Sea Programme area, water quality is a major concern. Consumption of water is relatively high. The average Swedish household, for example, consumed 190 litres a day in 1995 as compared to 150 litres for the EU average.

Agriculture

Agriculture is still a source of environmental pressure. Nutrient surpluses are still very high in the programme area, especially in Denmark, Flanders and the Netherlands. It is expected that the recent outbreaks of foot and mouth disease and the BSE crisis will seriously affect the development of stock breeding over the next decade. A positive trend to note is the increase in organic food production. There are big differences though within the North Sea region. In 1997 2.5% of the Danish food market was produced organically as compared to 0.6 % of the Swedish food market. Both countries reported a yearly growth of 30-40 %.

Waste

Waste generation in the EU continues to increase and remains closely related to economic growth. The 1989 Community Strategy for Waste Management sets out, in order of importance, the priorities for dealing with waste: prevention including re-use, recycling, energy recovery, optimisation of final disposal and regulation of transport. Regulation and public information are important policy tools in pursuing waste reduction targets. In Flanders for instance, the amount of biodegradable municipal waste put in landfill sites has been reduced from 623 kilotonnes in 1995 to 322 kilotonnes in 1998.

Climate change

The agreements reached over the Kyoto protocol mean a serious challenge to reduce greenhouse gas emissions by the period 2008-2012. For the 7 countries participating in the North Sea Programme the situation is as presented in the table below. 1990 is the baseline reference year for the Kyoto targets that need to be achieved by 2008 – 2012.

Country	Actual emission trend (% change 1990 – 1998)	Kyoto protocol target	1998 total greenhouse gas emission (tonnes per capita)	1998 carbon dioxide emission (tonnes per capita)
Belgium	7	-7.5	14	12

Denmark	9	-21.0	14	11
Germany	-16	-21.0	12	11
Netherlands	8	-6.0	15	12
Sweden	1	4.0	8	6
United Kingdom	-9	-12.5	11	9
Norway	8	1.0	12	9

Energy

The issue of greenhouse gas reduction is related to energy consumption. The table below represents electricity consumption per capita. There is a wide variety in the production methods used for electricity. While fossil fuels are predominant in the generation of electricity in the Netherlands, Sweden uses nuclear energy and water power mainly, whereas Denmark has the highest share of wind power of all EU countries.

Electricity consumption (KWh per capita)

Country	1995	1996	1997	1998
Belgium	6.8	6.9	7.1	7.3
Denmark	6.0	6.1	6.0	6.0
Germany	5.5	5.6	5.6	5.7
Netherlands	5.4	5.6	5.7	5.9
Sweden	14.1	14.3	13.9	14.0
United Kingdom	5.0	5.2	5.2	5.3
EU Average	5.3	5.4	5.5	5.6
Norway	23.9	23.6	23.6	24.6

Oil and gas

Approximately 6 million barrels of oil are produced every day in the North Sea. Oil production presents both strengths and threats for the North Sea area.

On the one hand it generates income and jobs in parts of the region, not only in direct production but also in many businesses related to oil and gas production.

On the other hand it presents threats as oil production has a variety of environmental impacts on the region. Such impacts include the physical disturbance of the bio-diversity of the sea. Oil is sometimes discharged into the sea during the process of retrieving the oil or transporting it to the shore, and from the oil refineries.

There are signals that the major oil fields are in decline. In the future there will be a need for marginal field development and ways to increase the recovery. This in the long term will have negative effects on the oil sector in terms of a decline in income and jobs. It could in the short term mean that oil production will be more service intensive and thereby experience increased employment in the sector.

Gas

Gas production is also important in the North Sea region. There are less direct environmental impacts to the sea connected with its extraction. Gas production is however dependent on an extensive network of pipelines that transports the gas to the shore for further development and distribution. Gas production is also experiencing a decline in reserves. The table below shows the daily production of oil and gas in the North Sea region.

1999	Barrels of oil per day	Cubic meters of gas per day
Denmark	299,116	29,871,232

Flemish Region	0	0
Germany	51,816	58,203,361
Netherlands	32,529	197,342,465
Norway	3,299,000	3,100,000,000
Sweden	0	0
United Kingdom	2,600,000	287,400,000
Total	6,282,461	3,672,817,058

Cultural and natural landscapes

The North Sea region contains important inland lakes and wetlands (see Map X). Larger restoration projects are being carried out to restore bio-diversity e.g.. Lake Hornborgar (S). The estuaries of south-east England, Scotland, Zeeland and the Wadden Sea, stretching from the Netherlands to Denmark, are of particular ecological and natural value with an extraordinary variety of species. Their high biological productivity and high natural dynamic are striking characteristics.

Vast areas of woodland in highland zones in Norway, Scotland and Sweden are dominant features of the North Sea region.

The North Sea region is predominantly a cultural landscape shaped by human needs, including different old farming landscapes, especially in Scotland and in the Netherlands. The quality of fresh water and the presence of good retention and protection facilities are of major importance for the vitality of the ecosystem, and for providing water as an essential resource to meet human demand.

The cultural and natural landscapes of the region also play a very important role as recreational areas for the population in general, but especially for the population of the more urbanised parts of the region.

Cultural heritage

The North Sea area is rich in cultural heritage. A short description of the places in the programme area classified as World Heritage Sites by UNESCO can be found in the Annex. The World Heritage List was established under terms of the Convention Concerning the Protection of World Culture and Natural Heritage adopted in November 1972 at the 17th General Conference of UNESCO. The Convention states that a World Heritage Committee "will establish, keep up-to-date and publish" a World Heritage List of cultural and natural properties, submitted by the States and considered to be of outstanding universal value.

These sites are not coterminous with Natura 2000 sites. The aim of Natura 2000 is to create a network of nature protection sites at the Community level. The creation of Natura 2000 is a unique opportunity to demonstrate how environmental concerns can be integrated into other policies.

The common cultural heritage dates back to the influence of the Vikings across the North Sea. There are also historical links between the monarchies around the region. Parallel developments took place around the North Sea in the Middle Ages, with increased trading links notably with the Hanseatic cities.

There are common features as a result of the developments brought about by the industrialisation of the North Sea area. It is therefore important to preserve the common historical cultural heritage as it is of significant value to the region in terms of providing tourist attractions. The tourist sector has become an economically important sector in the North Sea area.

Integrated and concerted management and planning of coastal zones and the North Sea itself

About 300 km³ of fresh water is discharged annually into the North Sea from rivers comprising a catchment area of approximately 850,000 km². The size of this catchment area goes far beyond the Interreg definition of the North Sea region. The North Sea region coastline encompasses a large variety of characteristics including river estuaries. In Norway and Scotland it is mountainous with deep fjords and rocky offshore islands. Sweden is unique with its archipelago of thousands of islands. Sandy beaches and dunes dominate the straits of Dover, the Flemish, Dutch and German coasts and the Danish west coast. The North Sea and its adjoining coastal regions such as sea cliffs, sand dunes, salt marshes, inter-tidal mudflats and river estuaries contain some of the richest wildlife habitats in the world. The sea supports a large variety of marine birds. Many areas in the North Sea region are important stepping stones for bird migration, especially along the entire coastline and in the coastal wetlands of the Netherlands and Germany as well as the inland wetlands of Sweden. Many North Sea areas receive protection as conservation sites of national or international importance. The Wadden Sea in particular has gained a comprehensive protection status.

Most coastal areas of Denmark, the Flemish Region, Germany, the Netherlands, Sweden and the southern part of Norway, as well as inland areas of the UK, Sweden and Norway are areas with a high concentration of tourist facilities. Tourism has become an important sector for income generation. Coastal defence works are sometimes competing with developments in tourism. The protection of sand dune areas requires the installation of specific footpaths, reducing the attraction to walk through the dunes. Increased sewage and solid waste produced by tourists require heavy treatment investments.

Demands on the use of coastal areas for tourism, fishing, gas and oil exploration and exploitation, wind energy and dredging of estuaries to accommodate increasingly larger ships, are having effects on the water quality, sediments and marine habitats. The expected rise of the sea level will also change conditions.

Water

Water is a very important physical characteristic in the North Sea region. The course of water streams is a major determinant for settlement patterns and the structure of the natural landscape. Water is also an essential resource for all human activities as well as for the ecosystem. In the North Sea region there is an abundant presence of both salt and fresh water. However the quality of this water supply is under threat. Furthermore, both flooding and drought are significant problems for many parts of the area.

Water has to a large extent structured and defined the landscape and has defined the ecosystems in it. Water-rich natural systems (wetlands) characterise the North Sea area. However, many wetlands have been fragmented, deteriorated or vanished as a result of changes in quantitative water management, water pollution and infrastructure activities.

Agriculture, especially in the post-second world war period developed as a major economic power. It was necessary to feed a rapidly growing population. Therefore, water management in agricultural regions was adapted to the needs of agriculture. Water-infrastructure has been adapted to release superfluous rainwater as quickly as possible, thus creating areas with much lower groundwater tables than in a natural situation. This has had serious consequences for water dependent natural elements.

The demand for drinking water and the growth of the use of water for industrial purposes has led to an increased abstraction of groundwater reserves. Although recent policies have been put into action to counteract this trend, this process needs attention in the years to come, since climatic change may also have a negative impact on the ground water reserves.

Over the centuries, water has also played a major role in many regions of the North Sea area as a transport medium. Thousands of kilometres of waterways were constructed to give way to ships trading goods. During the past centuries a significant part of these waterways have lost their function as rail and road transport has taken over. Bridges and other constructions have fragmented waterways. Obsolete water infrastructure has in the recent decades hampered the development of water-recreation.

Water also has structured many urban centres. Towns and cities along rivers owe their existence to water, which is illustrated by the existence of historic buildings and monuments from former trading times. Canals in towns and cities are often central features of their spatial plans. However, in many cases cities have forgotten water since it became redundant as a major transport medium. Today, water has been re-invented as a structural design element that may increase the spatial quality of cities.

The flooding of rivers and water surplus in the regional water systems have recently led to serious damage in several areas of the North Sea region. The Glomma river (Norway-Sweden), the Rhine and Meuse (1993 and 1995), Northern Germany and the North and Western Netherlands as well as cities in Flanders have been affected. The government in the Netherlands has paid more than 400 million Euro in compensation over the last five years. Estuaries and natural coastlines (dunes) in low-lying deltas e.g. in England, the Netherlands, and Germany are vulnerable to the threat of sea-level rise. Salt intrusion, due to water management practice and a rising sea level, are in some cases causing agricultural damage and changes in ecosystems. Salt intrusion is still predominantly a problem in the low-lying areas of the North Sea region e.g. in parts of the Netherlands, Germany and Denmark and this situation might deteriorate in the future due to the rising sea level. Water management practice over the last half century has also led to a serious deficiency of the groundwater reserves in many areas in the North Sea region. Nature, agriculture, industry and drinking water production have suffered as a result of this.

Industrial and agricultural development, as well as the growth of urban waste water have placed a burden on the quality of water systems. Chemical residues, nitrates, phosphates and heavy metals adversely affect aquatic life and degrade water reserves that are a source for drinking water production. Costly purification techniques have been introduced to upgrade water to meet drinking water standards.

In recent years attempts have been made in Denmark and the Netherlands to revitalise some of the water infrastructure and river-catchment areas, formerly adapted to the needs of agriculture by restoring them to their natural condition. The idea behind these attempts has been to increase the recreational value of the landscapes surrounding the rivers as well as increasing their value as bio-topes for the wildlife and to prevent flooding downstream.

This type of initiative represents a new way of thinking in the North Sea region. It represents a shift from a long tradition of shaping the landscapes according to the needs of agriculture, to a more forward looking way of seeing the landscapes as part of a fragile ecosystem, thus creating long term sustainability. Another important trait of this current development has been to compromise by adjusting the needs and interests of agriculture, nature, and tourism by compromising.

Water-management has always played a major role to the people of the North Sea region on both a tactical and strategic level. Water has shaped the way of living for the population in the region and has both been a source of prosperity and a major threat to people and nature in the region. Thus water-management represents one of the most important future challenges for the North Sea region.

2.3 The SWOT Analysis

In Chapter 2, analysis of the North Sea region, a number of facts regarding the status and the challenges facing the North Sea region were established.

The analysis of the North Sea region requires comparable data. In some cases it has been difficult to obtain data, therefore parts of the analysis have been based on qualitative information.

The region shares the North Sea as a common resource and has historic links binding the area together. It is still too early to talk of the North Sea region as a fixed structure but as a region it is certainly developing. The Interreg IIC North Sea Programme has helped to improve and strengthen these links that bind the region together. The co-operation initiated in the Interreg IIC programme has provided a basis for further co-operation in the Interreg IIIB programme.

The North Sea Area covers a wide diversity of rural and urbanised areas. Some areas are experiencing a significant population growth and with this a growth in income and economic activity. While some regions are densely populated, other regions are experiencing problems related to a decline in population.

Forming networks and city clusters could be a driving force in developing a more integrated North Sea region. Another element could be clusters of small towns or networks of rural areas forming regions of competence and thus become engines of regional development. The rural areas of the North Sea region are very diversified in structure and by the types of problems/opportunities that they face. Some rural areas are situated close to more urbanised areas and serve as recreational areas for the city population. Other rural areas are faced with more "traditional" rural problems such as declining job opportunities and public authorities withdrawing functions and services from smaller towns. In the rural areas there is a need for integrated and cross-sectoral development between the different authorities and stakeholders operating in these areas.

The pressure on roads in the area caused by increased traffic flow adds to the congestion and has wide environmental impacts that should be counterbalanced by further emphasising the use of transport by rail and ship. The North Sea region has a well-developed transport infrastructure, also in terms of short sea shipping and connections to bigger ports. There is, however, a need to improve the incentives to use this kind of transport by improving the inter-modal systems between the various modes of transport.

Other environmental concerns and opportunities are reflected in the SWOT analysis. They will need to play an important role in the future spatial development of the North Sea region. The reduction of pollution, the further development of renewable energy and the connection of ecological networks are key examples in this respect.

The fast technological advances in information technology have led to both opportunities and threats to the population in the rural areas. On the one hand the wide spread use of ICT in all areas of society enables both individuals and SMEs to operate and thus stay in rural areas far from the cities and their facilities. It also enables young people from the rural areas to get an education without leaving for the bigger cities. ICT literacy is generally high in the North Sea region. Groups of the population both in urban and rural areas still risk being left behind, and as they do not have the opportunities to learn about the new technology, they require access to ICT regarding the possibilities and education to use it. For the balanced development of the whole region it is important that all areas have access to modern telecommunications and ICT infrastructure.

Water management is an important challenge in the North Sea region. It is an issue that covers excesses of water, the quality of ground water and surface water, the natural hazards caused by the sea, and pollution of the sea. Clean water and protection from the risks mentioned are essential for a better quality of life.

(see over)

PRIORITY 1	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Transnational spatial development strategies for urban and rural systems in the North Sea region</p> <p>Core Concepts: <i>Urban issues</i> <i>Urban-rural issues</i> <i>Inter-rural issues</i> <i>Maritime areas</i> <i>Polycentric development</i></p>	<p>1.1</p> <ul style="list-style-type: none"> ▪ Valuable urban, maritime and rural heritage ▪ Long tradition of democratic local municipalities in combination with a strong identity of the regions <p>1.2</p> <ul style="list-style-type: none"> ▪ Gateway towns and cities, including several metropolitan regions ▪ Important regional centres <p>1.3</p> <ul style="list-style-type: none"> ▪ Regionally active small and medium size towns ▪ Strong traditions of rural communities ▪ Strong focus on rural strategies and policies in parts of the area <p>1.4</p> <ul style="list-style-type: none"> ▪ Attractive cultural landscapes <p>1.5</p> <ul style="list-style-type: none"> ▪ Knowledge and long tradition in spatial planning combining environmental and spatial issues 	<p>1.1</p> <ul style="list-style-type: none"> ▪ Competition between cities and towns <p>1.2</p> <ul style="list-style-type: none"> ▪ Urban overpopulation and crowding ▪ Inner city decay – derelict industrial land (large number of brownfield sites) ▪ Social segregation within cities and towns ▪ Deterioration of urban environment <p>1.3</p> <ul style="list-style-type: none"> ▪ Peripheral rural areas with outmigration and narrow economic base ▪ Towns dependent on few/single branch of economic activity ▪ Declined maritime areas ▪ Seasonal employment ▪ Remote and rural areas poorly integrated ▪ Lack of basic services in rural areas <p>1.4</p> <ul style="list-style-type: none"> ▪ Destroyed wetlands ▪ Water has been ignored as a spatial planning element <p>1.5</p> <ul style="list-style-type: none"> ▪ Underdeveloped use of R&D networks 	<p>1.1</p> <ul style="list-style-type: none"> ▪ Moving from sustainable planning to sustainable development <p>1.2</p> <ul style="list-style-type: none"> ▪ Expansion of “gateway” cities to develop larger zones of economic integration ▪ Development of city clusters ▪ Compact city development ▪ Development of regions of competence ▪ Social integration within cities and towns ▪ Networks between institutions <p>1.3</p> <ul style="list-style-type: none"> ▪ Potential for rural towns to become engines for economic development ▪ Rural diversification ▪ Development of services of scale, in urban-rural and inter-rural networks ▪ Development of strategies to ensure the viability and attractiveness of living and working in rural areas <p>1.4</p> <ul style="list-style-type: none"> ▪ Water incorporated as a design element in urban development ▪ Reconstruction of derelict areas/industrial land ▪ Incorporating water as a design element <p>1.5</p> <ul style="list-style-type: none"> ▪ Use and improvement of R&D networks for transnational spatial development 	<p>1.2</p> <ul style="list-style-type: none"> ▪ Loss of greenfield sites ▪ Increased urban sprawl and migration from old urban centres to the suburbs ▪ Social exclusion <p>1.3</p> <ul style="list-style-type: none"> ▪ Migration from rural to urban areas ▪ Centralisation of services in urban areas ▪ Withdrawing of functions and services from smaller towns ▪ Decline in job opportunities ▪ Loss of traditional economic bases for employment and social inclusion both in rural areas and declined towns ▪ Out migration of most active population strata from the rural areas ▪ Increasing economic decline in rural and maritime areas linked to agriculture and fishing

The numbers indicate a link to the measures in the programme.

PRIORITY 2	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Efficient and sustainable transport and communications and improved access to the information society</p> <p>Core Concepts: <i>Sustainability</i> <i>Effectiveness</i> <i>Intermodality</i> <i>Interoperability</i> <i>Access to Information Technology</i></p>	<p>(2.1- 2.3)</p> <ul style="list-style-type: none"> ▪ Shared transport priorities ▪ Well researched subject (maritime NSR) ▪ Establishment of TENs ▪ Strong seaward transport tradition ▪ Short Sea Shipping ▪ Network of inland waterways ▪ Biggest container ports in the world with gateway (hubs) function ▪ Well developed feeder system between universal ports and SSS ports ▪ Large share of international sea transport generating economic growth ▪ Large amount of passenger transport ▪ Good main roads network <p>(2.4-2.5)</p> <ul style="list-style-type: none"> ▪ New technologies underpin entire administrations and institutions ▪ ICT literacy generally well developed in parts of NSR 	<ul style="list-style-type: none"> ▪ Transport modes which are in many ways not effective and not environmentally friendly (2.1) ▪ A large volume of lorries and vans used for intra-urban transport (2.1) ▪ Dependence on car as a means of transport (2.1) ▪ Lack of effective inter-modal systems connecting sea-road, sea-rail and road-rail at all levels (2.3) ▪ Transport systems do not support intermodality ▪ Lack of integrated regional and interregional transport and land-use planning (2.1 – 2.3) ▪ Remote areas with poor integration in national and international transport networks (2.2) <p>(2.4 – 2.5)</p> <ul style="list-style-type: none"> ▪ Lack of general basic service of new information technologies in all regions 	<p>(2.1 – 2.3)</p> <ul style="list-style-type: none"> ▪ Increase in the use of SSS transport (feeders) ▪ Further use of the fair pricing concept ▪ Development of further direct air connections to international links in the NSR ▪ Improve links to TENs ▪ Increase the use of networking between ports ▪ Opportunities to encourage use of more sustainable transport modes e.g. using IT ▪ Strategy for dealing with new trading/travel patterns resulting from e-commerce ▪ Growing potential to reduce need for travel through the use of IT. ▪ Developing sustainable transport as an integral part of rural and urban tourism products <p>(2.4-2.5)</p> <ul style="list-style-type: none"> ▪ Develop new business models using IT, to broaden the economic base and create employment opportunities, particularly in SMEs (2.4) ▪ Promote access to ICT as a distance learning tool, to increase training and education ▪ Improved use of ICT as a valuable and cheap form of interaction, especially for remote areas ▪ Improved education potentials in rural areas using new information technology (2.5) ▪ Promotion of better information and 	<ul style="list-style-type: none"> ▪ Urban congestion (2.1) ▪ Limited growth in SSS (2.1-2.3) ▪ Lack of co-ordinated efforts by various ports for sea transport (2.3) ▪ Continuous lack of rail corridors with priority for transportation of goods (2.1/2.3) ▪ Increased use of major hub airports for intra NSR travel (2.1-2.3) ▪ Increase in intra-urban transport caused by internet trading (2.1) ▪ Increased congestion and pollution resulting from dependence on unsustainable transport (2.1-2.3) ▪ Potential increased polarisation of society with unequal access to IT/Internet/e-commerce (2.4-2.5)

		<ul style="list-style-type: none"> ▪ Uneven take-up of ICT in NSR ▪ Insufficient growth of Short Sea Shipping 	<p>communications networks, especially for Local Authorities (2.4-2.5)</p> <ul style="list-style-type: none"> ▪ High levels of ICT literacy (2.4-2.5) ▪ Develop regional maritime clusters to facilitate common strategies 	
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PRIORITY 3	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Sustainable management and development of the environment, natural resources and cultural heritage</p> <p>Core concepts: <i>Sustainable management of natural resources</i> <i>Cultural and natural heritage</i> <i>Water resources</i> <i>Renewable energy</i></p>	<ul style="list-style-type: none"> ▪ Large number of attractive cultural and natural landscapes ▪ A valuable wetland nature ▪ Diverse environmental habitats ▪ North Sea as a rich common resource i.e. fishing, recreation, transport, bio-composite materials, oil and gas ▪ Unique common cultural heritage ▪ Valuable heritage of towns and cities ▪ A valuable marine ecosystem ▪ Major tourist attractions ▪ Rich and varied coastline ▪ Coastal and inland water recreation opportunities ▪ Experience and development of renewable energy resources ▪ Harbour and seaside town networks ▪ Functioning ecological networks ▪ Well established user/pressure groups 	<ul style="list-style-type: none"> ▪ Uncoordinated efforts in the preservation and restoration of landscapes ▪ A vulnerable “wet nature” subject to climate change and lowering water tables ▪ Vast amounts of waste being produced ▪ Over-dependence on fossil fuels ▪ Sea pollution (from river catchment in the hinterland, coastal urban activities, shipping, petrol/oil production and energy production) ▪ Soil pollution from urban waste, industry and agriculture ▪ Pollution of rivers and lakes ▪ Environmental and habitat degradation ▪ Short tourist season ▪ Poor tourist infrastructure in rural areas ▪ Fragile networks 	<ul style="list-style-type: none"> ▪ Co-ordination of efforts to restore and preserve landscapes ▪ Potential for sustainable utilisation of renewable energy resources ▪ Potential for the application of natural gas in transport and industry ▪ Potential environment for the growth of sustainable industries such as the bio-technical/medical industries ▪ Potential in traditional fisheries and fish farming ▪ Measures to reduce pollution ▪ Sub-sea development ▪ Measures to minimise and manage waste ▪ Development of sustainable rural tourism ▪ Increased environmental awareness ▪ Promote a more integrated functioning of ecological networks ▪ Promote integrated coastal zone management (ICZM) 	<ul style="list-style-type: none"> ▪ Growing demand for land use ▪ Increased demand for landfill sites ▪ Degradation of cultural landscape ▪ Growing exploitation of North Sea fish resources ▪ Coastal zone encroachment by unsuitable development ▪ Increased sea, soil and air pollution ▪ Depletion of natural resources (and forest damage)

PRIORITY 4	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Water Management</p> <p>Core concepts</p> <p>Design with water</p> <p>Make space for water</p> <p>Retain water</p> <p>Keep water clean</p>	<ul style="list-style-type: none"> ▪ Expertise from transnational co-operation in Interreg IIC/IRMA/IRC/NAP ▪ Strategy document “Planning with Water” ▪ Knowledge of spatial and environmental impact assessment ▪ Most areas have abundant amounts of fresh water 	<ul style="list-style-type: none"> ▪ Inadequate water systems to cope with water surplus and localised flooding due to peak discharges (4.1) ▪ Many functions rely on and compete for water (4.2) ▪ Lack of retention capacity leading to water shortages (4.2) ▪ Extensive groundwater abstraction (4.2) ▪ Water pollution from agriculture and industry releasing excessive amounts of nutrients, heavy metals and other contaminants – not tackled at source (4.2) ▪ Reduced effectiveness of water systems due to pollution ▪ Soil pollution as a result of industrial and agricultural activity (4.2) ▪ Desiccation (4.2) ▪ Underdeveloped risk management for natural disasters? (4.3) 	<ul style="list-style-type: none"> ▪ Moving from sectoral to integrated water policies and systems ▪ Co-ordination of water conservation authorities ▪ Employment of combined land uses ▪ Design and management measures to improve the co-ordination of water systems and functions ▪ Developments to aid retention of surface and ground water (4.2) ▪ Improved spatial development of river catchment areas (4.1) ▪ Measures to tackle water pollution at source (4.2) ▪ Development and implementation of strategies on the prevention of regional fresh water shortages and qualitative deterioration of drinking water (4.2) ▪ Development of a spatial quality framework and criteria for the development of water environments (4.2) ▪ Risk management and flood protection (4.3, 4.1) 	<ul style="list-style-type: none"> ▪ Increasing pressure on land-use (4.1) ▪ Water sensitive construction (4.1) ▪ Localised flooding affecting housing, high capital agriculture and infrastructure (4.1) ▪ Increased risk of flooding from the sea ▪ Salt intrusion in the groundwater system (4.2) ▪ Ground water contamination (4.2) ▪ Coastal erosion in some parts of the region (4.3) ▪ Soil erosion (4.3) ▪ Climate change and accompanied rise in sea level (4.3)

Chapter 3: The Joint Transnational Strategy

3.1 Rationale

One of the strengths of the North Sea region is that it has some sense of historic identity and existing co-operation. This has been further strengthened by the work of the Interreg IIC North Sea Programme and the North Sea Commission. It is clear, however, that a great deal remains to be done in order to achieve balanced development and a fully cohesive region with a sense of identity.

The European Spatial Development Perspective aims towards a “balanced and polycentric development and a new rural-urban relationship, parity of access to infrastructure and knowledge and sustainable development, prudent management and protection of nature and cultural heritage”. NorVision shares these concepts. NorVision looks towards the future of the region where everyone can enjoy the benefits of social progress and economic growth; where natural resources and cultural heritage are cared for and where diverse urban and rural areas work together. The vision looks forward to a shared future where the region’s importance in Europe and in the world is enhanced through a balanced spatial structure.

The North Sea programme is a key instrument by which all the countries and regions in the partnership will work together towards NorVision’s spatial vision for the future from now until 2008¹¹. The Mission of the programme outlined below describes the positive outcomes and the added value of co-operation in the region. The strategy aims to focus the Programme activities in order to achieve the overall progress towards a cohesive region.

3.2 The Mission of the North Sea Programme

The mission of the North Sea region IIIB Programme is to achieve the added value of co-operation in the unique international context defined geographically by the North Sea region in the fields of spatial development, the urban-rural relationship, sustainable transport system development and improved management of common natural and cultural resources, including water management. The added value of co-operation is achieved through measures which can not be implemented by an individual participating country.

The added value of co-operation in the context of the North Sea region gives us:

- A broader perspective, on the North Sea region and Europe, beyond the region or nation, enabling the development of spatial integration strategies that link individual countries in the North Sea region and Europe
- Wider circles of learning, linking together partners where development is limited in their national context, but where they can find partners with new solutions to common problems in the North Sea region.
- A wider scope of action, because resources from partners throughout the region can be combined to achieve common objectives
- Greater responsibilities, because of the ability to address questions of management of common resources beyond the scope of action of an individual participating country.

¹¹ The Flemish Region and some other new areas to the programme were not able to participate in drafting the NorVision document or its public consultation under the Interreg IIC programme. These areas are invited to participate in the ongoing NorVision process in the IIIB programme.

The length of the programme period and the budget size gives the North Sea Programme the opportunity to make significant progress towards addressing some of the common issues confronting the North Sea region partners. It is also important to take full consideration of the position of the North Sea region in relation to neighbouring European areas. External coherence with other Interreg IIIB programme areas will be promoted, in particular with the Baltic Sea programme, the NWE programme and the Northern Periphery programme. This will be both on programme and project level.

3.3 North Sea Region IIIB Programme Strategy

The strategy of the IIIB North Sea Programme defines ways to progress towards a spatially developed, integrated region which offers a good quality of life for all its citizens in a balanced and sustainable way.

The strategy which all partner countries have contributed to, represents a set of agreed priorities which will bring focus to the envisaged activities funded by the programme. This is important in order to make the best use of the financial resources available and to maximise the impact of the activities on the region as a whole. In addition, the North Sea Programme partners will promote synergetic relations with the other regions of Europe, in particular the other Interreg IIIB co-operation areas.

Sustainability and equal opportunities for men and women regardless of race or disability are key values for the region and as such apply across all priorities. In addition, equal access to education and employment opportunities are important aspects relating to the quality of life and will be addressed across all priorities in order to contribute towards the goal of a balanced, sustainable and harmonious North Sea region of the future.

The region shares many common characteristics and also a rich diversity, which is valued by the partnership. This diversity represents the opportunity to learn from the experiences of others in the region, which also share many issues and problems requiring a common approach. The issues and problems facing the region are highlighted in the SWOT analysis. The strategy then describes the adoption of a set of choices for the programme where co-operation can generate added value and it excludes activities which can be undertaken more appropriately elsewhere.

3.4 The Key Strategic Issues

A diversified spatial structure with a potential for further integration and improved access to services

The North Sea region includes large urban agglomerations, areas with polycentric urban systems – and rural areas, including maritime areas with some isolated islands, creating weakly integrated areas. Spatial development strategies promoting the integration of the North Sea region periphery into Europe, through rural – urban, inter-urban and inter-rural partnerships, including maritime areas, promoting improved access to services, training and employment are necessary in order to achieve balanced sustainable growth.

Sustainable transport and communications systems

In order to maintain its place between the core metropolitan areas and more peripheral regions of northern Europe, the North Sea region needs to develop and maintain sustainable communications systems both externally and within the region.

Transport systems

The North Sea region has traditions and knowledge regarding the sea and inland water transport, favourable natural and infrastructure conditions in the form of effective coastal, inland water and overseas transport corridors and an extensive and diverse system of ports

and inland waterways. The region has a large share of international goods transported across the sea.

Sustainable transport systems should be further promoted for both passengers and goods, through an increase in waterborne transport, improved intermodality and sustainable tourist transportation systems. A sustainable transport policy in the North Sea region needs to achieve value for money and increase the effectiveness and efficiency of the use of the strategic network. There is a need to tackle car dependency by increasing travel awareness and reducing the need to travel.

Information and communication systems

The North Sea region on the whole has an advanced use of ICT but there is still a degree of imbalance, which can be seen particularly in some rural areas and also to an extent in the urban centres. New technologies offer the opportunity for tele-working and e-commerce and a strategy to harness the potential for reduced travel without promoting urban disintegration. This reflects the strong inter-relationship between spatial planning and transport policy.

The balanced development of the whole North Sea region is dependent on the crucial role of SMEs and the employment opportunities they provide. The economic future of the region requires that these small organisations are able to keep up with the latest technology and that personnel are trained to use the technologies.

Above all the presence of infrastructure is essential in order to prevent more isolated areas lagging behind, as this in turn will contribute to the further depopulation of the countryside. The accessibility to information technologies to all members of society has the significant potential to improve the levels of information and services available throughout the North Sea region.

A shared cultural heritage

The North Sea region has a common history and valuable cultural resources including cities, harbours, industries, fishing traditions, clothing, music, songs, food, architectural styles and cultural landscapes. While the cultural heritage of the North Sea region has many common features, it is also rich and diverse. The maritime heritage is a distinct aspect of the regions cultural heritage. These common features provide the focus for creative development and rehabilitation measures to safeguard and promote the region's valuable heritage.

Common natural resources, needing an integrated approach

The North Sea region including the sea itself, is rich in natural resources which must be carefully managed for the future. It has diverse landscapes, coastlines and river estuaries which contain some of the richest wildlife habitats in the world. These habitats are frequently located next to areas of dense economic activity which make them vulnerable and they therefore require close attention if they are to be preserved. The North Sea is one of the most productive areas in the world. It is important to establish a common understanding of the potential output of natural and industrial marine resources in the North Sea. Increased research and better management is necessary for a more efficient and sustainable use of the resources.

The conflicting pressures on land use and on the sea require spatial development strategies and a concerted partnership approach in order to reconcile the conflicting demands. These will include, for example, ways to reduce pollution and promoting the use of renewable energies. In this way, the economic requirement to use natural resources can be reconciled with the need to conserve and protect the landscape, natural habitats and rich biodiversity for future generations. The implementation of environmental measures should work in

conjunction with national, local and European policy principles. The Polluter Pays Principle and Integrated Coastal Zone Management are relevant examples in this respect.

Water systems, needing common management

Water is a very important physical characteristic in the North Sea region. The course of water streams is a major determinant for settlement patterns and the structure of the natural landscape. Also, water is an essential resource for all human activities as well as for the eco-system.

In the North Sea region there is an abundant presence of both salt and fresh water. However the quality of this water supply is under threat. It is becoming harder to meet the increasing demand for fresh, clean water. Furthermore, both flooding and drought are significant problems for many parts of the area. The irregularity of the water flow is related to geographical and climatic conditions. A significant objective of the programme is to minimise the damages caused by floods to living creatures, to settlement systems and to natural and agricultural assets. This is a major concern in some large river catchment areas. In addition, the rise of sea levels could also put coastal areas at risk in the future.

Integrated spatial development strategies and management of water resources cover various components, such as new practice in agriculture, management of domestic and industrial waste water, protection of wetlands, ground water tables, coastal water and the containment of the demand for water.

Joint transnational action

The North Sea Programme invites a broad range of participation including national, regional and local authorities, universities, research institutions, NGOs, SMEs and the voluntary sector in order to work towards the shared vision of the future of the region. The implementation of the strategy defined in this programme will depend upon the continued, active co-operation of these partners throughout the North Sea region, who realise the added value of solving problems together, in the international context. It is anticipated that the existing networks will be developed and increased.

The strategy will be achieved through common practical actions and will include studies, research, investments and action plans, which can be realised through expenditure on minor infrastructure. The strategy demands creative, multi-faceted projects which use the possibility to integrate aspects of EAGGF, ESF, and FIG in co-ordination with ERDF. People working with these projects should be aware that the measures and individual actions must follow the regulations of the relevant funds, which are as follows: 1260/1999 General Regulation concerning Structural funds, 1783/1999 concerning European Regional Development Fund, 1784/1999 concerning European Social Fund, 1263/1999 concerning Fisheries Guidance, 2792/1999 concerning structural assistance in fisheries sector and 1257/1999 concerning European Agriculture Fund/guidance sector.

The project selection criteria will be described in the Programme Complement and will emphasise the transnational character of the planned interventions.

Chapter 4: Priorities and Measures

4.0 Targets at Programme Level.

The Priorities and Measures of the Community Initiative Programme describe how the central aims of the programme are to be achieved.

Central aims:

1. Economic and Social Cohesion
2. Sustainable development for the region as a whole
3. Interregional and transnational co-operation

These central aims of the programme will be achieved by pursuing the following indicative programme targets:

- Improved compatibility of spatial planning, strategies and practical actions at transnational level through a targeted number of 125 projects
- Achieve practical action outputs through an integrated cross-sectoral spatial development approach
- Increased transnational co-operation through practical actions, networks and studies
- Strengthen the cohesion and identity of the North Sea Region through an increased number of links and common approaches
- Improved social and economic cohesion
- Improved integration of the North Sea Region in Europe through policies, improved transport and communication systems, trade links, tourism, training and higher education
- Improved sustainability of spatial development policies and actions at regional, national and transnational level through common approaches
- Achieve measurable improvements in the quality of the environment by a reduction in pollution level in water, air and soil
- Economic, social and environmental development of the region, with an emphasis on areas which are lagging behind
- Build upon the results achieved in Interreg IIC by extending existing networks and learning in a targeted number of 20 projects

Priority targets

The main targets for the programme level are listed above. The main targets on Priority level are included in the respective paragraphs describing the Priorities. They describe the ambitions of the programme at the level of the main interventions. Where possible, a number has been assigned to these targets relating to number of projects, organisations or regions dealing with a certain issue. These indicative quantified targets will be monitored throughout the execution of the programme. Together with the indicators described in chapter 6 they will form the basis for the mid term and ex post evaluation of the programme.

4.1 PRIORITY 1

Transnational Spatial Development Strategies and Actions for Urban, Rural and Maritime Systems in the North Sea Region

Aim

Transnational spatial development strategies and actions for polycentric and sustainable development, urban co-operation and networking, and new urban-rural and inter-rural relationships.

Objectives

- To contribute to sustainable and balanced spatial and polycentric development in the region.
- To harmonise spatial planning policies strengthening the relationship between rural areas and between urban and rural areas, ensuring an adequate level of basic services with a view to preventing as well as remedying problems of social exclusion.
- To improve the physical environment and quality of life in the North Sea region.
- To continue the development of networks together with educational and capacity building opportunities in order to realise the full potential of the added value of co-operation between regional and national organisations.

Indicative Quantified Priority Targets

- Increased integration of transnational spatial development issues in regional and national policies and actions.
- A more balanced and polycentric spatial development.
- Strengthening the relationship between rural areas and between urban and rural areas. A targeted number of 50 regions will participate in projects on this issue.
- The preservation of an adequate level of basic services in rural areas. A targeted number of 30 regions will benefit from projects related to this issue.
- Improvement of social conditions, including equal opportunities. It is estimated that 20 transnational projects will contribute to social conditions.
- Improvement of economic conditions in economically weak areas. A targeted number of 30 regions will see its economic conditions improved as an effect of this programme.
- Improvement of the physical environment. It is expected that the environment in 60 regions within the North Sea Region will benefit from Interreg IIIB projects.
- Improvement of transnational co-operation. 125 transnational projects and a further 100 new international co-operations as a direct effect of the Interreg projects will contribute to this aim.
- Improvement of educational and capacity building opportunities. The educational and capacity building opportunities are targeted to improve in 30 areas as a result of the Interreg IIIB North Sea Programme.

Rationale

There is a need for regions outside the core area of the EU to co-operate at regional, national and transnational level to remain attractive places for settlement, business and job creation in order to support a polycentric, balanced and sustainable European territorial development. Cities providing access to the EU (gateway-cities) can play an important role in the revitalisation and development of rural, maritime and urban areas lagging behind. Strategies for sustainable development must increasingly be based on local strengths and identity, rather than on the need for easy access to the core of the EU. Regions should also co-operate in order to increase the possibilities for complementarity and to enhance

competitiveness. The aim of the programme can only be achieved by the active participation of all the actors, including SMEs. This involves the integration of private and public sectors in making decisions about spatial development.

Urban co-operation and networking

It is increasingly accepted that territorial balance requires a polycentric system of metropolitan regions, of city clusters and city networks. The concept of “balanced spatial structure” is widely used, though its implementation is difficult. In NorVision this principle has been characterised by similar levels of welfare-relevant opportunities, securing competitiveness of the regions and balancing the interests of the present and those of future generations.

To strengthen a balanced and sustainable polycentric structure, ways and procedures must be found to enable towns and cities to complement each other and to co-operate. Promoting complementarity between cities and regions means simultaneously building on the advantages and overcoming the disadvantages of economic competition. From a regional point of view, towns and cities have individual identities and skills and should form networks and clusters, in order to pool their individual competence with the aim of enhancing their common abilities. By forming regions of competence, towns and cities may individually and commonly gain added value based upon those collective strengths.

Some remote regions lack conditions for a polycentric system. Balance requires reasonable accessibility for their populations to differentiated employment markets, education facilities, cultural activities and information. Balance can be secured by maintaining service levels in rural and maritime areas and adequate accessibility to major urban centres.

New urban-rural and inter-rural relationships

The diversity of rural development in the EU underlines the need for spatial development strategies to take into consideration local and regional conditions, characteristics and requirements. Some rural areas have successfully assimilated structural change through agricultural diversification or tourism. Other regions, including maritime regions have not yet managed to achieve structural change and have considerable economic problems, sometimes due to their remote location. Some regions are, as a result of economic growth and expansion of neighbouring settlements subject to new pressures or are set to face great challenges with the decline of agriculture. The inter-rural relationship presents possibilities for creating added value both in relation to solving common problems as well as providing commonly needed services.

Towns and cities have increasingly diverse functional inter-dependencies with their surrounding countryside. These interdependencies require voluntary co-operation across administrative boundaries between local authorities, to strengthen the region as a whole in terms of competitiveness. This calls for co-operative planning among local authorities in the same region which, though not at all new, requires new approaches. A similar issue arises where cities form clusters with their hinterlands. Integrated concepts can help to economise public expenditure and to enhance urban quality of life.

Water as a spatial element in urban, rural and maritime design

In recent decades, spatial development has to a large extent ignored the structural nature of the underlying water systems. Urban expansion and the construction of new infrastructure made existing water infrastructure obsolete. Wetlands were destroyed and agricultural practice dominated water management. Water is now valued as a structural element in sustainable spatial development. It has added value in terms of aesthetic quality improvement, more efficient use of available space and functional improvement. Therefore,

water as a structural element, needs to be included in transnational spatial development strategies for sustainable development.

In order to work towards the objectives the following measures are proposed:

1.1 *Elaboration and implementation of transnational polycentric spatial development strategies and polycentrism*

1.2 *Development and implementation of urban complementarity, co-operation and networking*

1.3 *Development and implementation of new urban-rural and inter-rural relationships including maritime areas*

1.4 *Development and implementation of strategies using water as a spatial element in rural, urban and maritime design*

1.5 *Co-operation on research and development matters and access to innovation support*

1.1 Elaboration and implementation of transnational polycentric spatial development strategies and polycentrism

Background

A new policy is required to offer new perspectives for all areas in the North Sea region regardless of peripherality through a more polycentric and balanced development of the region.

The creation of several dynamic zones of global economic integration, well distributed throughout the region and comprising a network of international accessible metropolitan regions and their linked hinterlands, as well as regions of competence, can play a key role in improving the spatial balance in the region and as such contribute to a more balanced spatial development of Europe.

Remote situations of various kinds exist in the North Sea region which do not easily fit into the EU-wide concept. Some remote, sparsely populated regions seek to join development paths of more urbanised regions, while others prefer to maintain their identity with specific development patterns. In both cases, ways need to be identified to ensure that the populations of these areas participate in the general economic and social progress of their country. Development approaches must be differentiated according to specific regional potentials but must fit into the overall transnational framework.

1.2 Development and implementation of urban complementarity, co-operation and networking

Background.

To strengthen a balanced settlement structure, ways and procedures must be found to enable cities and regions to complement each other and co-operate. Like city-networks at regional level, the need for complementary co-operation also applies to city networks at interregional, transnational or even at EU level. Promoting complementarity between cities and regions means simultaneously building on the advantages and overcoming the disadvantages of economic competition between them.

The regions of the EU, especially those outside the global integration zone and metropolitan regions, can only be competitive if towns and cities have enough economic potential. (These include in particular so-called “gateway cities”, which provide access to the territory of the EU or are centres for exhibitions and culture, and smaller towns and cities which are active regional centres revitalising rural regions in decline. The “gateway cities” also include metropolitan regions located in the periphery, which may have specific advantages to build on). Many of the less dynamic towns and cities have relatively narrow economic bases dominated by a single economic sector and competitiveness of these towns and cities therefore depends on their ability to diversify their economic bases and improve the quality of life.

1.3 Development and implementation of new urban-rural and inter-rural relationships including maritime areas

Background

In a regional perspective, towns and their hinterlands should approach problems in an integrated way since they have a mutual interest and responsibility for the further development of the region. This approach should build on local strengths and identity. Towns in rural regions also have an important role as engines for regional economic development,

for offering certain standards in the supply of infrastructure and services and for the preservation of the settlement structure and the cultural landscape.

The same integrated approach should be taken in creating new inter-rural relationships. Rural areas wishing to maintain their identity but attain balanced development need to address quality of life issues, maintain services and foster good conditions for business development in order to retain the rural population and to reduce out migration of the most economically active population strata.

Many maritime areas face similar problems and integrated approaches are needed in order to ensure their development potential is fully realised. In common with many rural areas they suffer particular socio-economic problems relating to a weak economic base, low levels of investment and reductions in traditional employment.

At a supra-regional level the perspective relates to an extensive division of functions between urban and metropolitan regions on the one hand and rural regions on the other, in which the partnership should aim at achieving a balance between interests.

At an inter-regional and transnational level the objective should be the evaluation and exchange of experience.

1.4 Development and implementation of strategies using water as a spatial element in rural, urban and maritime design

Background

In recent decades, spatial development has to a large extent ignored the structural nature of the underlying water systems. Urban expansion and the construction of new infrastructure made existing water infrastructure obsolete. Wetlands were destroyed and agricultural practice dominated water management. Water is now valued as a structural element in sustainable spatial development. It is accepted that a high quality physical environment is a prerequisite to enhance competitiveness in urban and rural areas, including maritime areas. Water is a major factor in the development and maintenance of such high quality physical environments. The creation of new wetlands as well as the restoration of existing wetlands may contribute to that end in rural areas, as could the adaptation of agriculture in areas with abundant water. In urban areas, new water structures may be developed to contribute to creating desirable locations for housing. Water in the physical environment is also an opportunity for the development of tourism. It also has added value in terms of aesthetic quality improvement, more efficient use of available space and functional improvement. Therefore, water as a structural element, needs to be included in transnational spatial development strategies for sustainable development.

1.5 Co-operation on research and development matters and access to innovation support

Background

Research and Development will play a very important role in meeting the objectives of the Community Initiative Programme. It can provide new insights and technology and also find ways of providing equal access to existing technologies. Research and development in this regard can take shape in different forms; it can be issue specific or relate to a combination of issues addressed by this programme.

At a time when society is moving into the information age, new forms of production and lifestyles will place different demands on people and businesses. It is important to provide sufficient access to innovation support and R&D. This requires the formation of partnerships between universities, research institutes, other higher and adult education establishments,

sectoral and/or professional organisations and SMEs across the North Sea region in order to ensure that conditions for sustainable growth and development across the region are improved.

4.2 PRIORITY 2

Efficient and Sustainable Transport and Communications and Improved Access to the Information Society

Aim

To develop efficient and sustainable transport and communications systems that will improve the integration of rural and urban areas, including maritime areas, in transport, information and communication networks.

Objectives

- To promote the development of effective and sustainable transport systems in rural and urban areas, including maritime areas, and in rural-urban connections.
- To promote intermodal transport by short sea, inland water and rail.
- To improve the integration of rural areas in international transport networks.
- To promote the application of information and communication technologies in SMEs and society in general.
- To promote information and communication technology networks with particular reference to public services.
- To create new opportunities for business development and distance education in rural areas.
- To promote the development of regional maritime clusters.

Indicative Quantified Priority Targets

- Improve the effectiveness of transport systems. It is expected that improvements will take place in 50 areas as a result of this programme.
- Increase the share of sustainable means of transport in total transport. The number of projects related to this issue is targeted to be 15.
- Enhanced effectiveness and use of intermodal transport systems. The target for the number of projects related to intermodal transport is 6.
- Improvement of the accessibility of peripheral and rural areas. The target for the number of areas benefiting from this measure is 50.
- Improvement of access to transport, information and communication technologies and networks. The number of projects contributing to this aim is targeted at 30.
- Improvement of business development and education opportunities, especially in rural areas. It is anticipated that 12 projects will contribute to this aim.
- Establishment of regional maritime clusters. It is expected that 20 ports in the North Sea Region will contribute to this aim.
- Improved application of ICT for sustainable development purposes. It is anticipated that 7 projects will include activities in this field.

Rationale

The North Sea region contains rural and remote areas, which largely have poor access to national and international transport networks. The priority works towards improving the transport links between rural areas and international sea, inland water and rail transport systems, all basic components in a sustainable transport development. The role of regional airports and regional air transport systems is also a vital component.

In a regional perspective, urban and rural areas, including maritime areas, must take an integrated approach since they have a mutual interest and responsibility for the further

development of the region. Transport systems and infrastructures play crucial roles in the process of improving rural-urban connections. The challenge is to achieve these by encouraging the use of public transport and other means of sustainable transport. Similarly, urban areas require improved sustainable transport systems to ease congestion, address the problem of pollution and reduce car dependency.

Increasing and improving access to information communication technology has the potential to provide new opportunities for business development and distance education in rural areas. It can provide a change in the nature of employment and in the location of the workplace. This can reduce traffic volumes and the need to travel. It could also provide opportunities for change in the nature of work and the location of the work place. It will address urban-rural imbalances by improving services and facilitating the use of more sustainable means of transport.

Interoperability and Intermodality

One of the particular strengths of the North Sea region is the large share of international goods transported across the sea. There are extensive traditions and knowledge connected to sea and inland water transport in the region. There are favourable infrastructural conditions in the form of effective coastal, inland water and overseas transport corridors, and an extensive and diverse systems of ports and inland waterways to encourage the development of waterborne transport, especially short sea shipping.

There is scope to explore the options for enhanced co-operation and strategy building. Organisational and technical systems barriers are slow and inefficient in handling goods both in ports and railway stations. There is a need to improve and harmonise goods handling systems in some ports and railway stations, and to develop measures and systems for effective intermodality between rail, sea, road and inland waterways. This leads to a necessity to strengthen and develop regional port and railway station links to international transport networks and also as international transport hubs. Such a development of ports and railway stations, which could also include regional airports, is important for sustainable transport development and is instrumental for a more balanced regional development.

Sustainable Transport

The pollution from traffic is a major contributor to environmental and health problems in cities and in larger urban and densely populated areas. There is also a need to identify and tackle polluting vehicles in support of the ALTER agreement¹². Inequalities in car ownership and accessibility also lead to economic and social problems. Severe congestion leads to economic losses and a reduction in the quality of life, particularly impacting on poorer inner city communities. This highlights the necessity of sustainable transport development in urban areas and in urban-rural links. There is a need to exchange knowledge of achievements and “good practice”, and also for the creative development of new measures.

Action to reduce car dependency can be developed through regional and local partnerships. Local authorities can work with businesses, schools, shopping and leisure providers and other agencies and institutions to develop travel plans. These can encourage employees and students to use public transport, to walk or cycle. Workplace pool cars and car share schemes should also be promoted. Information technology now also offers the opportunity, in line with the e-Europe initiative, to work from home or via the internet. Technological

¹²ALTER (Alternative Traffic in Towns) was an agreement signed at the International Convention of European Cities in Florence, October 1988. It aims to reduce pollution in designated zones within participating cities.

advances also offer the opportunity to promote these mobility management principles in line with the action proposed by the EPOMM initiative¹³.

Tourism and leisure are important industries in the development of large rural and maritime areas in the region. Similarly urban tourism is an important part of the economy of many major cities in the region. There is no tourism without transport, but transport and its adverse environmental effects may also have the potential to undermine the conditions for future tourism in both the rural and city contexts. The transport component of rural tourism represents a way of integrating rural areas in international transport network. The challenge is to achieve this through the means of sustainable transport and to develop sustainable transport as integral part both of rural and urban tourism products. Inland waterways and recreational navigation can play a very useful role in this regard.

Growth of Information Communication Technologies

Changes in information and communication technology (ICT) are happening fast and are extensive throughout the region, in households, public bodies, private businesses and industries. Attention should be paid to the 5th Framework Programme on Research and Development and the forthcoming 6th Framework Programme. The effect on transport could be substantial. The potential for mobility management to reduce traffic volumes and achieve modal shift has been highlighted. ICT could also provide innovative solutions for risk management for all modes of transport. However, some changes may cause increases in transport volumes, both passenger and goods transport. At present, the impact of e-commerce on travel and transport patterns is uncertain. There could be an increase in intra-urban goods transport in connection with internet trading. There is a need to gain more knowledge about this relationship in both the rural and urban contexts, and to develop measures to counteract potential increases in transport volumes caused by ICT changes and adaptations. These technologies can be applied to improve conditions for work and services in rural areas. The potential of such rural applications in combination with aspects of sustainable transport development should be considered.

New technologies now underpin entire administrations and institutions. Therefore, the spread and use of ICTs has a crucial role to play, notably, in improving levels of educational achievement and in providing a more flexible way of participating in the information society. ICT also plays a major part in creating new and better jobs by promoting competitiveness and growth, in adapting education and training to the changing requirements of the workplace, and in strengthening social cohesion. For many activities, in private households, in education and in businesses and industries, "location" is becoming less important due to advances in ICTs. However, take-up of these technologies is extremely varied across the North Sea region, with many areas lagging behind. There is a risk of this situation becoming worse. Furthermore it tends to increase the economic and social imbalances between urban and rural areas, and it also leads to a situation where the location-independent potential is not sufficiently utilised to generate new activities and to raise levels of education in disadvantaged areas. This emphasises the necessity to improve access in these areas to information and communication technologies, in particular in relation to SMEs, educational systems and public services. Due attention should be paid to the policy on "eEurope –An Information Society For All" which aims at bringing the benefits of the Information Society to the reach of all Europeans.

In order to work towards the objectives the following measures are proposed:

¹³ EPOMM (European Platform on Mobility Management). It is an international partnership to promote mobility management. Funded by European Commission DG VII (Transport) and currently 7 member countries/regions: Austria, Flanders, France, Italy, Netherlands, Sweden, UK.

- 2.1 Effective and sustainable transport in rural and urban areas, including maritime areas, and in new rural-urban connections***
- 2.2 Improve the integration of rural and maritime areas in national and international transport networks***
- 2.3 Development of spatial, integrated strategies on transportation networks and the promotion of intermodal transport systems.***
- 2.4 Improve the access of SMEs and society in general to information and communication technologies***
- 2.5 Improve the application of information and communication technologies, with particular reference to public services***

2.1 Effective and sustainable transport in rural and urban areas, including maritime areas, and in new rural-urban connections

Background

Balanced and sustainable development of the regions will require transport systems and infrastructure that are founded in policies which integrate urban and rural areas in a sustainable way. In cities and larger urban areas transport is a major contributor to environmental and health problems, and causes severe congestion and ensuing economic loss. The consequent need for sustainable transport policies and sustainable modes of transport is therefore a recognised political aim in the North Sea region, but more still needs to be done in order to achieve sustainable transport. Much could be learned through maximising the information and experience gained in pursuing successful policies and examples of successful modes of sustainable transport, as well as through creative new measures.

Tourism, which is an important economic driver for many areas in the region, also has major implications for traffic. Sustainable transport policies should therefore seek to cater for the demands of tourism.

Innovation and development of information technology is having an impact throughout the North Sea region not only in cities but also in rural and urban areas. The development of ICT is affecting the way we live at home, and the way we undertake business both in the private and public sector. It has a proven effect on transport. The potential to reduce volumes of traffic is well known, but there may also be a reverse effect with some increases in both volumes of passenger and goods transport. For example, Internet trading and business may result in the need for increased urban journeys. The effects of ICT on journeys undertaken in both urban and rural contexts needs therefore to be studied further, along with beneficial applications of ICT for improving transport services to rural areas and helping to develop sustainable policies.

2.2 Improve the integration of rural and maritime areas in national and international transport networks

Background

The North Sea region contains large rural areas, some of which are remote and peripheral with poor access to national and international transport networks. The primary aim of the measure is to remedy this situation by facilitating transport links between rural areas and their links to international sea, rail and air terminals. The development of regional airports and inland waterways is relevant in this context.

Tourism and leisure, which are often focused in cities, are also very important to the development of large rural areas. A transport component of rural tourism would provide a legitimate means of integrating rural areas in international transport networks. The challenge would be to achieve this by developing sustainable transport as an integral part of rural tourism.

2.3 Development of spatial, integrated strategies on transportation networks and the promotion of intermodal transport systems.

Background.

One of the particular strengths of the North Sea region is its large share of international goods transport covered by sea transport. There is scope to explore and implement aspects of co-ordination, co-operation and strategic planning. For a wider growth in waterborne transport notably in the form of short sea shipping – there are favourable infrastructure conditions in the form of effective coastal and sea transport corridors, and extensive and diverse systems of ports and inland waterways. Rail infrastructure in most of the North Sea region has also benefited from heavy investment in the last decade.

However, in some regions poor organisation and outdated technical systems cause delays and hamper the effective handling of goods. Measures are therefore required to improve and harmonise goods handling systems in ports and railway stations. There is also a need to develop diverse measures and systems for effective intermodal rail-sea, road-sea and road-rail links. It will be important to strengthen and develop the links between regional ports and railway stations and international transport networks. Development of these kinds of facilities and links are not only important in the context of developing sustainable transport, but also as instruments in the development of a more balanced region.

The planning of pipeline distribution systems for the oil and gas industry is important as they will continue to be an important energy source.

Furthermore, operators of all modes of transport, but particularly those on the sea and in maritime areas, work under conditions of some risk. The current absence of risk management strategies not only adds to the level of risk, but when a disaster does occur the consequences can be difficult to deal with. Facilities for assessing the diverse risks, which are related to transport activities in the North Sea region, are therefore required. The introduction of ICT in the field of risk management can give rise to innovative solutions that are based upon the integrated co-operation of the regions.

2.4 Improve the access of SMEs and society in general to information and communication technologies

Background

Small and Medium-sized Enterprises (SMEs) are fundamental to both the North Sea region and Europe's competitive position and job creation. Challenges include increased competition resulting from globalisation and the completion of the European internal market. The Internet, e-commerce, tele-working and the growing demands of larger companies and “just-in-time” type of supply chains in which they often work as sub-contractors, are key elements of this. To meet these challenges and remain competitive, SMEs constantly need to be innovative, develop new technologies or gain access to and deploy results of innovation and technological development. It is important to support non-ICT companies in the uptake of ICT and e-business development. This includes local capacity building.

The stimulation of innovation and deployment of new technologies needs a twofold approach. The SMEs need to include this in their operational business networks and they need to become an active part of a regional innovation infrastructure. The interaction with a regional innovation infrastructure is a key element to increased speed of the diffusion and use of information and communication technology. The quality and capacity of the innovation systems, that is the production structure and supporting organisations, will have decisive influence on how we are able to cope with these challenges. In this perspective the importance of infrastructure is crucial to create a regional and inter-regional framework to

support innovation and uptake of new information technologies and to prevent isolated areas from lagging behind. This includes the development of small scale local ICT networks, linked to the greater infrastructure. These networks would also demonstrate the success of ICT supported business models, encourage greater take-up by businesses and show the importance of these regions to telecommunications companies.

IT literacy is generally well developed in some parts of the North Sea region but there is also an uneven take-up of IT. Information and communication technologies underpin administrations and institutions, however, this could potentially lead to increased polarisation between ICT users and non-users and therefore to a society with unequal access to ICT, the Internet and e-commerce. Therefore access to information should be promoted as a distance learning tool to increase training and education.

2.5 Improve the application of information and communication technologies, with particular reference to public services

Background

The spread and use of ICTs has a crucial role to play, notably, in improving levels of educational achievement and in providing a more flexible way of participating in education throughout life. The technologies also play a major part in creating new and better jobs by promoting competitiveness and growth, in adapting education and training to the changing requirements of the workplace, and in strengthening social cohesion. For many activities, in private households, in education and in businesses and industries, "location" is becoming less important due to the advances in ICT.

A key element is the stimulation of creativity in the educational system, developing new forms of content combining highly visual and interactive media, which requires innovative ways of design, delivery, access and navigation, in a multilingual and multicultural context. At the same time the interaction with the end-users, the citizen or the business community requires user-friendly interaction between people and digital services, especially adapted for the non-expert either at home, in traditional educational institutions or for on-the-job training.

The application of ICTs should also be promoted to improve public services in order to strengthen democracy and improve public participation in planning. Improved public services should be strongly directed towards the end-user: private citizens and business firms. Furthermore, this should include the transfer of know-how and technologies amongst local administrations and the development of applications of public interest, which can be based on Geographical Information Systems (GIS).

4.3 PRIORITY 3

Sustainable Management and Development of the Environment, Natural Resources and Cultural Heritage

Aim

To establish new ways to manage, use and develop the resources and cultural heritage of the region in an environmentally sustainable way.

Objectives

- To protect and promote a sustainable use of the region's natural resources and encourage the development of renewable energies
- To promote good management and development of the unique common cultural heritage, natural assets and historical landscapes in the North Sea region
- To ensure the integrated and concerted management and planning of the coastal zone
- To improve the use and management of natural marine resources

Indicative Quantified Priority Targets

- Increased use of renewable energies in percentages of total use. It is expected that 20 regions will co-operate in this field.
- Decrease in unsustainable energy consumption. It is expected that 20 regions will co-operate on projects on sustainable energy provision.
- Establishment and improvement of protected natural, cultural and historical landscapes and sites. 10 sites will directly benefit from projects under this programme.
- Increased awareness and knowledge of the cultural heritage of the North Sea Region. Contributions to this objective will be made by 10 projects.
- Improve conditions for sustainable cultural tourism. It is anticipated that 5 projects will contribute to this goal.
- More jobs connected to cultural tourism. Employment in cultural tourism in the North Sea Region will have increased in a targeted number of 20 regions.
- Better integration of cultural heritage in spatial development. A targeted number of 20 organisations will participate in projects to promote this aim.
- Development of methods of coastal management. It is anticipated that 4 projects will develop methods of coastal management.
- Establishment of 2 transnational nature reserves
- Preservation of the vitality of coastal communities and local and regional identity. Five projects will contribute to this aim.
- A less polluted North Sea. A contribution to an improved environmental quality of the North Sea will be made by 5 projects in this Interreg IIIB programme.
- Reduction in waste production. 5 projects will contribute to this purpose.
- Better use of the economic potential of natural resources. 5 projects are expected to contribute to this aim.
- Improved conditions for marine life. A targeted number of 5 projects will contribute to this aim.
- Improved quality of the environment. The environmental quality will be positively influenced by 15 projects under the Interreg IIIB North Sea Programme.
- Transnational marine management strategies and structures. 4 projects will deal with transnational marine management.

Rationale

Cultural and Natural Landscapes

The North Sea region has many valuable natural resources. While the cultural heritage of the North Sea regions has many common features it is also rich and diverse. Maritime heritage is of particular significance as part of the cultural heritage in general. The cultural and natural resources need to be maintained and in many cases be further developed. Human activity has historically influenced the conditions in the region in many ways. Landscapes have been changed according to the needs of agriculture, industrialisation, urbanisation and growing tourism. There is an interesting common heritage in the region, which should be the focus for creative development in order to safeguard the region's unique characteristics and to address the degradation of the cultural landscape. In many cases remaining unspoilt natural areas have assumed the functions of those areas already lost and their capability in managing these functions is decreasing. Furthermore, in some parts of the North Sea region a growing demand for residential land combined with increasing mobility, is being met at the expense of nature areas and resources. The protection, rehabilitation and development of natural and cultural landscapes, as well as townscapes are therefore priorities.

An important issue for the region, and a means of protecting, rehabilitating and developing natural landscapes, is to find regional and local solutions in implementing and reinforcing ecological networks, such as Natura 2000. These solutions have to be harmonised at an early stage with regional development strategies. Concerted protection measures for areas belonging to the network should be drawn up in line with spatial development perspectives. From a regional perspective the ecological networks can also secure and develop the protection of valuable bio-topes. Special attention should be paid to links and corridors between forests, wetlands and other valuable natural areas. In this context the Natura 2000 network should be developed, and protected areas connected across regional and national borders.

Cultural and Natural Heritage

The natural and cultural heritage of the North Sea region should be promoted and contribute towards economic and social regeneration initiatives. Valuable nature areas need protection. Urban, rural and maritime heritage needs to be more accessible to the public and the promotion of modern culture should also be encouraged. In many of the more remote areas in the North Sea region, tourism can provide a sustainable alternative source of employment and income where job opportunities in traditional activities are declining. Environmentally friendly forms of tourism with special emphasis on the cultural heritage or ecological tourism can play a role in this respect.

Renewable Energy and Waste Management

Burning fossil fuels causes pollution and reserves of coal, oil and gas are rapidly being exhausted. There is a need to reduce dependence on fossil fuels and turn to energy efficient non-fossil sources. Wind, water, tides, hydrogen and the sun are possible forms of renewable energy production. It is widely accepted that renewable energies have the potential to meet an increasing proportion of energy needs over the coming decades. The technologies, which will contribute to this growth, are at widely different stages of development.

In our consumer society a lot of industrial and domestic waste is produced which creates problems for the environment. Waste minimisation and waste management are important issues to address in order to produce and dispose of waste products in a more sustainable way. As well as recycling, several renewable energy technologies can utilise waste from a variety of sources, leading to reductions in the environmental impacts from waste and/or additional energy output from treated waste. Combating pollution at the source and the prevention of negative impacts from economic and social activities should have priority. The

full potential of renewable energies is far from being realised, although alternative forms of energy production exist in many parts of the region. Existing forms should be harnessed and exploited, while new forms should be developed, in order to contribute to the diversity and security of energy supplies and the prudent use of natural resources. Integrated spatial development strategies and coastal zone management are needed to promote renewable energy resources.

High material flows caused by the increase in industrial growth is resulting in the depletion of natural resources and the generation of high quantities of industrial and domestic waste. Despite efforts by the different countries to enhance recycling and waste avoidance through levies and taxes, awareness programmes and regulation, the demand for landfill sites and other disposal facilities is still growing. The depletion of limited natural resources like non-urbanised areas, clean water and soil, minerals and unpolluted air is becoming relevant for sustainable economic development. Long-term strategies and actions to tackle these problems in an environmentally friendly way are needed and renewable energy sources should be promoted as a replacement to fossil fuels. The development of a long-term transnational strategy and action plan for re-use of disused offshore installations, pipelines and cables will be an important challenge.

Management of the North Sea as a Resource

The North Sea itself is a rich common resource for fishing, recreation, gas and oil. A common collective resource with conflicting user interests needs transnational integrated planning involving all bordering countries. The potential for developing new sustainable industries from the North Sea should be explored. In future the bio-technical and bio-medical and bio-medical industries will be developed in the North Sea region, using the bio-composite materials in the North Sea for application in medication, functional food and new natural materials. Furthermore, sub-sea development will also be promoted. The promotion of new sustainable industries will also require measures to support the SMEs within this sphere.

The North Sea coastline encompasses a large variety of characteristics such as mountains with deep fjords, offshore islands with varying characteristics and shared common problems such as Orkney, Shetland and those in the Wadden Sea, archipelagos, sandy beaches and dunes. The coastal region with its sea cliffs, sand dunes, salt marches, river estuaries and mudflats contain some of the richest wildlife habitats in the world. There are however some threats to this variety such as the demand to use the coastal areas for tourism, fishing, gas and oil exploitation, and dredging to accommodate the increasing size of ships. This demands an integrated and concerted management of the coastal zones in the North Sea region. The development of a long term transnational strategy and action plan for the recycling of disused offshore installations, pipelines and cables will be an important challenge. The issue is also dealt with by OSPAR.

In order to work towards the objectives the following measures are proposed:

3.1 Creative rehabilitation, protection and development of cultural and natural landscapes and townscapes

3.2 Innovative promotion of natural assets and cultural heritage

3.3 Development and promotion of sustainable management of natural resources and renewable energies

3.4 Integrated and concerted sustainable management and planning of coastal zones and the North Sea itself

3.1 Creative rehabilitation, protection and development of cultural and natural landscapes and townscapes

Background

The creative development and the restoration of landscapes are very important to the future of the region, but measures affecting landscapes are frequently uncoordinated. In many cases remaining unspoilt natural areas have assumed the functions of those areas already lost and their capability in managing these functions is decreasing. Furthermore, in some parts of the North Sea region a growing demand for residential land combined with increasing mobility, is being met at the expense of nature areas and resources. Individually adapted policies are needed and should be based on an integrated approach to new developments and should contribute to the protection and restoration of cultural, natural and historical landscapes and townscapes. In this context consideration needs also to be given to finding new uses for the historic environment including buildings.

Furthermore, the preservation and creative development of natural, cultural and restored landscapes with special historical, aesthetic and ecological importance should be promoted. This can be achieved by developing integrated strategies regarding the maintenance and creative redesign of sites worthy of protection.

There is also a need to find regional and local solutions in implementing ecological networks such as Natura 2000. These solutions have to be harmonised at an early stage with regional development strategies. Concerted protection measures for areas belonging to the network should be drawn up in line with spatial development perspectives and link protected areas across regional and national borders.

3.2 Innovative promotion of natural assets and cultural heritage

Background

There is a need to promote the natural assets and cultural heritage of the North Sea region that can contribute to economic and social regeneration initiatives. Access to cultural heritage including maritime heritage and natural assets should be improved in order to safeguard their development in the region. Networks and partnerships should develop innovative measures to promote urban and rural cultural heritage and natural assets as well as modern culture.

Many rural regions are looking to diversify their economic bases by developing alternative activities such as forestry and rural tourism. Diversification tends to be most successful in those rural areas with good environmental conditions and attractive landscapes, well located in relation to centres of population. Since tourism is generally regarded as a major potential for generating income in rural areas, and especially in coastal areas, attention should be given to promoting environmentally friendly tourism, to ensure its economic base and its sustainability.

3.3 Development and promotion of sustainable management of natural resources and renewable energies

Background

It is widely accepted that renewable energies have the potential to meet an increasing proportion of energy needs over the coming decades. At the moment those technologies that will be a factor in increasing the use of renewable energy are still in their relatively early stages of development.

The region possesses major energy production resources, both renewable and non-renewable. Mineral, oil and gas fields and corresponding pipeline and terminal infrastructure (mainly offshore) have been developed, particularly in the UK, Norwegian and Dutch areas of the North Sea region. However, the full potential of renewable energy is still far from being realised, although alternative forms of energy production exist in many parts of the region. Existing forms should be harnessed and exploited, while new forms should be developed, in order to contribute to the diversity and security of energy supplies and the prudent use of natural resources.

In our consumer society a lot of industrial and domestic waste is produced which creates problems for the environment. Strategies and action plans are needed to minimise the volume of waste and to manage it in a more sustainable way. As well as recycling measures, several renewable energy technologies can utilise waste from a variety of sources, leading to reductions in the environmental impacts from waste and/or additional energy output from treated waste.

Furthermore, sustainable industries should be promoted as they will be key assets to the North Sea region and could be essential industries in the more remote parts of the region.

3.4 Integrated and concerted sustainable management and planning of coastal zones and the North Sea itself

Background

Coastal areas and their natural resources have a strategic role to play in meeting the needs and aspirations of current and future European populations, and spatial development strategies can play a crucial role in this respect. The coastal zones have great potential in our modern society. The productivity of coastal lagoons, tidal inlets, salt marshes and estuaries have an important role to play in food production and safeguarding nature and biodiversity. However, human activities put pressure on coastal zones and thereby increase the risk of destroying habitats and the resource base of the coastal areas, and with them, the ability to perform many of its essential functions. The effects of erosion in association with climate change also have a deleterious effect on coastal sites – there is therefore a need for measures to mitigate such effects. An integrated approach on e.g. waste management in coastal zones and the North Sea itself will actively contribute to the restoration of and balancing of the essential functions of these areas.

There have been periods of over exploitation and great natural fluctuations of the natural marine resources and the North Sea contains valuable ecosystems that need to be protected. In recent years fish farming has expanded to become an important activity in certain coastal areas. Studies predict a major growth in economic activities connected to fish farming and a balanced growth in marine industries in the region's coastal areas may be enabled by a common understanding of the potential output of natural marine resources (both coastal and off shore) in the North Sea. Improvements are needed in the management of the marine resources and efforts are required to promote new local industries based on the North Sea resources, especially in the bio-technical, bio-medical, sub-sea and renewable energy industries. The development of sustainable coastal fishery and the implementation of international fishery legislation can contribute to a balanced management of natural resources within the North Sea.

There is also a very important undersea and inter-tidal cultural heritage including submerged landscapes, building sites, wrecks and similar which represent a non-renewable cultural resource that will need to be taken into account in drawing up sustainable plans for the development of marine industries.

4.4 PRIORITY 4

Water Management

Aim

To further develop and implement strategies and action plans for water management and integrate them into spatial planning in the North Sea region.

Objectives

- To further develop and implement spatial strategies to combat against flooding, regional water surplus, water shortages and qualitative deterioration of water systems
- To clarify the relationship between changes in the water system and their implications on spatial planning and develop strategies and action plans based on the findings.

Indicative Quantified Priority Targets

- Establishment of new retention areas and the improvement of existing ones. 5 sites are expected to be established or improved.
- Establishment of new coastal defence infrastructure and the improvement of existing coastal defence. It is anticipated that 10 sites in the North Sea Region will benefit from projects related to this issue.
- Establishment of new water management infrastructures (sewage plants, relocated or new dykes, changes in river flows). It is expected that new water management infrastructure will be put up in 10 sites.
- Cleaned riverbeds. It is anticipated that this activity will be carried out in 3 projects.
- Transnational river management strategies and –structures. 2 projects are targeted to deal with these issues.
- Better co-operation of coastal and sea-management authorities . 20 organisations are expected to participate in these schemes.
- Improved water quality. The target for the number of areas taking on this issue is 20.
- Methods to combat the rise of the sea level. It is expected that two transnational projects will deal with this issue.
- Less people at risk of flooding. Beneficial effects to this extent are expected in 20 regions.
- Less economic risks of flooding. Beneficial effects are expected in 20 regions.
- Improved methods of dealing with risks of flooding and flooding effects. 3 projects are expected to contribute to this aim.

Flooding and Drought

In the North Sea region there is an abundant presence of both salt and fresh water. In the low-lying parts of the North Sea region (some areas are well below sea level), people are regularly confronted with the problem of excess water. High water levels in the rivers threaten residential and agricultural areas in parts of Denmark, Flanders, Germany, the Netherlands and the UK.

In some regions, in periods of high precipitation, large volumes of water are discharged from higher areas because water systems have been adapted to the needs of the people living there (drainage in agricultural areas, paved areas with sewage systems). River tributaries contribute to the threat of flooding. In other regions, small water systems from higher areas may cause local water surpluses in low-lying areas. At other low-lying places heavy rainfall leads to localised flooding. If these low-lying areas are occupied with housing, industry, high capital agriculture and infrastructure then this can cause considerable damage.

In contrast to situations of water-surplus, water shortages regularly occur at regional level. The cause may be found in a combination of periods of low precipitation and the extraction of water reserves in the regional systems for drinking water facilities and agriculture. The rapid discharge of water from the regional water systems to maintain groundwater tables for agricultural activity is also a contributory factor. There is a need to retain surface and ground water in the regional system. Ways to achieve this should be developed.

Water Quality

Human activities lead to contamination of water systems. Emissions from industry, agriculture, and urban areas are well known sources of pollution. Deteriorated water systems cannot provide sufficient water that meets the quality threshold. Natural areas, drinking water production plants, agricultural production, forestry, industrial water supply, fisheries and recreation are dependent on good water quality. Solutions to this problem can be found in technical source-oriented measures, in spatially relevant approaches and the restoration of polluted waterbeds/dredged material for new forms of land use/ecological quality. The spatial zoning of water systems is needed to tailor water-subsystems to the required spatial function.

Water Management Strategies

The strategy introduced in the document “ Planning with Water” and the NorVision makes some key advances in regarding water as a spatial planning issue. The strategy focuses on new retention measures and spatial planning based on the physical geography of the area. The physical basis (the soil and water system) should be taken into consideration in decisions on land-use changes. The fundamental decisions regarding the location of new residential areas and other water-vulnerable functions such as agricultural and industrial development are viable. In some instances complementary measures discharge water surplus should be considered.

Water related problems require the development of innovative spatial planning concepts e.g. the “river catchment area approach”, or the “positioning approach”. These are integrated concepts, which involve commitment from all the authorities. Regional groups of relevant authorities need to co-operate in order to produce common solutions to manage common water problems. Since similar problems occur at various places in the North Sea region, learning through transnational exchange of knowledge and experience should be encouraged. Studies on the relation between the physical basis (soil-water system) and spatial planning should be undertaken to influence water management policy and implementation.

In order to work towards these objectives the following measures are proposed:

4.1 Spatial planning strategies and action plans for water catchment areas

4.2 Integrated fresh water resource management

4.3 Risk management strategies for coastal areas prone to disasters and natural threats and for the North Sea

4.1 Spatial planning strategies and action plans for water catchment areas

Background

River catchment areas are particularly prone to extremes of surplus water and water shortage with quite dramatic impacts on the surrounding population and ecology. High water discharges must be reduced. When the discharge is high, the water needs to be retained in the catchment area to mitigate the effects. On the other hand, in periods of water shortage it is necessary to retain water. Measures can be taken to stabilise the situation. If a significant volume of water can be retained before it reaches the main river, the peak flood level is diminished and the risk of flooding reduced. Retaining groundwater can diminish high water peaks in river systems, and it can provide a source of good quality drinking water.

In the riverbed itself, activities are needed to reverse some of the changes that were made over the last century, which resulted in a reduction of the water storage and water discharge functions of the rivers. These changes have considerably enhanced the frequency and magnitude of high water levels and flooding. High water is caused by a variety of factors, most of which are man-made rather than natural in origin e.g. straightening of rivers, settlement on natural flood plains and land uses which accelerate water run off in the catchment area of the river (from 4.3). In many cases high-water problems are generated by poor spatial use of the high-water bed. The construction of housing, embankments for roads or railroads and other obstacles prevent the free flow of water. New construction can increase the problem by causing further damage downstream. In the lowest parts of the area, the creation of water sensitive constructions should be considered in light of the increased risk of water damage. In order to create space for parallel channels and broadening the river bed, it may be necessary to consider relocating dykes.

Activities such as the restoration and the creation of retention areas as well as the promotion of indirect discharge of rainwater from residential and urban industrial areas, and the creation of space for water in the riverbeds should be considered.

4.2 Integrated fresh water resource management

Background

There are a number of issues facing the water systems. Traditional (ground) water systems have changed over the last century. The demand for water has increased over the past decades, although there is a tendency to consolidation on a high level. Industrial and agricultural activity as well as the use of water for recreation put further strain on the water system. Consequently some regions suffer from drought that leads to the loss of ecological quality and a decrease in water supply. On the other hand, many areas are prone to flooding in the light of a less than effective discharge of the water system and the changing water patterns. In periods of heavy precipitation excessive water can cause considerable damage.

In many areas the ground potentially has a vast retention capacity. Measures to improve retention (and as a complement water discharge) in the area itself need to be implemented, in order to ease the strain on the water system. More rainwater should be diverted to the ground water system. Sustainable urban drainage systems, water modelling studies and other innovative approaches could provide answers and lead to efficient measures to tackle these problems.

Pollution from sources like agriculture, traffic, sewage overflows and untreated household wastewater remains a serious issue affecting both the water systems and soil quality. Creative pilot projects and studies need to be introduced to address this situation. A balance must be found for the several functions of water as a resource, for activities such as drinking water production or

agricultural management and for the ecological value of water systems and in particular nature areas.

Integrated fresh water management that involves all relevant stakeholders is needed to create a balance between human and ecological needs in order to safeguard a sustainable water system.

4.3 Risk management strategies for coastal areas prone to disasters and natural threats and for the North Sea

Background

The “greenhouse effect” and its resulting climate change represent a major challenge for the environmental future in Europe and in particular for the North Sea region. Changes in the climate system are expected to cause changes in precipitation patterns. An overall increase in temperature may well result in an increasing rise in sea level. Human activity is making the natural environment very vulnerable to natural hazards, especially in relation to changes in the climate and landscape. These changes will lead to an increased urgency to realise new or improved protection against flooding. They may well cause enhanced salt intrusion in the groundwater systems. More frequent water surpluses will occur on a regional scale. On the other hand, enhanced local desiccation may occur. These phenomena will dramatically influence land use patterns. Research could provide new insights into the effects of sea level rise on future spatial planning, this contributing to more efficient risk management strategies for coastal zones.

Settlements and other land use sensitive to flooding create substantial and increasing potential for damage to and loss of land in flood-prone areas. Technical flood control measures can not fully safeguard coastal zones. Integrated risk management strategies are required to implement additional innovative measures and small-scale infrastructure that will combat the effects of climate change and reduce the effects of natural disasters.

There is a need for risk management strategies for the prevention of accidents at sea. Maritime safety is an important transnational issue. Accidents at sea can result in ecological disasters which potentially affect entire sectors of the economy, for example fishing and tourism.

4.5 PRIORITY 5

Technical Assistance

Aim

The Joint Secretariat will on behalf of the Managing and Paying authority carry out the Management and Administration of the programme. The Monitoring Committee will supervise the programme on behalf of the Member States and Norway.

Objectives

- Efficient and accountable management of the Programme on behalf of the Managing authority and the Monitoring and Steering Committees.
- Ensure that information about and publicity for the programme are widespread. This will be achieved in close co-operation between the technical secretariat and the national contact points.
- Guidance to potential project applicants and information to final beneficiaries (lead applicants) in projects post-approval
- Collection and management of necessary data to monitor the achievements of the programme
- Ongoing improvements to the programme implementation throughout the programme period
- Implementation of the decisions of the Monitoring and Steering Committees

Rationale

The funds for Technical Assistance will be spent in order to ensure the efficient and accountable management of the Programme. The functions will be carried out by the Joint Secretariat. These functions are described in detail in the chapter 7. It will ensure the provision of general publicity and information on the programme for the partners and the final beneficiaries and the general public. Overall monitoring of the content and the financial indicators in order to optimise the quality of the programme implementation. It will include the installation of computerised systems for the purposes of management, monitoring and evaluation.

The secretariat will be servicing the committees, carrying out pre-assessment on project applications before Steering Committee decision, assisting final beneficiaries.

In accordance with Commission Regulation (EC) no 1685/2000 rule 11, the TA budget is divided into two measures, one for administration of the programme and one for IT and evaluation.

5.1 Programme administration

5.2 IT and evaluation

Chapter 5: Summary of the Ex-ante Evaluation written by Nordregio

This summary report reflects the outcome of an ex-ante evaluation, as defined by Article 41 of the Council Regulation No 1260/1999 of 12 June 1999 and Article 25 in the Communication from the Commission to the Member states of 18/02/00 and the Commission's Methodological Working Paper on ex-ante evaluation no. 6 (part 2), dated 25/07/00.

This summary report is written by Nordregio, as a part of the ex ante evaluation. It is the result of the contract established between the Interreg IIC North Sea region Programme and Nordregio, discussed at the meeting of the Programme Preparation Group in Copenhagen 15 January 2000, and decided upon by the Monitoring Committee of the IIC programme in the meeting of 19th October 1999 in Hanover, Germany. The intention of the evaluation has been to improve and strengthen the quality of the IIIB North Sea Programme.

Key issues in the evaluation were to:

1. *learn* from outcomes, results and experiences of the IIC programme for the North Sea, including the projects, as well as experiences and informed opinions from partners and the Joint Secretariat;
2. *reflect upon* these experiences, keeping in mind Community guidelines for the 2000-2006 IIIB programme period, experiences from other IIC and IIIB programmes, and available knowledge of the situation in the region in order to;
3. *improve* strategy, SWOT, objectives, monitoring and evaluation, and in particular to;
4. consider whether the *strategy* of the new programme is appropriate for a programme consistent with the Guidelines of the Community Initiative Interreg for 2000 - 2006 IIIB, and for addressing the key issues confronting the area.

The evaluation has been an interactive process. Comments from the evaluators have been made and taken into consideration by the partnership regarding several issues.

In Interreg IIC projects, partners represent a wide variety of local and regional authorities and other actors, such as energy agencies and research institutes. Public authorities are the main actors. There is an average of 6 partners per project. Of the total of 57 regions in the eligible area of the programme, 53 regions have been participating to projects.

In this summary, comments may be made to the topics defined in the Commission's 'Methodological Working Paper':

- Strength, weakness and potential in the area of co-operation
- Appraisal of added value of intervention
- Appraisal of Implementation Procedures

Furthermore, this summary will assess the internal and external consistency of the Programme and give some insight into the anticipated impact of the programme on environmental issues.

5.1 Strengths, Weaknesses and Potential of the Area

Analysis of the region, and the SWOT analysis is based both on Nor-Vision and on input from various partners during the preparation of the programme. The development of a clear strategy and better focus has been an on-going process. The analysis of the NSR region has evolved, as new questions are included as compared to the IIC programme.

The evaluators have made comments to the on-going work on the SWOT to improve

- the conceptual clarity of the SWOT analysis
- the consistency between the SWOT and the analysis of the region
- the consistency between the SWOT and the strategy, objectives and measures

Several changes proposed by evaluators has been accepted and integrated in the present CIP.

5.2 Appraisal of Added Value of Interventions

The strategy of the programme should relate to problems that can only be solved with a clear *added value* of North Sea *co-operation*. The argument for a common problem/added value may be made with reference to *similar or shared* problems. The programme address some issues common to the entire North Sea region, some issues that have a particular reference to certain areas, like flooding and water management, and some issues which are particularly relevant to specific types of regions within NSR.

A proper appraisal of the added value of interventions, depends upon qualified ideas as to *what kind of interventions are going to be made*, under each measure. More specific interventions are not determined in the CIP. They will be described more specifically in the programme complement. Indicators will be decided upon in the complement also. An in-depth analysis of the added value of interventions is accordingly premature.

In terms of integration and spatial planning, the NSR has a strong point of departure. There is a lot of co-operation already, partly financed by the IIC programme. This strong point of departure, given the high level of integration in NSR, and the quality of the partnership, is an obvious potential for advanced and specialised learning and transfer of solutions. Based on the experiences from the IIC programme, it may also be expected that the partnership will be able to move further, into practical actions. The CIP provokes action plans in many areas.

For further appraisal on the impact of the programme we may look at the IIC experiences and projects.

Priority 1: Trans national spatial development strategies for urban and rural systems in the North Sea region

This priority builds on the Spatial Vision of the North Sea region. The Spatial Vision is an effort reflecting a well - developed and large network of planners in NSR. This will provide the IIIB programme a basis for NSR - wide (global) and advanced project networks in this area. In terms of *added value*, measures 1.1, 1.3 and 1.4 under this priority are likely to lead to transfer of good practices and learning, through *networks and projects*, based on specific similarities in a region with wide regional and spatial varieties. The NSR is characterised by *variability* in terms of regional structures and urban – rural systems. One might hope that *by learning in an extended NSR context*, questions relevant to groupings of regions with similar characteristics might provide not only new insights, but also new and improved practices, which are too specialised to be found within the national framework. The programme also has a strong emphasis on action plans and implementation of measures. Measure 1.1 and 1.2 may help to identify and initiate development strategies that *functionally interlink* several countries and regions, through polycentrism (1.1) and urban networking (1.2).

Priority 2 Efficient and sustainable transport, communications and improved access to the information society.

Measure 2.1 under this priority is likely to lead to *network based learning*, through transfer of ideas and models of effective and sustainable transportation in rural areas, urban areas and in rural – urban connections, as well as action plans and concrete projects, developing new communication systems, and improving existing.

The NSR is characterised by *variability* in terms of access to new ICT technologies. By working in this field in the NSR context, one might hope that lagging regions may benefit from experienced in more advanced regions. Improved access to ICT technology for SMEs (2.4) and the public sector (2.5) is a possible outcome, based on transfer of experiences between different parts of the NSR, providing networks between advanced as well as lagging areas. Projects may also enhance spatial integration, at local levels (2.1) as well as on inter – regional and global basis (rural – global in 2.2, global transportation systems in 2.3). A more sustainable transport system is promoted. Intermodality (2.3) may play an important role in this respect. The transportation projects under the IIC programme were the last to be initiated. In the development of the IIB programme, the partnership in this area has developed and improved. One improvement is the inclusion of SMEs. Improvement of private partnership relations needs further attention.

Priority 3 Sustainable management and development of the environment, natural resources and cultural heritage

The countries in the North Sea region share a common history, and have deeply rooted lines of contact. Important aspects of the cultural heritage may therefore be seen as a common property of the NSR. The NSR also share a common nature, the North Sea itself, as a basis of several common or similar types of resources and ecosystems.

Given this point of departure, there is reason to believe that both in terms of

- learning, transfer of good practice, as well as
- implementation of policy measures promoting good management,

The programme will result in interventions which are innovative and different, hence give an added value, compared to existing national and regional policies in this area.

Projects and groups of projects, which will contribute to developing measures to

- Protect and promote a sustainable use of natural resources and sustainable energies
- Promote good management of cultural heritage and natural landscapes
- Ensure integrated management of the coastal zone
- Improve use and management of natural marine resources.

The focus is on

- Landscapes
- Heritage
- Energy and waste
- The sea as a common resource

The projects and networks envisaged under this priority may benefit *groupings of neighbouring regions* or regions throughout the NSR with *common characteristics*.

Some interventions may be expected to have a *global impact*, benefiting culture, nature and economy in the entire NSR. *These global impacts are hard to specify.*

Priority 4 Water management

This is a new issue that was not addressed by the IIC programme for the North Sea region. It is strategically important for quite a large area in the programme region. Under this priority, measures 4.1 and 4.2 will develop planning strategies and action plans for water catchment areas and fresh water resource management relevant to groupings of countries and regions within the NSR area. Measures will be based on specialised networks put in place for this task. Measure 4.3 suggests *research* supporting management of disasters, which may also have a *global* interest.

5.3 Appraisal of Implementation Procedures

The discussion on the implementation procedures of the IIIB programme has been building upon the advanced and well functioning experiences of the IIC programme.

The core programme partnership of IIC is working well, with efficient and transparent procedures, a well-developed decision making system and a satisfactory division of labour between the three core elements, the Monitoring and Steering committees and the secretariat. The secretariat is an important factor in achieving the administrative success of IIC. In the administrative arrangements of the IIIB programme, these strengths have been utilised, and further developed. It has been decided to build on the experiences of the IIC secretariat. In the IIIB programme, the partnership, in terms of regions, has expanded, the scope of the programme content has been expanded, as several new topics have been included. The partnership has evolved, as new topics like water management, are consulted and included. National level partnerships are organised differently in different states. To various extents, they also include private and social partners. Emphasis should be placed on further inclusion of private and social partners.

5.4 Appraisal of the Consistency of the Programme

The question of consistency both refers to internal consistency, with national policies, as well as external consistency, with international and EU policies.

In terms of internal consistency, the programme links into and is consistent with diverse national policies of environmental protection, resource management, water management, and transportation. The national diversities of this field generate a potential of gain, in terms of policy development and learning. The programme accordingly must be expected to complement and develop national policies and instruments in several countries, resulting in improved policies, policy instruments, and practices.

A sustainable, harmonious development of the European Union that takes care of its environmental resources is core to Community policy. In addition to supporting existing EU policies on environmental protection, resource management, and CO₂, the programme opens possibilities for a broadening of the scope of Community environmental policy, by addressing important new issues, like water management, coastal protection and the future of the oil and gas industry, thus developing and strengthening the ESDP approach.

The Programme supports the protection of nature values of the Natura 2000-sites, following the Council Directives 92/43/EEC and 79/409/EEC on the conservation of natural habitats, of wild fauna and flora and of wild birds respectively.

5.5 The status of the North Sea Environment, and Expected Impacts of the North Sea region Programme

The environmental status of North Sea Region can be discussed from the point of view of four interconnected levels:

- the local (regional) level,
- the meso (interregional/ international) level within the North Sea Region,
- the level of the North Sea Region
- the European and global ecosystems.

The local environmental situation, policies, and expected impacts

As an over all observation, the local and regional parameters of environment vary among the different countries and localities involved. The North Sea region has examples of excellent urban development policies, in terms of the basic environmental parameters involved, and localities where problems are accumulating. In this area, the programme links into national policies of environmental protection, which are highly diverse, and where there is a substantial potential for gain, in terms of policy development and learning, by comparing across different, yet advanced, solutions. The same may be said about cultural landscape protection, wetlands, and protection of coastal areas from environmental degradation. The problems in this field get a lengthy discussion in the programme, and they are addressed by several measures.

The programme must be expected to generate projects identifying best-case policy solutions, as well as measures to implement these standards, in problem areas now lagging behind.

The interregional environmental situation

The interregional and international transportation systems of the North Sea Region are generally well developed, modern, and functional. The major problem is that this system has a high level of CO₂ emissions, because of certain structural shortcomings. Some of these shortcomings are identified in the programme, and addressed by measures. Others may eventually be identified through projects.

The major impact of the programme may be expected to be innovation and implementation of user-friendly, functional transportation system improvements, which reduce CO₂ emissions, through new technologies (short sea shipping replacing lorries), new inter-modalities, and through other, innovative ideas which may be developed in this relatively open area of the programme.

Protection of water systems is addressed in the programme, on a fairly broad front. What could be expected is projects resulting in the innovation and diffusion of better systems for water management, preventing flooding as well as soil and coastal erosion.

Within this field, there are, due to obvious reasons, substantial differences in terms of policy approach and problem-solving capacity throughout the member countries.

The programme must be expected to complement and develop national policies and instruments in several countries, resulting in improved water management policies, policy instruments, and practices.

The programme should also be able to deliver solutions pertaining to regional mitigation of long-term impacts of global warming, in terms of new weather systems, and a rising sea level.

The level of the North Sea Region

At the North Sea Region level, the program does identify several important general topics, like fish protection and sustainability, and oil and gas. Within these fields, there is a long history of international cooperation. The situation in important areas is far from settled. In fishing, there are substantial remaining problems of approaching a sustainable international policy regime. The programme does address these important issues only to a limited degree.

The North Sea oil and gas industry has throughout its history from the early 1960s, been the object of comprehensive and thorough national and international environmental policy-making and regulations. What should be emphasised today is problems related to present developments like prolonged production, resulting in continued use of old equipment, and moving into deep-sea exploration and production. It may be feared that these developments may increase the long-term risk factor involved in oil and gas production. The potential contribution of the programme to solve this problem is not self-evident.

Beyond identifying these topics, the programme does not go in depth in any kind of comprehensive analysis in these areas.

Table on the expected impact of the Interreg IIIB North Sea Programme on environmental issues

Measure in the CIP	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	3.6	3.7
Environmental theme																	
Tourism	0	+	+	0	0	+	+	0	0	0	0	+	0	+	0	0	0
Energy	+	+	0	0	0	0	-/0	+	0	+	0	+	+	+	+	+	+
Transport	0/+	0	0	0	0	+	+	+	0	+	0	0	0	0	0	0	0
Agriculture	+	0	+	+	0	0	0	0	0	0	0	+	0	0	+	0	0
Climate change	0	0	0	0	0	+	-/0	+	0	0	+	0	0/+	0	0	0	0
Air pollution	0	0	0	0	0	+	-/0	+	0	0	+	0	0/+	0	0	0	0
River water quality	0	0	0	+	0	+	0	0	0	0	+	0	0	0	0	+	+
Hazardous substances in marine waters	0	0	+	+	0	+	0	0/-	0	0	+	0	0/-	+	0	+	+
Soil	0	0	0	+	0	+	0	0	0	0	+	0	0	+	0	+	+
Waste	0	0	0	0	0	0	0	0	0	0	+	0	+	0	0	0	0

+ expected positive impact

- expected negative impact

0 expected neutral impact or impact uncertain

Comments:

Measure 1.5 is concentrated on studies and thus has no direct environmental impacts, but aim is to support and improve sustainable development and growth in the area

Measures 2.4: no foreseen direct impacts, but may lead to environmentally healthier solutions in SMEs

Measure 2.5: diminished use of energy and transport in the long run, which may lead to further positive environmental impacts
All measures in the priority 3 have an indirect positive impact on soil and air

Conclusion

The IIB programme aims at “a spatially developed integrated region which offers a good quality of life for all its citizens in a balanced and sustainable way”, achieved through four objectives contributing to integration, sustainability and balanced development. The IIB programme has developed considerably from the Interreg IIC programme, and it now addresses several important issues confronting the NSR. The consistency between analysis, strategy, objectives and measures is good, and the programme is consistent with guidelines and regulations.

Chapter 6: Indicators

6.0 Introduction

In order to assess the results of the Interreg IIIB North Sea programme and the individual projects, indicators need to be developed. Output indicators are used to measure the result and activities of projects, while impact indicators give an indication to what extent the aims and objectives of the programme are realised. Impact can be seen as the long term effects of activities that take place in the IIIB programme. This may involve effects that occur well after the programme has finished. In addition input indicators, or financial indicators are used to monitor the financial performance of the projects and the programme as a whole. The use of these indicators will ensure that the inputs, outputs and activities of projects can be clearly measured and that specific numbers will be available relating to the impact of the North Sea Interreg IIIB Programme as a whole. This information will be used for evaluation and monitoring purposes.

A distinction has been made between project indicators - which will be reported in the reports from the projects - and programme indicators. The latter will be available on programme level for monitoring and evaluation purposes.

6.1 Project Indicators

Indicators – as measurable results of a project - are necessary to evaluate the success of projects. The scope of possible projects under this programme is so diverse and the extent to which projects can contribute to the aims of the programme may vary to such an extent, that it is not possible to list all output and impact indicators which could be relevant to the individual project applicant. The indicators listed should be considered as a list of reference for project applicants.

Project applicants should use the indicators listed here as an inspiration to find an appropriate set of indicators for their project. At application stage, project applicants are required to produce a list of targeted outputs and their projected contribution to the aims of the programme (impacts) as relevant to their project proposal. Consequently, when a project is approved, it should report on the progress of these indicators in their activity reports. The output indicators report the result of the project. The impact of the project often is dependent on more factors than the project itself.

The indicators are divided into those related to project delivery and those related to the aims and results of the projects.

6.1.1 Indicators Related to Project Delivery

The five indicators listed here are general and must be reported by all projects:

1. Budget of the project and money spent so far (this information needs to be specified for each budget line)
2. Number of organisations and countries involved in the project
3. Number of people involved in the project
4. Number and nature of publications and press coverage
5. One or more indicators from the list below or a more appropriate project delivery indicator suggested by the project applicant

The indicators related to project delivery listed below should be considered as examples. The project applicants are responsible to produce the indicators relevant for their project.

- Organisations and people involved in the project

- Local / regional / national governments
 - NGOs
 - SMEs and other businesses
 - Number of local authorities / regions / nations involved
 - Number of people employed in the project
 - Paid working hours for the project
 - Number of different people attending at least one activity of project
 - Public participation
- Project Work
 - Number of meetings of the partnership
- Project publicity
 - Number and nature of publications (books, leaflets, newsletters etc.), and number of copies distributed
 - Press coverage on local / regional / (inter-) national level
 - Public presentations and campaigns
 - Web site
- Conferences
 - Number of conferences held
 - Number of participants
 - Number of participating nationalities
 - Cross sectoral character

6.1.2 Indicators Related to the Aims and Objectives of the Projects

Some important aims for the Interreg programme, like sustainable development and social cohesion, are very hard to quantify. A general indicator valid for all projects on these issues is not possible. Still, projects will be required to report on their predicted and realised contribution to these aims. Project applicants must choose at least two appropriate indicators, which they will use to report on the contribution of their project to the aims of the programme. The list below can be used to find examples for the appropriate indicators.

- Policy influence at local / regional / national /international /private organisation level
 - policy papers
 - political decisions
 - treaties
- New co-operation structures
 - Formal co-operation (number of local authorities, regions, nations / governments, NGOs, SMEs etc. involved)
 - Networks (number of local authorities, regions, nations / governments, NGOs, SMEs etc. Involved, number of transnational networks and joint management structures established)
- Economic growth (all priorities)
 - Number of people employed (overall / in new businesses)
 - New businesses (overall / SMEs / in the technology sector / etc.)
- Equal opportunities (all priorities)
 - Number of men/women participating in project
 - Number of people employed: number of men/women employed
 - Number of business owned or started by men/women

- Population development in rural and maritime areas (Priority 1 and 2)
 - Decreased outward migration
 - The number of young people in the communities (age distribution)
- Information, support and educational facilities and methods like:
 - Business support centres (number of supported businesses) (Priority 1)
 - Tourist Information Centres (Priority 1)
 - ICT support (number of advised persons) (Priority 2)
 - ICT networks (Priority 2)
 - ICT infrastructure (internet platforms, improved services through ICT) (Priority 2)
 - Information centres for the general public (all priorities)
 - New or improved educational facilities (number of people reached) (Priority 1 and 2)
 - New education methods (Priority 1 and 2)
 - New databases or information resources (all priorities)
- Physical investments like:
 - Urban and rural design projects (Priority 1)
 - Regenerated water ways / harbours (Priority 1)
 - Traffic infrastructure (footpaths, cycle routes, public transport links, roads, intermodal hubs etc.) (Priority 2)
 - Natural physical investments (trees etc.) (Priority 3)
 - Water management infrastructure (sewage plants, relocated or new dykes, changes in river flow etc.) (Priority 3 and 4)
 - Energy infrastructure (e.g. windmill farms) (Priority 3)
 - Coastal defence infrastructure (Priority 4)
- Nature development (Priority 3)
 - Designation of protected areas
 - Development of habitats / animal population and vegetation
 - Regenerated nature (rivers, wetlands etc.)
 - Smaller risk probability (for example of derelict sites)
 - Linkages in ecological networks
 - Percentage of ecological / bio-diverse agricultural products
 - Improvement of quality of water, air, soil etc.
- More sustainable / effective transport systems (Priority 2)
 - Shift in transport flows (modal shift)
 - Number of improvements in the transport system
 - Increased use of sustainable transport modes
 - Improved logistics for goods transport
- Use of ICT
 - Number of people with access to the internet (priority 2)
 - Number of businesses using the internet (e-business, as communication facility etc.) (priority 2)
 - Areas linked to communication networks (priority 2)
 - Usage of ICT for promotional, educational, informational etc. purposes (all priorities)
- Tourism (Priority 1 and 3)
 - Increased use of tourist accommodations
 - Sale numbers of new tourism products related to the project

- Number of people visiting museums, events etc.
- Water management (Priority 4)
 - Number of people at risk of flooding
 - Economic value at risk of flooding
 - Improvement in quality of water
 - Decrease of water consumption by head
 - Amount of unsealed soil
 - Speed of water flow of rivers
 - Amount of fertiliser usage
- Energy and waste related indicators (Priority 3)
 - Energy efficiency of e.g. production methods
 - Percentage of use of renewable energies
 - Amount of waste produced

6.1.3 Qualitative Reporting Requirements

As stated above, some important aims for the programme are very hard to quantify. When it is impossible to report in a quantifiable way, the issues should be reported on in a descriptive way. This may include:

- influence on policy
- new co-operation structures
- contribution to sustainable development
- contribution to spatial development
- contribution to social and economic cohesion
- contribution to equal opportunities

6.2 Programme Indicators

The information gathered from the projects will be used for reporting on programme level. Both in the annual report and at the mid term and final evaluation of the programme, indicators are needed to describe the progress of the programme. These indicators will include:

- Number of projects approved, running and finished in total
- Number of projects approved, running and finished for each Measure and Priority
- Money committed to projects
- Money paid out to projects
- Money committed to projects for each Measure and Priority
- Money paid out to projects for each Measure and Priority
- Number of organisations, regions involved in approved projects
- Number of organisations, regions from each country involved in approved projects
- Number of organisations, regions involved in finished projects
- Number of organisations, regions from each country involved in finished projects

6.2.1 Context Indicators for IIIB Programmes

The following context indicators will be used at programme level, to monitor developments in the Programme Area during the programme period:

- Number of inhabitants concerned (in thousands)
- Area in km²
- Number of TEN routes crossing the area (by mode of transport)
- Number of transport bottlenecks
- Number or % of highly polluted areas (soil pollution and air pollution)
- Use of water resources for agriculture, households and industry
- Protected areas in % and km²

- Percentage of population living in large cities out of the total population
- Percentage of eligible areas with less than 15 inhabitants/ km² (at NUTS IV)

6.2.2 Other Programme Indicators

All projects are requested to state the projected impact of their operations on the environment. The projects are required to provide at least one appropriate environmental impact indicator, where possible. The following additional indicators will be monitored at programme level to follow the progress of the Interreg IIIB North Sea Region Programme:

1. Number of administrative entities, which have been 'networked' for planning and carrying out of projects of this programme of which are
 - (Member) States
 - Regions
 - Districts
 - Municipalities
2. Degree of co-operation
 - number of common projects (planning and carrying out)
 - number of co-ordinated projects that are useful for the programme area
 - number of projects that are useful from a transnational point of view and that have been elaborated and realised without co-ordination in advance
3. Number of studies concerning
 - territorial development/spatial planning
 - specific common problems
4. Number of studies carried out and subsequently used for implementing concrete actions
5. Number of co-operation projects concerning natural resources (except infrastructure)
6. Number of co-operation projects concerning Information Society issues
7. Number of co-operation projects concerning links between
 - maritime regions
 - mountain regions
 - insular regions
8. Number of co-operation projects with third countries
9. Number of co-operation projects concerning research, development and innovation
10. Number of joint projects concerning the management of risks and catastrophes
11. Number of co-operation projects concerning the management of cultural patrimony
12. Number of co-operation projects concerning coastal waters
13. Environment – number of joint projects/networks regarding
 - protected areas
 - water pollution abatement
 - air pollution abatement
14. Spatial development
 - number of studies/documents of common planning
 - number of networks
15. Transport
 - amount of investment (small scale infrastructure)
 - amount of investment for the connection to secondary networks
 - number of studies carried out
 - number of intermodal projects
16. Number of co-operation products in the field of tourism

The information from the projects will be aggregated on programme level to provide the data needed for these indicators, where possible. On evaluation, the programme indicators will be confronted with the targets of the programme as described in Chapter 4.

Chapter 7: Administration and Financial Implementation

7.0 Administration and Implementation Arrangements

The Interreg IIIB North Sea Programme transnational partnership builds on the efficient administrative structures put in place for the Interreg IIC North Sea Programme.

According to the Interreg-guidelines point. 25 the content of the programmes will be similar to the SPD's adjusted to meet the needs and circumstances of transnational co-operation. In the agreement on the provisions for the implementation of the Programme, expressed through the joint forwarding of the Programme to the Commission, Denmark, the Flemish Region, Germany, the Netherlands, Norway, Sweden, and UK have taken this into consideration in the designation of the common structures for co-operation.

According to article 19 of Commission Regulation 438/2001 the Member States concerned shall (in the case of forms of assistance where there are beneficiaries in more than one Member State) agree with one another the necessary common arrangements to ensure sound financial management, taking account of national law, and shall inform the Commission of the arrangements agreed. The mutually agreed arrangements are presented in this chapter of the Programme and the Commission is hereby informed of them. More detailed measures will be provided within three months after the Commission decision. These will be confirmed by the Monitoring Committee, whereby the Commission is also informed of these measures.

The agreed set-up in summary is as follows:

The Interreg IIIB North Sea Programme responsible national authorities of each of the participating Member States and Norway have by the joint forwarding of the Programme agreed to retain overall (administrative and financial) liability for the total of ERDF/equivalent funds granted to the Lead Partners in each individual country according to the Articles of the General Structural Funds Council Regulation (1260/1999) and in particular Commission Regulation (438/2001 and 448/2001). The Member States and Norway will retain liability for the Technical Assistance budget proportionally to their ERDF contribution to the Programme.

The responsible authorities designate the Danish Agency for Trade and Industry, Vejlsøvej 29, Silkeborg, DK-8600 as the Managing Authority of the Programme and the County of Viborg, Skottenborg 26, DK-8800, Viborg as Paying Authority. These designations have no influence on the overall administrative and financial responsibility and liability of the participating Member States and Norway and the project lead partners. The functions of the Managing Authority will be implemented by a Joint Technical Secretariat set up in the premises of and hosted by the County of Viborg. To assure separation of responsibilities between the functions of the Managing Authority and the functions of the Paying Authority, the functions of the Paying Authority, ref. article 9 o) of the Council Regulation 1260/1999, will be implemented by a department in the County that is independent of the Joint Technical Secretariat.

The Joint Technical Secretariat will carry out its functions in accordance with the decisions of the Joint Monitoring Committee and the Joint Steering Committee. Decisions implemented by the Joint Technical Secretariat will as well be in accordance with the instructions of the programme responsible national authorities of each participating Member State and Norway and described in the national letters of agreement at the start of the programme. The letters will be sent to the Managing Authority which will forward them to the Joint Technical Secretariat. The Monitoring Committee will decide on the joint administrative arrangements to be set up to implement the

Programme. These Letters of agreement will establish the administrative arrangements, including information and control arrangements, necessary to assure that procedures of decision and implementation of projects are in accordance with community and national legislation. These agreements shall be forwarded to the Joint Technical Secretariat before the Programme starts to operate.

The Joint Technical Secretariat c/o the County of Viborg, Skottenborg 26, DK-8800 Viborg, Denmark is the contact point in any communications with the Commission, the Member States, the Regions and the Applicants regarding the implementation of the Programme.

The tasks and responsibilities of Viborg County Council as Paying Authority and as host of the Joint Technical Secretariat, that has the responsibility to implement the functions delegated to it, including the functions of the Managing Authority, in accordance with the letters of agreement, will be regulated in an agreement between the County of Viborg and the Danish Agency for Trade and Industry on behalf of the Member States and Norway as an annex to the letters of agreement sent by the Member States.

The Lead Partner principle is the central principle behind the financial control of the North Sea Programme. The Project development unit of the Joint Technical Secretariat will, in accordance with the decision of the Programme Steering Committee and the instructions of the relevant programme responsible national authority, issue the Grant Offer Letter. This letter is a legally binding contract, on behalf of the relevant programme responsible national authority to the nominated Lead Partner for the project. The national authority has overall liability for the funds granted to the Lead Partner in the individual country. Among other things the measures taken by the individual Member State shall include recovering any amounts lost as a result of an irregularity detected and, where appropriate, charging interest on late payment, ref. article 38 (1) (h) of Council Regulation (EC) 1260/1999 and Commission Regulation 438/2001.

The Lead Partner is the final beneficiary of the ERDF/equivalent funding and will act as a link between the project (partnership) and the programme (Joint Technical Secretariat). The Lead Partner is at project level the overall administratively and financially responsible body. The Lead Partner is responsible for the submission of the joint application form and ensuring that the Letters of Intent are in place, as these provide evidence of match-funding. The Lead Partner is also responsible for:

- Delivering project reports and documentation
- The appointment of a project auditor
- Delivering project outputs
- Production of documents required for audit and payments
- Overall project management

Norwegian partners can be Lead Partners on equal terms as the Lead Partners from Member States. Norway's participation in the Interreg IIIB: North Sea Programme is also based on the Lead Partner - principle with the Lead Partner as the final beneficiary. ERDF-funding and Norwegian funding remain with the Lead Partner. The Lead Partner using ERDF-funding or Norwegian funding allocated to the particular project will remunerate services and tasks provided to the Lead Partner by other transnational partners including EU-partners and Norwegian partners for such services and tasks. Total support going to Norwegian partners from a Member State Lead Partner shall at no stage exceed the Norwegian contribution to the programme.

The use of one common working language - English - under the Interreg IIC programme promoted efficiency, cost-effectiveness and mutual understanding and therefore contributed significantly to the successful implementation of the programme, especially one of the fundamental goals, the

exchange of knowledge amongst the partners. The partners within the IIB co-operation area have therefore decided at programme level to make use of English, once again, as the common working language. At project level all national languages may, however, be used based upon the decision made by the partners of the individual project. However, all documents presented at the programme level must be in English. This again, as in IIC, will ensure mutual understanding in the North Sea region, whilst retaining the rights of partners to work at project level in the languages of their choice. Translation costs can be paid within the project.

7.1 The Programme Administrative Structure

(Illustrated in Diagram 1 on p. 87)

7.1.1 Monitoring Committee

In accordance with Article 35, the Member States and Norway will set up a joint Monitoring Committee within three months after the decision on the contribution of the funds. The Monitoring Committee will endorse the principles of partnership and equal opportunities. The Monitoring Committee will supervise the programme. Its overall task is to ensure the quality and effectiveness of implementation and accountability of the programme operations.

The Monitoring Committee will draw up its own rules of procedure. The duties of the committee are defined in Articles 35 and 36. It will operate by consensus. It will meet at least once per year.

The main tasks of the Monitoring Committee will be to:

1. Confirm or adjust of the Programme Complement, including the physical and financial indicators to be used to monitor the assistance. Its approval must be obtained before any further adjustment is made. (Article 35 3a and Article 15, (6)).
2. Consider and approve the project selection criteria within six months of the approval of the Community Initiative Programme. (Article 35 3b)
3. Periodically review progress made towards achieving the specific objectives of the assistance. (Article 35 3c)
4. Examine the results of implementation, particularly achievements of the targets set for the different measures and the mid-term evaluation. (Article 35 3d)
5. Propose any steps required to speed up implementation of the Community Initiative Programme where delays are revealed by the periodic results yielded by monitoring and interim assessments. (Article 35 3g)
6. Consider and approve the annual and final implementation reports before they are sent to the Commission. (Article 35e and 42)
7. Consider and approve any proposals to amend the contents of the Commission decision on the contribution of the Funds.(Article 35f)
8. Consider and approve the joint administrative and financial arrangements to be set up to implement the programme.

Membership of the Monitoring Committee

The Monitoring Committee shall have a limited number of representatives from both the national and regional level of all the participating countries to ensure efficiency and broad representation. These representatives will ensure that the views of social partners, including environmental actors, are taken into account in accordance with the regulations and traditions of the countries concerned.

More specifically the Monitoring Committee will be composed of:

- Three representatives from each of the Member States and Norway (including a representative of the authority responsible for the Interreg Programme).
- The chairman and co-chairman of the Steering Committee
- A Commission representative will be a member in an advisory capacity (as will an EIB representative where appropriate) (Article 35 2)

The Monitoring Committee will be chaired by a representative of one of the Member States and will also have a co-chairman. The chairman and co-chairman will be nominated for a period of twelve months and alternate between Member States in reverse alphabetical order (UK, S, NL, G, FL and DK).

The Monitoring Committee will establish its own rules of procedure, including any appropriate organisational arrangements.

The Monitoring Committee will be assisted by the Joint Secretariat responsible for the preparation of documentation relating to monitoring reports, agendas and minutes of the meetings. In principle the documents required for the Monitoring Committee shall be available three weeks before the date of the meeting.

7.1.2 Steering Committee

The Steering Committee will be set up by the Member States and Norway at the first meeting of the Monitoring Committee. The Steering Committee will establish its own rules of procedure. The main responsibility of the Steering Committee will be to approve or reject individual project applications.

Membership of the Steering Committee

The Steering Committee shall have a limited number of representatives of the Member States and Norway, from the national and regional level of all the participating countries to ensure efficiency and broad representation. These representatives will ensure that the views of social partners, including environmental actors, are taken into account in accordance with the regulations and traditions of the countries concerned.

More specifically the Steering Committee will be composed of:

- Three representatives from each of the Member States and Norway (including a representative of the authority responsible for Interreg IIIB).
- A representative of the European Commission may attend as an observer.

The Steering Committee will have a chairman and a co-chairman. The chairman and co-chairman will be nominated for a period of twelve months and alternate between the countries involved in an alphabetic order (DK, FL, G, NL, N, S and UK).

Decision-making by the Steering Committee will be by consensus.

The Steering Committee will meet at least twice a year or more often if necessary. The Steering Committee will be assisted by the Joint Technical Secretariat responsible for the preparation of documentation relating to monitoring, reports, agendas and minutes of the meetings. In principle the documents required for the Steering Committee shall be available three weeks before the date of the meeting.

7.2 Management and Financial Administration

7.2.1 The Managing Authority

The responsible authorities designate the Danish Agency for Trade and Industry, Vejlsøvej 29, Silkeborg, DK-8600 as the Managing Authority of the Programme, in accordance with Commission Regulation (EC) 1260/1999 art 9,n and 34 and Council Regulation (EC) 438/2001 and 448/2001.

The tasks are:

1. At the request of the Monitoring Committee, adjust the Programme Complement, without changing the total amount of the contribution from the funds granted to the priority concerned nor its specific targets. (Article 34 3)
2. Inform the Commission of the adjustments to the Programme Complement approved by the Monitoring Committee within one month.(Article 34 3)
3. Will write the annual report for approval by the Monitoring Committee. (Article 34 1c)
4. The submission of the Annual report to the Commission on behalf of the Monitoring Committee. (Article 34 1c)
5. When the annual report is submitted, the Commission and the Managing Authority (acting on behalf of the Monitoring Committee) shall review the main outcomes of the previous year, in accordance with arrangements to be defined by agreement with the Monitoring Committee. (Article 34 2)
6. After this review, the Commission may make comments to the Managing Authority. The Commission will be informed on the action taken on these comments. Where in duly substantiated cases the Commission considers that the measures taken are inadequate, it may make recommendations for adjustments aimed at improving the effectiveness of the monitoring or management arrangements. In case of any such recommendations the steps taken to improve the monitoring or management arrangements or the reasons why such steps have not been taken shall subsequently be demonstrated. (Article 34 2)
7. Organise, in co-operation with the Commission and the Monitoring Committee, the mid term, ex-post and ex-ante evaluations. (Articles 34 1 d, 41 1 and 43 2)
8. Ensure that those bodies taking part in the management and implementation of the assistance maintain either a separate accounting system or an adequate accounting code for all transactions relating to the assistance. (Article 34 1 e)
9. Ensure the correctness of operations financed under the assistance particularly by implementing internal controls in keeping with the principles of sound financial management

and acting in response to any observations or requests for corrective measures adopted. (Article 34 1f).

10. Ensure compliance with Community policies regarding the award of public contracts. (Article 34 1 g)
11. The Managing Authority shall satisfy itself that there are procedures to ensure that documents relevant to specific expenditure incurred and payments made under the assistance and required for a sufficient audit trail are held. That a record is maintained of the body holding them and its location. That the documents are made available for inspection by the persons and bodies who would normally have the right to inspect such documents. In accordance with the requirements of Article 38(6) of Regulation (EC) No 1260/1999 and Article 7(3) Commission Regulation 438/2001.
12. So that the sufficiency of the control systems and the audit trail can always be taken into account before a statement of expenditure is presented to the Commission, the Managing Authority shall ensure that the Paying Authority is kept informed of the procedures operated by the Managing Authority and by intermediate bodies to verify the delivery of the products and services co-financed and the reality of the expenditure claimed, to ensure compliance with the applicable rules and maintain the audit trail. Article 9(3) Commission Regulation 438/2001.
13. Assure compliance with the obligations concerning information and publicity (Article 34 1h) which includes the promotion of the programme.

These tasks will be implemented by the Joint Technical Secretariat under the financial responsibility of the Member States and Norway in accordance with decisions on the joint administrative arrangements of the Monitoring Committee.

7.2.2 The Paying Authority

The responsible authorities designate the County of Viborg, Skottenborg 26, DK-8800, Viborg as Paying Authority, in accordance with Council Regulation 1260/1999 ref. Article 9,0 and 32 .The functions of the Paying Authority, ref. article 9 o) of the Council Regulation 1260/1999, will be implemented by a department in the County that is functionally independent of the Joint Technical Secretariat ref. flowchart Assessment 1 & 2 and Payment procedure.

- The delegation of responsibilities and tasks will be described in the international letters of agreement between the Member States and Norway and Viborg County Council.

The Responsibilities of Viborg County Council as hosting body of the Joint Technical Secretariat

The tasks and responsibilities of the County as hosting body of the Joint Technical Secretariat will be regulated in an agreement between the County and the Member States and Norway.

The responsibilities of the County of Viborg are primarily the following:

1. It is the legal employer of the staff of the Joint Secretariat.
2. It provides a number of administrative support services to the Joint Secretariat that is implementing the functions of the Managing Authority. These services will be provided according to a contractual agreement, which will be approved at the first Monitoring Committee meeting. The most significant of these services is the assistance to the Joint Secretariat to

ensure that basic bookkeeping principles can be adhered to – enabling the separation of the authority to order the payment of money (a task carried out by the Joint Secretariat) and the authority to ask the bank to pay out money (a task carried out by the accounts department of Viborg county council).

3. It provides the control function regarding the use of public funds in the 5% Technical Assistance budget.
4. It opens the single joint EUR-bank account to which all the ERDF-funds for the Programme are transferred. The certificates and statements of expenditures and applications for payment to the Commission of the County will be co-signed or based on certificates and statements of the national responsible authorities.

7.2.3 The National Authorities

The Interreg IIIB North Sea Programme responsible national authorities of each of the participating Member States and Norway have by the joint forwarding of the Programme agreed to retain overall (administrative and financial) liability for the total of ERDF/equivalent funds granted to the Lead Partners in each individual country according to the Articles of the General Structural Funds Council Regulation (1260/1999) and in particular Commission Regulation (438/2001 and 448/2001). The Member States and Norway will retain liability for the Technical Assistance budget proportionally to their ERDF contribution to the Programme.

7.2.4 Joint Technical Secretariat

(Work flows illustrated in Diagram 2 & 3 pages 88-90)

The County of Viborg in Denmark will host the Joint Secretariat. The Secretariat will work concurrently on the Interreg IIC and Interreg IIIB North Sea Programmes in order to benefit from the experienced gained. The tasks of the Joint Technical Secretariat include all the tasks of the Managing Authority as well as the tasks which, through the national letters of agreement, the national authorities have instructed the Secretariat to carry out. The Secretariat will carry out secretarial and administrative activities as well as project development assistance, implementation and promotion of the programme. The unit will consist of international professional staff, headed by a Programme Manager.

The tasks of the Joint Secretariat will be to:

1. Preparation of reports and arrangements for all committee meetings.
2. Liaise with the implementing authorities, European Commission, partners and other interested parties including other Interreg IIIB secretariats as appropriate.
3. Implement all committee decisions and follow-up, including the monitoring and spending of the European funding.
4. Set up a system to gather reliable financial and statistical information on implementation for the monitoring indicators and evaluation and for forwarding the data in accordance with arrangements agreed by the Monitoring Committee, using where possible computer systems permitting the exchange of data with the Commission. (Article 34 1a)
5. The project development unit will be responsible for managing the project application process for all projects (Diagram 2). This includes all matters relating to applications, applying selection criteria and assessment of projects, carrying out the technical evaluation of projects, advice to

applicants and advising Lead Partners of Steering Committee decisions. The finance unit will be consulted regarding checking technical eligibility, revisions to applications, checking the finance package (including co-financing).

6. The project development unit will provide advice in the development of new projects in close co-operation with the national contact points.
7. The finance unit will maintain post-approval support to the Lead Partners of projects including checking the 6 monthly reports and claims for payment and carrying out payments on behalf of the national programme responsible authorities in accordance with the agreements of these authorities. (Diagram 3 & 4).
8. Become involved with the transnational partnership in developing new or refined policies or strategies to improve the quality of the programme.
9. The Joint Secretariat will before adoption of the programme present a budget for Technical Assistance to the programme responsible authorities. The budget will primarily include the total costs of the Joint Secretariat as well as the costs of the promotion and evaluation of the programme.

7.3 Financial Management

The Joint Secretariat will provide the Monitoring Committee with information regarding the level of commitment of funds, spending rates of the programme, forecasts for and expenditure of the Technical Assistance budget. In order to promote a uniform implementation of the programme, the application form and technical assessment procedures will be prepared and approved by the Monitoring Committee at its first meeting.

In implementing the functions of the Paying Authority the County of Viborg will certify the payment claims the County sends to the Commission as correct and containing only eligible expenditure. These certifications will be based on certifications ref. annex 2 to Commission Regulation regarding the management and control systems, signed by the national programme responsible authorities.

7.3.1 Financial Management of Projects

Application procedure

Project applications will be sent to the Joint Secretariat. The applications will be submitted to the Joint Secretariat in English. The project development unit of the Joint Secretariat will carry out a technical assessment of the projects which will be based on the system developed under the Interreg IIC North Sea Programme and approved by the Monitoring Committee.

Projects will be submitted to the Steering Committee for consideration by the Joint Secretariat. The Steering Committee will meet at least twice a year. Only eligible projects will be considered by the committee. Projects will be considered by the Steering Committee only when the full financing package exists. There will be public calls for proposals every year for applicants to submit their applications for funding. The assessment, together with the Technical Assistance and the application will be sent to the Steering Committee members 3 weeks before the meeting.

All projects applying for funds under the programme will appoint a Lead Partner project applicant who will be responsible for the implementation of the whole project. The Lead Partner will, as the final beneficiary, apply to the Joint Secretariat (Article 32). For each application the Joint

Secretariat will consult the relevant national authorities, to ensure that the project does not conflict with community or national law and policy. In the project application form the Lead Partner will be asked to declare any possible risk of double funding from other EU funds (including for example, Rural Development Plans and Leader +). The Joint Secretariat will also check that the Letters of Intent from the partners are in place, as proof of match funding. In the interest of avoiding the risk of double funding applicants must state whether they are bidding for any other European grants. They will be asked to declare any other grant aid given and its purpose. In the Grant Offer letter it will be stated that the responsibility lies with the Lead Partner for ensuring that no double funding takes place. The Lead Partner will be asked to declare any possible risk of double funding from other EU funds.

Issuing Grant Offer Letters

The project development unit of the Joint Technical Secretariat will, on behalf of the national authorities, prepare and issue the Grant Offer Letter for the Lead Partner, who will sign and return it to the Joint Secretariat. The Lead Partner, as the final beneficiary, will be legally responsible towards their own national authority for the entire implementation of the project, including its implementation in the other participating countries. In case of a financial irregularity, the Member States and Norway will assist the Lead Partner national authority.

The Lead Partner is required to appoint a project auditor. The Grant Offer Letter will not be considered valid before an auditor has been appointed. The auditor will declare to be authorised as project auditor in accordance with the national regulations and be familiar with the contents of the project application and the Grant Offer Letter.

In order to enhance a consistent handling of the decisions of the Steering Committee by the Joint Secretariat issuing the Grant Offer Letter on behalf of the national authorities, harmonised guidelines on payment procedures will be established.

Project Reporting and Payment Procedures

(Illustrated in diagram 4 p.91)

The finance unit of the Joint Technical Secretariat will check project reports and claims against the financial regulations and requirements laid down in the Community Initiative Programme.

European Funds: The Lead Partner will provide the Joint Secretariat with a periodic activity report and claim for payment based on eligible expenditure actually defrayed.

Payments to projects will take the form of interim payments and the payment of the final balance. These payments shall relate to expenditure actually paid out, corresponding to payments effected by the final beneficiaries (Article 32.1). The final claims will be audited. Based on the request from the Lead Partner, the Joint Secretariat will recommend the Paying Authority to authorise the bank to transfer directly the requested amount to the project Lead Partner's bank account.

Co-financing : the project partners will provide the co-financing for their project. Before projects can be considered by the Steering Committee the Lead Partner will demonstrate evidence of co-financing in the form of Letters of Commitment. The Letters of Commitment from each of the partners will state the amount they will allocate to the project. These Letters of Commitment are binding for the individual partner and cannot be withdrawn without previous acceptance of the Lead Partner and formal notification to the Joint Secretariat. The withdrawal of match funding from one of the partners jeopardises the whole project and requires a new funding plan to be submitted to the Joint Secretariat in order to secure the ERDF.

7.3.2 Financial Management of the Programme

Joint Financial Arrangements

The Commission will make a payment on account to the North Sea Programme IIB Programme of 7% of the programme funds. In principle, it may be subdivided over two budget years (Article 32.2). The yearly commitments equal the financial plans from the Community Initiative Programme. The Commission will automatically decommit any part of the commitment for which it has not received an acceptable payment application (Article 31.2). The automatic de-commitment will take place within two years from the year of commitment, following the n+2 rule.

Joint National Contributions

The indicative amounts from the Member States and Norway will be regarded by the Commission as a joint contribution to the Interreg IIB Programme. The total sum of ERDF will be 258,058,000 EURO including match funding. The total sum of ERDF-equivalent from Norway will be 20,000,000 EURO including match funding.

Single Joint Bank Account

An Euro account in Jyske Bank, Sct. Mathias Gade 21, 8800 Viborg, with the account number 7831 123857-6 has been opened. The European Commission will transfer the tranches directly to this account. The funds will be kept in a single joint bank account as the Commission shall grant a single contribution from the ERDF without financial breakdown by Member States (Guidelines 25. p.13). The Norwegian funds will be kept in a separate bank account in Jyske Bank, Sct. Mathias Gade 21, 8800 Viborg, with the account number 7831 125863-2. (Diagram 5)

Technical Assistance Budget

The seven national authorities will contribute pro rata to their ERDF contribution to the Programme (as decided by the Monitoring Committee) with match funding for Technical Assistance (TA), which will be paid into the bank account as well. The match funding will be paid annually.

In accordance with Commission Regulation (EC) no 1685/2000 rule 11, the TA budget is divided into two measures, one for programme administration and one for IT and evaluation. In total the TA budget will be not more than 5% of the overall budget.

7.4 Financial Control and Audit

(Diagram 6)

Under Article 38(2) of Regulation 1260/1999 and Articles 10-14 of Regulation 438/2001, the Member States are required to organise audits of management and control systems and of least 5% of the expenditure incurred on operations over the lifetime of the programme. The regulations require an appropriate separation of the functions of audit and the implementation and payment operations relating to operations. The sample of operations chosen for auditing to achieve the requirement of 5% of expenditure is to be based on risk analysis. The main intermediate bodies and final beneficiaries must be audited at least once during the programme period. Audits of 5% of expenditure must be spread over the programme period in keeping with the expenditure being declared. They can be undertaken at any time during the implementation of operations, i.e. not necessarily only when the operation is completed. The audits of expenditure must follow the audit trail from the declarations of expenditure to the Commission down to the individual payments, supported by receipted invoices or documents of equivalent probative value, by final beneficiaries and the bodies or firms carrying out the operations (where the final beneficiaries do not themselves carry out the operations). They must be conducted according to professional auditing standards. The Member States must send the Commission an annual report on its audit work in the various programmes in operation in the country concerned.

By joining the programme Norway has accepted to participate according to the same terms as the Member States. This includes adherence to the Commission Regulation 438/2001 and 448/2001. More details will be described within three months of approval of the programme as described in Commission Regulation 438/2001.

The levels of control for the North Sea Programme are illustrated in diagram on control.

In the North Sea Region INTERREG IIIB programme the systems control will be carried out by the following organisations at Programme level:

Danish ERDF Control Unit, Erhvervsfremme Styrelsen, Dahlerups Pakhus, Langelinie Allé 17, DK 2100 København Ø. The systems control of the programme will be undertaken by the national ERDF control unit of the host country, Denmark, on behalf of all the participating countries. This includes controlling the way the Joint Secretariat administers project funds and the TA budget.

In addition the TA budget will be subject to annual audit control. The signed auditor's statement will be included in the Annual Report. In the Interreg IIC: North Sea Programme, Kommunernes Revisionsafdeling have been used. The decision regarding the Interreg IIIB: North Sea Programme has not yet been taken.

The issuing of the declaration at winding-up of the programme will be carried out in accordance with Commission Regulation 438/2001 as stipulated in articles 15 – 17. The person or authority/department that will be designated to carry out this task has not yet been appointed.

Audit of projects

The Member States and Norway will remain liable towards the Commission for all of the projects with Lead Partners located in their respective countries and that the projects are implemented according to Community and national regulations. The Member States and Norway have the responsibility of the implementation of the tasks mentioned in the articles 38 and 39 of the Council Regulation 1260/1999.

The project audit control will build on the experience gained under the IIC Programme. It consists of two different levels. Firstly, the ongoing control related to payments to projects covered by the Lead Partner principle and the audit requirements connected to that system. Secondly the audit of at least 5% of the total eligible costs - the responsibility of the national ERDF control authorities. The national ERDF control units of the participating Member States and Norway will be responsible for the 5% audit of projects according to regulation CR 438/2001 (Article 11b-h) and as described in the national letters of agreement.

Denmark: ERDF-Control unit, Erhvervsfremme Styrelsen, Dahlerups Pakhus, Langelinie Allé 17, DK-2100 København Ø

Flemish Community: – Information not yet available

Germany: – information not yet available

Norway: - Information not yet available

Sweden: - Information not yet available

The Netherlands: Interreg Controller, Ministerie van VROM/RPD/BO/FEA, Postbus 30940, 2500 GX Den Haag.

United Kingdom: DTLR, Zone 1/ A3, Department of Transport Local Government and the Regions, Eland House, Bressenden Place, London SW1E 5DU.

As the projects are transnational, it is not realistic for national authorities to carry out investigations in other countries. When a project is selected for audit control, the national authorities of each of the partners involved will work in co-operation with the national authority of the Lead Partner. The Joint Secretariat's role will be to provide information to the national authorities. The national ERDF controllers will also have access to the Joint Secretariat's files and records in relation to the audit of projects (accompanied by the Danish national ERDF control unit).

The national ERDF control units are functionally independent from the national departments involved in project development and approval on whose behalf the Joint Secretariat will sign the Grant Offer Letters. This will be described in the National letters of agreement.

The application procedure and financial procedures related to the programme are shown in two diagrams at the end of this chapter in order to illustrate the separation of functions required within the Joint Secretariat and the Paying Authority.

The requirements of the regulations concerning risk analysis for the sampling, auditing of main beneficiaries/intermediate bodies, appropriate spreading of audits over the programme period, and coverage of the whole audit trail down to the final recipient of funding will be fulfilled. Professional standards will be ensured in the preparation, conduct, reporting and follow-up of the audits.

The regulations (Article 38(6) of Regulation 1260/1999 and Article 7 and Annex 1 of Regulation 438/2001) also require maintenance of supporting documents justifying expenditure and of the audit trail. The Member States are required to ensure that appropriate instructions are issued to programme authorities and beneficiaries on these requirements by a standard text of the grant offer letter instructing the lead partner and the project auditor on these issues and in particular on the recording of the location of supporting documents.

Under Article 39(1) of Regulation 1260/1999 and Regulation 448/2001 Member States are in the first instance responsible for correcting irregularities which they fail to prevent by ensuring sound financial management. Under Regulation 1681/94 they have to report irregularities to OLAF and once a year in an annex to their report to OLAF they must list the corrections proceedings commenced in the past year. In the Interreg IIIB North Sea Programme the responsibility for reporting to OLAF is undertaken by the Member State of the lead partner. The reporting on irregularities of the system (and of irregularities involving Danish lead partners) will be undertaken by the Danish Agency for Trade and Industry. They must also take action to correct deficiencies in their management and control systems that are liable to lead to widespread (systemic) irregularity and incorrect expenditure declarations. When they suspect systemic irregularities, they must make enquiries into all operations liable to be affected (Article 2(1) of Regulation 448/2001). When as a result of a correction EU funds have to be recovered, the competent authority of the relevant country must issue the recovery order and inform the managing and paying authorities thereof. As noted above, amounts recovered must be deducted, with default interest received, from the next expenditure declaration and an annual "debtors' ledger" must be sent to the Commission (Article 8 and Annex II of Regulation 438/2001). The funds released by corrections can be reallocated to other operations in the programme, but not to the operations from which the funds were withdrawn nor to operations affected by systemic irregularity. The Commission must be informed of the intentions or decisions to reallocate funds (Article 3(2) of Regulation 448/2001).

In the North Sea Region Interreg IIIB programme the programme authorities will assume these responsibilities as follows:

Correction decisions will be taken by the national authority of the lead partner. Recoveries will be ordered and effected by the national authorities of the lead partner and carried out where possible by the Joint Secretariat. If it includes legal proceedings it will be carried out by the national authority of the lead partner.

The managing and paying authorities will be kept informed of corrections and recoveries by the national authorities as described in the national letters of agreement. And the annual report on correction proceedings and on the programme authorities' intentions of decisions to reallocate funds will be sent to the Commission as described above and in the national letters of Agreement. The paying authority will send the Commission the annual debtors' ledger as described in the national letters of agreement.

The Member States also take note of the power of the Commission to apply financial corrections should the Member States not have fulfilled their responsibilities, of the procedure for making representations in response to a proposal by the Commission to make corrections (Articles 5 and 6 of Regulation 448/2001), of the obligations of the Member States following a correction decision by the Commission (Article 7 of Regulation 448/2001) and of the criteria adopted by the Commission for assessing financial corrections in its internal guidelines of 2 March 2001 (COM(2001) 476).

The Commission will communicate with the National Authorities and inform the Joint Technical Secretariat.

The Joint Technical Secretariat will extend the financial control systems established for the Interreg IIC Programme and drawn up in the North Sea Programme Financial Standard Procedures Handbook 1999.

7.5 Grant Rates

The ERDF-grant rate will be a maximum of 50% of eligible public or public similar expenditure across the measures in the eligible areas¹⁴.

7.6 Information and Publicity

The Programme will have a transparent publicity phase, with information publicised widely across the region to all potential applicants to the programme. Information will be published on the programme's homepage and the national contact points.

A number of events will be part of the publicity strategy. This will be carried out through annual North Sea Directorias, a number of promotion and Lead Partner seminars. These events will serve to inform about scope of the programme in general but also to inform project applicants on the regulations and the reporting requirements. In addition there will be public calls for applications, which will be announced on the homepage. Following the Steering committee meetings the decisions on the project applications will be available on the homepage. These publicity arrangements will be described in more detail in the Programme Complement.

The information and publicity measures for the Programme will conform to the provisions of Article 46. The Member States and Norway will delegate the task of publicising the Programme to the

¹⁴ 10% private ineligible funding is expected to be contributed to the programme, these private funds will be additional to the 50% public funds and the 50% ERDF.

Joint Secretariat. A communication plan for information and publicity for the Programme will be included in the Programme Complement in accordance with Article 18.3(d).

It will inform potential final beneficiaries, trade and professional bodies, the economic and social partners, bodies promoting equality between men and women, and the relevant non-governmental organisations about the Programme. It will also inform the general public about the role played by the Community in the assistance concerned and its results.

The Joint Secretariat will update the Monitoring Committee regularly on the status of the communication plan. The Joint Secretariat will inform the Commission each year of the promotion, publicity and information initiatives taken.

7.7 Evaluation

In order to gauge its effectiveness, the Programme will be the subject of a mid-term and ex-post evaluation. The ex-ante evaluation of the programme has been carried out in advance as required by the Guidelines.

Mid-term evaluation

In accordance with Article 42, the mid-term evaluation will be carried out under the responsibility of the Managing and Paying Authority which will delegate the task to the Joint Secretariat.

The mid-term evaluation will examine, in the light of the ex-ante evaluation, the initial results of the programme.

It will be carried out by an independent assessor, submitted to the Monitoring Committee and sent to the Commission no later than 31 December 2003, with a view to re-examining the programme and if necessary adapting it at the initiative of the Managing and Paying Authority or the Commission. The Commission will examine the relevance and quality of the evaluation on the basis of criteria established beforehand by the Commission and the Managing and Paying Authority, with a view to revising the Programme if necessary.

The mid-term evaluation will pay particular attention to:

1. The continuing relevance to the programme's rationale (including its central aims and strategic objectives);
2. The extent to which the target outputs and impacts have been achieved relative to the timing of the evaluation and the expected final outcome;
3. Management and administrative issues;
4. An estimate of the economic, social and environmental benefits, where possible, and their sustainability;
5. The public expenditure/resource costs involved;
6. Overall conclusions and recommendations concerning costs in relation to net benefits, qualitative as well as quantitative, and any actions required to improve value for money, effectiveness of monitoring or management arrangements

The Programme Preparation Group has decided for the first phase of the programme not to make use of the option to have seed money to assist project development. This will be reconsidered in relation to the mid-term evaluation.

Ex-post Evaluation

In accordance with Article 43, the ex-post evaluation will be the responsibility of the European Commission, in collaboration with the Managing and Paying Authority.

It will pay particular attention to:

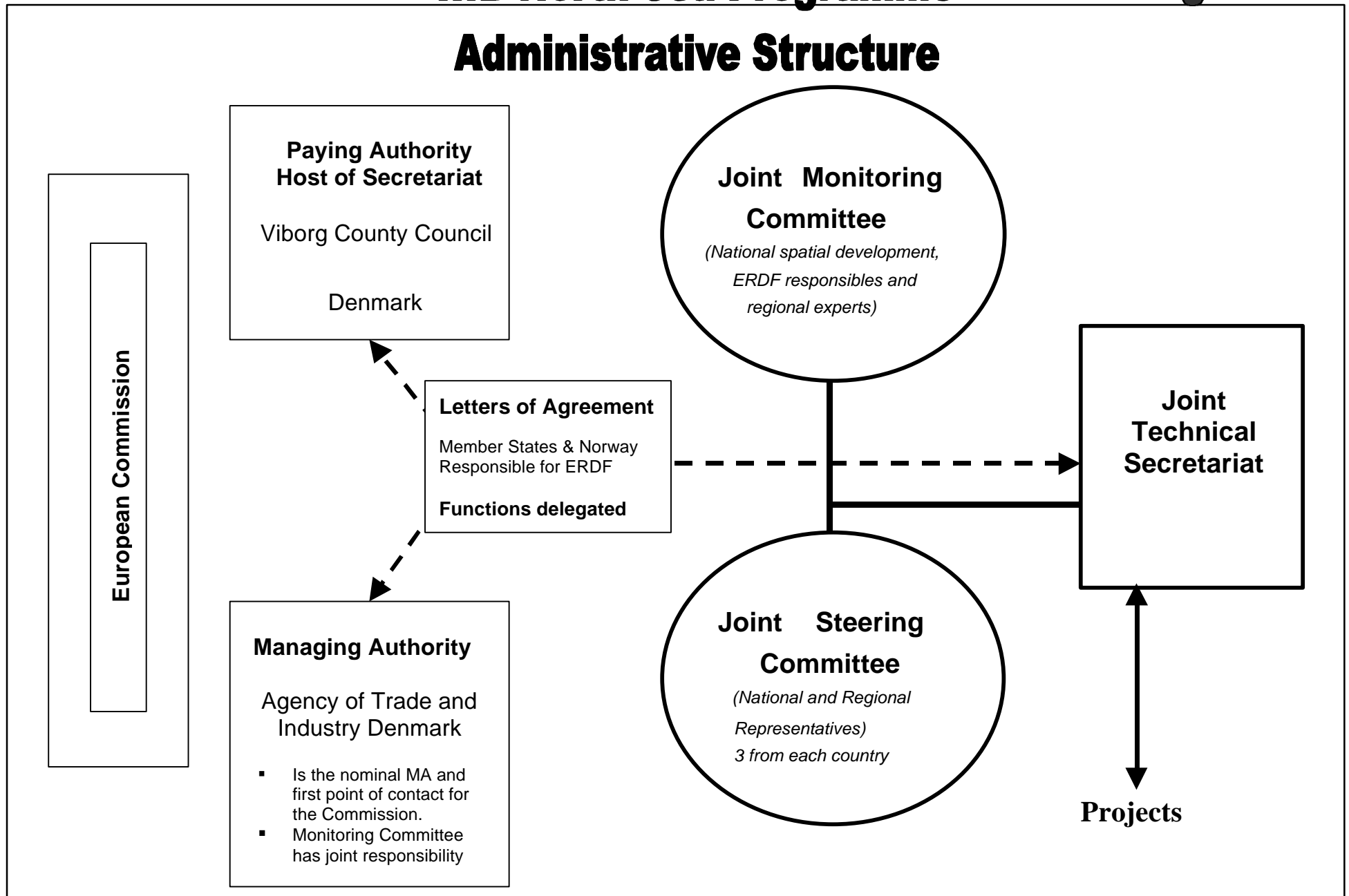
1. The utilisation of resources;
2. The effectiveness and efficiency of the assistance and its impact;
3. Drawing conclusions regarding policy on economic and social cohesion;
4. The achievements and results, including their sustainability.

Both the interim and the ex-ante evaluations will pay particular attention to:

1. The continuing relevance to the programme's rationale (including its central aims and strategic objectives);
2. The extent to which the target outputs and impacts have been achieved relative to the timing of the evaluation and the expected final outcome;
3. Management and administrative issues;
4. An estimate of the economic, social and environmental benefits, where possible, and their sustainability;
5. The public expenditure/resource costs involved;

Overall conclusions and recommendations concerning costs in relation to net benefits, qualitative as well as quantitative, and any actions required to improve value for money, effectiveness of monitoring or management arrangement.

Administrative Structure



Interreg IIB North Sea Programme

Application Procedure Part 1

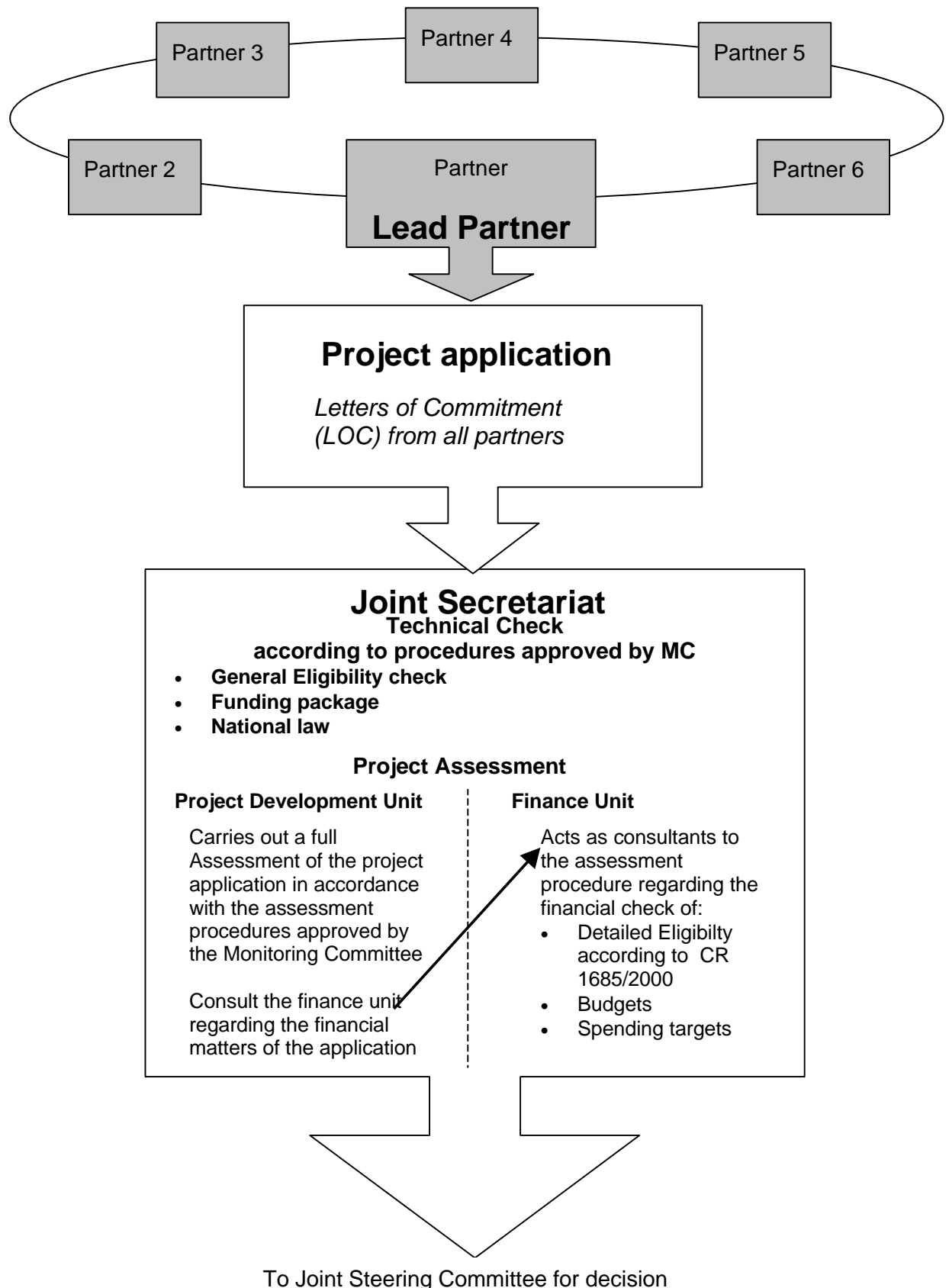
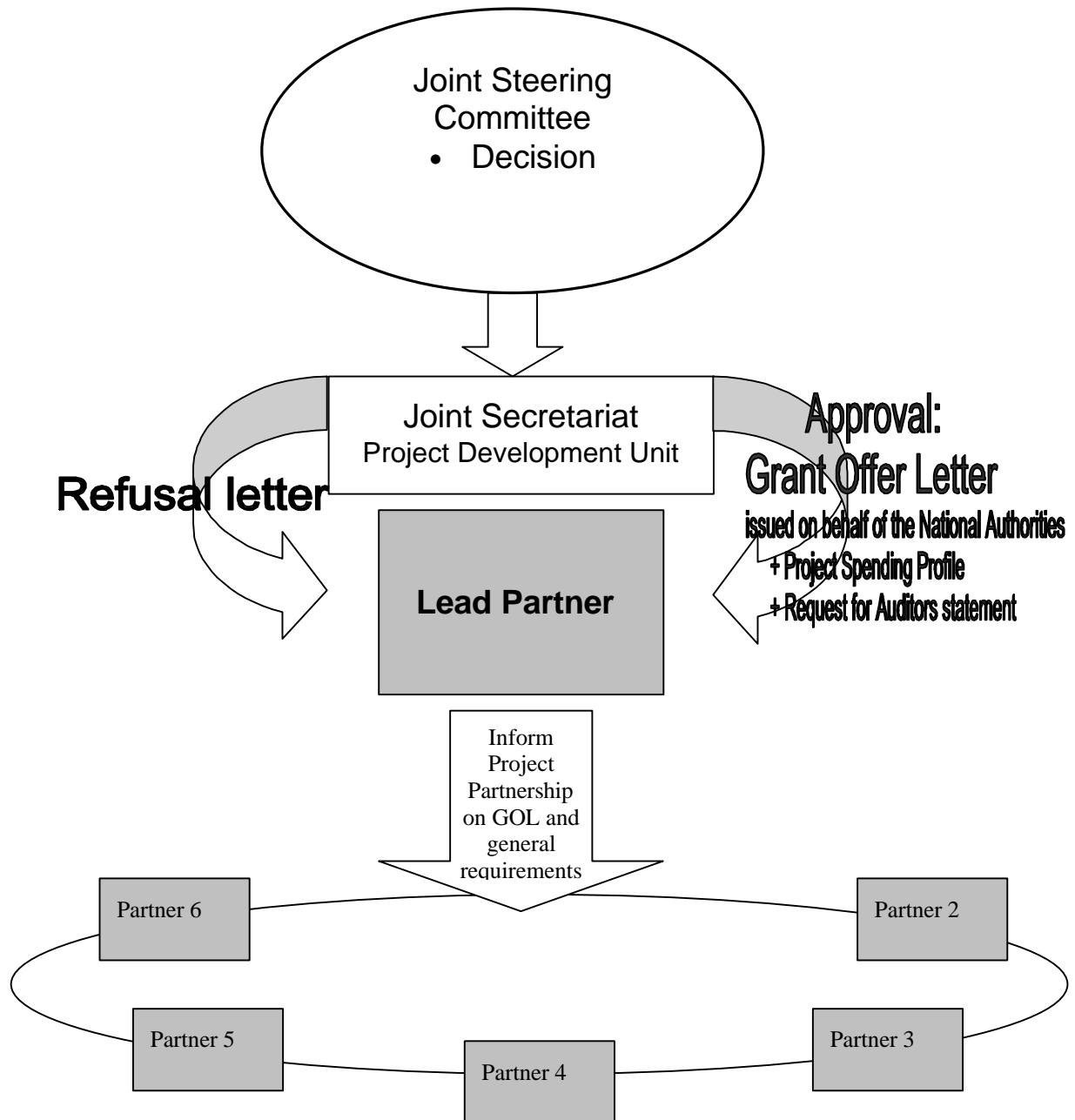


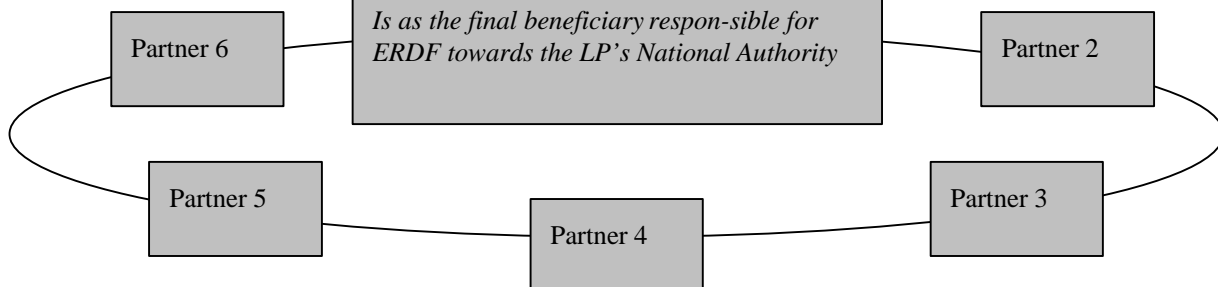
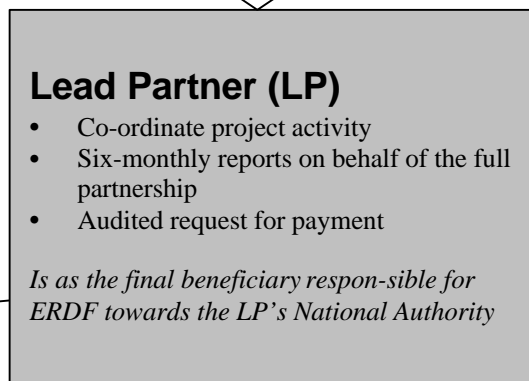
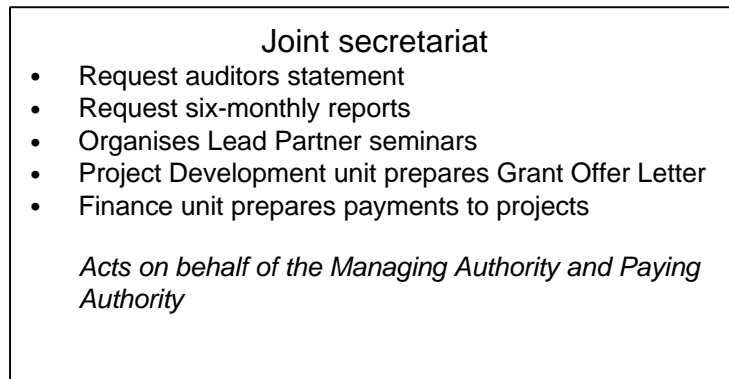
Diagram 2 Interreg IIB North Sea Programme

Application Procedure Part 2

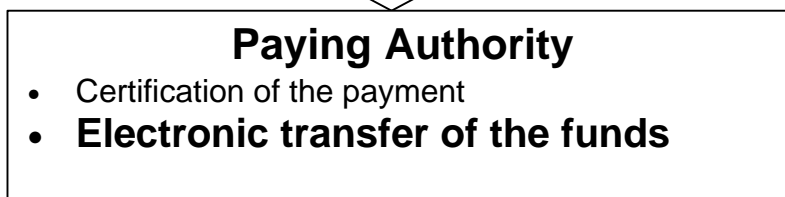
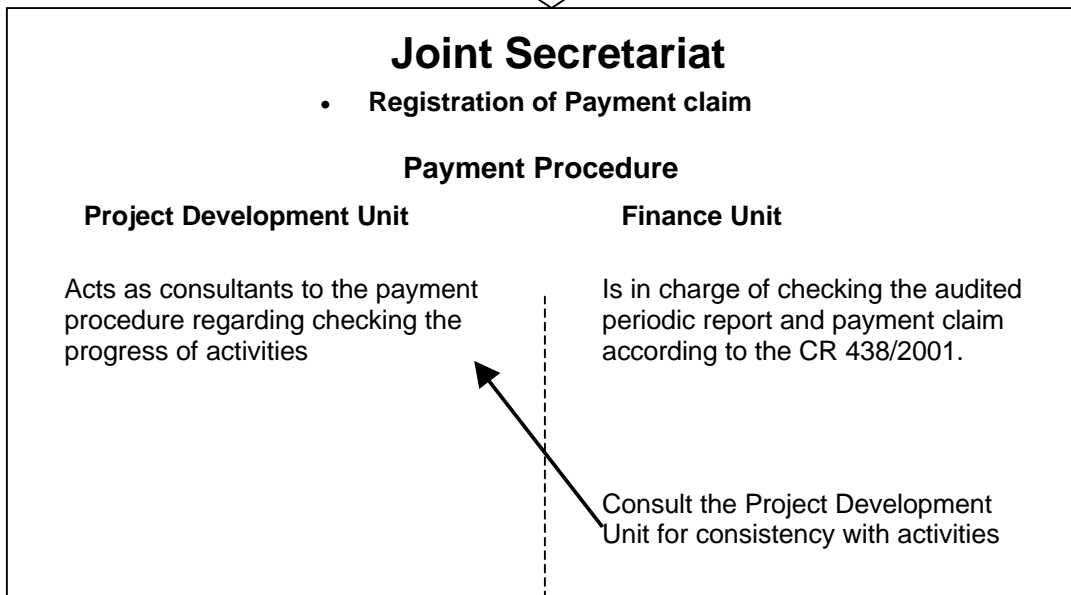
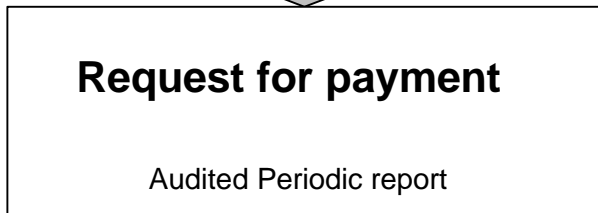
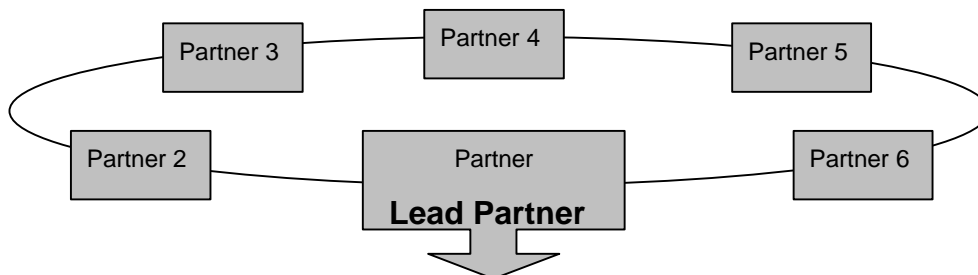


Interreg IIB North Sea Programme

Project Management Post Approval

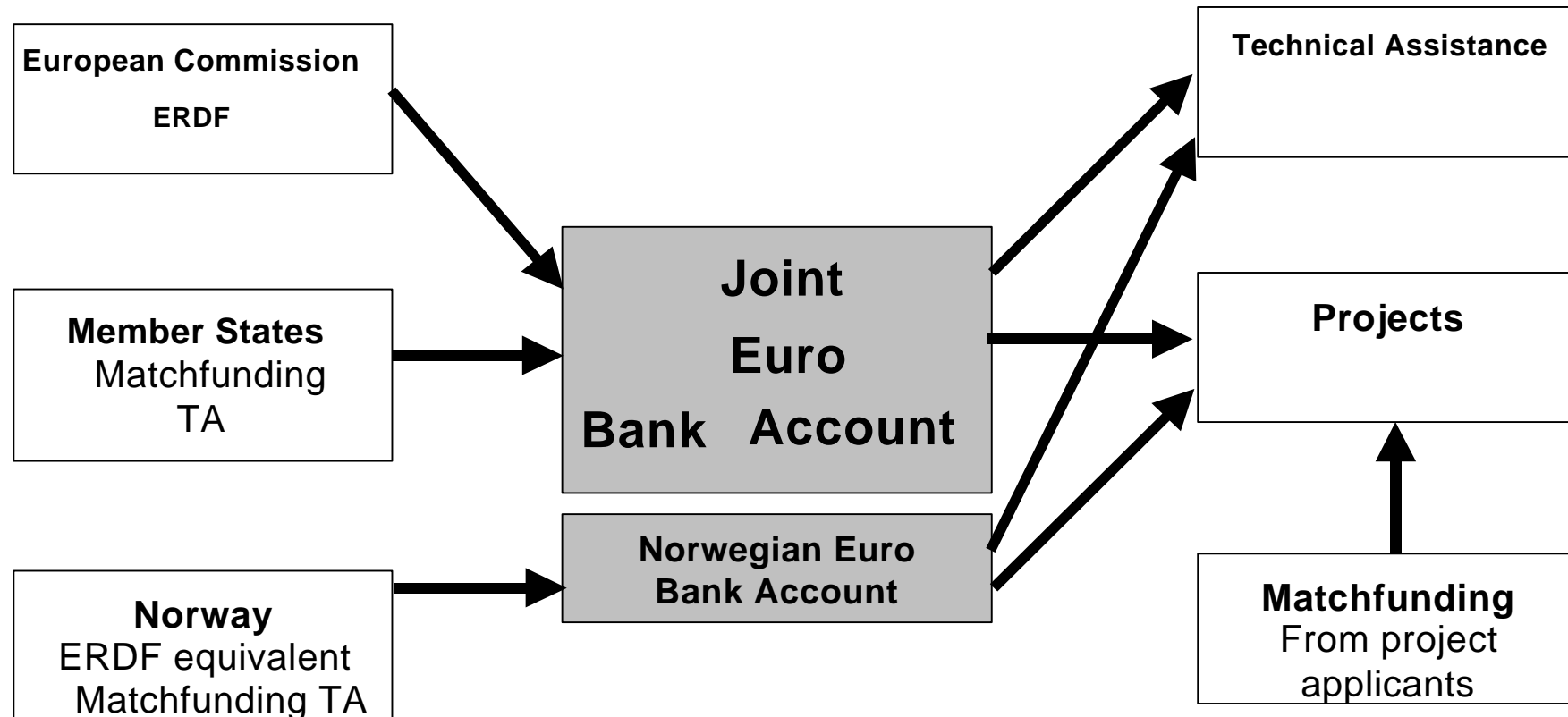


Payment Procedure



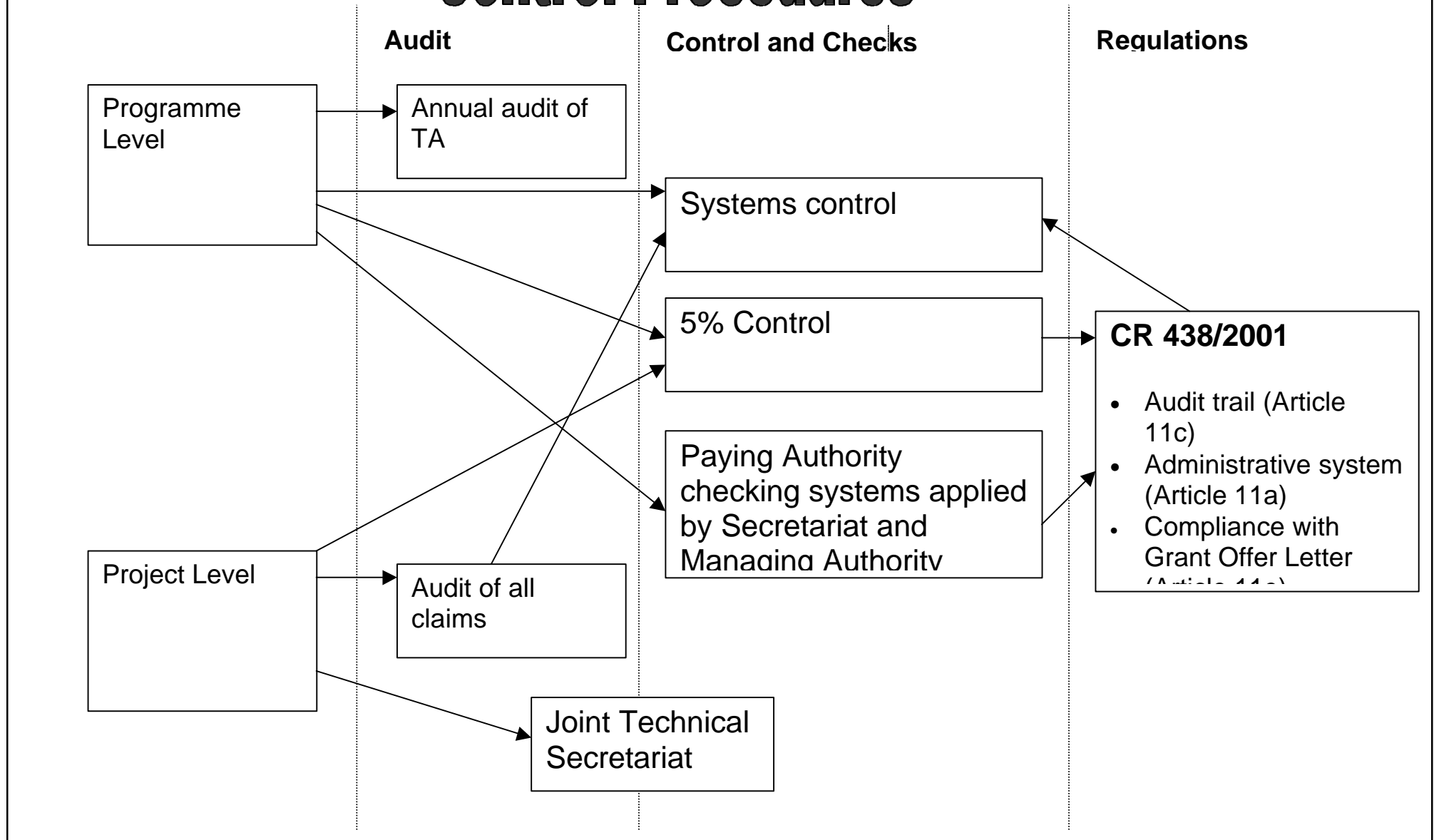
The ERDF is transferred to the Project Lead Partner

Financial Procedures



Interreg IIB North Sea Programme Diagram 6

Control Procedures



Chapter 8: Financial Tables

Member States

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	Community participation		National public participation				
			Total	ERDF	Total	Central	Regional	Local	Other
			1=2+13	2=3+8	3	4	8=9+12	9	10
1. Priority	58.367.693	58.367.693	29.183.846	29.183.846	29.183.846	7.295.962	7.295.962	7.295.962	7.295.962
2000									
Total ERDF									
2001	8.763.559	8.763.559	4.381.779	4.381.779	4.381.779	1.095.445	1.095.445	1.095.445	1.095.445
Total ERDF	8.763.559	8.763.559	4.381.779	4.381.779	4.381.779	1.095.445	1.095.445	1.095.445	1.095.445
2002	9.916.823	9.916.823	4.958.411	4.958.411	4.958.411	1.239.603	1.239.603	1.239.603	1.239.603
Total ERDF	9.916.823	9.916.823	4.958.411	4.958.411	4.958.411	1.239.603	1.239.603	1.239.603	1.239.603
2003	9.877.414	9.877.414	4.938.707	4.938.707	4.938.707	1.234.677	1.234.677	1.234.677	1.234.677
Total ERDF	9.877.414	9.877.414	4.938.707	4.938.707	4.938.707	1.234.677	1.234.677	1.234.677	1.234.677
2004	9.923.351	9.923.351	4.961.675	4.961.675	4.961.675	1.240.419	1.240.419	1.240.419	1.240.419
Total ERDF	9.923.351	9.923.351	4.961.675	4.961.675	4.961.675	1.240.419	1.240.419	1.240.419	1.240.419
2005	9.937.323	9.937.323	4.968.662	4.968.662	4.968.662	1.242.165	1.242.165	1.242.165	1.242.165
Total ERDF	9.937.323	9.937.323	4.968.662	4.968.662	4.968.662	1.242.165	1.242.165	1.242.165	1.242.165
2006	9.949.223	9.949.223	4.974.611	4.974.611	4.974.611	1.243.653	1.243.653	1.243.653	1.243.653
Total ERDF	9.949.223	9.949.223	4.974.611	4.974.611	4.974.611	1.243.653	1.243.653	1.243.653	1.243.653
2. Priority	53.985.611	53.985.611	27.000.576	27.000.576	26.985.035	6.746.259	6.746.259	6.746.259	6.746.259
2000									
Total ERDF									
2001	8.126.480	8.126.480	4.063.240	4.063.240	4.063.240	1.015.810	1.015.810	1.015.810	1.015.810
Total ERDF	8.126.480	8.126.480	4.063.240	4.063.240	4.063.240	1.015.810	1.015.810	1.015.810	1.015.810
2002	9.188.371	9.188.371	4.594.186	4.594.186	4.594.186	1.148.546	1.148.546	1.148.546	1.148.546
Total ERDF	9.188.371	9.188.371	4.594.186	4.594.186	4.594.186	1.148.546	1.148.546	1.148.546	1.148.546
2003	9.135.758	9.135.758	4.567.879	4.567.879	4.567.879	1.141.970	1.141.970	1.141.970	1.141.970
Total ERDF	9.135.758	9.135.758	4.567.879	4.567.879	4.567.879	1.141.970	1.141.970	1.141.970	1.141.970
2004	9.166.237	9.166.237	4.583.118	4.583.118	4.583.118	1.145.780	1.145.780	1.145.780	1.145.780
Total ERDF	9.166.237	9.166.237	4.583.118	4.583.118	4.583.118	1.145.780	1.145.780	1.145.780	1.145.780
2005	9.176.612	9.176.612	4.588.306	4.588.306	4.588.306	1.147.076	1.147.076	1.147.076	1.147.076
Total ERDF	9.176.612	9.176.612	4.588.306	4.588.306	4.588.306	1.147.076	1.147.076	1.147.076	1.147.076
2006	9.192.153	9.192.153	4.603.847	4.603.847	4.588.306	1.147.076	1.147.076	1.147.076	1.147.076
Total ERDF	9.192.153	9.192.153	4.603.847	4.603.847	4.588.306	1.147.076	1.147.076	1.147.076	1.147.076

Member States

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	Community participation		National public participation				
			Total	ERDF	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9a12	9	10	11	12	
3. Priority	58.947.967	58.947.967	29.473.983	29.473.983	29.473.983	7.368.496	7.368.496	7.368.496	7.368.496
2000									
Total ERDF									
2001	8.866.738	8.866.738	4.433.369	4.433.369	4.433.369	1.108.342	1.108.342	1.108.342	1.108.342
Total ERDF	8.866.738	8.866.738	4.433.369	4.433.369	4.433.369	1.108.342	1.108.342	1.108.342	1.108.342
2002	10.027.613	10.027.613	5.013.806	5.013.806	5.013.806	1.253.452	1.253.452	1.253.452	1.253.452
Total ERDF	10.027.613	10.027.613	5.013.806	5.013.806	5.013.806	1.253.452	1.253.452	1.253.452	1.253.452
2003	9.972.000	9.972.000	4.986.000	4.986.000	4.986.000	1.246.500	1.246.500	1.246.500	1.246.500
Total ERDF	9.972.000	9.972.000	4.986.000	4.986.000	4.986.000	1.246.500	1.246.500	1.246.500	1.246.500
2004	10.009.100	10.009.100	5.004.550	5.004.550	5.004.550	1.251.138	1.251.138	1.251.138	1.251.138
Total ERDF	10.009.100	10.009.100	5.004.550	5.004.550	5.004.550	1.251.138	1.251.138	1.251.138	1.251.138
2005	10.020.190	10.020.190	5.010.095	5.010.095	5.010.095	1.252.524	1.252.524	1.252.524	1.252.524
Total ERDF	10.020.190	10.020.190	5.010.095	5.010.095	5.010.095	1.252.524	1.252.524	1.252.524	1.252.524
2006	10.052.325	10.052.325	5.026.163	5.026.163	5.026.163	1.256.541	1.256.541	1.256.541	1.256.541
Total ERDF	10.052.325	10.052.325	5.026.163	5.026.163	5.026.163	1.256.541	1.256.541	1.256.541	1.256.541
4. Priority	74.204.631	74.204.631	37.102.315	37.102.315	37.102.315	9.275.579	9.275.579	9.275.579	9.275.579
2000									
Total ERDF									
2001	11.133.154	11.133.154	5.566.577	5.566.577	5.566.577	1.391.644	1.391.644	1.391.644	1.391.644
Total ERDF	11.133.154	11.133.154	5.566.577	5.566.577	5.566.577	1.391.644	1.391.644	1.391.644	1.391.644
2002	12.603.353	12.603.353	6.301.676	6.301.676	6.301.676	1.575.419	1.575.419	1.575.419	1.575.419
Total ERDF	12.603.353	12.603.353	6.301.676	6.301.676	6.301.676	1.575.419	1.575.419	1.575.419	1.575.419
2003	12.569.944	12.569.944	6.284.972	6.284.972	6.284.972	1.571.243	1.571.243	1.571.243	1.571.243
Total ERDF	12.569.944	12.569.944	6.284.972	6.284.972	6.284.972	1.571.243	1.571.243	1.571.243	1.571.243
2004	12.618.018	12.618.018	6.309.009	6.309.009	6.309.009	1.577.252	1.577.252	1.577.252	1.577.252
Total ERDF	12.618.018	12.618.018	6.309.009	6.309.009	6.309.009	1.577.252	1.577.252	1.577.252	1.577.252
2005	12.633.622	12.633.622	6.316.811	6.316.811	6.316.811	1.579.203	1.579.203	1.579.203	1.579.203
Total ERDF	12.633.622	12.633.622	6.316.811	6.316.811	6.316.811	1.579.203	1.579.203	1.579.203	1.579.203
2006	12.646.540	12.646.540	6.323.270	6.323.270	6.323.270	1.580.818	1.580.818	1.580.818	1.580.818
Total ERDF	12.646.540	12.646.540	6.323.270	6.323.270	6.323.270	1.580.818	1.580.818	1.580.818	1.580.818

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	Community participation		National public participation				
			Total	ERDF	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9+12	9	10	11	12	
5. Technical Assistance	12.922.181	12.922.181	6.461.091	6.461.091	6.461.091	6.461.091			
2000									
Total ERDF									
2001	1.941.575	1.941.575	970.788	970.788	970.788	970.788			
Total ERDF	1.941.575	1.941.575	970.788	970.788	970.788	970.788			
2002	2.196.640	2.196.640	1.098.320	1.098.320	1.098.320	1.098.320			
Total ERDF	2.196.640	2.196.640	1.098.320	1.098.320	1.098.320	1.098.320			
2003	2.187.111	2.187.111	1.093.556	1.093.556	1.093.556	1.093.556			
Total ERDF	2.187.111	2.187.111	1.093.556	1.093.556	1.093.556	1.093.556			
2004	2.195.616	2.195.616	1.097.808	1.097.808	1.097.808	1.097.808			
Total ERDF	2.195.616	2.195.616	1.097.808	1.097.808	1.097.808	1.097.808			
2005	2.198.303	2.198.303	1.099.151	1.099.151	1.099.151	1.099.151			
Total ERDF	2.198.303	2.198.303	1.099.151	1.099.151	1.099.151	1.099.151			
2006	2.202.936	2.202.936	1.101.468	1.101.468	1.101.468	1.101.468			
Total ERDF	2.202.936	2.202.936	1.101.468	1.101.468	1.101.468	1.101.468			

Breakdown of Technical Assistance

5.1 Programme management	9.762.578	9.762.578	4.881.289	4.881.289	4.881.289	4.881.289			
2000									
Total ERDF									
2001	1.466.841	1.466.841	733.420	733.420	733.420	733.420			
Total ERDF	1.466.841	1.466.841	733.420	733.420	733.420	733.420			
2002	1.659.539	1.659.539	829.770	829.770	829.770	829.770			
Total ERDF	1.659.539	1.659.539	829.770	829.770	829.770	829.770			
2003	1.652.341	1.652.341	826.170	826.170	826.170	826.170			
Total ERDF	1.652.341	1.652.341	826.170	826.170	826.170	826.170			
2004	1.658.766	1.658.766	829.383	829.383	829.383	829.383			
Total ERDF	1.658.766	1.658.766	829.383	829.383	829.383	829.383			
2005	1.660.795	1.660.795	830.398	830.398	830.398	830.398			
Total ERDF	1.660.795	1.660.795	830.398	830.398	830.398	830.398			
2006	1.664.296	1.664.296	832.148	832.148	832.148	832.148			
Total ERDF	1.664.296	1.664.296	832.148	832.148	832.148	832.148			

Member States

Structure	Total Eligible cost	Total Public Elig. Cost	Public expenditure						
			Community participation		National public participation				
			Total	ERDF	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9+12	9	10	11	12	
5.2 IT, evaluation etc.	3.159.604	3.159.604	1.579.802	1.579.802	1.579.802	1.579.802			
2000									
Total ERDF									
2001	474.735	474.735	237.367	237.367	237.367	237.367			
Total ERDF	474.735	474.735	237.367	237.367	237.367	237.367			
2002	537.101	537.101	268.550	268.550	268.550	268.550			
Total ERDF	537.101	537.101	268.550	268.550	268.550	268.550			
2003	534.771	534.771	267.385	267.385	267.385	267.385			
Total ERDF	534.771	534.771	267.385	267.385	267.385	267.385			
2004	536.850	536.850	268.425	268.425	268.425	268.425			
Total ERDF	536.850	536.850	268.425	268.425	268.425	268.425			
2005	537.507	537.507	268.754	268.754	268.754	268.754			
Total ERDF	537.507	537.507	268.754	268.754	268.754	268.754			
2006	538.640	538.640	269.320	269.320	269.320	269.320			
Total ERDF	538.640	538.640	269.320	269.320	269.320	269.320			
5. TA total	12.922.181	12.922.181	6.461.091	6.461.091	6.461.091	6.461.091			
2000									
Total ERDF									
2001	1.941.575	1.941.575	970.788	970.788	970.788	970.788			
Total ERDF	1.941.575	1.941.575	970.788	970.788	970.788	970.788			
2002	2.196.640	2.196.640	1.098.320	1.098.320	1.098.320	1.098.320			
Total ERDF	2.196.640	2.196.640	1.098.320	1.098.320	1.098.320	1.098.320			
2003	2.187.111	2.187.111	1.093.556	1.093.556	1.093.556	1.093.556			
Total ERDF	2.187.111	2.187.111	1.093.556	1.093.556	1.093.556	1.093.556			
2004	2.195.616	2.195.616	1.097.808	1.097.808	1.097.808	1.097.808			
Total ERDF	2.195.616	2.195.616	1.097.808	1.097.808	1.097.808	1.097.808			
2005	2.198.303	2.198.303	1.099.151	1.099.151	1.099.151	1.099.151			
Total ERDF	2.198.303	2.198.303	1.099.151	1.099.151	1.099.151	1.099.151			
2006	2.202.936	2.202.936	1.101.468	1.101.468	1.101.468	1.101.468			
Total ERDF	2.202.936	2.202.936	1.101.468	1.101.468	1.101.468	1.101.468			

Member States

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	Community participation		National public participation				
			Total	ERDF	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9+12	9	10	11	12	
TOTAL YEARS									
2000									
Total ERDF									
2001	38.831.506	38.831.506	19.415.753	19.415.753	19.415.753	5.582.029	4.611.241	4.611.241	4.611.241
Total ERDF	38.831.506	38.831.506	19.415.753	19.415.753	19.415.753	5.582.029	4.611.241	4.611.241	4.611.241
2002	43.932.800	43.932.800	21.966.400	21.966.400	21.966.400	6.315.340	5.217.020	5.217.020	5.217.020
Total ERDF	43.932.800	43.932.800	21.966.400	21.966.400	21.966.400	6.315.340	5.217.020	5.217.020	5.217.020
2003	43.742.228	43.742.228	21.871.114	21.871.114	21.871.114	6.287.945	5.194.390	5.194.390	5.194.390
Total ERDF	43.742.228	43.742.228	21.871.114	21.871.114	21.871.114	6.287.945	5.194.390	5.194.390	5.194.390
2004	43.912.322	43.912.322	21.956.161	21.956.161	21.956.161	6.312.396	5.214.588	5.214.588	5.214.588
Total ERDF	43.912.322	43.912.322	21.956.161	21.956.161	21.956.161	6.312.396	5.214.588	5.214.588	5.214.588
2005	43.966.050	43.966.050	21.983.025	21.983.025	21.983.025	6.320.120	5.220.968	5.220.968	5.220.968
Total ERDF	43.966.050	43.966.050	21.983.025	21.983.025	21.983.025	6.320.120	5.220.968	5.220.968	5.220.968
2006	44.043.177	44.043.177	22.029.359	22.029.359	22.013.818	6.329.555	5.228.087	5.228.087	5.228.087
Total ERDF	44.043.177	44.043.177	22.029.359	22.029.359	22.013.818	6.329.555	5.228.087	5.228.087	5.228.087
TOTAL	258.428.083	258.428.083	129.221.812	129.221.812	129.206.271	37.147.386	30.686.295	30.686.295	30.686.295
Total ERDF	258.428.083	258.428.083	129.221.812	129.221.812	129.206.271	37.147.386	30.686.295	30.686.295	30.686.295

Norway

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	State participation		National public participation				
			Total	ERDF-equivalent	Total	Central	Regional	Local	Other
			1=2+13	2=3+8	3	4+8=9+12	9	10	11
1. Priority	5.000.000	5.000.000	2.500.000	2.500.000	2.500.000	625.000	625.000	625.000	625.000
2000									
Total ERDF									
2001	750.000	750.000	375.000	375.000	375.000	93.750	93.750	93.750	93.750
Total ERDF	750.000	750.000	375.000	375.000	375.000	93.750	93.750	93.750	93.750
2002	846.250	846.250	423.125	423.125	423.125	105.781	105.781	105.781	105.781
Total ERDF	846.250	846.250	423.125	423.125	423.125	105.781	105.781	105.781	105.781
2003	846.250	846.250	423.125	423.125	423.125	105.781	105.781	105.781	105.781
Total ERDF	846.250	846.250	423.125	423.125	423.125	105.781	105.781	105.781	105.781
2004	851.250	851.250	425.625	425.625	425.625	106.406	106.406	106.406	106.406
Total ERDF	851.250	851.250	425.625	425.625	425.625	106.406	106.406	106.406	106.406
2005	856.250	856.250	428.125	428.125	428.125	107.031	107.031	107.031	107.031
Total ERDF	856.250	856.250	428.125	428.125	428.125	107.031	107.031	107.031	107.031
2006	850.000	850.000	425.000	425.000	425.000	106.250	106.250	106.250	106.250
Total ERDF	850.000	850.000	425.000	425.000	425.000	106.250	106.250	106.250	106.250
2. Priority	7.000.000	7.000.000	3.500.000	3.500.000	3.500.000	875.000	875.000	875.000	875.000
2000									
Total ERDF									
2001	1.050.000	1.050.000	525.000	525.000	525.000	131.250	131.250	131.250	131.250
Total ERDF	1.050.000	1.050.000	525.000	525.000	525.000	131.250	131.250	131.250	131.250
2002	1.184.750	1.184.750	592.375	592.375	592.375	148.094	148.094	148.094	148.094
Total ERDF	1.184.750	1.184.750	592.375	592.375	592.375	148.094	148.094	148.094	148.094
2003	1.184.750	1.184.750	592.375	592.375	592.375	148.094	148.094	148.094	148.094
Total ERDF	1.184.750	1.184.750	592.375	592.375	592.375	148.094	148.094	148.094	148.094
2004	1.191.750	1.191.750	595.875	595.875	595.875	148.969	148.969	148.969	148.969
Total ERDF	1.191.750	1.191.750	595.875	595.875	595.875	148.969	148.969	148.969	148.969
2005	1.198.750	1.198.750	599.375	599.375	599.375	149.844	149.844	149.844	149.844
Total ERDF	1.198.750	1.198.750	599.375	599.375	599.375	149.844	149.844	149.844	149.844
2006	1.190.000	1.190.000	595.000	595.000	595.000	148.750	148.750	148.750	148.750
Total ERDF	1.190.000	1.190.000	595.000	595.000	595.000	148.750	148.750	148.750	148.750

Norway

Structure	Total Eligible cost	Total Public Elig. Cost	Public expenditure						
			State participation		National public participation				
			Total	ERDF-equivalent	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9+12	9	10	11	12	
3. Priority	6.000.000	6.000.000	3.000.000	3.000.000	3.000.000	750.000	750.000	750.000	750.000
2000									
Total ERDF									
2001	900.000	900.000	450.000	450.000	450.000	112.500	112.500	112.500	112.500
Total ERDF	900.000	900.000	450.000	450.000	450.000	112.500	112.500	112.500	112.500
2002	1.015.500	1.015.500	507.750	507.750	507.750	126.938	126.938	126.938	126.938
Total ERDF	1.015.500	1.015.500	507.750	507.750	507.750	126.938	126.938	126.938	126.938
2003	1.015.500	1.015.500	507.750	507.750	507.750	126.938	126.938	126.938	126.938
Total ERDF	1.015.500	1.015.500	507.750	507.750	507.750	126.938	126.938	126.938	126.938
2004	1.021.500	1.021.500	510.750	510.750	510.750	127.688	127.688	127.688	127.688
Total ERDF	1.021.500	1.021.500	510.750	510.750	510.750	127.688	127.688	127.688	127.688
2005	1.027.500	1.027.500	513.750	513.750	513.750	128.438	128.438	128.438	128.438
Total ERDF	1.027.500	1.027.500	513.750	513.750	513.750	128.438	128.438	128.438	128.438
2006	1.020.000	1.020.000	510.000	510.000	510.000	127.500	127.500	127.500	127.500
Total ERDF	1.020.000	1.020.000	510.000	510.000	510.000	127.500	127.500	127.500	127.500
4. Priority	1.000.000	1.000.000	500.000	500.000	500.000	125.000	125.000	125.000	125.000
2000									
Total ERDF									
2001	150.000	150.000	75.000	75.000	75.000	18.750	18.750	18.750	18.750
Total ERDF	150.000	150.000	75.000	75.000	75.000	18.750	18.750	18.750	18.750
2002	169.250	169.250	84.625	84.625	84.625	21.156	21.156	21.156	21.156
Total ERDF	169.250	169.250	84.625	84.625	84.625	21.156	21.156	21.156	21.156
2003	169.250	169.250	84.625	84.625	84.625	21.156	21.156	21.156	21.156
Total ERDF	169.250	169.250	84.625	84.625	84.625	21.156	21.156	21.156	21.156
2004	170.250	170.250	85.125	85.125	85.125	21.281	21.281	21.281	21.281
Total ERDF	170.250	170.250	85.125	85.125	85.125	21.281	21.281	21.281	21.281
2005	171.250	171.250	85.625	85.625	85.625	21.406	21.406	21.406	21.406
Total ERDF	171.250	171.250	85.625	85.625	85.625	21.406	21.406	21.406	21.406
2006	170.000	170.000	85.000	85.000	85.000	21.250	21.250	21.250	21.250
Total ERDF	170.000	170.000	85.000	85.000	85.000	21.250	21.250	21.250	21.250

Norway

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	State participation		National public participation				
			Total	ERDF-equivalent	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9+12	9	10	11	12	
5. Technical Assistance	1.000.000	1.000.000	500.000	500.000	500.000	500.000			
2000									
Total ERDF									
2001	149.622	149.622	74.811	74.811	74.811	74.811			
Total ERDF	149.622	149.622	74.811	74.811	74.811	74.811			
2002	169.474	169.474	84.737	84.737	84.737	84.737			
Total ERDF	169.474	169.474	84.737	84.737	84.737	84.737			
2003	169.402	169.402	84.701	84.701	84.701	84.701			
Total ERDF	169.402	169.402	84.701	84.701	84.701	84.701			
2004	170.395	170.395	85.197	85.197	85.197	85.197			
Total ERDF	170.395	170.395	85.197	85.197	85.197	85.197			
2005	170.801	170.801	85.400	85.400	85.400	85.400			
Total ERDF	170.801	170.801	85.400	85.400	85.400	85.400			
2006	170.307	170.307	85.153	85.153	85.153	85.153			
Total ERDF	170.307	170.307	85.153	85.153	85.153	85.153			

Breakdown of Technical Assistance

5.1 Programme management	755.490	755.490	377.745	377.745	377.745	377.745			
2000									
Total ERDF									
2001	113.038	113.038	56.519	56.519	56.519	56.519			
Total ERDF	113.038	113.038	56.519	56.519	56.519	56.519			
2002	128.036	128.036	64.018	64.018	64.018	64.018			
Total ERDF	128.036	128.036	64.018	64.018	64.018	64.018			
2003	127.982	127.982	63.991	63.991	63.991	63.991			
Total ERDF	127.982	127.982	63.991	63.991	63.991	63.991			
2004	128.732	128.732	64.366	64.366	64.366	64.366			
Total ERDF	128.732	128.732	64.366	64.366	64.366	64.366			
2005	129.038	129.038	64.519	64.519	64.519	64.519			
Total ERDF	129.038	129.038	64.519	64.519	64.519	64.519			
2006	128.665	128.665	64.333	64.333	64.333	64.333			
Total ERDF	128.665	128.665	64.333	64.333	64.333	64.333			

Norway

Structure	Total Eligible cost	Total Public Elig. Cost	Public expenditure						
			State participation		National public participation				
			Total	ERDF-equivalent	Total	Central	Regional	Local	Other
			1=2+13	2=3+8	3	4	8=9+12	9	10
5.2 IT, evaluation etc.	244.510	244.510	122.255	122.255	122.255	122.255			
2000									
Total ERDF									
2001	36.584	36.584	18.292	18.292	18.292	18.292			
Total ERDF	36.584	36.584	18.292	18.292	18.292	18.292			
2002	41.438	41.438	20.719	20.719	20.719	20.719			
Total ERDF	41.438	41.438	20.719	20.719	20.719	20.719			
2003	41.421	41.421	20.710	20.710	20.710	20.710			
Total ERDF	41.421	41.421	20.710	20.710	20.710	20.710			
2004	41.663	41.663	20.832	20.832	20.832	20.832			
Total ERDF	41.663	41.663	20.832	20.832	20.832	20.832			
2005	41.763	41.763	20.881	20.881	20.881	20.881			
Total ERDF	41.763	41.763	20.881	20.881	20.881	20.881			
2006	41.642	41.642	20.821	20.821	20.821	20.821			
Total ERDF	41.642	41.642	20.821	20.821	20.821	20.821			
5. TA total	1.000.000	1.000.000	500.000	500.000	500.000	500.000			
2000									
Total ERDF									
2001	149.622	149.622	74.811	74.811	74.811	74.811			
Total ERDF	149.622	149.622	74.811	74.811	74.811	74.811			
2002	169.474	169.474	84.737	84.737	84.737	84.737			
Total ERDF	169.474	169.474	84.737	84.737	84.737	84.737			
2003	169.402	169.402	84.701	84.701	84.701	84.701			
Total ERDF	169.402	169.402	84.701	84.701	84.701	84.701			
2004	170.395	170.395	85.197	85.197	85.197	85.197			
Total ERDF	170.395	170.395	85.197	85.197	85.197	85.197			
2005	170.801	170.801	85.400	85.400	85.400	85.400			
Total ERDF	170.801	170.801	85.400	85.400	85.400	85.400			
2006	170.307	170.307	85.153	85.153	85.153	85.153			
Total ERDF	170.307	170.307	85.153	85.153	85.153	85.153			

Structure	Total Eligible cost	Public expenditure							
		Total Public Elig. Cost	State participation		National public participation				
			Total	ERDF-equivalent	Total	Central	Regional	Local	Other
1=2+13	2=3+8	3	4	8=9+12	9	10	11	12	
TOTAL YEARS									
2000									
Total ERDF									
2001	2.999.622	2.999.622	1.499.811	1.499.811	1.499.811	431.061	356.250	356.250	356.250
Total ERDF	2.999.622	2.999.622	1.499.811	1.499.811	1.499.811	431.061	356.250	356.250	356.250
2002	3.385.224	3.385.224	1.692.612	1.692.612	1.692.612	486.706	401.969	401.969	401.969
Total ERDF	3.385.224	3.385.224	1.692.612	1.692.612	1.692.612	486.706	401.969	401.969	401.969
2003	3.385.152	3.385.152	1.692.576	1.692.576	1.692.576	486.670	401.969	401.969	401.969
Total ERDF	3.385.152	3.385.152	1.692.576	1.692.576	1.692.576	486.670	401.969	401.969	401.969
2004	3.405.145	3.405.145	1.702.572	1.702.572	1.702.572	489.541	404.344	404.344	404.344
Total ERDF	3.405.145	3.405.145	1.702.572	1.702.572	1.702.572	489.541	404.344	404.344	404.344
2005	3.424.551	3.424.551	1.712.275	1.712.275	1.712.275	492.119	406.719	406.719	406.719
Total ERDF	3.424.551	3.424.551	1.712.275	1.712.275	1.712.275	492.119	406.719	406.719	406.719
2006	3.400.307	3.400.307	1.700.153	1.700.153	1.700.153	488.903	403.750	403.750	403.750
Total ERDF	3.400.307	3.400.307	1.700.153	1.700.153	1.700.153	488.903	403.750	403.750	403.750
TOTAL	20.000.000	20.000.000	10.000.000	10.000.000	10.000.000	2.875.000	2.375.000	2.375.000	2.375.000

List of Abbreviations

ALTER	Alternative Traffic in Towns
BSR	Baltic Sea Region
CIP	Community Initiative Programme
EAGGF	European Agricultural Guarantee and Guidance Fund
EC	European Community
EIB	European Investment Bank
EPOM	European Platform on Mobility Management
ERDF	European Regional Development Fund
ESDP	European Spatial Development Perspective
ESF	European Social Fund
EU	European Union
Eurostat	European Statistics Centre
FIFG	Financial Instrument for Fisheries Guidance
FL	Flemish Region
GDP	Gross Domestic Product
GIS	Geographical Information Systems
ICT	Information and Communication Technologies
ICZM	Integrated Coastal Zone Management
IRMA	Interreg Rhein Meuse Activity (Interreg programme relating to flooding)
IT	Information Technologies
KRD	Norwegian Ministry of Local government and Regional policy
LP	Lead Partner
Natura 2000	European Ecological Network
NGO	Non-Governmental Organisation
NSR	North Sea Region
NUTS	Nomenclature of Territorial Units for Statistics (Nomenclature des unités territoriales statistiques)
NWE	North West Europe
OLAF	The European Anti-Fraud Office
OSPAR	Convention for the Protection of the Marine Environment of the North-East Atlantic
PPG	Programme Preparation Group
R&D	Research & Development
RoRo	Roll-on Roll-off (Ferries)
SME	Small and Medium-sized Enterprises
SSS	Short Sea Shipping
SWOT	Strengths, Weaknesses, Opportunities & Threats
TA	Technical Assistance
TEN	Trans-European Network

Annex

World Heritage Sites in the North Sea Region

The North Sea region has a rich and colourful cultural heritage important for the development of tourism. The following places in the region are classified as World Heritage Sites:

Denmark

Jelling Mounds, Runic Stones and Church (C iii /1994)

The Jelling burial mounds and one of the runic stones are striking examples of pagan Nordic culture, while the other runic stone and the church illustrate the christianisation of the Danish people towards the middle of the 10th century.

Roskilde Cathedral (C ii, iv 1995)

Built in the 12th and 13th centuries, this was the first Gothic cathedral built of brick in Scandinavia and it inspired the spread of this style throughout Northern Europe. It became the mausoleum of the Danish royal family from the 15th century onwards. Porches and side chapels were added to it up until the end of the 19th century. It now provides a visible summary of the development of European religious architecture.

Flemish Region

Flemish Béguinages (C ii, iii, iv /1998)

The Beguines were women who entered into a life dedicated to God without retiring from the world. In the 13th century they founded the Béguinages, enclosed communities designed to meet their spiritual and material needs. The Flemish Béguinages are architectural ensembles composed of houses, churches, ancillary buildings and green spaces organised according to a spatial conception of urban or rural origin, and are built in styles specific to the Flemish cultural region. They bear extraordinary witness to the tradition of the Béguines that developed in north-western Europe in the Middle Ages.

The Belfries of Flanders (C ii, iv /1999)

The Belfries of Flanders, thirty in number and invariably found in urban settings, are imposing bell-towers of medieval origin, generally attached to the town hall and occasionally to a church. In addition to their outstanding artistic value, the belfries are potent symbols of the transition from feudalism to the mercantile urban society that played a vital role in the development of late medieval Europe.

The historical city of Brugge (C ii, iv, vi/ 2000)

Brugge is an outstanding example of a medieval settlement, which has maintained its historic outline and its fabric as this has evolved over the centuries and where original Gothic buildings form part of the town's identity. As one of the commercial and cultural capitals of Europe, Brugge developed cultural links to different parts of the world. It is closely associated with the school of the Flemish Primitive painting. Moreover, Brugge has revealed itself as a laboratory for conservation of monuments and historic buildings since the 19th century, evolving from concern for the monument to a structural policy for the historic city and its surrounding area.

Germany

St. Mary's Cathedral and St. Michael's Church at Hildesheim (C i, ii, iii /1985)

St. Michael's Church was built between 1010 and 1020, following a symmetrical plan with two apses, characteristic of Romanesque art in Old Saxony. Its interior, in particular the wooden ceiling and painted stuccowork, along with the treasures of St. Mary's Cathedral, famous for its doors and Bernward bronze column, are an outstanding testimony to the Romanesque churches of the Holy Roman Empire.

Hanseatic City of Lübeck (C iv /1987)

The former capital of the Hanseatic League, founded in the 12th century, prospered until the 16th century as the major trading centre for Northern Europe. It remains, even today, a centre for maritime commerce, particularly with the Nordic countries. Despite the damages it suffered during World War II, the structure of the old city, consisting mainly of 15th and 16th century patrician residences, monuments (the famous Holstentor brick gate), churches and salt storehouses, is still intact.

Mines of Rammelsberg and the Historic Town of Goslar (C i, iv /1992)

Situated near the Rammelsberg Mines, Goslar held an important place in the Hanseatic League because of the rich Rammelsberg metallic ore deposits. From the 10th to the 12th century it was the seat of the Holy Roman Empire of the German Nation. Its historic centre, dating from the Middle Ages, is perfectly preserved with some 1,500 semi-timbered houses between the 15th and 19th centuries.

Netherlands

Schokland and its surrounding (Ciii, V/1995)

Occupied and then abandoned as the sea encroached, Schokland, a peninsula that by the 15th century had become an island, had to be evacuated in 1859. Following the draining of the Zuyderzee, it has since the 1940s formed part of the land won back from the sea. With its remains of human habitation going back to prehistoric times, Schokland symbolises the unrivalled struggle the people of the Netherlands have waged against water.

Defence Line of Amsterdam (C ii, iv, v /1996)

Extending 135 km around the city of Amsterdam, this defence line, built between 1883 and 1920, is the only example of a fortification based on the control of water. Since the 16th century, the people of the Netherlands have used their special knowledge of hydraulic engineering for defence purposes. The protection of the centre of the country was ensured by a network of 45 forts and their artillery acting in concert with temporary flooding from polders and an intricate system of canals and locks.

Mill Network at Kinderdijk Elshout (C i, ii, iv /1997)

The contribution made by the people of the "low countries" to the technology of handling water is enormous, and this is admirably demonstrated by the installations in the Kinderdijk-Elshout area. Hydraulic works to drain the land for agriculture and settlement began in the Middle Ages and have continued uninterrupted to the present day. The site contains all the relevant elements of this technology - dikes, reservoirs, pumping stations, administrative buildings, and a series of impeccably preserved windmills.

Ir. D.F.Woudagemaal (D.F.Wouda Steam Pumping Station) (C i, ii, iv/1998)

The Wouda Pumping Station at Lemmer in the Province of Friesland opened in 1920. It is the largest steam-pumping station ever built and is still in operation. It represents the apogee of the contribution made by Dutch engineers and architects to the protection of people and their lands against the natural forces of water.

Beemster Polder („Droogmakerij de Beemster“) (C i, ii, iv /1999)

The Beemster Polder, dating from the early 17th century, is the oldest area of reclaimed land in The Netherlands. It has preserved intact its regular landscape of fields, roads, canals, dikes and settlements, laid out in accordance with the principles of classical and Renaissance planning.

Norway

Urnes Stave Church (C i, ii, iii /1979)

Set in the natural landscape of Sogn og Fjordane, the wooden church of Urnes (the "stavkirke"), built during the 12th and 13th centuries, is an exceptional vestige of Scandinavian wooden architecture. The church brings together traces of Celtic art, Viking traditions and Romanesque spatial structures.

Bryggen area in Bergen (C iii /1979)

Bryggen, the old wharf of Bergen, is a reminder of the town's importance as part of the Hanseatic League's trading empire from the 14th to the mid-16th century. Many fires, the last in 1955, have ravaged the beautiful wooden houses of Bryggen but its main structure has been preserved. Many of the remaining 58 buildings are now used as artists' studios.

Røros (C iii, iv, v /1980)

Located on a mountainous site, its history is linked to the exploitation of copper mines, discovered in the 17th century and used for 333 years until 1977. Completely rebuilt after its destruction by Swedish troops in 1679, the city includes some eighty wooden houses, most of which are grouped around courtyards. Many of them still retain their dark pitch log façades which give the town a medieval aspect.

Sweden

The Rock Carvings in Tanum (C i, iii, iv /1994)

The rock carvings in Tanum, in the north of Bohuslän, represent a unique artistic achievement due to their rich and varied motifs (depictions of humans and animals, weapons, boats and other objects) as well as their cultural and chronological unity. Their abundance and outstanding quality illustrate the life and beliefs of the people in the Bronze Age in Europe.

United Kingdom

Durham Castle and Cathedral (C ii, iv, vi /1986)

Built in the late 11th and early 12th centuries to house the relics of St. Cuthbert, the evangelist of Northumbria, and the Venerable Bede, the Cathedral attests to the importance of the early Benedictine monastic community and is the largest and best example of Norman-style architecture in England. The innovative audacity of its vaulting foreshadowed Gothic architecture. Behind the Cathedral is the Castle, an ancient Norman fortress which was the residence of the prince- bishops of Durham.

Studley Royal Park including the Ruins of Fountains Abbey (C i, iv /1986)

A striking landscape was created around the ruins of the Cistercian abbey of Fountains and Fountains Hall Castle, in Yorkshire. The landscaping, the gardens and canal dating from the 18th century, the plantations and vistas from the 19th century and the neo-Gothic castle of Studley Royal Park make this a site of exceptional value.

Hadrian's Wall (C ii, iii, iv /1987)

Built under the orders of Emperor Hadrian in about 122 A.D. on the border between England and Scotland, the 118-kilometre long wall is a striking example of the organisation of a military zone, which illustrates the techniques and strategic and geopolitical views of the Romans.

Old and New Towns of Edinburgh (C ii, iv /1995)

Edinburgh, capital of Scotland since the 15th century, presents the dual face of an old city dominated by a medieval fortress and a new neoclassic city whose development from the 18th century onwards exerted a far-reaching influence on European urban planning. The harmonious juxtaposition of these two highly contrasting historic areas, each containing many buildings of great significance, is what gives the city its unique character.

The Heart of Neolithic Orkney (Scotland) (C i, ii, iii, iv /1999)

The group of Neolithic monuments on Orkney consist of a large chambered tomb (Maes Howe), two ceremonial stone circles (the Stones of Stenness and the Ring of Brodgar), and a settlement (Skara Brae), together with a number of un-excavated burial, ceremonial, and living sites. The group constitutes a major relict cultural landscape graphically depicting life in this remote archipelago north of the coast of Scotland five thousand years ago.

Table 1:				
	State	NUTS 1 regions	NUTS 2 regions	NUTS 3 regions
be	Belgium			
be2		Vlaams Gewest		
be21 be211 be212 be213			Antwerpen	Antwerpen (Arrondissement) Mechelen Turnhout
be23 be231 be232 be233 be234 be235 be236			Oost-Vlaanderen	Aalst Dendermonde Eeklo Gent (Arrondissement) Oudenaarde Sint-Niklaas
be25 be251 be252 be253 be254 be255 be256 be257 be258			West-Vlaanderen	Brugge Diksmuide Ieper Kortrijk Oostende Roeselare Tielt Veurne
dk dk001 dk002 dk003 dk004 dk005 dk006 dk007 dk008 dk009 dk00a dk00b dk00c dk00d dk00e dk00f	Denmark	Danmark	Danmark	København og Frederiksberg Kommuner Københavns amt Frederiksborg amt Roskilde amt Vestsjællands amt Storstrøms amt Bornholms amt Fyns amt Sønderjyllands amt Ribe amt Vejle amt Ringkøbing amt Århus amt Viborg amt Nordjyllands amt
de	Germany			
de5 de501 de502		Bremen	Bremen	Bremen, Kreisfreie Stadt Bremerhaven, Kreisfreie Stadt
de6		Hamburg	Hamburg	Hamburg
de9		Niedersachsen		
de91 de911 de912 de913 de914 de915 de916 de917 de918 de919 de91a de91b			Braunschweig	Braunschweig, Kreisfreie Stadt Salzgitter, Kreisfreie Stadt Wolfsburg, Kreisfreie Stadt Gifhorn Göttingen Goslar Helmstedt Northeim Osterode am Harz Peine Wolfenbüttel

Table 1:				
	State	NUTS 1 regions	NUTS 2 regions	NUTS 3 regions
de92 de921 de922 de923 de924 de925 de926 de927 de928			Hannover	Hannover, Kreisfreie Stadt Diepholz Hameln-Pyrmont Hannover, Landkreis Hildesheim Holzminden Nienburg (Weser) Schaumburg
de93 de931 de932 de933 de934 de935 de936 de937 de938 de939 de93a de93b			Lüneburg	Celle Cuxhaven Harburg Lüchow-Dannenberg Lüneburg, Landkreis Osterholz Rotenburg (Wümme) Soltau-Fallingb. b. Stade Uelzen Verden
de94 de941 de942 de943 de944 de945 de946 de947 de948 de949 de94a de94b de94c de94d de94e de94f de94g de94h			Weser-Ems	Delmenhorst, Kreisfreie Stadt Emden, Kreisfreie Stadt Oldenburg (Oldenburg), Kreisfreie Stadt Osnabrück, Kreisfreie Stadt Wilhelmshaven, Kreisfreie Stadt Ammerland Aurich Cloppenburg Emsland Friesland Grafschaft Bentheim Leer Oldenburg, Landkreis Osnabrück, Landkreis Vechta Wesermarsch Wittmund
def def01 def02 def03 def04 def05 def06 def07 def08 def09 def0a def0b def0c def0d def0e def0f		Schleswig-Holstein	Schleswig-Holstein	Flensburg, Kreisfreie Stadt Kiel, Kreisfreie Stadt Lübeck, Kreisfreie Stadt Neumünster, Kreisfreie Stadt Dithmarschen Herzogtum Lauenburg Nordfriesland Ostholstein Pinneberg Plön Rendsburg-Eckernförde Schleswig-Flensburg Segeberg Steinburg Stormarn

Table 1:				
	State	NUTS 1 regions	NUTS 2 regions	NUTS 3 regions
nl	Netherlands			
nl1		Noord-Nederland		
nl11 nl111 nl112 nl113			Groningen	Oost-Groningen Delfzijl en omgeving Overig Groningen
nl12 nl121 nl122 nl123			Friesland	Noord-Friesland Zuidwest-Friesland Zuidoost-Friesland
nl13 nl131 nl132 nl133			Drenthe	Noord-Drenthe Zuidoost-Drenthe Zuidwest-Drenthe
nl2		Oost-Nederland		
nl21 nl211 nl212 nl213			Overijssel	Noord-Overijssel Zuidwest-Overijssel Twente
nl23			Flevoland	Flevoland
nl3		West-Nederland		
nl32 nl321 nl322 nl323 nl324 nl325 nl326 nl327			Noord-Holland	Kop van Noord-Holland Alkmaar en omgeving IJmond Agglomeratie Haarlem Zaanstreek Groot-Amsterdam Het Gooi en Vechtstreek
nl33 nl331 nl332 nl333 nl334 nl335 nl336			Zuid-Holland	Agglomeratie Leiden en Bollenstreek Agglomeratie 's-Gravenhage Delft en Westland Oost-Zuid-Holland Groot-Rijnmond Zuidoost Zuid-Holland
nl34 nl341 nl342			Zeeland	Zeeuwsch-Vlaanderen Overig Zeeland
se	Sweden	Sverige		
se04 se044			Sydsverige	Skåne län
se06 se061			Norra Mellansverige	Värmlands län
se09 se092			Småland med öarne	Kronobergs län
se0a se0a1 se0a2			Västsverige	Hallands län Västra Götalands län

Table 1:				
	State	NUTS 1 regions	NUTS 2 regions	NUTS 3 regions
uk	United Kingdom			
ukc		North East		
ukc1 ukc11 ukc12 ukc13 ukc14			Tees Valley and Durham	Hartlepool and Stockton South Teeside Darlington Durham CC
ukc2 ukc21 ukc22 ukc23			Northumberland, Tyne and Wear	Northumberland Tyneside Sunderland
uke		Yorkshire and The Humber		
uke1 uke11 uke12 uke13			East Riding and North Lincolnshire	City of Kingston upon Hull East Riding of Yorkshire North and North East Lincolnshire
uke2 uke21 uke22			North Yorkshire	York North Yorkshire CC
uke3 uke31 uke32			South Yorkshire	Barnsley, Doncaster and Rotherham Sheffield
uke4 uke41 uke42 uke43			West Yorkshire	Bradford Leeds Calderdale, Kirklees and Wakefield
ukf		East Midlands		
ukf1 ukf11 ukf12 ukf13 ukf14 ukf15 ukf16			Derbyshire and Nottinghamshire	Derby East Derbyshire South and West Derbyshire Nottingham North Nottinghamshire South Nottinghamshire
ukf2 ukf21 ukf22 ukf23			Leicestershire, Rutland and Northhamptonshire	Leicester City Leicester CC and Rutland Northamptonshire
ukf3			Lincolnshire	Lincolnshire
ukh		Eastern		
ukh1 ukh11 ukh12 ukh13 ukh14			East Anglia	Peterborough Cambridgeshire CC Norfolk Suffolk
ukh3 ukh31 ukh32 ukh33			Essex	Southend-on-Sea Thurrock Essex CC

Table 1:				
	State	NUTS 1 regions	NUTS 2 regions	NUTS 3 regions
ukm		Scotland		
ukm1			North Eastern Scotland	
ukm11				Aberdeen City, Aberdeenshire and North East Moray
ukm2			Eastern Scotland	
ukm21				Angus and Dundee City
ukm22				Clackmannanshire and Fife
ukm23				East Lothian and Midlothian
ukm24				The Scottish Borders
ukm25				Edinburgh, City of
ukm26				Falkirk
ukm27				Perth and Kinross, Stirling
ukm28				West Lothian
ukm4			Highlands and Islands	
ukm41				Caithness and Sutherland, Ross and Cromarty
ukm42				Inverness and Nairn, Moray, Badenoch and Strathspey
ukm45				Orkney Islands
ukm46				Shetland Islands
	Norway			Østfold Akershus Oslo Hedmark Oppland Buskerud Vestfold Telemark Aust-Agder Vest-Agder Rogaland Hordaland Sogn og Fjordane Møre og Romsdal Sør-Trøndelag

Table 2: Population						
					density	
NUTS 2 regions		total in 1,000		development	area in km²	(persons per km²)
		1996¹	1987	1987-1996²	1996	1996
eu15	EU 15	373606,9	361102,4	3,5%	3191119,9	117,1
be	Belgium	10156,6	9870,2	2,9%	30518,1	332,8
be21	Antwerpen	1633,4	1586,3	3,0%	2867,4	570
be23	Oost-Vlaanderen	1353,3	1328,9	1,8%	2982,2	454
be25	West-Vlaanderen	1123,3	1093,9	2,7%	3134,4	358
	North Sea part of Belgium	4110,0	4009,1	2,5%	8984,0	457,5
dk	Denmark	5263,1	5127,0	2,7%	43094,4	122,1
de	Germany	81914,8	79344,8	3,2%	357020,8	229,4
de5	Bremen	678,8	660,1	2,8%	404,2	1679
de6	Hamburg	1707,9	1592,8	7,2%	755,2	2262
de91	Braunschweig	1678,7	1586,0	5,8%	8097,5	207
de92	Hannover	2142,9	2001,4	7,1%	9045,6	237
de93	Lüneburg	1609,2	1446,8	11,2%	15505,1	104
de94	Weser-Ems	2367	2127,9	11,2%	14965,1	158
def	Schleswig-Holstein	2733,9	2554,2	7,0%	15770,5	173
	North Sea part of Germany	12918,4	11969,2	7,9%	64543,2	200,2
nl	Netherland	15530,5	14663,6	5,9%	41526,0	374,0
nl11	Groningen	558,1	557,6	0,1%	2967,1	188
nl12	Friesland	613,5	599,1	2,4%	5740,7	107
nl13	Drenthe	459,1	435,3	5,5%	2681,3	171
nl21	Overijssel	1056	1007,0	4,9%	3419,2	309
nl23	Flevoland	277,2	189,6	46,2%	2412,3	115
nl32	Noord-Holland	2471,6	2343,5	5,5%	4059,1	609
nl33	Zuid-Holland	3338,8	3197,3	4,4%	3445,8	969
nl34	Zeeland	367,9	355,5	3,5%	2931,9	125
	North Sea part of Netherland	9142,2	8684,9	5,3%	27657,4	330,6
se	Sweden	8844,5	8397,9	5,3%	410934,2	21,5
se044	Skåne län ⁵	1114,4	1036,6	7,5%	11027,1	101
se061	Värmlands län ⁵	282,1	279,1	1,1%	17586,0	16
se092	Kronobergs län ⁵	179,7	174,0	3,3%	8457,9	21
se0a	Västsverige	1755,1	1745,4	0,6%	29395,9	60
	North Sea part of Sweden	3331,3	3235,1	3,0%	58009,0	57,4
uk	United Kingdom⁴	58801,5	56930,3	3,3%	243820,0	241,0
ukc	North East	2600,5	2589,9	0,4%	8612,0	302
uke	Yorkshire and The Humber	5035,5	4900,2	2,8%	15566,4	323
ukf	East Midlands	4141,5	3942,1	5,1%	15627,2	265
ukh	Eastern ³	5292,6	5048,2	4,8%	19120,2	277
ukm	Scotland ³	5128,0	5112,6	0,3%	78132,1	66
	North Sea part of UK	22198,1	21593,0	2,8%	137057,9	162,0

Table 2: Population						
					density (persons per km²)	
NUTS 2 regions	total in 1,000		development	area in km²		
	1996¹	1987	1987-1996²	1996	1996	
no	Norway	4445,3	4249,8	4,6%	306253,0	14,5
	Østfold	246,0	238,3	3,2%	3889,0	63
	Akershus	460,6	418,1	10,2%	4587,0	100
	Oslo	502,9	461,6	8,9%	427,0	1178
	Hedmark	186,3	187,3	-0,5%	26120,0	7
	Oppland	182,2	182,6	-0,2%	23827,0	8
	Buskerud	235,0	225,6	4,2%	13856,0	17
	Vestfold	210,7	198,4	6,2%	2140,0	98
	Telemark	164,5	162,9	1,0%	14186,0	12
	Aust-Agder	101,5	97,3	4,3%	8485,0	12
	Vest-Agder	154,0	145,1	6,1%	6817,0	23
	Rogaland	369,1	337,9	9,2%	8553,0	43
	Hordaland	431,9	411,0	5,1%	14962,0	29
	Sogn og Fjordane	107,6	106,6	1,0%	17864,0	6
	Møre og Romsdal	242,5	238,3	1,8%	14596,0	17
	Sør-Trøndelag	260,9	251,1	3,9%	17839,0	15
	North Sea part of Norway	3855,7	3662,1	5,3%	178148,0	21,6
	North Sea Region	60818,8	58280,4	4,4%	517493,9	117,5

¹ Norway = 1999

² Norway = 1991 - 1999

³ only partly part of the North Sea Region

⁴ UK = NUTS 1; as soon as data for the NUTS 2 regions in the UK are available, they will be integrated.

⁵ SE = NUTS 3

Source: Eurostat except Norway (national data)

Table 3: Gross domestic product							
		Mio ECU		Development	ECU per capita		Develop-
		1996 ³	1994 ²	Mio ECU	1996 ³	1994 ²	ment
				1994-1996 ^{2 3}			ECU per
							capita
							1994-1996 ^{2 3}
eu15	EU 15	6781008,0	6217116,0	9,1%	18102,5	16711,9	8,3%
be	Belgium	209497,0	193115,0	8,5%	20625,9	19090,1	8,0%
be21	Antwerpen	41251,3	37755,3	9,3%	25253,3	23206,0	8,8%
be23	Oost-Vlaanderen	26000,1	23987,6	8,4%	19212,3	17792,9	8,0%
be25	West-Vlaanderen	24237,3	22494,2	7,7%	21575,8	20081,5	7,4%
	North Sea part of Belgium	91488,7	84237,1	8,6%	22259,1	20569,4	8,2%
dk	Denmark	139414,0	123046,0	13,3%	26494,5	23640,0	12,1%
de	Germany	1848822,0	1742763,0	6,1%	22575,2	21404,1	5,5%
de5	Bremen	21067,1	20267,1	3,9%	31044,8	29741,5	4,4%
de6	Hamburg	68486,6	64106,0	6,8%	40108,3	37620,9	6,6%
de91	Braunschweig	37354,5	35233,6	6,0%	22256,7	21018,6	5,9%
de92	Hannover	52224,4	49259,3	6,0%	24377,2	23180,8	5,2%
de93	Lüneburg	27914,4	26329,5	6,0%	17350,6	16765,8	3,5%
de94	Weser-Ems	48596,7	45837,6	6,0%	20536,1	19858,9	3,4%
def	Schleswig-Holstein	58402,5	55302,4	5,6%	21367,6	20475,0	4,4%
	North Sea part of Germany	314046,2	296335,5	6,0%	24315,8	23212,3	4,8%
nl	Netherland	310885,0	281920,0	10,3%	20027,4	18329,1	9,3%
nl11	Groningen	14016,0	12340,0	13,6%	25125,1	22144,3	13,5%
nl12	Friesland	10037,2	9296,5	8,0%	16367,4	15283,9	7,1%
nl13	Drenthe	7525,9	7041,0	6,9%	16402,1	15540,8	5,5%
nl21	Overijssel	18526,4	16995,8	9,0%	17553,1	16229,4	8,2%
nl23	Flevoland	3890,5	3548,2	9,6%	14043,8	13748,4	2,1%
nl32	Noord-Holland	55891,4	50522,1	10,6%	22624,5	20534,0	10,2%
nl33	Zuid-Holland	69228,8	63415,2	9,2%	20744,8	19107,6	8,6%
nl34	Zeeland	7065,0	6633,7	6,5%	19213,4	18185,9	5,6%
	North Sea part of Netherland	186181,2	169792,5	9,7%	20375,1	18724,5	8,8%
se	Sweden⁴	209581,9	183597,3	12,4%	23692,3	20799,5	12,2%
se044	Skåne län ^{4 5}	24213,9	21203,0	12,4%	21707,1	19094,8	12,0%
se061	Värmlands län ^{4 5}	6164,2	5527,6	10,3%	21924,1	19485,6	11,1%
se092	Kronobergs län ^{4 5}	4330,2	3759,4	13,2%	24145,3	20866,7	13,6%
se0a	Västsverige ⁴	40230,5	35204,7	14,3%	22910,3	20119,7	12,2%
	North Sea part of Sweden⁴	74938,8	65694,7	14,1%	22671,7	19891,7	12,3%
uk	United Kingdom	911375,0	857138,0	6,3%	15504,3	14678,3	5,6%
ukc1	Tees Valley and Durham	14967,5	14275,2	4,8%	12842,9	12222,5	5,1%
ukc2	Northumberland, Tyne and Wear	19186,4	18324,4	4,7%	13377,7	12710,4	5,3%
uke1	East Riding and North Lincolnshire	13060,3	12122,0	7,7%	14733,4	13628,4	8,1%
uke2	North Yorkshire	11468,4	10748,7	6,7%	15615,3	14802,9	5,5%
uke3	South Yorkshire	15074,0	14519,8	3,8%	11557,2	11122,8	3,9%
uke4	West Yorkshire	30308,1	28755,3	5,4%	14373,2	13666,8	5,2%
ukf1	Derbyshire and Nottinghamshire	27784,0	26651,8	4,2%	13940,1	13426,9	3,8%
ukf2	Leicestershire, Rutland and Northants	24191,0	23427,1	3,3%	15797,6	15497,3	1,9%
ukf3	Lincolnshire	8573,5	8163,9	5,0%	13925,2	13480,9	3,3%
ukh1	East Anglia	33098,7	31186,4	6,1%	15458,5	14816,3	4,3%
ukh3	Essex	21466,0	19776,0	8,5%	13537,8	12596,9	7,5%
ukm1	North Eastern Scotland	10135,4	9817,2	3,2%	19945,2	19271,8	3,5%
ukm2	Eastern Scotland	30443,4	28202,2	7,9%	16101,0	14962,9	7,6%
ukm4	Highlands and Islands ¹	4453,7	4296,6	3,7%	11965,7	11543,2	3,7%
	North Sea part of UK	264210,4	250266,6	5,6%	14460,3	13767,5	5,0%

Table 4: Unemployment

		working people total in 1,000		unemployment total in 1,000		harmonized unemployment rate		
		april 1998	april 1991 ¹	april 1998	april 1991 ¹	april 1998	april 1991 ¹	april 1991 ¹ - 1998 ³
eu15	EU 15	169107,0	165385,4	17013,2	13107,4	10,1%	7,9%	2,1%
be	Belgium	4250,6	3960,4	393,8	241,7	9,3%	6,1%	3,2%
be21	Antwerpen	667,3	622,9	47,6	32,3	7,1%	5,2%	1,9%
be23	Oost-Vlaanderen	587,4	552,8	38,7	23,3	6,6%	4,2%	2,4%
be25	West-Vlaanderen	483,3	440,4	23,4	14,5	4,8%	3,3%	1,5%
	North Sea part of Belgium	1738,0	1616,1	109,7	70,1	6,3%	4,3%	2,0%
dk	Denmark	2820,8	2880,8	153,1	245,7	5,4%	8,5%	-3,1%
de	Germany	39376,4	39085,6	3839,5	2078,3	9,8%	5,3%	4,4%
de5	Bremen	308,7	306	36,8	24	11,9%	7,8%	4,1%
de6	Hamburg	860,1	822,3	71,9	48	8,4%	5,8%	2,5%
de91	Braunschweig	773,2	757,6	83	46,6	10,7%	6,2%	4,6%
de92	Hannover	1000,7	988,6	87,8	50,7	8,8%	5,1%	3,6%
de93	Lüneburg	772,6	694,3	55,2	30,7	7,1%	4,4%	2,7%
de94	Weser-Ems	1073,2	990,1	93,2	51	8,7%	5,2%	3,5%
def	Schleswig-Holstein	1330,9	1274	97,5	59,1	7,3%	4,6%	2,7%
	North Sea part of Germany	6119,4	5832,9	525,4	310,1	8,6%	5,3%	3,3%
nl	Netherlands	7709,2	6810	307,2	390	4,0%	5,7%	-1,7%
nl11	Groningen	263,0	238,0	16,0	18,0	6,1%	7,6%	-1,5%
nl12	Friesland	283,0	247,0	16,0	17,0	5,7%	6,9%	-1,2%
nl13	Drenthe	219,0	192,0	10,0	13,0	4,6%	6,8%	-2,2%
nl21	Overijssel	494,9	424,0	18,0	27,0	3,6%	6,4%	-2,7%
nl23	Flevoland	151,0	104,0	7,0	6,0	4,6%	5,8%	-1,1%
nl32	Noord-Holland	1271,9	1153,0	51,0	69,0	4,0%	6,0%	-2,0%
nl33	Zuid-Holland	1668,8	1471,0	69,0	80,0	4,1%	5,4%	-1,3%
nl34	Zeeland	175,0	156,0	6,0	7,0	3,4%	4,5%	-1,1%
	North Sea part of Netherlands	4526,6	3985,0	193,0	237,0	4,3%	5,9%	-1,7%
se	Sweden	4333,3	4603,2	383,6	123,5	8,9%	2,7%	6,2%
se044	Skåne län ⁵	528,8	559,3	54,8	16,3	10,4%	2,9%	7,5%
se061	Värmlands län ⁵	129,7	141,2	11,8	4,6	9,1%	3,3%	5,8%
se092	Kronobergs län ⁵	89,5	90,4	4,9	2,0	5,5%	2,2%	3,3%
se0a	Västsverige	855,8	866,5	78,5	84,4	9,2%	9,7%	-0,5%
	North Sea part of Sweden	1603,8	1657,4	150,0	107,3	9,4%	6,5%	2,9%
uk	United Kingdom	28660,9	28675,2	1777,6	2468,3	6,2%	8,6%	-2,4%
ukc1	Tees Valley and Durham	527,2	541,5	44,6	62,2	8,5%	11,5%	-3,0%
ukc2	Northumberland, Tyne and Wear	648,5	669,3	62,3	80,2	9,6%	12,0%	-2,4%
uke1	East Riding and North Lincolnshire	411,9	427,5	35,6	44,2	8,6%	10,3%	-1,7%
uke2	North Yorkshire	366,6	367,5	13,2	18,6	3,6%	5,1%	-1,5%
uke3	South Yorkshire	585,1	618,4	54,8	71,5	9,4%	11,6%	-2,2%
uke4	West Yorkshire	1028,4	1026,8	67,4	90,9	6,6%	8,9%	-2,3%
ukf1	Derbyshire and Nottinghamshire	975,7	992,5	55,9	82,9	5,7%	8,4%	-2,6%
ukf2	Leicestershire, Rutland and Northants	796,2	779,7	27,3	49,3	3,4%	6,3%	-2,9%
ukf3	Lincolnshire	304,9	295,9	14,9	22	4,9%	7,4%	-2,5%
ukh1	East Anglia	1075,3	1051,5	62,2	64,8	5,8%	6,2%	-0,4%
ukh3	Essex	809,6	786,2	40,3	52,4	5,0%	6,7%	-1,7%
ukm1	North Eastern Scotland	312,5	320,3	9,0	13,8	2,9%	4,3%	-1,4%
ukm2	Eastern Scotland	939,6	943,9	59,8	71,6	6,4%	7,6%	-1,2%
ukm4	Highlands and Islands ²	182,2	174,6	14,1	17,2	7,7%	9,9%	-2,1%
	North Sea part of UK	8963,7	8995,6	561,4	741,6	6,3%	8,2%	-2,0%

Table 4: Unemployment

	working people total in 1,000		unemployment total in 1,000		harmonized unemployment rate			
	april 1998	april 1991 ¹	april 1998	april 1991 ¹	april 1998	april 1991 ¹	april 1991 ¹ - 1998 ³	
no	Norway							
	Østfold	125037	116296	3450	5652	2,8%	4,8%	-2,0%
	Akershus	254479	230933	3233	7021	1,3%	3,0%	-1,7%
	Oslo	276318	242047	7644	10892	2,7%	4,8%	-2,1%
	Hedmark	92203	90006	2540	3879	2,8%	4,2%	-1,4%
	Oppland	93664	90238	2174	4136	2,4%	4,3%	-1,9%
	Buskerud	125006	115546	2250	3964	1,8%	3,5%	-1,7%
	Vestfold	106838	96224	2588	3742	2,5%	3,9%	-1,4%
	Telemark	82099	77352	2148	3969	2,6%	5,1%	-2,5%
	Aust-Agder	50896	44057	1145	2004	2,3%	4,4%	-2,1%
	Vest-Agder	76313	68101	1604	2989	2,1%	4,3%	-2,2%
	Rogaland	194286	169971	3645	7002	1,9%	4,1%	-2,2%
	Hordaland	224369	207243	5881	10493	2,7%	5,0%	-2,3%
	Sogn og Fjordane	55710	53251	885	1681	1,6%	3,0%	-1,4%
	Møre og Romsdal	123389	113654	2332	4912	1,9%	4,2%	-2,3%
	Sør-Trøndelag	136052	126554	3975	6994	2,9%	5,4%	-2,5%
	North Sea part of Norway⁴	2016659	1841473	45494	79330	2,3%	4,3%	-2,1%
	North Sea Region	2059031,6	1883575,6	48110,6	82792,6	2,3%	4,4%	-2,1%

¹ SE0a = 1996; UK = 1995

² only partly part of the North Sea Region

³ in points

⁴ register data not survey data

⁵ SE = NUTS 3

Source: Eurostat except Norway (national data)

INTERREG III B-North Sea Region co-operation area (NUTS 2)

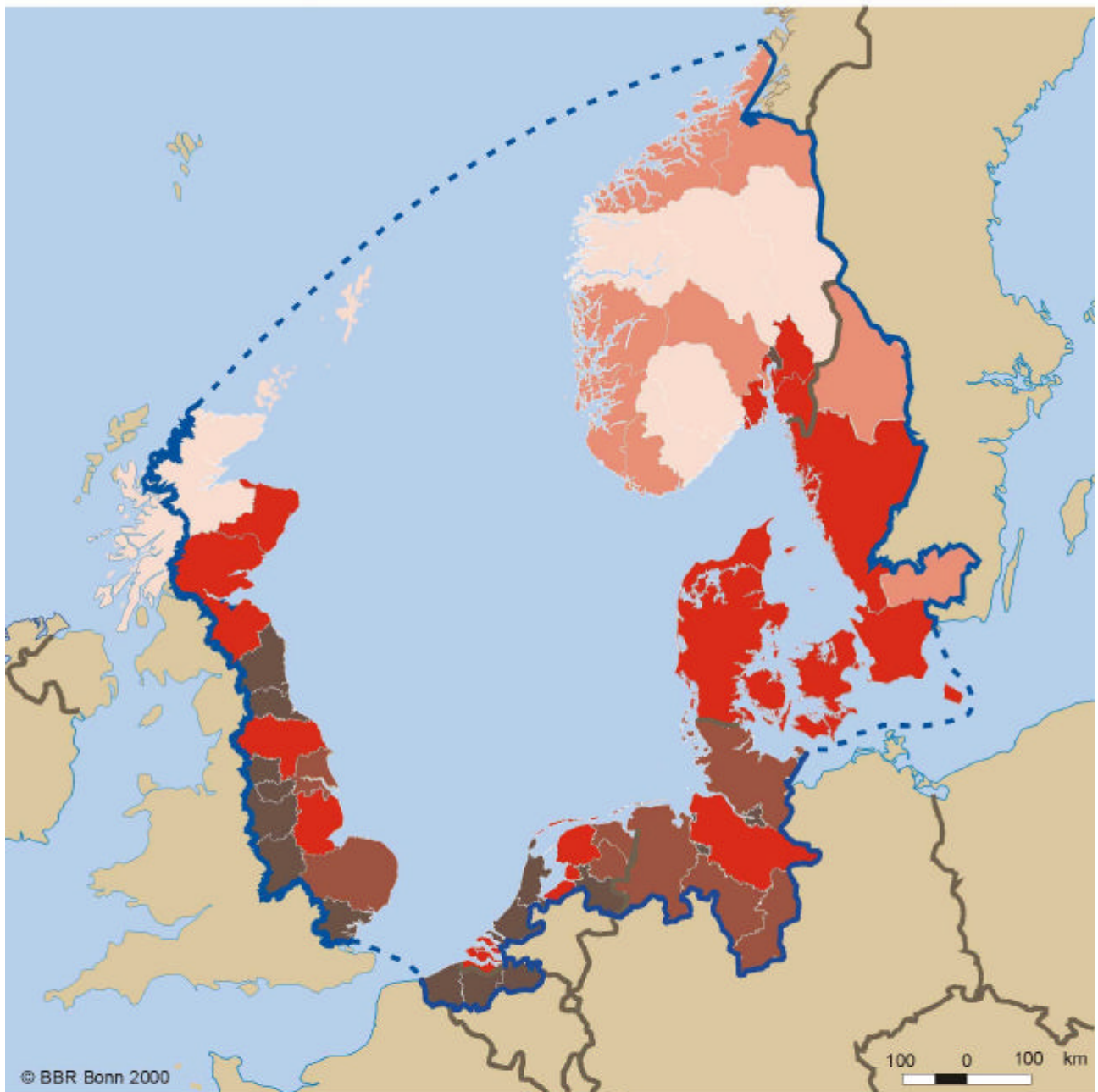
MAP I



* NUTS 3

Population density

MAP II



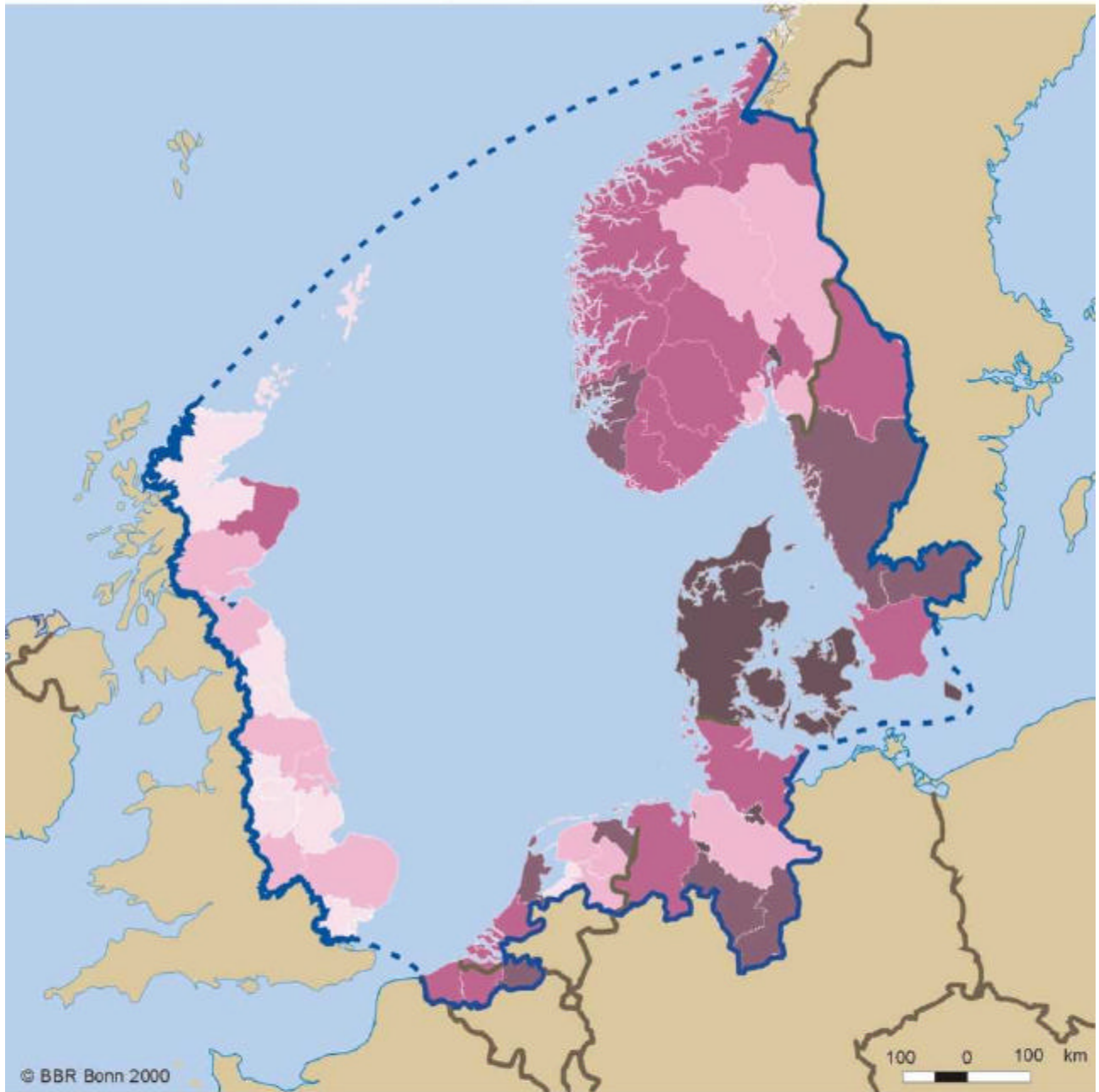
Inhabitants per km², 1996



Source: EUROSTAT; Norway: national data

Gross domestic product (GDP)

MAP III



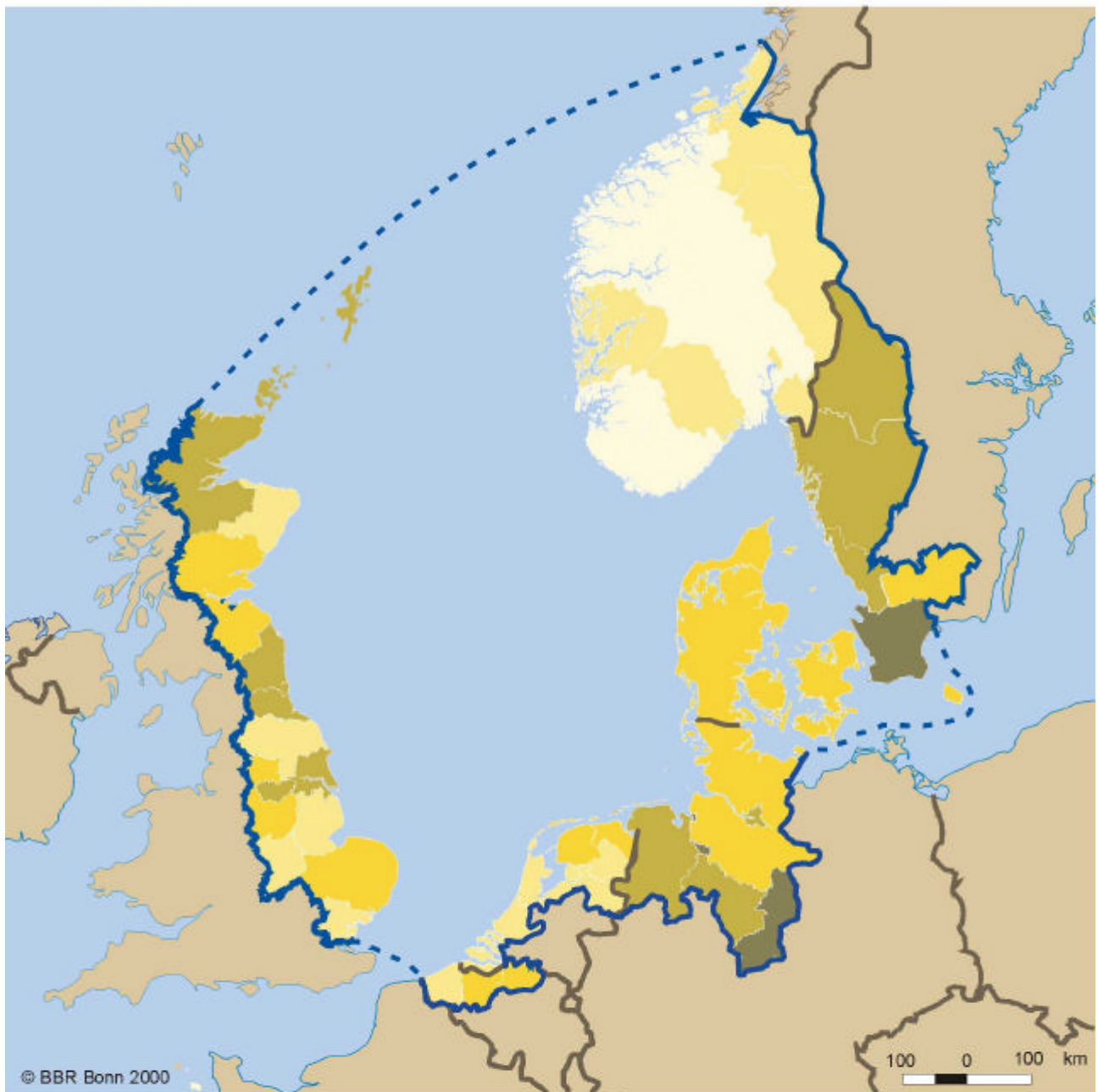
GDP per capita 1996* - Index (EU 15 = 100)



Source: EUROSTAT; * Norway: national data, 1993

Unemployment rate

MAP IV



Unemployment rates in % - April 1998



Source: EUROSTAT; Norway: national data

Existing Urban Settlements

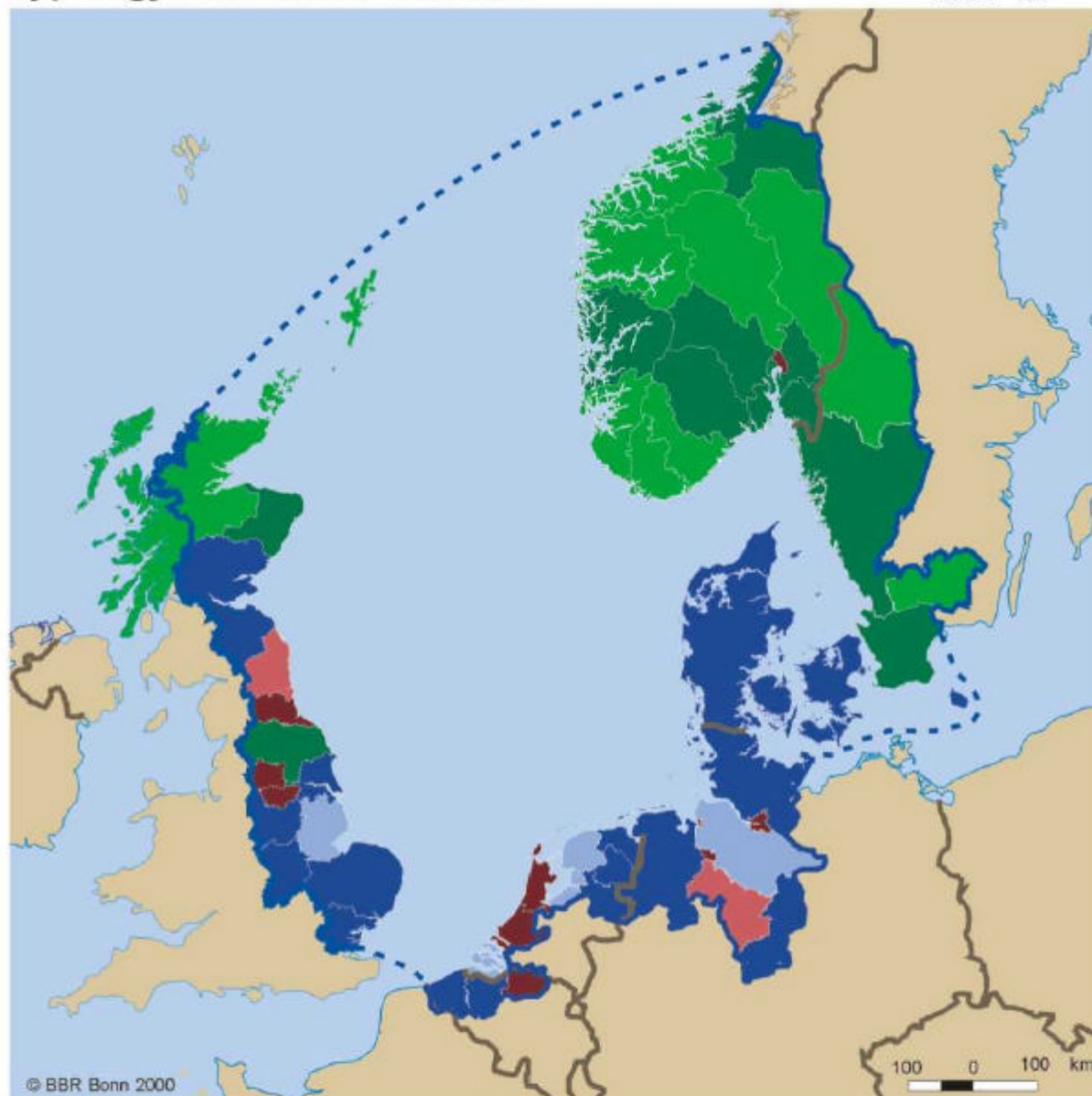
MAP V



Population in Cities

- < 50,000
- 50,000 to less than 100,000
- 100,000 to less than 250,000
- 250,000 to less than 500,000
- 500,000 to less than 1,000,000
- 1,000,000 and more

Source: EUROSTAT



I Agglomerated regions

- I.1 Very densely populated with a big centre, more than 300 inhab./km² and centre of more than 300.000 inhab.
- I.2 Densely populated with a big centre, 150 up to 300 inhab./km² and centre of more than 300.000 inhab.

II Relative densely populated regions

- II.1 Densely populated with big centre, more than 150 inhab./km² and centre less than 300.000 inhab. or 100 up to 150 inhab./km² and centre more than 300.000 inhab.
- II.2 Densely populated without big centre, 100 up to 150 inhab./km² and centre less than 300.000 inhab.

III Low densely populated regions

- III.1 Low density with centre less than 100 inhab./km² and centre more than 125.000 inhab.
- III.2 Low density, without centre less than 100 inhab./km² and centre less than 125.000 inhab.

Source: Federal Office for Building and Regional Planning (BBR)

Major Nodes and transportation networks

MAP VII



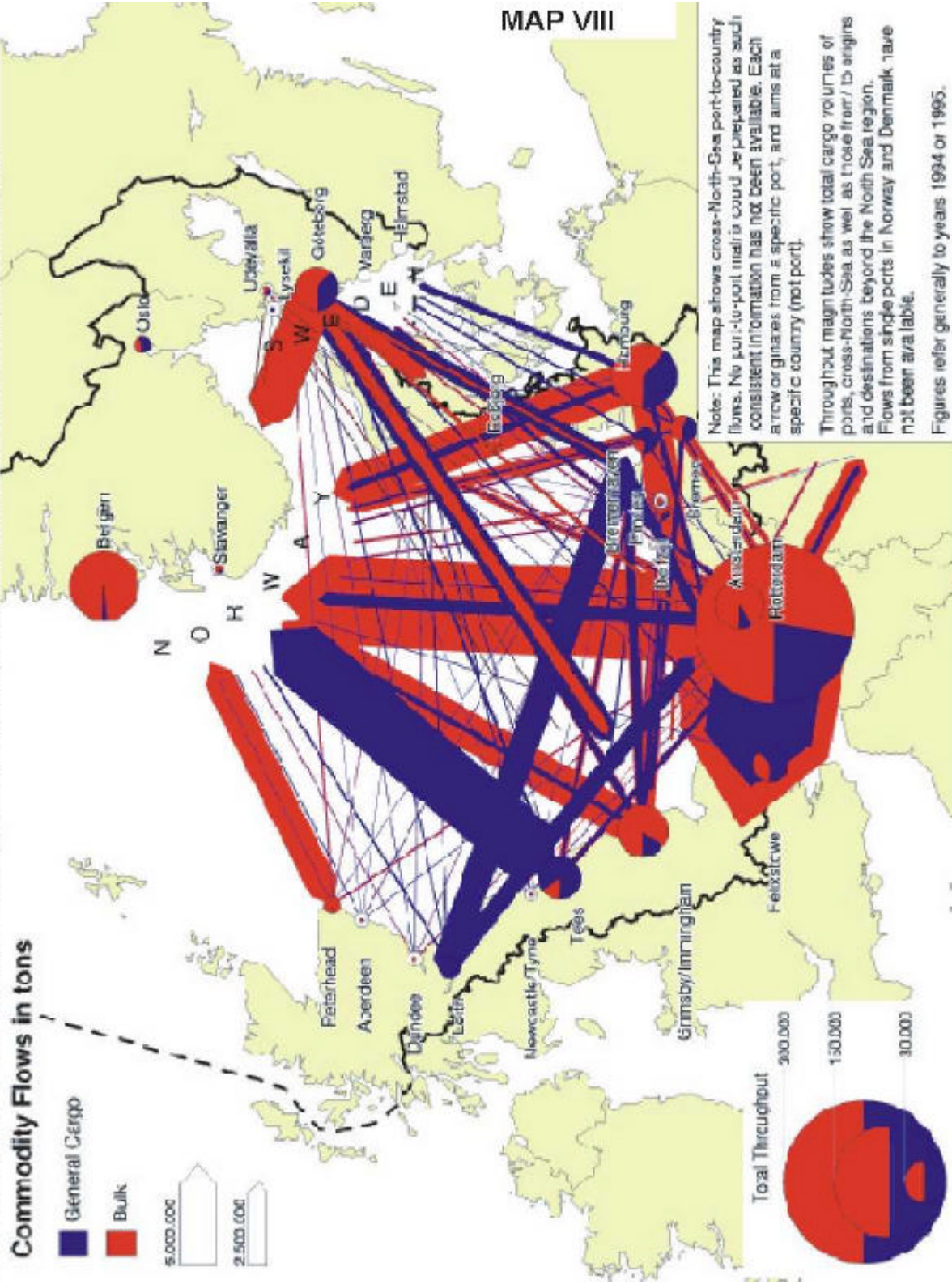
- | | | | |
|-----------------------------|-------------|-------|-------------------|
| Intermodal Terminals | | +++ | main railway axes |
| ● inland waterway | ● rail/road | — | roads |
| ● sea | | - - - | ferry lines |
| | | ⊥ | ports |

As this map presents a generalised picture of the region, some local detail may have been lost

Source: NORVISION - A spatial perspective for the North Sea Region.

Remark: The map shows the North Sea Region in its delimitation under the Interreg II C program. The North Sea Region within the Interreg III B region has been extended.

Sea transport flows of ports with significant transport volumes across the North Sea Region



MAP VIII

Note: This map shows cross-North-Sea port-to-country flows. No port-to-port trade is shown, as such consistent information has not been available. Each arrow originates from a specific port, and aims at a specific country (not port).

Throughout magnitudes show total cargo volumes of ports, cross-North-Sea as well as those from/to origins and destinations beyond the North Sea region. Flows from single ports in Norway and Denmark have not been available.

Figures refer generally to years 1984 or 1985.

Source: NORVISION - A Spatial Perspective for the North Sea Region

Scheduled flights in the North Sea Region

MAP IX



Destinations accessible by scheduled direct flights



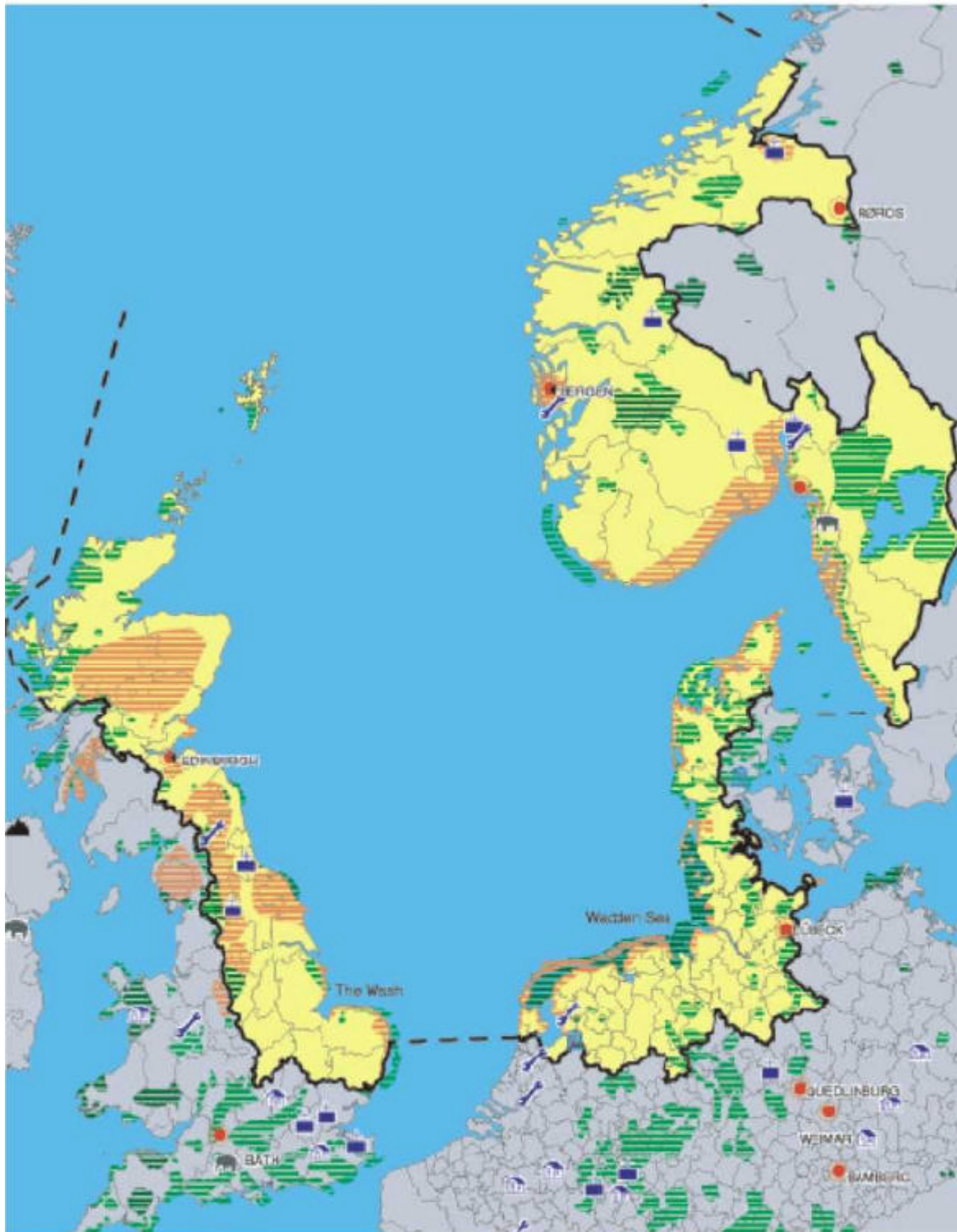
Destinations by countries:

- Norway
- Sweden
- Denmark
- Germany
- Netherland
- Belgium
- United Kingdom
- other Countries

Source: Spatial monitoring system of the BBR; based on OAG Market Analysis Data 1998







Nature potential areas, world heritage sites according to UNESCO, and main tourism areas




MAP X



Spatial Vision for the North Sea Region Interreg IIc

UNESCO Cultural Heritage Sites

-  ancient to medieval monuments
-  religious building
-  coeval building
-  technical construction
-  prehistoric relics
-  town / town centres

-  areas with high concentration of touristic facilities
-  national parks
-  other national protected areas

As this map presents a generalised picture of the region, some local detail may have been lost

Source: UNESCO; Plancc compiled from various sources

Source: NORVISION - A spatial perspective for the North Sea Region.

Remark: The map shows the North Sea Region in its delimitation under the Interreg II C program. The North Sea Region within the Interreg III B region has been extended.