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Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

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1. INLEIDING

Deze paper gaat in op de vraag van Minister-President Kris Peeters aan het Steunpunt Goederenstromen (Universiteit Antwerpen – Departement Transport en Ruimtelijke Economie) om voor het luik “Onderzoek & Innovatie” binnen het actieplan Flanders Port Area een aantal beleidsaanbevelingen te formuleren.

Het luik “Onderzoek & Innovatie” is opgedeeld in 5 acties:

- × **Actie 2.1: Behoeften en haalbaarheid voor een (digitaal) “Vlaams kennisplatform havenlogistiek en haventechnologie”**
- × **Actie 2.2: Opmaken van een overzicht van alle belangrijke Vlaamse onderzoeks- en innovatieprogramma’s**
- × **Actie 2.3: Opmaken van een overzicht van alle belangrijke Europese onderzoeks- en innovatieprogramma’s**
- × **Actie 2.4: Expert Meeting over trends op lange termijn, in mondiale context**
- × **Actie 2.5: Behoeften en haalbaarheid voor een (digitaal) “Vlaams Cargo Community System”**

De volgorde van de besproken acties is als volgt: Eerst wordt Actie 2.1 besproken, dan volgt Actie 2.3 voor Actie 2.2, omdat het overzicht van de Vlaamse innovatieprogramma’s (Actie 2.2) gedeeltelijk gebaseerd is op het overzicht van de Europese innovatieprogramma’s (Actie 2.3). Na Actie 2.2 volgt Actie 2.5. Van Actie 2.4 zal een afzonderlijke wetenschappelijke paper worden gepubliceerd. Een volledig overzicht van alle in kaart gebrachte Vlaamse en Europese onderzoeksprogramma’s vindt u in de bijlagen.

Het onderzoek voor actie 2.1 bestond hoofdzakelijk uit desk research en gesprekken met de betrokken actoren. Acties 2.3 en 2.2 bestonden vooral uit desk research dat zich toespitste op enerzijds wetenschappelijke literatuur en anderzijds informatie van innovatieprogramma’s. Actie 2.5 bestond vooral uit contacten en diepte-interviews met de betrokken actoren.

Antwerpen, mei 2008

Roel Gevaers
Hilde Meersman
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2. ACTIES¹

A. ACTIE 2.1 – VLAAMS KENNISPLATFORM

Momenteel bestaat er in Vlaanderen nog geen platform dat alle informatie, data, technische informatie over havengerelateerde topics samenbrengt. Er is echter vanuit verschillende sectoren een vraag naar een duidelijk gestructureerd platform waar zowel technische en algemene informatie, alsook andere specifieke data kan worden gevonden. Dit kennisplatform zou voor zowel buitenstaanders als insiders van de havens bruikbaar moeten zijn.

Het Vlaams kennisplatform kan bestaan uit drie pijlers:

- × **Data-input**
- × **Bedrijfsinput**
- × **Academische input**

We gaan op elk van deze elementen dieper in.

Data-input

Met data-input wordt alle input bedoeld die bestaat uit cijfers, statistieken en indicatoren, en informatie al of niet in digitale vorm. Het gaat ondermeer om de evolutie van de import/export per goederencategorie en per modus, de economische betekenis en de financiële situatie van de havensector, de prestaties van de havens op het vlak van externe effecten (congestie, ongevallen, luchtmissies, waterverontreiniging, lawaai), GIS kaarten van havens, wetgeving (EU, federaal, regionaal,...), innovatie-initiatieven, infrastructuurontwikkelingen, ontwikkelingen in het bredere logistieke gebeuren, enz.

De data input kan komen van overheden in brede zin, havenautoriteiten en de bedrijfswereld. Met andere woorden: alle mogelijke stakeholders die betrouwbare en kwalitatief betrouwbare data kunnen leveren.

Bedrijfsinput

Het doel van dit bedrijfsgerichte deel van het kennisplatform is te streven naar een algemene verbetering van de concurrentiepositie van de Vlaamse havens ten opzichte van havens in het buitenland door een transparant en positief beeld van de Vlaamse haven en havengerelateerde activiteiten te creëren.

De bedrijfsinput kan o.a. bestaan uit technische informatie over het gebruik van de haven, de logistieke ketens die producten volgen, de grondplannen van bedrijfgebouwen in de haven, de ICT systemen die voor transport en logistieke operaties worden gebruikt. Dit kan voor de bedrijven zorgen voor een grote

¹ Actie 2.4 wordt niet opgenomen in dit document, maar zal in een aparte nota aan bod komen.

tijdsbesparing, omdat zo veel onnodig e-mail- en telefoonverkeer wordt vermeden. Voorgaand overzicht van mogelijke input is niet exhaustief.

De bedrijfsinput kan geleverd worden via initiatieven uit de bedrijfswereld zelf, maar een centrale coördinatierol is noodzakelijk.

Academische input²

De academische input kan o.a. bestaan uit: een algemene portaalsite, gelinkt aan de relevante onderzoeksoutput rond zeehavens. Concreet kan er gelinkt worden naar wetenschappelijke en beleidspublicaties en -rapporten, een online bibliotheek, seminaries en congressen.

Haalbaarheid

De voorziene **academische input** is perfect haalbaar, aangezien er al veel haven en logistieke gerelateerde studies en publicaties voorhanden zijn die kunnen worden ingebracht in een kennisplatform. Opdat er voldoende bedrijfsinput zou zijn, zullen er garanties moeten zijn op een win-win situatie en op de nodige discretie. Voor het verkrijgen van voldoende **data input** verschilt de haalbaarheid van soort tot soort data. Publiek beschikbare data vormen geen probleem. Bij confidentiële data zal moeten gezorgd worden voor een beperkte en gecontroleerde toegang tot het datasysteem. Een mogelijke oplossing is om te werken met een systeem van begunstigden.

Samengevat

*Afhankelijk van de budgettaire mogelijkheden is het kennisplatform haalbaar als gestart wordt vanuit de academische wereld en verder **wordt "meegebouwd" vanuit de bedrijfswereld**. Zeer belangrijk bij de opstart van dit platform is **om zo veel mogelijk gebruik te maken van reeds bestaande informatie**.*

***Het platform zou best bestaan uit een eenvoudige interface** waarbij zowel insiders (professionelen) als buitenstaanders (studenten, belangengroepen,...) gebruik kunnen maken van het systeem. Het uiteindelijke doel is om kennis te verschaffen **over alles wat havengerelateerd is** en waarvoor nu nog geen voldoende geïntegreerd platform bestaat.*

*De **beleidsaanbeveling** is om een kennisplatform te starten, waarbij het Steunpunt Goederenstromen van de Universiteit Antwerpen bereid is om dit Platform te starten, te sturen en te updaten³ indien nodig. Dit vertrekkend van de reeds bestaande kennis, waar zo veel mogelijk links worden gelegd die kunnen bijdragen tot kennisopbouw voor de Vlaamse havens en gerelateerde sectoren. **Belangrijk hierbij is nogmaals te benadrukken dat er zo veel***

² De academische onderbouwing en input van kennis in een Vlaams kennisplatform kan, mits de nodige ondersteuning, gecoördineerd worden door het Steunpunt Goederenstromen binnen het Departement Transport en Ruimtelijke Economie aan de Universiteit Antwerpen. Afhankelijk van de budgettaire mogelijkheden voor een kennisplatform, kan er bijvoorbeeld voor gekozen worden het ICT-gedeelte van het kennisplatform uit te besteden.

³ Zie opmerking voetnoot 2.

mogelijk gebruik moet worden gemaakt van reeds bestaande bronnen en informatie.

B. ACTIE 2.3 – EUROPESE INNOVATIEPROGRAMMA'S

Het volledige overzicht van de in kaart gebrachte innovatieprogramma's en projecten is bijgevoegd in bijlagen I tot IV van dit document. We vatten hier kort de belangrijkste besluiten samen.

Het onderzoek van deze actie heeft zich vooral toegespitst op een wetenschappelijke literatuurstudie en informatie over de desbetreffende projecten of innovatieve programma's. Uit dit onderzoek zijn een aantal belangrijke besluiten te trekken.

Kernthema's

Opvallend op Europees niveau is de aandacht die gericht is op **gespecialiseerde onderzoeksinstituten en kenniscentra** die onderzoek doen naar haven- en maritiem gerelateerde zaken. Voorbeelden hiervan zijn o.a. Encomar-Transport, Hismar, ...

Een tweede vaststelling is de veelheid aan projecten die te maken hebben met **duurzaamheid**, zoals projecten met betrekking tot veiligheid, intermodaliteit en milieu. Voorbeeldprojecten hiervan zijn o.a. het New Delta Project, Safety at Sea, ...

Ten derde wordt er in Europa duidelijk veel aandacht besteed aan **binnenvaartprojecten**. Dit om de zogenaamde mode shift en co-modaliteit meer kans op slagen te geven. Voorbeeldprojecten hiervan zijn o.a. Compris, Creating, ... Ook de band met Short Sea Shipping kan hier aangehaald worden. Voorbeeldprojecten van die laatste zijn o.a. Scapemed, BaSS, MOSES, ...

Het vereenvoudigen van **douaneformaliteiten** is een vierde luik dat binnen Europees onderzoek veel aandacht krijgt. Het gaat dan vooral om het op elkaar afstemmen van de verschillende douanesystemen en het verder informatiseren van deze systemen. Voorbeelden hiervan zijn o.a. Itaide, en het eengemaakte clearingsysteem. Vergelijkbaar met het informatiseren van douaneaangiften, is er binnen Europa ook aandacht voor het ontwikkelen van gestandaardiseerde betalingssystemen en informatiesystemen voor havengerelateerde kosten en informatie en de beperking van administratie hieromtrent. Voorbeelden hiervan zijn o.a. SWAN en Elogmar-M. Wel kan er opgemerkt worden dat er op gebied van de eenmaking van een douanesysteem tot dusver weinig vooruitgang wordt geboekt.

Als laatste punt kan aangehaald worden dat de link met de **logistieke netwerken** en samenwerking binnen deze netwerken sterk benadrukt wordt binnen Europa. Voorbeelden van projecten of programma's die de link met logistiek en samenwerking benadrukken zijn o.a. BaSIM en Sutranet.

Hiaten

Opvallende vaststelling is ook het feit dat er binnen de door Europa gefinancierde onderzoeksprojecten relatief weinig aandacht wordt besteed aan technische innovaties. Er wordt vooral gefocused op procesinnovaties die gelinkt zijn met een hogere graag van efficiëntie en duurzaamheid. Een van de enige technische innovaties waar aandacht aan wordt besteed is het Galileo-project, dat weliswaar een belangrijke vertraging heeft opgelopen. Aan zaken zoals de link tussen GPS⁴, GIS⁵, RFID⁶,... werd tot nu weinig onderzoek gewijd.

Verder is het ook opmerkelijk dat er weinig aandacht gaat naar **congestie** in havens en op haventerminals. Havenautoriteiten zelf hebben daar wel aandacht voor, maar de Europese instanties slechts in beperkte mate. Vanuit academische instituten is hiernaar wel al eigen onderzoek gedaan.

Ook wordt er weinig aandacht geschonken aan "**toegevoegde waarde** handelingen" in havens, terwijl net daar welvaartscreatie zit voor een regio of land.

Als laatste kan er aangehaald worden dat er ook opvallend weinig aandacht is voor **innovaties in havenbeleid** in het algemeen.

C. ACTIE 2.2 – VLAAMSE INNOVATIEPROGRAMMA'S

De besluiten die van toepassing zijn op het onderzoek naar Europese innovatieprogramma's zijn in grote lijnen gelijklopend met de besluiten die van toepassing zijn op Vlaanderen, wat logisch is aangezien een aantal Vlaamse innovatieprogramma's deels ook Europees worden gefinancierd. Onderstaande paragrafen geven aan waar de besluiten voor de Vlaamse havencontext afwijken van de Europese havencontext. Ook de lijst van Vlaamse innovatieprogramma's is terug te vinden in Bijlagen V en VI.

Een eerste verschil tussen Vlaanderen en Europa heeft betrekking op het feit dat er in Vlaanderen opmerkelijk minder aandacht is voor **onderzoek m.b.t. innovaties**.

Verder kan er ook worden opgemerkt dat er in Vlaanderen relatief minder aandacht gaat naar het **vereenvoudigen en standaardiseren van administratie** in vergelijking met Europa. Er zijn wel een aantal initiatieven opgestart (o.a. PCSP), maar dit is nog niet voldoende uitgewerkt of geïmplementeerd.

Overigens is er in Vlaanderen wel aandacht voor de **link tussen logistiek en havenactiviteiten**. Voorbeelden hiervan zijn o.a. Porthus.net, PCSP⁷ en het

⁴ Global Positioning System

⁵ Geografische Informatiesystemen

⁶ Radio Frequency Identification

⁷ Port Community Service Portal (Zie Actie 2.5)

VeLP⁸. Er is echter nood aan een overkoepelend en sturend platform. Deze vraag naar een overkoepelend geheel komt ook van de operatoren van deze systemen. In actie 2.5 komt dit verder aan bod.

Ten slotte kan er opgemerkt worden dat er binnen Vlaanderen tot einde 2006 opmerkelijk weinig onderzoek naar **maritieme innovaties** is gedaan.

D. ACTIE 2.5 – VLAAMS CARGO COMMUNITY SYSTEM

Voor de onderbouw van actie 2.5 is gestart met het inventariseren van de reeds bestaande systemen/platformen die een Vlaams Cargo Community system zouden kunnen vormen. Hieruit blijkt dat er momenteel in Vlaanderen aan drie systemen wordt gewerkt, waarvan er één reeds operationeel is. De drie systemen zijn de volgende:

Porthus.net van Porthus nv

Deze ICT provider staat in voor de ICT ondersteuning van de cargo-platformen die in de haven van Antwerpen en Zeebrugge worden gebruikt⁹. Deze onderneming heeft in 2007 Seagha overgenomen, dat tot dan instond voor de ICT-onderbouw van het cargosysteem van de haven van Antwerpen.

Dit systeem is reeds operationeel en is mits kleine aanpassingen toepasbaar op veel grotere schaal. Het systeem is ook 24/24 – 7/7 toegankelijk en de follow-up van de activiteiten wordt gedaan door de vestiging van Porthus in Slovaakse.

Belangrijk om op te merken is dat het systeem niet enkel havens met elkaar linkt, maar eveneens meer dan 1.000 bedrijven en hun logistieke providers. Het is dus met andere woorden perfect mogelijk om de havens te koppelen binnen het veel bredere spectrum van de logistiek. De haven van Antwerpen en Zeebrugge zijn reeds ingevoegd in dit logistieke netwerk.

Een aantal terminaloperatoren (o.a. PSA) hebben interesse voor dit systeem, maar enkel indien het wordt ingevoerd als algemeen havensysteem vóór oktober/november 2008. Indien dit niet het geval is wil PSA een eigen systeem ontwikkelen, wat mogelijk voor verdere versnippering en geen standaardisatie kan zorgen.

Port Community Service Portal (PCSP) van IWT

Dit PCSP is in 2004 opgestart door de haven van Antwerpen, maar om een betere financiering te krijgen is het een IWT project geworden, waardoor het project is opgetrokken naar alle Vlaamse zeehavens.

Dit PCSP bestaat in hoofdzaak uit 3 grote delen:

- * Module 1: E-loket voor zeeschepen

⁸ Vlaams E-Logistiek Platform (Zie Actie 2.5)

⁹ Noemenswaardig is eveneens dat er vanuit Nederland (en dan vooral van de Haven van Rotterdam) interesse is voor dit systeem. Opmerking: Porthus.net is een datanetwerk en Porthus doet zelf niets aan haven/logistiek gerelateerd onderzoek.

- × Module 2: Kruispuntdatabank voor ladinggegevens
- × Module 3: Barge Traffic System

Deze drie delen hebben allemaal betrekking op actie 2.5 van Flanders Port Area, omdat dit project eveneens kan bijdragen tot een Vlaams Cargo Community System. Het onderzoek dat reeds voor PCSP is gedaan kan een belangrijke meerwaarde bieden voor een Cargo Community System omdat de ontwikkelaars van het PCSP quasi alle mogelijke processen en stromen van goederen binnen de verschillende sectoren en actoren binnen de havens hebben blootgelegd, met bijhorende informatie over de documenten die nodig zijn binnen deze stromen.

Het PCSP is in zijn opzet dus complementair met Porthus.net:

- × Porthus.net: ICT platform
- × PCSP: onderzoek naar stromen, processen en documenten

PCSP en Porthus werken reeds samen en zijn via IWT ook gelinkt aan elkaar. De gegevens van PCSP zijn echter nog niet ingevoegd in het Porthus.net platform. Een mogelijke opportuniteit bestaat dus uit het invoeren van de gegevens van PCSP in het Porthus.net systeem. Wat kan leiden tot mogelijke schaalvoordelen en synergieën.

Vlaams E-logistiek Platform (VeLP)

Het Vlaams Instituut voor de Logistiek heeft in december 2007 het VeLP als idee gelanceerd. De bedoeling van het VeLP is om binnen het kader van de "Extended Gateways" een platform te vormen die verschillende reeds bestaande netten binnen de logistieke en transportsectoren aan elkaar moet linken. Het VeLP-project zit momenteel¹⁰ in de onderzoeksfase. Dit platform is dus nog niet onmiddellijk implementeerbaar.

Samengevat

*Binnen de Vlaamse havencontext bestaan er momenteel **drie platformen** die mogelijk voor een **integratie tot een Vlaams Cargo Community System** kunnen zorgen, waarvan er 1 al volledig operationeel is en ook al wordt gebruikt in havens (Porthus). Een ander systeem (PCSP) heeft al een zeer groot aantal stromen en processen binnen havens in kaart gebracht en deze info kan dus snel worden geïmplementeerd in een platform. Het derde platform (VeLP) zit in de onderzoeksfase. Dit laatste systeem is gericht op logistiek in het algemeen.*

***De beleidsaanbeveling** bestaat erin om **geen nieuw platform** te ontwikkelen, maar eventueel te streven naar een samenwerking van Porthus, PCSP, de initiatiefnemer van VeLP en de vier Vlaamse zeehavens om waar mogelijk te komen tot een meer **geïntegreerd en gestandaardiseerd platform** waarin zowel ladinggegevens, processen, stromen als documenten kunnen worden ingevoerd, geraadpleegd, ... om zo een concurrentieel voordeel te verkrijgen voor de Vlaamse havens binnen de zeer concurrentiële Hamburg-Le Havre Range. Andere initiatieven kunnen eventueel in een latere fase hieraan worden gekoppeld.*

¹⁰ Mei 2008

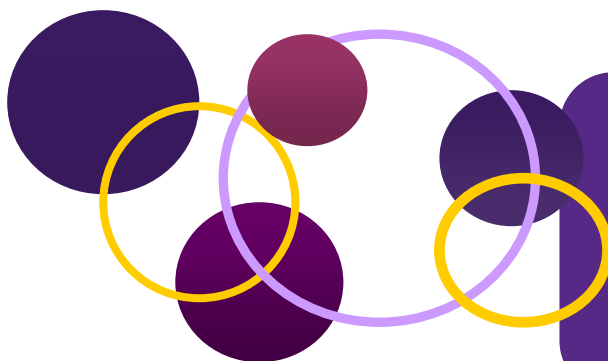
3. BELEIDSAANBEVELINGEN

Het doel van deze beleids paper was om aan de Vlaamse overheid over Flanders Port Area een aantal beleidsaanbevelingen te formuleren binnen de context van innovaties en research.

Wat de **haalbaarheid van een Vlaams Kennisplatform voor de havens** betreft, blijkt een goede optie te zijn om een platform gradueel te starten, waar zo veel mogelijke links worden gelegd die kunnen bijdragen tot kennisopbouw voor de Vlaamse havens en gerelateerde sectoren. Daarbij wordt zo veel mogelijk gebruik gemaakt van reeds bestaande bronnen en informatie. Het combineren van de reeds bestaande systemen zal op zichzelf reeds voor toegevoegde waarde zorgen.

Uit het overzicht van **Europese en Vlaamse innovatieprogramma's** blijkt dat er dringend nood is aan (co-)financiering van onderzoek naar technische innovaties. De reeds gedane onderzoeken spitsen zich vooral toe op procesinnovaties en minder op technische innovaties. Uiteraard moeten de inspanningen voor procesinnovaties op niveau blijven. Verder moet er ook meer onderzoek gedaan worden naar enerzijds de stijgende graad van containerisatie en de daarop toepasbare innovaties, en anderzijds naar congestie op terminals¹¹. Ook hier kan best worden vertrokken van bestaande initiatieven, met nadruk op hoe die veralgemeend en in logistieke ketens kunnen ingepast worden.

Betreffende het **Vlaams Cargo Community System** blijkt het aangewezen om geen nieuw platform te ontwikkelen, maar te streven naar een samenwerking van bestaande systemen en de vier Vlaamse zeehavens, om waar mogelijk te komen tot een meer geïntegreerd en gestandaardiseerd platform waarin zowel ladinggegevens, processen, stromen als documenten kunnen worden ingevoerd, geraadpleegd, ... Op die manier kan een concurrentieel voordeel worden verkregen voor de Vlaamse havens binnen de zeer concurrentiële Hamburg-Le Havre Range. Andere complementaire initiatieven kunnen eventueel in een latere fase hieraan worden gekoppeld.



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¹¹ Innovatieve projecten kunnen in dit verband ook gebruik maken van de resultaten van onderzoek van de Werkgroep Capaciteitsbenutting van Flanders Logistics, en van de conclusies van voortrajecten door het Steunpunt Goederenstromen (verschuiving in de tijd en magazijnen) en het VIL (slotallocatie en nachtopening aan landzijde)

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Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

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Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

Bijlage I

OVERZICHT EUROPESE INNOVATIEPROGRAMMA'S

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FLANDERS PORT AREA TAKS FORCE [ACTIE 2.3]

OVERZICHT EUROPESE INNOVATIEPROGRAMMA'S



Naam en beschrijving project/programma	Onderdeel van	Doelstelling	Looptijd	Financier	Uitvoerder
Shortsea XML	Marco Polo Projects	<p><i>Project to develop, promote and provide training for Shortsea XML which will become the open message standard for exchanging data between all parties in a door-to-door SSS logistics chain. The aim is to make the intermodal SSS more competitive by improving customer service, reducing transport administration cost and improving utilisation of transport units.</i></p> <p><i>The aim is to make the intermodal short sea shipping more competitive by:</i></p> <ol style="list-style-type: none"> <i>1. improving customer service;</i> <i>2. reducing transport administration cost by up to 10-15%;</i> <i>3. improving utilization of transport units;</i> <p><i>resulting in modal shift from road to sea and water with the associated environmental benefits.</i></p>	Start project: 2001/2002	Max EU: €900000 Totaal: €1,8 miljoen	Norstella (Noorwegen)
ZEST – Zeebrugge-Esbjerg Seaborne Transit	Marco Polo Projects	<i>Wekelijkse RoRo transit verbinding tussen Zeebrugge en Esbjerg (Denemarken)</i>	7/1/2005 – 30/9/2009	Max EU: €867143 Totaal: €12,327894 miljoen	Cobelfret Ferries nv
DRS - Danube RoRo Shipping	Marco Polo Projects	<i>Inland waterway transport system on the Danube (between Vidin in Northeast Bulgaria and Passau in Southwest Germany) shifting freight from road to inland waterways on a major transport axis between Southern Europe and Central/Western Europe.</i>	01/2007 – 11/2009	Max EU: niet beschikbaar Totaal: €14,333383 miljoen	Lehnkering Reederei GmbH
Marocco Seaways	Marco Polo Projects	<i>Short sea shipping service that connects the ports of Genoa (Italy), Barcelona (Spain) and Tangiers (Morocco) with weekly departure on fixed days. The service will be carried out through the use of a roll-on roll-off mixed goods passenger type ship with wide cargo capacity.</i>	31/12/2006 – 30/09/2009	Max EU: €1,830418 miljoen Totaal: €23,309952 miljoen	Grandi Navi Veloci S.p.A.
SCAPEMED	Marco Polo Projects	<i>Short sea shipping service: Large freight flows of high quality steel products westbound from Italy (Genoa, Piombino and Taranto) to</i>	15/1/2006 – 1/5/2009	Max EU: €2,103 miljoen	Navairo (Portugal)

		<i>Portugal (Alveiro and Setubal). For the eastbound return cargo of high quality paper products from Portugal (Setubal) and Spain (Marin and Huelva) to Italy (Livorno).</i>		Totaal: €15,2333 miljoen	
A.T.T.A.C. - Alternative To The Alps Crossing	Marco Polo Projects	<i>Short sea shipping service between Civitavecchia (Central Italy) and Toulon (Southern France) for the transport of trailers, semi-trailers and other rolling cargo including oversized and overweight trailers. The service offers a fast, regular and direct maritime service at fixed-day departures three times a week.</i>	8/4/2005 – 31/3/2009	Max EU: €2,09 miljoen Totaal: €38,675166 miljoen	Atlantica S.p.A. di Navigazione
BaSS - Baltic Sea Shuttle	Marco Polo Projects	<i>Short sea shipping service between the ports of Rostock (Germany) and Ventspils (Latvia) across the Baltic Sea. Modification and expansion of the existing ferry service between Rostock and Liepaja and move to the Latvian port of Ventspils. The second ship will double the route's capacity. A total of four round trips per week is foreseen.</i>	01/01/2006 – 13/04/2009	Max EU: €1,316 miljoen Totaal: €55,170959 miljoen	Scandlines Deutschland GmbH
2E3S.com Project- Escola Europea Short Sea Shipping	Marco Polo Projects	<i>The objective the project is to provide operators, shippers and students from countries, universities and training centres within the EU with training in maritime logistics, in particular, Short Sea Shipping. 2E3S.com courses will be carried out on Short Sea Shipping routes between Italy and Spain, in particular: Barcelona-Civitavecchia and Barcelona-Genoa.</i>	01/09/2006 – 31/08/2008	Max EU: €993750 Totaal: €2,741887 miljoen	Port of Barcelona
BTL - Baltic Timber Line	Marco Polo Projects	<i>Weekly short sea shipping container service Muuga – Fredericia v.v. with a fixed schedule.</i>	/	/	/
Interports	Interreg III	<i>Proberen een hoger aandeel van watertransport te krijgen in de totale goederenstromen-markt. Samenwerking tussen multi-modale logistieke partners. Link inland navigation – zeehavens.</i>	Start Date: 01.07.2003 End Date: 31.12.2007	Total Budget: €1.238.807,20	City of Mülheim
Northern Maritime Corridor (NMC I en II)	Interreg III	<i>The vision of the NMC is: A means of efficient, safe and sustainable transportation, connecting coastal areas and enhancing regional development in the North Sea Region and the Northern Periphery Area. In pursuing this vision in all the partner-regions regional maritime clusters are to be established, comprising industries, ship owners, transporters and port authorities, creating an arena where these can meet and develop new services in the corridor.</i>	NMC II: June 2005 till June 2008.	Totaal budget (NMC II): €2,16 mill.	/
North Sea Programme¹	Interreg III en IV	<i>The Interreg IIIB & IVB North Sea Region Programme works with cutting edge policy areas in regional development through transnational projects. A principal aim of the programme is to expand the scope of territorial cooperation and focus on high quality projects in innovation, the environment, accessibility, and sustainable and competitive communities.</i>	2002 – 2006 + 2007 - 2013	Total Budget: €290 miljoen	Christian Byrith
PortNet	Interreg IIIc	<i>Optimale regionale samenwerking tussen zeehavens – regionale intergratie van havens.</i>	2005-2007	Totaal budget: €1,7 miljoen	Port of Hamburg
Safety at Sea	Interreg III/Marnis (Maritime Navigation And Information Services)	<i>The objective of this INTERREG project is to stimulate the national, regional and local governments to cooperate to find common strategies and best available methodologies and practises to reduce the risk and impact of accidents. More than 20 organisations in countries surrounding the North Sea are involved in the Safety at Sea project managed by the Norwegian Coastal Administration.</i>	2004 - 2007	Totaal budget: €5 miljoen	Norwegian Coastal Administration
	Interreg III	<i>Samenwerking van Haven Antwerpen met een aantal andere havens</i>	01/2005 –	Totaal budget:	Alterra, Research

¹ North Sea Program is een overkoepelend onderzoekprogramma van verschillende projecten. Een lijst van deze projecten is terug te vinden in de bijlagen

New Delta		<i>ter bevordering van de link tussen economische groei en duurzaam natuurbehoud.</i>	06/2007	6,75 miljoen EUR	Institute voor de Groene Ruimte
Atmos	Interreg III b	<i>To motivate the implementation of SSS lines (to integrate them in the motorways of the sea), from existing complicity and confidence between all the partners and observers of the market.) to improve knowledge and maritime Transport possibilities, to increase maritime transport, to protect the environment, reduce road congestion, to improve security, to improve communication.</i>	Januari 2005 – Januari 2007	/	/
Baltic Masters	Interreg III b	<i>Consists of four work packages : Preparedness and Division of Responsibility Safe Transportation at Sea Sustainable Spatial and Regional Development Communication and Dissemination</i>	Juli 2005 – December 2007	/	/
InterBaltic	Interreg III b	<i>The main objective of the project is to promote shift of cargo transport from road to efficient intermodal sea/railway corridors.</i>	December 2005 – December 2007	/	/
DaGoB	Interreg III b	<i>Improving the co-operations between public and private stakeholders related to DG transport in the BSR by connecting the stakeholders on different levels, providing up-to-date information on cargo flows, supply chain efficiency and risks related to DG transport and producing an Action Plan</i>	Januari 2005 – Januari 2007	/	/
BaSIM	Interreg III b	<i>multimodality covering also hinterland and logistics in general, to enhance co-operation and to optimise transport system of the BSR. Standardised ICT architecture / Supply chain security / Maritime Transport Corridor Development / Supporting information services</i>	September 2004 – Juli 2006	/	/
S@S Northern Periphery	Interreg III b	<i>Strengthening maritime safety and protecting the environment project to create more awareness of, and interest in, AIS in the Northern Periphery, using knowledge gained from other S@S AIS infrastructure projects; a project to enhance co-operation and co-ordination - co-ordination with the Maritime Safety Umbrella Operation.</i>	Januari 2005 – April 2007	/	/
NMC II Mons	Interreg III b	<i>The concept of Motorways of the Sea (MoS) has come up after the NMC project started / Utilising ICT tools in SSS was not a specific element in the present NMC, but an initiative that deserves to be pursued has been taken in the course of the project. The present NMC has not discussed the concepts for ports and SSS services in a longer term perspective, like the polycentric port scenarios that will be discussed in NMC II -</i>	Juni 2005 – Juni 2008	/	/
S@S North sea	Interreg III b	<i>The project aims at harmonising risk management strategies for the North Sea region and at transforming these strategies into practical methodologies for spatial planners, decision makers and operational entities dealing with safety at sea. Harmonisation of Risk Management / Coastal Zone Management / Routing and Safe Seaways / Risk assessment and safety awareness</i>	Maart 2004 – Juni 2007	/	/
SUTRANET	Interreg III b	<i>North Sea Transport Research and Development Network Motorways of the North Sea Transport and Logistics Centres Training Programme Development Development of the North Sea Motorway concept. More efficiency and sustainable use of transport infrastructure in the NSR Enhancement of sustainable transport solutions, including energy-saving technologies and cost-effective systems Improve qualifications and skills of SMEs and operational staff dealing with intermodal transport</i>	Februari 2004 – April 2007	/	/
PLACA 4S	Interreg III b	<i>To promote intermodal transport services with the quality of MoS. To contribute and to improve SSS and MoS services, to reinforce the sea</i>	Januari 2004 – December 2006	/	/

		<i>transport as an alternative.</i>			
SecurMed	Interreg III b	<i>To realise a pilot-experience of co-operation and to integrate actors in this area, to maritime safety and environmental protection of sea and costs.</i>	Mei 2005 – Juli 2007	/	/
IMPACTE	Interreg III	<i>Intermodaalprogramma ter stimulering van investeringsprojecten om logistieke links tussen een 20-tal Vlaamse, Franse en Britse havens te bewerkstelligen.</i> - Vernieuwen van o.a. twee oude sluizen uit de jaren '70. (Zeebrugge) - Aanleggen van o.a. een nieuwe RoRo aanlegplaats. (Oostende)	June 2005 - June 2008	10,5 miljoen EUR	Seda
COMPRIS (Consortium Operational Management for River Information Services)	Marnis (Maritime Navigation And Information Services)	<i>COMPRIS (Consortium Operational Management for River Information Services) is a FP5 project dealing with the last research steps towards implementation of River Information Services on a Pan-European level</i>	1/9/2002-31/8/2005	Bijdrage EU: €5,032481 miljoen	AVV Transport Research Centre
Declims	Marnis (Maritime Navigation And Information Services) – FP5	<i>DECLIMS is a European project lead by JRC, the EC Joint Research Centre with a focus for research into the use of satellite imagery for maritime vessel detection, classification and identification</i>	Start: 5/1/2003 End: 4/30/2006	/	/
Embarc	Marnis (Maritime Navigation And Information Services) – FP5	<i>EMBARC is a FP5 project of the EC aiming at minimising risks for maritime safety and the environment while maximising the efficiency of waterborne transport.</i>	Start: 12/1/2001 End: 11/30/2004	/	/
Margal (nu Galileo Joint Undertakings)	Marnis (Maritime Navigation And Information Services)	<i>MARGAL addresses challenges related to:</i> <ul style="list-style-type: none">▪ Port and Harbour approach, navigation, monitoring and docking▪ Inland Waterways monitoring,▪ precise navigation and calamity abatement	The demonstration phase will last until November 2005, followed by evaluation to conclude the project in January 2006.	the total project was 2.667.032 Euro, with a Galileo Joint Undertakings contribution limited to 1.381.882 Euro.	KONGSBERG (Noorwegen)
OCEANIDES	Marnis (Maritime Navigation And Information Services)	<i>The OCEANIDES project aims to identify and assemble the knowledge required to establish a more harmonised and effective monitoring of European waters of illicit marine oil pollution.</i>	/	/	/
REALISE	Marnis (Maritime Navigation And Information Services)/ FP5 & DG Transport and Energy	<i>REALISE is a Thematic Network under the Competitive and Sustainable Growth Programme. The overall objective of REALISE is to develop technological strategies, methodologies, and tools for the European business community and decision-makers in order to encourage the use of short sea shipping.</i>	2002-2005	/	Amrie
Safedor	Marnis (Maritime Navigation And Information Services)	<i>DOR (Design, Operation and Regulation) - or in short SAFEDOR - is the name is an integrated project within the 6th Framework Programme of the EC with target to risk based design and approval of ships within the sustainable surface transport section of FP6</i>	2002-...	Bijdrage EU: €12 miljoen	Germanischer Lloyd
SafeSeaNet	Marnis (Maritime Navigation And Information Services)	<i>The effects of the oil spill from the tanker "Prestige" off Spain's coast make the threats posed from accidents at sea all too clear. With the slick affecting the coastlines of France and Portugal, Europe needs to act as one. SAFESEANET aims to provide the means to do so, allowing rapid and efficient exchange of maritime information, so helping to keep Europe's seas clean and safe.</i>	2002 – on going project	Niet beschikbaar/ Nog niet volledig duidelijk	EMSA (European Maritime Safety Agency)

SWAN	Marnis (Maritime Navigation And Information Services)	<i>SWAN (200-2003) is a European Thematic Network funded by DG Infromation Society with focus on maritime communication systems</i>	1999 - 2003	/	/
TRAPIST	Marnis (Maritime Navigation And Information Services)	<i>TRAPIST is a project in the 5th Framework Programme of the EC with the overall objective to provide support tools that will enable ports to enhance the efficiency of their operations and to optimise the planning, management and use of their resources.</i>	/	/	/
ITAIDE	Marnis (Maritime Navigation And Information Services)	<i>ITAIDE will investigate the issue of e-customs: how can customs documents and procedures be digitized and redesigned, and what business and administrative challenges may be encountered?</i>	Start date: 2006-01-01 End date: 2010-06-30	Project cost: 7328163 EURO Project Funding: 5799981 EURO	Free University of Amsterdam
ADOPT – ADVANCED DECISION SUPPORT SYSTEM FOR SHIP DESIGN, OPERATION AND TRAINING	FP6	<p><i>The ADOPT project will focus on optimising the safety by development of a system that senses the environment for ACTUAL situation data, and predicting the ship motions accordingly, thereby ensuring optimal operational performance, relying on computer based decision support tool creating an interface to be used in ship.</i></p> <p><i>The expected end result is the demonstration of the potential of the use of a Decision Support Tool in the:</i></p> <ul style="list-style-type: none"> <i>Risk-based frameworks for safety assessment techniques by use of simulation</i> <i>Integrated design environments of ships</i> <i>Optimisation of ship operation processes for safe and economic shipping</i> 	1/4/2005-1/10/2008	1,9 miljoen EUR (bijdrage EU)	FSG (Flensburger Schiffbau Gesellschaft mbH & Co. KG)
CREATING – CONCEPTS TO REDUCE ENVIRONMENTAL IMPACT AND ATTAIN OPTIMAL TRANSPORT PERFORMANCE BY INLAND NAVIGATION	FP6	<i>CREATING will boost the overall performance of inland navigation transport by multidisciplinary RTD activities and by integrating previous project results in innovative vessel concepts focused on logistics, emission, reduction, safety and efficiency.</i>	1/6/2004 – 31/5/2007	EU : €3,649996 miljoen Totaal : €4,154378 miljoen	Stichting Projecten Binnenvaart
CRONET-DAYS – PROMOTING AND FACILITATING ERA-NETWORKING BETWEEN EUROPEAN CONTRACT RESEARCH ORGANISATIONS (C.R.O) (SPECIFIC SUPPORT ACTION)	FP6	<i>The goal of this specific support action is to facilitate and increase network between the Contract Research Organisations of European Research Area in Surface Transport Area (road, rail, water-borne, intermodality).</i>	1/9/2004 – 31/5/2007	EU : €50000 Totaal : €50000	Sirehna
CAS – COST EFFECTIVE INSPECTION AND STRUCTURAL MAINTENANCE FOR SHIP SAFETY AND ENVIRONMENTAL PROTECTION THROUGHOUT ITS LIFE CYCLE	FP6	<i>For oil tankers to be more environmentally friendly along their life cycle, IMO has set forth a condition assessment scheme "CAS" for single hull tankers and is now working to develop a similar type of code for double hull tankers, which involve huge amounts of measurement information.</i>	1/2/2005 – 31/1/2008	EU : €1,650 miljoen Totaal : €3,1881 miljoen	Bureau Veritas

CAREMAR – COORDINATED ACADEMIC RTD AND EDUCATION SUPPORTING INNOVATION IN MARINE INDUSTRIES	FP6	<i>CAREMAR will be a platform for the coordination of European university expertise and the delivery of this expertise in a way that responds to European maritime industry needs in both the short term and the medium to long term.</i>	1/9/2005 – 31/8/2008	EU : €748000 Totaal : €748000	Foundation Wegemt
ENCOMAR-TRANSPORT – ENHANCED CO-OPERATION BETWEEN EU MEMBER STATES AND ASSOCIATED CANDIDATE STATES IN MARITIME RESEARCH ON TRANSPORT	FP6	<i>ENCOMAR-TRANSPORT will promote a culture of innovation and fertilize participation of SMEs in European research.</i>	1/4/2005 – 31/10/2006	EU : €379955 Totaal : €379955	Center of Maritime Technologies e.v.
GIFT – GAS IMPORT FLOATING TERMINAL	FP6	<i>An offshore floating LNG storage terminal is proposed in which a large hull is moored to the seabed by means of a turret mooring system that allows the terminal to weather-vane freely in accordance with the prevailing weather conditions.</i>	1/2/2005 – 31/1/2007	EU : €3,181989 miljoen Totaal : €2,295044 miljoen	Doris Engineering
HISMAR – HULL IDENTIFICATION SYSTEM FOR MARINE AUTONOMOUS ROBOTICS	FP6	<i>This proposal will develop a multi-purpose inspection and maintenance platform with an advanced navigation system using Hall Effect and optical sensor technology for marine applications.</i>	1/11/2005 – 1/10/2008	EU : €1,200942 miljoen Totaal : €1,6709 miljoen	University of Newcastle upon Tyne
INMARE – TECHNOLOGIES AND METHODOLOGIES FOR SAFE, ENVIRONMENTAL-FRIENDLY AND EFFICIENT SHIPPING OPERATIONS OF THE FUTURE	FP6	<i>Main value of the Inmare is to build a wide round table of the different maritime transport's actors (ship-yards, systems makers, etc.), leaded and steered by the most representative selection of E.U. ship-operators with the goal to trace the way to the ship-operation of the future.</i>	1/4/2004 – 31/3/2006	EU : €750000 Totaal : €886125	Concorcio Armatori per la Ricera
INTERMODE-TRANS – SPECIFIC SUPPORT ACTION FOR PAN-EUROPEAN STAKEHOLDERS AND USERS SUSTAINING INTEGRATED PILOT TECHNOLOGIES FOR INCREASING THE EFFICIENCY OF INTERMODAL TRANSPORT	FP6	<i>The Specific Support Action INTERMODE-TRANS will target ongoing research and development with regard to transport technologies that can achieve a sustainable modal shift from road to railways and water-borne routes including inland navigation and short sea shipping, promoting the development of transshipment technologies and equipments based on the real need of the end-users.</i>	1/11/2004 – 30/4/2006	EU : €290000 Totaal : €290000	Mettle Groja
LOGBASED – LOGISTICS-BASED DESIGN	FP6	<i>The LOGBASED project aims at developing more efficient ro-ro vessels as an integral part of developing and operating more effective intermodal transport value chains.</i>	1/3/2004 – 30/6/2007	EU : €1,784651 Totaal : €2,949604	Lund, Mohr & Giaver – Enger Marin AS
MTCP (MARITIME TRANSPORT CO-ORDINATION PLATFORM)	FP6/DG Tren	<i>This Think Tank and stimulating body consists out of authorities in their fields of expertise. It is expected from this centre of excellence e.g. a firm opinion on what should be the maritime policy in these sectors. For the next three years, eighteen studies are scheduled. The project will also supply external experts to support policy development. A portal/database on maritime research outputs will be created as well.</i>	04/2004 – 03/2007	EU contribution : €2,740660 miljoen	British Maritime Technology Ltd - UK

EMDM (EUROPEAN MARITIME DATA MANAGEMENT)	FP6	The EMDM project aims to study and develop new applications, functionalities and proposals for specifications and standards for enhanced, interactive VDRs and electronic logbooks, in order to face to the challenge of the intermodal, safe and secure European transport development .	03/2007 – 03/2009	Totaal budget: €2,795368 miljoen	Avenca UK
GROWTH PROGRAM	FP6	European research program. The aim was to increase economic growth and create new jobs by sustaining the innovation effort of European industry towards improved competitiveness and to support Community policies that enable competitive and sustainable development. Main objectives in Land transport and marine technologies: <ul style="list-style-type: none"> Improved fuel efficiency and reduced emissions - cutting CO2 emissions and developing and validating zero-emission vehicles. Improved performance - increasing safety, reliability, maintainability, availability, operability, energy efficiency and adaptability. Improved system competitiveness - reducing both time to market and development costs.	Start date: 1998-01-01 End date: 2002-12-31	2705 miljoen EUR	European Commission
AMPERA	FP6	AMPERA aims to create a platform where governmental policy developers and scientists from European coastal countries meet and discuss all aspects of accidental marine pollution research and implement measures needed.	/	1,570 miljoen EUR	Belgium
ENCORA	FP6	ENCORA is an European network structure with new mechanisms for communication on shared problems within and between the communities of coastal science, policy and practice.	/	3 miljoen EUR	Netherlands
SEADATANET	FP6	SEADATANET objective is to construct a standardized system for managing the large and diverse data sets collected by the oceanographic fleets and the new automatic observation systems.	/	8,749990 Miljoen EUR	France
SHEEL	FP6	The project aims at developing and demonstrating an operational, cost-effective and secure electronic transfer system that will convey logbook information to and between authority agencies in order to facilitate improved monitoring and control. In addition, the deployment of a viable electronic European wide logbook will also improve resource management.	/	1,2 miljoen EUR	Portugal
VISIONS	FP6	This Network of Excellence aims to strengthen and reinforce European Scientific and Technological capability in the definition of innovative concepts for ships and floating structures.	/	5 miljoen EUR	Belgium
INTERMODETRANS	FP6	Specific Support Action for pan-European stakeholders and users sustaining integrated pilot technologies for increasing the efficiency of intermodal transport	/	290000 EUR	France
MARSTRUCT	FP6	The overall objective of the network is to improve the comfort, effectiveness, safety, reliability and environmental behaviour of ship structures through the application of advanced structural and reliability assessment within design, fabrication and operation, leading to increased public and commercial confidence in the competitiveness and use of water-borne transportation.	/	6 miljoen EUR	Portugal
MARINERA	FP6	MarinERA is a partnership of the leading Marine RTD Funding Organisations in 13 European Member States. In addition, a range of Advisory members are associated with the project. MarinERA aims to the coordination of national and regional RTD activities.	/	2,95 miljoen EUR	France
ELOGMAR-M	FP6	The major aim of the proposed activity is to gather and co-ordinate activities in the field of IT- and Communication solutions (Web-services, mobile technologies, simulation, technologies for information	/	949600 EUR	Germany

		systems design, virtual reality) with maritime and logistics applications.			
IMPROVE	FP6	Design of Improved and Competitive Products Using an Integrated Decision Support Systems for Ship Production and Operation	/		Belgium
ESONET	FP6	The aim is a network of sea floor observatories around the European Ocean Margin from the Arctic Ocean to the Black Sea for strategic long term monitoring as part of a GMES with capability in geophysics, geotechnics, chemistry, biochemistry oceanography, biology and fisheries.	/	7 miljoen EUR	UK
EUROMAR-BRIDGES	FP6	Euromar-Bridges aims to contribute to the improvement of the competitive advantages of the European maritime transport sector, including shipbuilding, by the identification of potential valuable contributions from Candidate Countries, Russia, Ukraine, and Turkey in maritime research and joined European initiatives.	/	258146 EUR	Poland
MARTEC	FP6	Martec focuses on funding issues and is planning to create a lasting network of key agencies that will improve the way in which maritime technologies research is managed and developed. This network will produce a strategy for future research funding, and will encourage the development of transnational programmes able to reflect the needs of the maritime industry.	/	2,086549 miljoen EUR	Germany
PEARL		Pearl aims at providing, for the first time, a platform focusing on Ports and their environmental problems for user friendly access of in situ and space data and models, and their efficient combination. Pearl aims at educating the user community on the information content available from space and in-situ instruments, as well as on current limitations.	/		UK
SECURCRANE	FP6	SECURCRANE project aims at realising the ambitious goal of a remote crane control giving the operator, by means of a very innovative approach and the most advanced knowledge in the field of artificial intelligence and artificial vision, the information "sensed" and seen by the operator in his position onboard.	/	2,2 miljoen EUR	Italy
COMPETE	DG Tren	The main objectives of the COMPETE project are fivefold: <ul style="list-style-type: none"> To analyze past, current and expected future trends of operation costs of transport for the EU and US. To draw a Panorama of Congestion for the EU and the US. To describe trends of structural economic change and their potential impacts on transport. To investigate how changes in costs and congestion, in economic structures as well as of transport policies affect the productivity of the transport sectors, and To estimate how the transport system itself influences productivity and competitiveness of the European economies. 	2005-2007	€545280	ISI Fraunhofer Institute Systems and Innovation Research, Karlsruhe, Germany
WONDERMAR II OOSTENDE	FP6	WONDERMAR, forming a thematic network of European maritime key-companies, will improve the systematic exchange of information in the European maritime community and multiply information to outside of the RTD community into regional settings. It will encourage interoperability between companies, take-up of new information and communication technologies and thus fast exploitation.	01/10/2001 – 31/3/2004	EU: 1,5 miljoen EUR	BRITISH MARITIME TECHNOLOGY LIMITED
MISTIC	FP6	Mistic is a thematic project aiming to facilitate the introduction of Information Society technologies to Intelligent Shipping systems. It supports the presentation of innovative systems resulted from EU research projects as best practices for improving business procedure. The project has been prepared to ensure a higher level of involvement	1/11/2000 – 30/4/2004	EU: 600870 EUR	MARITIME ENGINEERING AND TECHNOLOGY FOR TRANSPORT, LOGISTICS AND

		<i>of end-users in the area of applying advanced information technologies for the waterborne transport.</i>			EDUCATION S.A.R.L.
ELOGMAR	FP6	<i>The major aim of the proposed activity is to gather and co-ordinate activities in the field of IT- and Communication solutions (Web-services, GPRS and WAP/WML mobile services, simulation, technologies for information systems design, virtual reality) with maritime and logistics applications.</i>	10/9/2004 – 31/8/2006	<i>Project cost: 1371771 EURO Project Funding: 949600 EURO</i>	Fraunhofer-Gesellschaft zur Foerderung der angewandten Forschung e.V.
MARIDES	FP6	<i>The MARIDES project is focusing on the improvement of: 1) the decision making of the chartering departments of the shipping companies; 2) the application and enforcement of the desired business strategy on the fleet of a shipping company by establishing a comprehensive, accurate and real-time on-board chartering process control.</i>	1/11/2001 – 31/1/2003	<i>Project cost: 2071529 EURO Project Funding: 1215995 EURO</i>	INSTITUTE OF COMMUNICATION AND COMPUTER SYSTEMS
DYCONET	FP6	<i>DYCONET will implement an inter-organisational dynamic network for maritime supply chains. Suppliers are mainly SMEs in the maritime industry. The high change frequency within maritime co-operations requires optimised dynamic networked organisations for further lead time and cost reductions. Existing and project defined co-operation models will be benchmarked. A Data Repository (DR) as a common platform for different applications systems (design / procurement / planning) and a Virtual Enterprise System Integrator (VESI) as a socket for virtual enterprise connectivity will be developed.</i>	1/1/2000-30/6/2002	<i>Project cost: 2200005 EURO Project Funding: 1100000 EURO</i>	BALANCE TECHNOLOGY CONSULTING GMBH
BALTPORTS-IT	FP6	<i>The main objective of the project BALTPORTS-IT is the dissemination of research knowledge gained during the execution of the EC projects AMCAI, DAMAC-HP, SPHERE and regional projects in the area of IT-solutions and simulation for harbour managing and control. In this project a Baltic sub-regional Competence Centre will be established in Riga (Latvia). It will be formed to provide a communication platform for connecting scientists offering innovative IT solutions with engineers of companies working on maritime applications.</i>	1/9/2001-31/8/2003	<i>Project cost: 939848 EURO Project Funding: 939848 EURO</i>	FRAUNHOFER GESELLSCHAFT ZUR FOERDERUNG DER ANGEWANDTEN FORSCHUNG E.V.
IPPA ANTWERPEN	FP6	<i>The project seeks to provide, to the onboard user via carryaboard equipment, a representation of that part of the traffic image of immediate importance to him, together with other relevant environmental and decision support information. It is anticipated that there will be a range of end users, ranging from larger yachts to pilots. This will provide a VTS like capability to a vessel.</i>	1/11/2000-28/2/2003	<i>Project cost: 2776813 EURO Project Funding: 1471115 EURO</i>	QINETIQ LIMITED
TELEMAS	FP6	<i>TELEMAS contributes to the terms of reference of the IST Programme, SYSTEMS AND SERVICES FOR THE CITIZEN - Applications relating to Intelligent Transport Systems (KAI - I.5.1). TELEMAS intends to develop decision support tools as well as an integration middleware platform, as an "umbrella" tool, to manage ship borne and external resources distributed somewhere in the world-wide information pool.</i>	1/4/2002-31/3/2004	<i>Project cost: 3808874 EURO Project Funding: 2280190 EURO</i>	TECHNISCHE UNIVERSITAET HAMBURG-HARBURG
EPDIS	FP5	<i>The volume of maritime transport increases. High-speed vessels and large RoRo ferries are introduced between major European business centres. They compete successfully with road traffic reducing pollution. Still, shipping accidents make us aware that there is still a pressing need to take new initiatives. Therefore a consortium has been set up to introduce a completely new safety approach for navigation.</i>	1/4/2002 – 31/3/2005	<i>Project cost: 2851778 EURO Project Funding: 1760322 EURO</i>	SAM ELECTRONICS GMBH
SPIN-HSV	FP5	<i>In order to mitigate the environmental impact of maritime transport and to enhance the safety of HSC, SPIN will address three key areas. First, market and feasibility strategies for understanding the HSC potential in the Intermodal transport. Second, recommendations for technical and regulatory requirements for enhancing the safety and</i>	Start date: 2002-01-01 End date: 2004-12-31	/	METTLE SARL

		<i>environmental compatibility as well as passengers' comfort of High Speed Craft shipping operations.- Third, specifications of safer and environmentally compatible maritime infrastructures, including solutions to improve port operations, lower the wash effect intrusion in the environment and lastly organisational and policy frameworks for the integration of HSC in the logistics chain.</i>			
MARQUAL	FP5	<i>The maritime operators of tomorrow face the challenge of providing a quality of service that is attractive to transport users, which is safe and environment friendly, while making a profit justifying investments of financial and human capital. The purpose of the MARQUAL is to better understand, document, and communicate how the modelling of business processes in the maritime sector may contribute to adapting such operations to meet the requirements from users of waterborne transport in door-to-door transport chains and, at the same time, make them profitable ventures for the operators and for the society. In particular, good quality operations will be examined to demonstrate current best practice.</i>	Start date: 2003-07-01 End date: 2004-09-30	<i>Project cost: 653704 EURO Project Funding: 349508 EURO</i>	LogIT a. s
ENCONA	FP6	<i>It is the objective of this accompanying measure to identify the nature and structure of national RTD-programmes for the maritime industries in member states, analyse their target areas and formulate examples for test cases for maritime industry oriented RTD co-operation scenes between national and Eu funded research.</i>	Start date: 2002-12-01 End date: 2004-09-30	799932 EUR	CENTER OF MARITIME TECHNOLOGIES E. V.
MARTEC	FP6	<i>The overall objective of the MARTEC ERA-Net is to form a sustainable network and partnership of key funding agencies and ministries aiming at deepening the understanding of conditions for management of maritime technologies research between the key European countries actively funding RTD in this sector. In co-operation with the European industrial maritime cluster and other stakeholders this network intends to work out a strategy for future maritime technological research funding through trans-national programs and calls which are coherent with the European research policy and the strengthening of the European Research Area.</i>	Start date: 2006-06-01 End date: 2009-05-31	<i>Totaal budget: 2086549 EURO</i>	FORSCHUNGSZENTRUM JUELICH GMBH
DYCONET	FP5	<i>DYCONET will implement an inter-organisational dynamic network for maritime supply chains. Suppliers are mainly SMEs in the maritime industry. The high change frequency within maritime co-operations requires optimised dynamic networked organisations for further lead time and cost reductions. Existing and project defined co-operation models will be benchmarked. A Data Repository (DR) as a common platform for different applications systems (design / procurement / planning) and a Virtual Enterprise System Integrator (VESI) as a socket for virtual enterprise connectivity will be developed. Component catalogues, which allow the extraction of product data, will be developed and connected to VESI, which enables the integration of supplier's catalogue data into customer's application systems.</i>	Start date: 2000-01-01 End date: 2002-06-30	<i>Project cost: 2200005 EURO Project Funding: 1100000 EURO</i>	BALANCE TECHNOLOGY CONSULTING GMBH
INTERMAR	FP5	<i>The proposed work suggests the development of a software framework capable of materialising an efficient and responsive extended enterprise, joining all trading partners, including customers, suppliers, factories and warehouses. The ultimate objective of the framework is to offer the potential for strategic alliances in a pan-European level in order to retain or increase the market share of European maritime and related enterprises.</i>	Start date: 2002-04-01 End date: 2005-03-31	<i>Project cost: 4006507 EURO Project Funding: 2339584 EURO</i>	University of Patras
INIMER	FP5	<i>Integration of interactive maritime black box, a.i.s. and electronic information for reporting and monitoring of ships</i>	/	/	CENTRO DE ESTUDIOS TECNICO - MARITIMOS

					SOCIEDAD LIMITADA
INTERMODESHIP	FP5	<i>The Intermode ship proposal is an initiative by the Maritime Transport Chain, which aims to reduce significantly the problem of congestion on major European traffic arteries and its negative Impact on the environment through shifting of cargo volume from road to waterborne transport.</i>	Start date: 2002-09-01 End date: 2006-04-30	<i>Project cost: 3755730 EURO Project Funding: 1984336 EURO</i>	TH. JACOBSEN & CO A.S.
ATMOS IV	FP5	<i>The ATAMOS IV project supports the main political issues of road-to-sea, Short Sea Shipping and Quality Shipping. Primary community benefits are the means to lessen on-shore congestion by applying a safety and cost-benefit regime to current Waterborne operations. The project provides a methodology for retrofit of the existing European Fleet, and demonstrates this by a full-scale retrofit to a trial vessel. Important technologies includes integrated ship control, human-centered design, Formal Safety Assessment and principles-based certification.</i>	Start date: 2000-01-01 End date: 2003-06-30	<i>Project cost: 7202228 EURO Project Funding: 4012486 EURO</i>	FORCE TECHNOLOGY
CAPOEIRA	FP6	<i>CAPOEIRA concentrates on Research, Development and Innovation (RDI) in the field of freight transport activities in ports (handling, communication, transport modes 'accesses'). On the one hand, the increase of maritime traffic (European Sea Ports Organisation announces that traffics will have doubled in 2015 in European ports) and the increasing demand of society for environment protection, security and safety require a better management of transport in ports, what ports actors have up to now limited by addressing their corporatist interests only.</i>	Start date: 2006-05-01 End date: 2008-04-30	<i>Totaal: 499500 EURO</i>	INTECSA-INARSA S.A.
METRI 2	FP6	<i>Under this contract, access for user groups will be provided to the Infrastructure entitled Marine Environment Test and Research Infrastructure (METRI). During the contract duration, it is expected that 20 short-term projects will be selected and that a minimum of 40 users will benefit from access to this Infrastructure.</i>	/	700000 EUR	France
ACMARE & WATERBORNE	FP6	<i>ACMARE is a platform established by main stakeholders from within the Maritime Industries Forum (MIF) for continuous dialogue between all stakeholders (including EU and national governmental institutions) for establishing consensus on future research directions and to support mobilisation of the necessary financial resources.</i>	Start: 1/1/2005 End: 12/31/2007	1 miljoen EUR	Belgium
Tophic	FP5	<i>The TOHPIC project focused on the following objectives:</i> <ul style="list-style-type: none"> • Reducing the turnaround time and the corresponding costs related to berthing/unberthing. • Identifying necessary conditions to reduce possibility of accidents during berthing/unberthing operations in port terminals. • Propose interface structures and logistic control in order to enhance the loading and unloading operations. • Proposing berth design to achieve safer approach and mooring or unmooring. • Proposing tools and concepts in order to improve ship manoeuvrability in ports, essential for ensuring effectiveness. • Proposing methodology for cost, safety and environmental analysis of HSC in ports. 	1st March 2001 - 28 February 2003	/	/
STEER	FP5	<i>Intelligent Shipping Towards e-work Environment for Re-engineering Waterborne Transport</i>	/	<i>Project cost: 714000 EURO</i>	METTLE S.A.R.L.

				<i>Project Funding: 397000 EURO</i>	
MetNet	<i>FP5/Growth</i>	<i>MetNet was a Thematic Network launched by DG Transport and Energy to improve the quality, to harmonise the contents, to extend the applicability of maritime education and training for ship officers in the EU and to cluster and exploit the results of completed and ongoing RTD projects.</i>	<i>1st April 2000 - 31st March 2003</i>	<i>Project cost: 2192693 EURO Project Funding: 2192693 EURO</i>	<i>World Maritime University</i>
Cargo Card en Port Key	<i>R&D Agenda Port of Rotterdam</i>	<i>Systeem voor snellere en meer beveiligde doorgang binnen het havengebied</i>	<i>Rond 1998-2000</i>	<i>miljoenen</i>	<i>/</i>
Port Infolink	<i>R&D Agenda Port of Rotterdam</i>	<i>24u/24u 7d/7d kunnen controleren van de ladinggegevens door zowel verladers, logistieke partners, haven, ... => besparing van 10 miljoen telefoons op jaarbasis in de Rotterdamse haven.</i>	<i>Sinds ca. 2002</i>	<i>miljoenen</i>	<i>Nico Westpalm, Havenbedrijf</i>
RFID Autoterminal	<i>R&D Agenda Port of Rotterdam</i>	<i>De Broekman Autoterminal in de haven van Rotterdam is volledig uitgerust met RFID technologie, wat uniek is op gebied van auto terminals.</i>	<i>2006-2007</i>	<i>/</i>	<i>Willem Milder, Broekman Group</i>
FiberPort	<i>R&D Agenda Port of Rotterdam</i>	<i>De haven van Rotterdam heeft om mee te werken aan duurzaamheid een nieuw project gelanceerd om CO² op een duurzame manier te kunnen opslaan.</i>	<i>2007</i>	<i>Ca. €50 miljoen</i>	<i>Nico Westpalm, Havenbedrijf</i>
CO² storage	<i>R&D Agenda Port of Rotterdam</i>	<i>De haven van Rotterdam heeft om mee te werken aan duurzaamheid een nieuw project gelanceerd om CO² op een duurzame manier te kunnen opslaan.</i>	<i>2006</i>	<i>/</i>	<i>Shell, AVR</i>
Container Transferium	<i>R&D Agenda Port of Rotterdam</i>	<i>Nieuw concept van een haventerminal design.</i>	<i>2006-2007</i>	<i>/</i>	<i>Cees Deelen, havenbedrijf</i>
PORT COMMUNITY SERVICES PORTAL (ALLE VLAAMSE ZEEHAVENS)	<i>IWT/Vlaamse Gemeenschap – Economie en wetenschap</i>	<i>Optimaliseren van het communicatieproces dat betrekking heeft op alle watergebonden goederenstromen. PCSP houdt o.a. een e-loket voor zeeschepen, een kruispuntbank voor ladinggegevens en een barge traffic system in. Alle Vlaamse zeehavens participeren in dit project.</i>	<i>/</i>	<i>/</i>	<i>/</i>
P@C-IT PLATFORM	<i>Seagha/Porthus</i>	<i>bevorderen en informatiseren van informatie binnen de supply chain (reeds operationeel) P@C-IT (Pre-Announcement of Cargo for Inland Transport) biedt de inland transporteur de mogelijkheid om transport orders elektronisch te ontvangen en vooraanmeldingen te sturen naar de verschillende terminals en/of depots.</i>	<i>/</i>	<i>/</i>	<i>/</i>
CYBERPAY PROJECT	<i>/</i>	<i>elektronische betaling van verschepingskosten (in ontwikkeling)</i>	<i>/</i>	<i>/</i>	<i>/</i>
THE HUMBER ECONOMIC PARTNERSHIP (UK)	<i>Haven Zeebrugge / Hull-Humber Ports</i>	<i>Samenwerking tussen Zeebrugge en de Hull-Humber Ports City Region met betrekking tot effecten van globalisering, economie en herstructureringen (in o.a. de arbeidsmarkt) op havengebonden activiteiten.</i>	<i>/</i>	<i>/</i>	<i>/</i>
Verschuiving in de tijd van op- en afhalen van containers op terminals	<i>Flanders Logistics</i>	<i>Het meer optimaal gebruiken van terminals en het voorkomen van congestie op en rond de terminals in de Vlaamse Zeehavens. In 2008 start er een proefproject met Volvo Logistics en Bekaert.</i>	<i>Start: 2008</i>	<i>Vlaamse Overheid</i>	<i>Steunpunt Goederenstromen – Departement TPR – Universiteit Antwerpen</i>
Een slotallocatiesysteem voor vrachtwagens op terminals	<i>Flanders Logistics</i>	<i>Ook dit project heeft, net zoals het project van het Steunpunt Goederenstromen, het doel om de congestie op terminals in havens te voorkomen.</i>		<i>Vlaams Instituut van de Logistiek</i>	<i>Vlaams Instituut van de Logistiek</i>
	<i>/</i>	<i>Ge-uniformiseerd platform voor clearing van douane aangiften</i>	<i>/</i>	<i>/</i>	<i>/</i>

EUROPEES CLEARINGSYSTEEM VOOR DOUANE-AANGIFTEN					
EuriTrack (EUROPEAN ILLICIT TRAFFICKING COUNTERMEASURES KIT)		<i>EuriTrack will offer to end-users a very useful tool, more advanced than commercial-off-the-shelf equipment in order to optimise the time needed for inspection. The system will consist of an innovative Tagged Neutron Inspection System (TNIS) that will non-intrusively permit an assay of the chemical composition of suspect contents located by X-Ray radiography. Software development is also a crucial part of the project since the innovation in the control system relies on the combination of two complementary techniques.</i>	1/10/2004-31/12/2007	EU : €2,45 miljoen Totaal : €4.2 miljoen	Commissariat à l'Energie Atomique
SAFE OFFLOAD – SAFE OFFLOADING FROM FLOATING LNG PLATFORMS		<i>This project addresses some of the major operational difficulties of floating liquefied natural gas (FLNG) systems.</i>	Start date: 2006-01-01 End date: 2008-12-31	Project cost: 3451458 EURO Project Funding: 1999912 EURO	SHELL INTERNATIONAL EXPLORATION AND PRODUCTION BV
Mistic		<i>Mistic made a review of intelligent systems for maritime transports, assessed them, collected end-users requirements and suggested a methodology for better involving users and stakeholders in these systems</i>	01/11/2000 - 30/04/2004	/	/
Teleshopping		<i>Teleshopping made a pilot market validation of telematics applications to maritime transport operators (shipping companies operating cruise and ferry ships) and the affected community (travel agencies, passengers, ports, cities, etc.)</i>	1 December 2001 - 30 June 2003	/	/
E-Mar Brussels Office		<i>The scope of E-MAR is to provide long-term support actions for new methods of management systems for suppliers and consumers as well as for e-commerce in the maritime world. To support this process, we organise each year an E-MAR conference on the Côte d'Azur, with the aim of addressing the short and medium term needs of the maritime and transport companies and maintaining the industry's competitiveness.</i>	1st July 2001 - 30th June 2003	/	/
EcoPort		<i>It was a Leonardo da Vinci Programme Project which was completed on 31st May 2001. It analysed the needs for training on environmental issues in companies operating in port areas.</i>	Completed 31st May 2001	/	/
Zuiderzeehaven Kampen²		<i>Het bouwen (baggeren & oprichten) van een nieuwe haven via een PPP system waarbij is afgestapt van het concessie principe. Kosten worden terugverdiend door verkoop terreinen.</i>	Afgewerkt 2/2007	Lokale overheden (Gemeente Kampen, Provincie en Nederland)	/

² zie extra info in de bijlagen.

Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

Bijlage II

HIATEN EUROPESE INNOVATIEPROGRAMMA'S

Steunpunt Goederenstromen

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Veel projecten met betrekking tot:	Hiaten
<ul style="list-style-type: none">• Duurzaamheid<ul style="list-style-type: none">○ Veiligheid○ Intermodaliteit○ Milieu• Inland Navigation <i>=> Promoten van de binnenvaart binnen de EU ter bevordering van de modal shift en als reactie op de congestie op de wegen.</i>• Motorways of the Sea <i>=> Oprichten van een netwerk van snelle vaarroutes voor zeeschepen ter bevordering van het zeegebonden vervoer als reactie op de stijgende congestie op de wegen en ter bevordering van de modal shift.</i>• Aandacht ook voor research innovaties• Aandacht voor standaardisering douane systeem• Gestandaardiseerd betalingssysteem	<ul style="list-style-type: none">• Weinig rond nieuwe technische innovaties, eerder allemaal gericht op procesinnovaties (standaardisatie gericht). <i>=> Als voorbeeld kan aangehaald worden dat er weinig aandacht wordt besteed aan zaken zoals GPS-GIS-GPRS-RFID-... in havens => Wel Declims en Margal, maar dat is Galileo Joint Undertakings en nog niet helemaal duidelijk hoe en in welke vorm het al dan niet zal komen.</i>• Weinig rond "congestie in havens", eerder allemaal onder noemer modal split => onderzoek eerder door havens zelfs, maar niet algemeen vanuit Europese instanties. Vanuit academisch standpunt is hier wel al onderzoek naar gedaan, maar vanuit EU beleidsoogpunt nog niet.• Weinig aandacht voor toegevoegde waarde

- **Link met logistiek**
- **Beperking "administratie"**
- **Samenwerking**

handelingen in havens.

- **Weinig aandacht voor alsmaar sterkere stijging van containerisatie, wat toch belangrijke implicaties heeft op havengerelateerde zaken. Vanuit academisch standpunt is hier wel al onderzoek naar gedaan, maar vanuit EU beleidsoogpunt nog niet. In Vlaanderen is hiernaar wel al onderzoek gedaan door o.a. het Steunpunt Goederenstromen (Latere openingstijden van terminals om congestie te vermijden) en het VIL (Slotallocatiesysteem voor vrachtwagens op containerterminals).**
- **Weinig aandacht voor innovaties in havenbeleid en havenpolitiek in het algemeen.**



**mobiliteit en
openbare werken**
steunpunt goederenstromen

Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

Bijlage III

LIJST MET PROJECTEN NORTH SEA REGION PROGRAMME

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Lijst met projecten North Sea Region Programma

Deze lijst geeft een overzicht weer van de verschillende Nort Sea Region Program projecten, zoals al was aangehaald in het overzicht¹.

B-SURE

Building on small scale regeneration of urban heritage along rivers and canals

The project aims at developing pin-point initiatives as an effective and low cost means of improving the quality of the townscape along rivers and canals. The project will involve local stakeholders in order to adapt planned activities to local needs. National think tanks are participating to increase relevance on the national level and to dis-seminate results to a wider audience by means of strategy and policy papers. Outputs will include among others a river park, restored quay areas and an interactive design tool.

Port of Rotterdam

The Netherlands

BESST

Business and Environment linked through Small-Scale Tourism

The project stimulates economic development of rural areas based on the environmental distinctiveness of the regions. Main method is the use of a 'virtuous spiral' concept, which uses four activity areas (new tourism offers, marketing and sales, maximizing special regional qualities and linking environmental and economic activity) to promote environment based economic activity.

Peak District National Park Authority

United Kingdom

BIRD

Broadband Access for Innovation and Regional Development

The project focuses on narrowing the gap in access to broadband services in rural areas. The project intends to achieve this by undertaking a series of activities, which will result in a set of recommendations identifying broadband strategies for an increased implementation and use at a transnational, regional and local level.

Landkreis Osterholz

Germany

BurVal

Ancient groundwater resevoirs in buried valleys - sustainable water resources for the future

The aim of BurVal is to deliver knowledge and understanding of the structural and hydrological properties of deeper groundwater resources found in buried valleys. This should lead to the development of spatial planning strategies that take these ancient groundwater reservoirs into account. 6 pilot projects will be carried out in the participating areas where groundwater quality and quantity will be evaluated. The results will be used as input for the development of geophysical methods and a model for exploration and examination of groundwater resources. These should become useful for instance when evaluating different spatial development scenarios. On the basis of the improved understanding gained through the project, will action plans and recommendations be developed. A 'technical handbook' as well as a 'planning handbook' will be direct project outputs

¹ Bron: www.northsearegion.eu

targeting experts on the one hand and decision makers, spatial planners, waterworks and public authorities on the other.

Leibniz Institute for Applied Geosciences, GGA-Institut

Germany

Canal Link

Canal Link: New Opportunities for inland waterways across the North Sea

The project seeks to investigate how the waterway network in the North Sea region can be developed and promoted further. Activities include promoting tourism linkages, developing the inland waterway network and developing the relationship between the waterways and their surroundings (local communities and businesses, natural and cultural heritage). The project should lead to improvements in the viability and use of the waterways and in tourism and economic development along the waterways.

British Waterways

United Kingdom

Chain of Safety

Chain of Safety

The main aim of the project is to facilitate cooperation, exchange of experience and mutual assistance between NS regions in the event of coastal flooding. For that purpose the partners will look at the whole chain of safety, which includes the following links: proaction-prevention-preparation-response-aftercare. A contingency plan for the NSR will be developed based on a common approach and an inventory will be carried out regarding the equipment, resources and knowledge needed. Within the Dutch-Belgian coastline a pilot will be carried out on how to deal with the developed NSR contingency plan.

Province of Zeeland

The Netherlands

CO 2

The North Sea Cycle Route 2 - Cycling On

The aim of the project is to establish the North Sea Cycling Route (NSCR) as a permanent entity within a secure organisational structure, offering a high-quality cycling experience and an insight into the natural and cultural heritage of the North Sea Region. In order to achieve this aim, project activities target in part assessments of the economic impact of the route and its weaknesses and in addition raising awareness and disseminating information and knowledge. Simultaneously, the idea is to initiate pilot projects with some of the partners, which would lead to implementation of low cost physical improvements along the route and secure a high-quality product for the cycling tourist. Long-term partner motivation and commitment is important for the project.

Rogaland County Council

Norway

COMCOAST

COMBined Functions in COASTal Defence Zones

The aim of the project is to increase future safety of coastal areas by strengthening the inner slope of the coastal defences and at the same time improving the flood retention capacity of the hinterland areas. The project work has been divided into six work pack-ages related to reconnaissance of the spatial potentials of the hinterland areas, performance of a socio-economic evaluation of the wetlands, providing a variety of technical solutions for strengthening of the defences; implementing participatory actions; and conducting pilot projects which will be fed from the results from the rest of the WPs.

Ministry of Transport, Public Works and Water Management, Directorate General for
Public Works and Water Management

The
Netherlands

COMRISK

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

The project aims at sustainable coastal risk management in the North Sea Region through exchange of experience and common evaluation and pilot studies. It will address the following aspects of risk management: Improvement of policies and strategies, common strategic planning tools, participation methods and performance indicators as well as common technical methods.

Schleswig-Holstein State Ministry of the Interior

Germany

CREST

Creation of Sustainable Tourism Destinations

The main aim of the project is to initiate a process on defining and developing sustainable tourism destinations and to help regions overcome current social, economic and environmental constraints through the exploration and adoption of relevant policies and good practice. For this purpose the partners will carry out research into interpreting the concept of Sustainable Tourism Destination in their relevant contexts, compile information on issues to face in the process of becoming a sustainable tourism destination, undertake surveys and define good practices that could be applicable on a partner level. Recommendations to various levels of authorities will be devised. The project will be also supported by an ambitious media campaign, which will draw attention to the issues accompanying the process.

Länsstyrelsen Västra Götaland

Sweden

E-VOICE

E-VOICE - the voice of the citizen in the multi.media information society - the challenge of future democracy in Europe

E-Voice aims to increase public influence and participation in political decision-making by improving the communication and interaction between citizens and politicians as well as public officials. The participating public authorities will also make available important information for citizens in a more user-friendly and accessible way.

Municipality of Dantumadeel

The Netherlands

ERE

Energize Regional Economies

A number of global trends, e.g. climate change, air pollution, declining oil and gas reserves, combined with increasing oil prices point to the need for a shift towards sustainable energy supply, producing renewable energy and using it in an efficient way. In the ERE project, sustainable energy has been identified as renewable energy and energy efficiency. The main aim of the project is to strengthen (energise) the competitiveness of the NS regions by focusing on sustainable energy and the large potentials presented for innovation, a process where the regions have a strategic role to play.

Province of Fryslân

The Netherlands

ESCAPE

European Solutions by Co-operation and Planning in Emergencies (for coastal flooding)

Escape aims to minimise the effects of flooding situations in coastal areas, through improving contingency plans, increasing public awareness and developing systems for monitoring high water and evacuation possibilities.

Province of Zeeland

The Netherlands

F4N

Farmers for Nature

The project will identify new ways to manage and improve rural landscapes. It consists of a number of

pilots addressing enhanced ecological value and preserved regional and cultural identity. Working with farmers and other stakeholders, this should still ensure sufficient economic opportunities for farmers.

Province of Fryslân

The Netherlands

FLAWS

Flood Plain Land Use Optimising Workable Sustainability

The project seeks to improve the sustainability of development in flood risk areas by working with both technical and social aspects of flood risk information and its integration into decision support systems for spatial planning. The project will also consider transferable strategies for improved water management.

Cambridgeshire County Council

United Kingdom

FRaME

Flood Risk Management in Estuaries: Sustainable New Land Use in Flood Control Areas

The project seeks to reduce flood risk in North Sea estuaries by combining Flood Control Areas, where water can be stored when water levels are high, with alternative sustainable land use. Activities include specific practical action at demonstration sites.

Dienst Landelijk Gebied (DLG)

The Netherlands

FSI

Facilitating Sustainable Innovation

The project has been prepared as a tool to stimulate and accelerate the process of sustainable innovations. The main idea behind the project is to create an interregional co-operation on sustainable innovation between relevant stakeholders in order to foster the start-up and development of innovative companies, products and tools.

Province of Fryslân

The Netherlands

GeoShare

GeoShare - Interpreting Place Related Information

This project will develop tools and strategies including online mapping, data storage and data analysis for managing and sharing geodata. The long term aim is for these tools and strategies to contribute to better and more open governance as well as a more balanced application of information and communication technology in the North Sea region.

Sogn and Fjordane County Municipality

Norway

GREEN-NSD

Green North Sea Docks: Development of the Best Environmental Practice for Decontaminating Tributyltin (TBT) Containing Waters in the North Sea Region Based on Life Cycle Assessment

The project is looking into the most practical and environmentally sound option for wastewater treatment processes to eliminate TBT and reduce heavy metals in dockyards. Pilot projects will test solutions and results will be integrated into a decision support tool for use across the region and beyond.

Technical University Hamburg-Harburg

Germany

HARBASINS

Harmonised River Basins Strategies North Sea

Coastal zones in the European Union are regarded as ecological entities, which encompass catchment areas of several different river basins. Moreover, management of water basins at the European level is governed by the Water Framework Directive. It is common however that appropriate management of coastal zones stimulates integration of many sectoral interests, which is manifested by international cooperation. Because of that, coordination of different practices, defined in the international agreements, with requirements and initiatives of the European Directive needs to be achieved in order to integrate coastal areas. The HARBASINS project was set up to combine the two approaches, i.e. the EU's river basin and the international coastal zones management into an optimal way for the North Sea Region.

National Institute for Coastal and Marine Management/ RIKZ

The Netherlands

HiTrans

Development of principles and strategies for introducing high quality public transport in medium size cities and urban regions

The main objective of the project is to support the development of public transport schemes for medium-sized cities and urban regions in the North Sea Region. It is planned to develop a range of tools including a best practice guide and a set of standards for transport authorities to assess transport schemes.

Rogaland County Council

Norway

ICTs for SMEs

Regional Strategies and Solutions to Enhance ICT-Access and Use for SMEs

The project supports SMEs in the 8 participating regions to increase and improve their use of ICT. In the first module the ICT use among 100 SMEs/region will be surveyed. On the basis of this study 30-50 SMEs/region will receive an ICT audit and the proposed solutions will be implemented. The audit and its implementation will then be evaluated. This evaluation together with other important experiences gained in the project will be developed into a best practice guide.

ProArbeit kAöR

Germany

LANCEWADPLAN

Integrated Landscape and Cultural Heritage Management and Development Plan for the Wadden Sea Region

The project is a continuation of the IIC LANCEWAD project. The main aim is to enhance the cooperation with relevant governmental and non-governmental organisations in order to secure the development, management and sustainable use of the cultural heritage in the Wadden Sea Region (WSR). The final output will be a draft Integrated Landscape and Cultural Heritage Management and Development Plan containing a management strategy for cultural heritage, cultural landscape plans, sectoral and theme strategies and an action plan.

Ministry of Agriculture, Nature and Food Safety, Directorate North

The Netherlands

LifeSTYLE

Supply chain platform for technological solutions and sustainable lifestyle choices. LifeSTYLE (Sustainable Technologies for Your Local Environment)

The project will demonstrate to different sectors how increased sustainability can be incorporated into new residential development. The project will incorporate several topics in order for this to be achieved including; developing a strategy on the increased use and development of micro-renewables and creating conditions for the adoption of sustainable technologies in the construction sector.

Cambridgeshire County Council

United Kingdom

Liveable City

The Liveable City

The project aims to develop an integrated approach to the development, management and maintenance of the public domain in urban historic centres. The project works with a wide range of activities involving public spaces, innovative facilities, events and security amongst others. It aims to promote social inclusion, boost economic prosperity and enhance the environment.

Norwich City Council

United Kingdom

LoG-IN

Local Government in need for e-government Instruments to realise their economic policies

The project aims to turn local governments into stronger players in the local economy. On the one hand by improving internal processes. On the other hand by strengthening their relations with particularly local companies (government to business relations) and with other governmental levels (government to government relations). The focus will be on how to use ICT to:

- ~ Improve local government processes (e-administration)
- ~ Improve service development and distribution (e-services)
- ~ Improve public-private interaction (e-society)

Intercommunale Leiedal

Belgium

Making Waste Work

North Sea Sustainable Waste Management Project

Making Waste Work aims to minimise the volume of waste produced, manage it in a more sustainable way and improve public awareness of waste issues. The project will focus on three separate themes and implement pilot projects within these themes: Waste management schemes, Employment and business opportunities and Public motivation and awareness. A Best Practice Guide on waste management practices and methods will be developed jointly, as well as a pilot model of a Waste Education Resource Centre.

Stockton-on-Tees Borough Council

United Kingdom

MOPARK

Mobility and National Parks

The project addresses the issue of sustainable development of national parks through implementing environmental technologies in order to reduce pressures created by high traffic volumes. It implements information and communication technologies for site development and therefore encourages sustainable forms of tourism both to and within the park areas. The planned improvements target the conservation of the natural assets of the protected areas in the most economically viable way.

Province of Fryslân

The Netherlands

NAVE NORTRAIL

The North Sea Coastal Path

A project working with promoting sustainable cultural tourism through regenerating a number of walking trails along the North Sea coast. Activities include development of the information, services and infrastructure required for promoting the trail. The ultimate aim is develop a walking trail all along the North Sea coast.

Aberdeenshire Council

United Kingdom

NMC II - MONS

NMC II - Motorway of the Northern Seas

The Northern Maritime Corridor is a sea based corridor aiming at attracting cargo from road to sea in an intermodal transport chain. In a long-term perspective the NMC's ambition is to be defined as a

Motorway of the Sea, linking Motorways of the Western Union and the Baltic Sea together. The first NMC project has already started a process of promoting the Northern Maritime Corridor as Motorway of the Sea. Its successful achievements in that matter have stimulated a need to continue the work. NMC II has been set up as a follow-up project to deal with those issues.

Rogaland County Council

Norway

NMC-NSR

Northern Maritime Corridor - North Sea Region

The project aims to facilitate the safe development of the maritime route from the Barents Region along the Norwegian coast to the core of Europe. It addresses the following issues: the development of regional maritime clusters, the promotion of Short Sea Shipping, transport in the petroleum and the seafood sector and risk management strategies. The project will be implemented in close co-operation with a similar project in the Interreg IIIB Northern Periphery Programme.

Rogaland County Council

Norway

NO REGRET

NO REGRET: Finding the right measures to avoid water shortage

In many countries of the North Sea Region the notion that water shortage and drought will, in the future, pose an increasingly pressing problem, gains more and more on importance. Growing population, intensification of land use and changes in global climate will contribute to the problem that can hamper the Region's development. The common challenge is therefore to develop long-term strategies to optimise the use of fresh water resources.

Province of Groningen

The Netherlands

NOLIMP

North Sea regional and Local IMplementation of the Water Framework Directive

The project looks at practical ways of implementing the Water Framework Directive (WFD) both locally and regionally through pilot projects in five countries. Examples of best practice for improving physico-chemical and ecological water quality will be a particular focus.

Province of Fryslân

The Netherlands

NORIS

No rainwater in sewers

The aim of the project is to improve water quality through separation of rainwater from sewage water, and in that way reduce storm water runoff in the sewer system. Sustainable techniques, such as no-dig techniques and source control measures for rainwater disconnection will be used.

Skövde Kommun/Municipality

Sweden

North SEAfaring

The creative rehabilitation, protection and development of cultural and natural landscapes and townscapes through integrated spatial planning with a focus on seafaring heritage

The project aims at defining and enhancing seafaring heritage by examples of historic ships and sites as a cultural vantage point for a more preserving spatial development. Local public-private partnership co-operations are to support some of the sites; an increase of tourism and a methodology for better integration of cultural heritage into spatial (urban) planning are also envisaged.

Colchester Borough Council

United Kingdom

NS RURAL

North Sea Rural Development Project

The focus of the project is on stimulating positive development of rural areas. In order to achieve this, three themes are identified, which development or deterioration are mutually interconnected and have a major influence on the out migration trends in the area. These are: social/health services, transport services, and economic development. The project aims to work out solutions for the rural areas for the negative trends in the rural areas, through e.g. improving the level of social services offered, providing a better coordination of public transport, and securing/inspiring activities in rural areas.

Central Denmark Region

Denmark

NSBE

North Sea Bio Energy

The project aims to increase the share of biomass in energy production. Activities are split up in four themes where the three first ones focus on testing and demonstrating new technologies and processes within different local/regional pilot projects on biogas, biomass and bio fuel. Three pilot plants and one pilot pelletiser will also be set up in the participating regions. The pilot projects will result in new data and models on integrated supply chains. To disseminate project outcomes and develop the bioenergy market the partnership will also run an awareness campaign and develop a virtual market place.

Province of Fryslân

The Netherlands

NSP - Future

The Role of North Sea Ports and Future Challenges in Maritime Logistics (initiated by the Network of REGIONAL MARitime Competence Centres - REMARCC)

The current application focuses very much on challenges for ports in their traditional role as transshipment nodes for sea transports (i.e. on short sea but also deep sea shipping) and also in their more modern role as logistic centres within globalised logistic supply chains. The partners are strongly convinced that the two issues tackled here are of vital importance for the future of the ports and their regions but also for the NSR as a whole.

Bremen Senator for Economics and Ports

Germany

NTN II

Transport Corridors project of Nordic Transportpolitical Network

The project aims to continue the efforts made under the IIC project to establish a basis for regional development through a conscious use of transport corridors in an efficient and sustainable way by use of intermodal transport solutions. Nordic Transportpolitical Network (NTN) is a regional cooperation about transport, and the ?NTN-corridor? covers the transport systems in south-western Norway, western Sweden, western Denmark, and Schleswig-Holstein. The project will also outline how different nodes and routes within the corridor link up as part of regional transport strategies and plans. Parts of these strategies could then be implemented regionally. This approach could also be used as a generic method for promoting and developing other transport corridors. Moreover a joint database containing similar statistical data on goods transport in the regions included in the corridor will be built up and the partnership will also try to develop sustainable transport solutions.

North Jutland County Council

Denmark

POWER

Pushing Offshore Wind Energy Regions

POWER aims to boost the development of off-shore wind energy in the participating coastal regions. It will focus on improved planning, participation and decision-making processes regarding offshore wind farms; supporting the establishment of off-shore wind energy industries and positioning the North Sea Region as a global hot spot for off-shore wind energy; and providing education and training courses to fulfil the need of the off-shore wind energy sector for specialist knowledge and a skilled workforce.

BIS Bremerhavener Gesellschaft für Investitionsförderung und Stadtentwicklung mbH

Germany

ProBioEnergy

Promotion of Bio-Energy by Marketing, Implementation and Trading in the North Sea Region

The project aims to increase the share of biomass in local energy production. The main focus is therefore on informing and raising awareness about the potential of bio-energy. Local networks will be established involving a wide range of relevant actors and linked up in a North Sea region wide network. The regional focal points will carry out two joint marketing campaigns. To reach out to possible producers and consumers as efficiently as possible will RES (renewable energy sources) implementers be recruited among SMEs and farmers. They will receive training and their activities will be coordinated trans-nationally. Some partners will also identify sites for new small-scale district heating plans and prepare plans for their implementation. An important transnational feature of the project is the development of a virtual market place for bio-energy trade. A first version will be launched by the end of the project.

Energikontoret Halland Ek. För.

Sweden

PURE North Sea

Planning for Urban-rural River Environments, North Sea Region

Pure aims to develop the various spatial functions of water catchment areas in the urban-rural fringe, focusing especially on public participation, water quality and flood risks. Pilot projects and guidelines developed by the project will address various issues such as integrating water management into spatial planning, improving the multifunctionality of water, discovering water related identities, restoring water systems and storm water management.

Province of Groningen

The Netherlands

REMARCC II

Network of Regional MARitime Competence Centres - A Regional Maritime Strategy for Promoting Intermodal Transport, ICT and Network Opportunities within the North Sea Region

The project addresses the integration of waterborne transport into intermodal transport and logistic chains with the aim of shifting cargo from road to waterborne transport. Partners will work with logistics competencies, optimisation and marketing in the regions involved.

Bremen Senator for Economics and Ports

Germany

RevithHar

Revitalisation of Small Harbour Towns and Cities - a solution driven exchange programme following the study pilot in Interreg IIC

The aim of the project is to improve the image of the participating small urban port settlements by creating a more balanced spatial structure. This includes improving the connections between the waterfronts and the town centres and involving the public in this process through a bottom-up approach. Each of the partner will carry out sub-projects where three will lead to renewed waterfronts and the fourth to new methods for increasing the involvement of the public and businesses in landscape improvement strategies.

Municipality of Delfzijl

The Netherlands

S@S

Safety at Sea

The project aims at harmonising risk management strategies for the North Sea region and at transforming these strategies into practical methodologies for spatial planners, decision makers and operational entities dealing with safety at sea. The strategies will be put into practice in six demonstration projects, including ?classification and risk assessment of oil transport in the North Sea?, ?practical tools on risk management for offshore wind farms?, ?coastal zone management, places of

refuge and preparedness? and ?decision making for a maritime rescue coordination centre.?

Norwegian Coastal Administration

Norway

SAFECAST

Sustainable Coastal Risk Management in 2050

Coastal lowlands may be defined as coastal areas prone to flooding during extreme storm surges, assuming that no coastal defence structures exist. In the North Sea Region, approximately 12 million people, i.e. 20% of its total population, live in such lowlands areas with particular flooding expose. These areas are also home to major economic activities such as the ports of Rotterdam, Antwerp and Hamburg. An appropriate coastal defence is therefore a prerequisite for social and economic development of the region. Higher sea levels and a greater risk of storm surges as a consequence of global climate changes require adaptation of proper coastal planning and management systems. SAFECAST has been set up to face these challenges.

National Institute for Coastal and Marine Management/ RIKZ

The Netherlands

Save the North Sea (SNS)

Save the North Sea - a project targeting change of attitudes and behavior towards marine litter in the North Sea

The main objective of the project is to improve knowledge, research and information about maritime litter in the North Sea aiming to change attitudes and behaviour of key groups using the North Sea and its coasts. Activities include networking, promotion, education and research.

Keep Sweden Tidy Foundation

Sweden

SEAPLANE

Sustainable and Efficient Air Transport - Platform for Linked Analysis of the North Sea Air Transport Environment

The aim is to strengthen regional airports and the air transport network between them and thus improve the accessibility of peripheral regions. Activities include analysing passenger travel needs, proposing new transport routes, improving airport safety and presenting a policy paper on airports to relevant EU institutions. The project builds on a successful Baltic Sea Region project.

Ministry for Economics, Labour and Transport, Lower Saxony

Germany

SEAPORT

Stimulating Economic Regeneration and Attractiveness of Port towns

The project work will concentrate around three themes: The implementation of new economic activities in maritime areas, the improvement of conditions to stimulate economic regeneration there, and the management and promotion of the project. All partners work together on one North Sea related promotion plan, one toolkit for economic regeneration of seaport towns and one strategic action plan for maritime heritage buildings that can be used by all small and medium-sized seaport towns in the North Sea Region. The results will be a state of the art report of successful waterfront development and a guideline for waterfront development. All small and medium-sized seaport towns in the North Sea Region can use these documents. Also included are project management actions and promotion activities to facilitate networking and knowledge exchange between the partners of the SEAPORT project and other interested seaport towns.

Municipality of The Hague

The Netherlands

Shared Space

SHARED SPACE - Reconciling people, places and transport

SHARED SPACE explores and exploits the potential for integrating infrastructure and traffic engineering,

safety and spatial planning in transnational context to prevent erosion of social and environmental quality of the public realm. The approach has identified different types of road users with problems arising in a 'crushable zone'; integrating infrastructure and traffic engineering instruments into a cross-sector planning and designing process shall prove to reconcile the demands of the different types of road users and improve the quality of landscape and the built surroundings, pedestrian movement and social activities.

Province of Fryslân

The Netherlands

SmartLIFE - International

Smart Lifestyle Innovations For our Environment

The SmartLIFE project will deliver networked business centres in three participating regions. These will dispense training, advice and practical technical support to address skills and capacity shortfalls in the construction industry in three North Sea growth areas. Activities include the establishment and delivery of transnational training programmes for modern methods of construction and self-builders and community outreach programmes. It is foreseen that up to 3,500 people will complete these courses and programmes. The project will also cover general growth area management issues and includes a comprehensive communications campaign.

Cambridgeshire County Council

United Kingdom

SPARC

Strategic Partnerships in River Corridors

Nowadays, many river basins within the North Sea Region face lots of problems that affect the natural processes of the areas. Among these problems the most significant are declining bio-diversity and loss of historic landscape character, which result from previous inappropriate water management policies and flood plain development as well as from increasing demands of agriculture. The aim of the SPARC project is to promote an integrated management of river corridors in the North Sea Region. Such common approach is needed for appropriate regeneration and reconstruction of the river basins as well as for the enhancement of their natural, cultural and historic environment.

Environment Agency, Midlands Regional Office

United Kingdom

STORMRISK

Development of STORM resistant landscapes through regional co-operation, adapted management and RISK communication

The coastal regions of the North Sea are frequently haunted by storms that cause wind damage to the forests. Changing practices in forest and landscape management have potentially added to the vulnerability of these regions. According to some predictions, the effects of global warming will further exacerbate those problems. The STORMRISK project has natural landscape conservation and resilience concerns at its core. This will be achieved through implementing measures for improved planning, restoration and management of forested landscapes in wind-exposed areas around the North Sea.

Swedish Forest Agency

Sweden

SustAccess

Sustainable Accessibility between Hinterlands and Gateways around the North Sea

The overall aims of SustAccess are on the one hand to make gateways more accessible from their hinterlands and on the other to support an increased use of more sustainable modes of transport. It covers both goods and passenger transport and includes partners ranging from gateway cities to smaller towns in hinterland areas. Partner activities and pilot projects include a wide variety of activities such as supporting the development of different gateway cities and their connection to their hinterland or improving public transport and making it more accessible.

Västra Götalandsregionen

Sweden

SUTRANET

Sustainable Transport Research & Development Network in the North Sea Region

Sutranet aims to improve the knowledge base for decision-making regarding transport networks and intermodal transport around the North Sea. The partnership mainly consists of universities and research institutions and target groups are ports and other infrastructure providers, transport operators and public authorities. The project will try to put research into practice by developing innovative solutions, an environmental impact model and a curriculum for training modules relating to intermodal transport. Policy-makers and practical implementers will follow project activities through a User Group.

Aalborg University

Denmark

TARGET 2

Travel Awareness Regional Groups for Environmental Transport 2A

The project includes different work packages in the field of mobility management to facilitate the use of alternative modes of transport to the car. The work packages address the following issues: Travel to work, mobility education, travel to visitor attractions and transport in urban areas.

West Yorkshire Passenger Transport Executive (METRO)

United Kingdom

TEN 3

Transnational Ecological Network III

The project aims at the realisation of an ecological water corridor network linking Natura 2000 and other wildlife sites. The project includes the direct implementation/creation of some corridors as well as work on further implementation plans. A training course will also be held. The enhanced watercourses should increase biodiversity and provide a basis for improvements in other fields such as tourism development.

Province of Drenthe

The Netherlands

The Partnership

North Sea Commission Fisheries Partnership

The partnership wants to achieve consensus about the sustainable management of fish stocks in the North Sea area through improved co-operation of fishers, researchers and other vital actors such as fishery managers, conservation groups, and fish processors and merchants.

Aberdeenshire Council

United Kingdom

ToLearn

Developing Sustainable Tourism in the North Sea Region - Applying the Tourism Learning Area Concept

The ToLearn project aims to address the gap identified and the requirements set out in the Focused Call on the theme of developing a sustainable tourism framework for the NSR.

Christian-Albrechts-Universität zu Kiel

Germany

URBAL

URBAL Development

URBAL aims to improve the management of and interrelation between urban-rural spaces to reduce territorial imbalances. Project objectives include on the one hand to improve the understanding of, and raising awareness among local decision-makers on how to, manage urban space. On the other hand will the project look into what are the spatial implications of sectoral policies. Activities will be carried out as part of five work packages. Actions will be taken to increase the involvement of different actors to avoid fragmented governance and to decrease territorial imbalances, especially targeting imbalances in the provision of healthcare and in economic development opportunities. Activities will also support

more integrated land management to pre-vent urban sprawl, preserve green and recreational areas and manage the competition for land. In parallel, will these activities be monitored and researched to identify best practice in managing 'urban' space, which will be presented to the EC.

Provincie Overijssel

The Netherlands

UWC

Urban Water Cycle

The aim of the project is to show how the performance of the urban water cycle can be optimised with respect to the built environment. For that purpose five themes have been identified, two of which, flows and purification, deal with the efficiency of water cycles, while the rest of the themes 'water system, water management and society focus on how efficiency can be increased by means of achieving balance between the UWC and the environment. During the project each partner will carry out studies and concrete pilot projects where new purification and source control technologies as well as innovative uses for existing technologies will be tested.

Water Board Regge en Dinkel

The Netherlands

VISP

Vitalizing City Centres through Integrated Spatial Planning

The VISP project focuses on a) the global processes of urban and economic change that are creating new challenges for all cities and towns, and b) future EU spatial policy responses that are looking to promote polycentric urban development as a means of achieving balanced and sustainable futures.

The City of Mölndal

Sweden

Water4all

Sustainable Groundwater Management

The project combines research and pilot projects to improve groundwater quality and integrate groundwater protection into spatial planning. Pilot projects will include work with wetlands, nitrates and pollutants while a wide range of additional activities will ensure the effective dissemination of the lessons learnt.

Aalborg Municipality, c/o North Denmark EU Office

Denmark

WaterCost

Sustainable and Cost-effective Groundwater Quality Management

The overarching aim of the project is to provide relevant authorities with a framework for assessing the cost effectiveness and sustainability of measures for the management of groundwater quality in the context of river basin management plans. In this project, which also has direct links to the implementation of Water Framework and Groundwater Directives, groundwater protection measures (identified under the Water4all project) are combined with cost-effectiveness calculations in order to come up with a common assessment methodology.

Aalborg Municipality, c/o North Denmark EU Office

Denmark

Waterfront Communities Project

Waterfront Communities- linking nine North Sea gateway cities in innovative sustainable waterfront development

The project aims to improve waterfront development in nine gateway cities around the North Sea. It will be implemented along three themes: develop a learning network; meeting strategic objectives and fostering organisational innovation; setting standards for urban and social design quality. Specific focus will be laid on sustainability and social inclusion. The project will bring together a database of

good practice on waterfront redevelopment and systematically test, monitor and evaluate the application of the most relevant methods in the participating cities. As a result of the partner activities, a best practice toolkit will be developed and promoted.

City of Edinburgh Council

United Kingdom

WCI-II

Water City International II

The main aim of the project is to improve urban water systems. Some partners will implement the water plans developed during an earlier stage of the project, addressing for example the enhancement of the water quality of watercourses and the realisation of their recreational potentials. Several new partners will start on the development of water plans, using the experience of the others.

Province of Fryslân

The Netherlands

WE

Waterline Economy

The project aims to examine the potential of water management practices for socio-economic development along water corridors, which provide link from source to the sea. This is to be achieved by examining the practices of five already approved projects, namely MOPARK, NoLimp, TEN3, PURE and WCI II. In this way it is hoped contribute to the development of future proposals for the new period that would also meet the targets laid down in the Lisbon and Gothenburg agendas and a number of EU directives in terms of employment opportunities, investments needed for the implementation of these directives, ICZM and water related issues.

Province of Drenthe

The Netherlands

WSF

Trilateral Wadden Sea Forum

A Wadden Sea Forum will be established to develop scenarios for sustainable development and strategies for their implementation. These strategies include policies for resource use, regulation of activities in the coastal zone, promotion of sustainable regional development, recommendations for the joint implementation of EU legislation and the identification of projects to implement sustainable development into spatial planning. Stakeholders include national, regional and local authorities, different interest groups and advisory boards and experts.

Common Wadden Sea Secretariat, CWSS

Germany

Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

Bijlage IV

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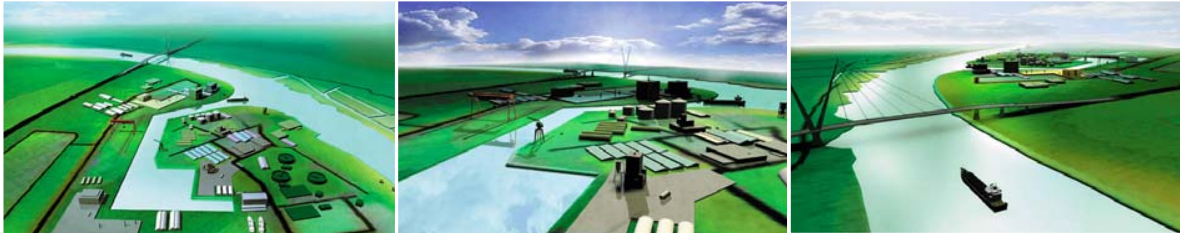
Website: www.steunpuntgoederenstromen.be

Uw ambitie in veilige haven



Zuiderzeehaven
Kampen

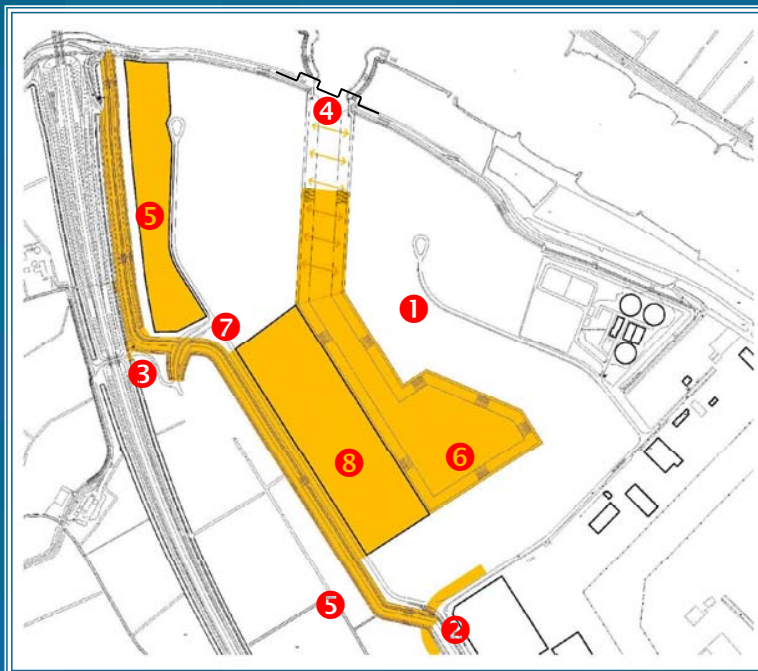
ZUIDERZEEHAVEN



Uw ambitie in veilige haven

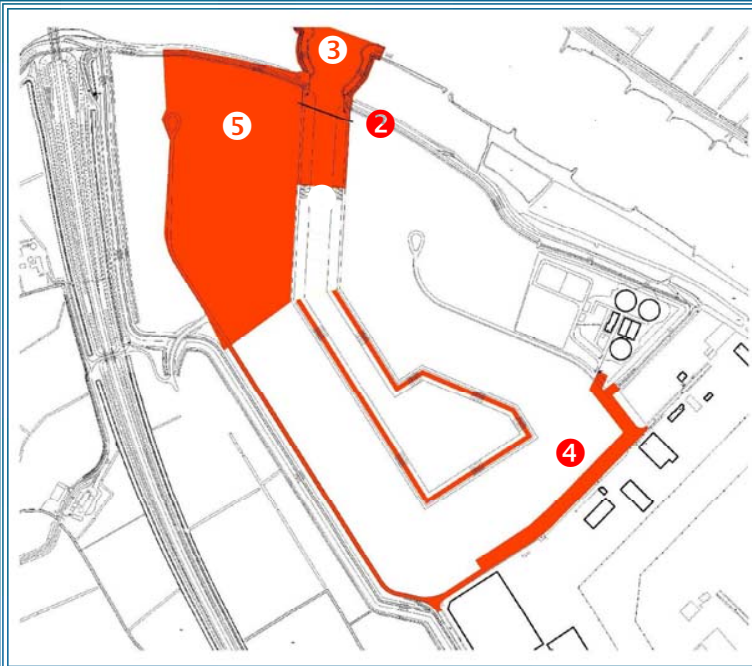


Zuiderzeehaven
Kampen



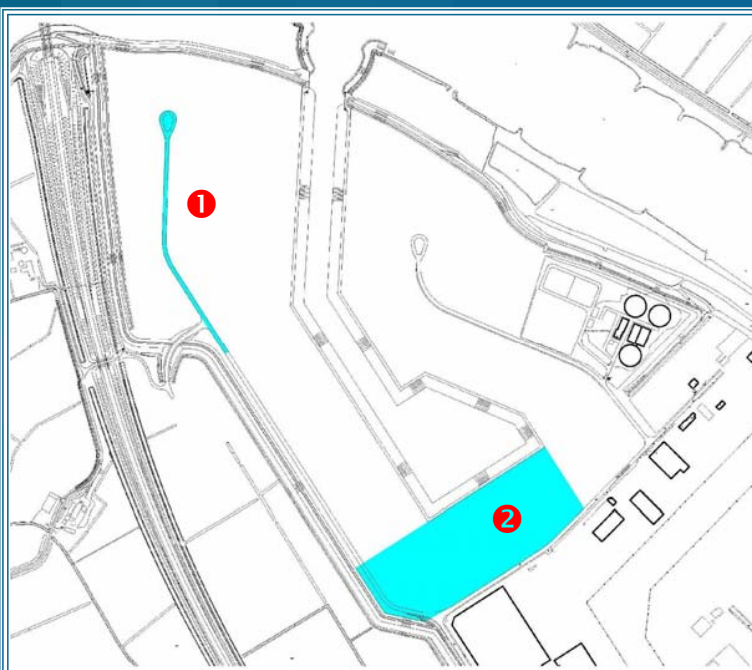
FASE 1

- 1 Voorbereidende werken
- 2 3-D persing RWZI-riool
- 3 Waterhuishouding
- 4 Tijdelijke damwand
- 5 Primaire waterkering (westelijke dijk)
- 6 Grondwerken haven (deel 1)
- 7 Rioleringen en wegen
- 8 Terreinophoging (deel 1)



FASE 2

- 1 Grondwerken haven (deel 2)
- 2 Onttrekken tijdelijke damwand
- 3 Ontgraven havenmonding en kades
- 4 Afgraven zuidelijke en noordelijke dijk
- 5 Terreinophoging (deel 2)



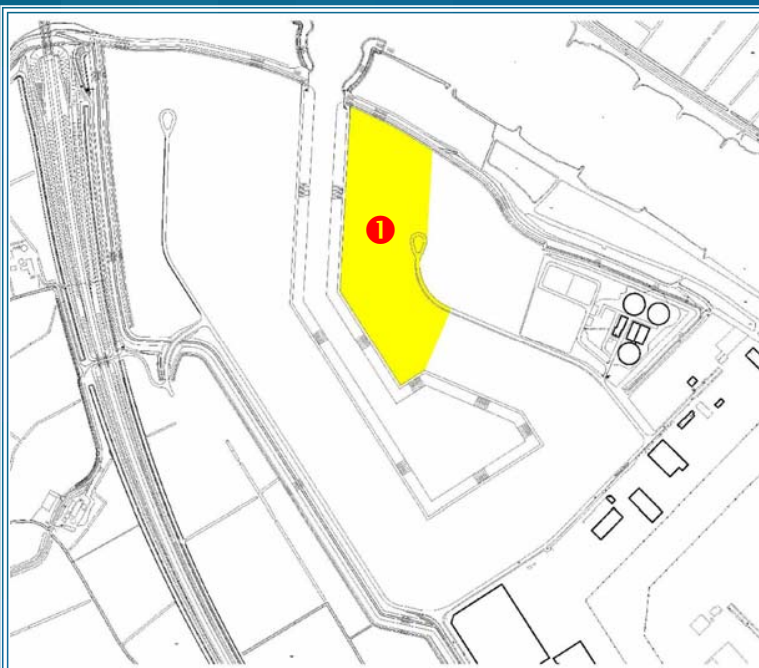
FASE 3

- 1 Aanleg rioleringen, wegen en nutsleidingen (westelijke toegangsweg)
- 2 Terreinophoging (deel 3)



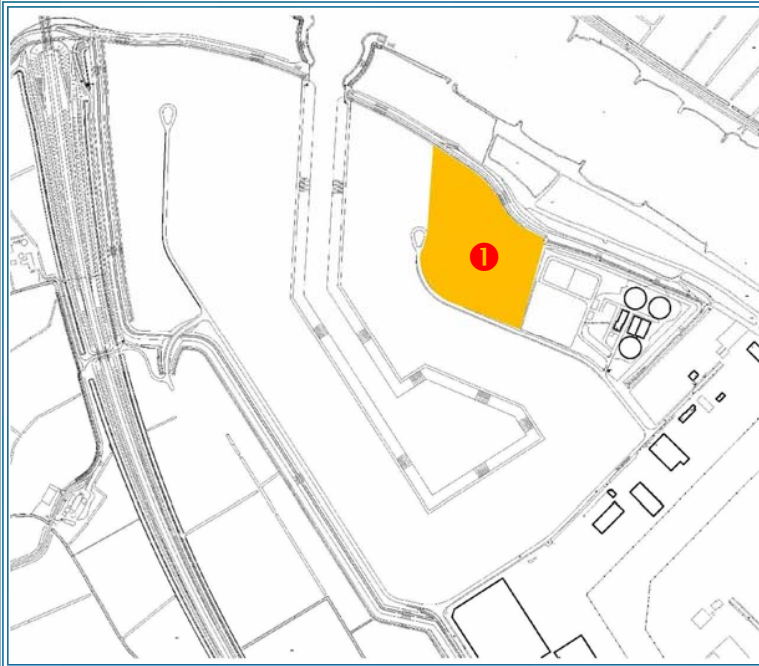
FASE 4

- 1 Terreinophoging (deel 4)



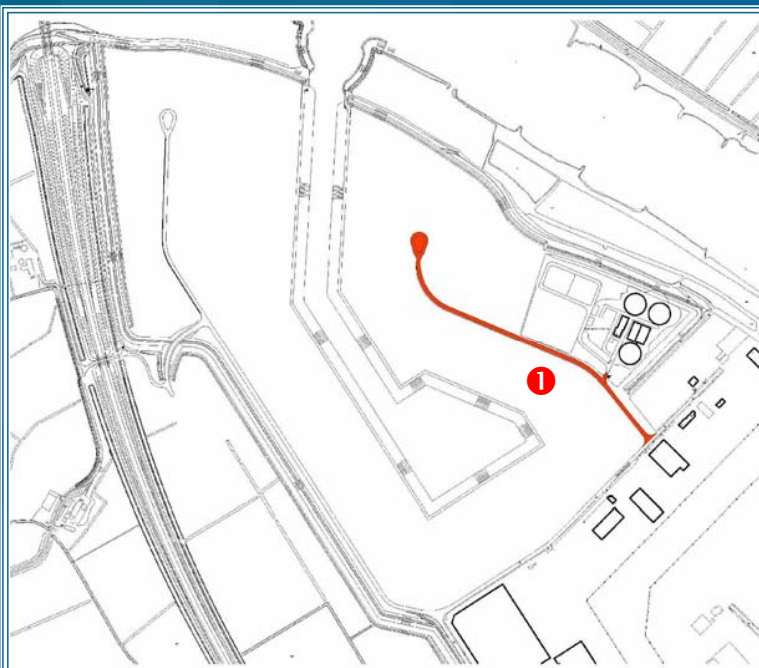
FASE 5

- 1 Terreinophoging (deel 5)



FASE 6

- 1 Terreinophoging (deel 6)



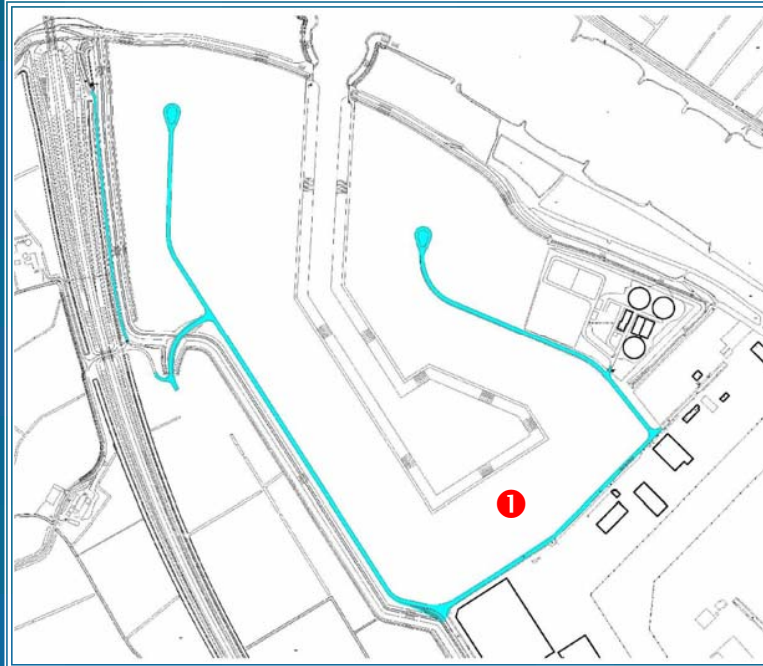
FASE 7

- 1 Aanleg rioleringen, wegen en nutsleidingen (oostelijke toegangsweg)

Uw ambitie in veilige haven



Zuiderzeehaven
Kampen



FASE 8

1 Afwerkingen

Uw ambitie in veilige haven



Zuiderzeehaven
Kampen

ZUIDERZEEHAVEN





**mobiliteit en
openbare werken**
steunpunt goederenstromen

Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

Bijlage V

OVERZICHT VLAAMSE INNOVATIEPROGRAMMA'S

Steunpunt Goederenstromen

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Naam en beschrijving project/programma	Onderdeel van	Doelstelling	Looptijd	Financier	Uitvoerder
Port Community Services Portal (ALLE VLAAMSE ZEEHAVENS)	<i>IWT/Vlaamse Gemeenschap – Economie en wetenschap</i>	<i>Optimaliseren van het communicatieproces dat betrekking heeft op alle watergebonden goederenstromen. PCSP houdt o.a. een e-loket voor zeeschepen, een kruispuntbank voor ladinggegevens en een barge traffic system in. Alle Vlaamse zeehavens participeren in dit project. Ook belangrijke link met logistiek.</i>	/	/	IWT
P@C-IT Platform	<i>Seagha/Porthus</i>	<i>bevorderen en informatiseren van informatie binnen de supply chain (reeds operationeel). P@C-IT (Pre-Announcement of Cargo for Inland Transport) biedt de inland transporteur de mogelijkheid om transport orders elektronisch te ontvangen en vooraanmeldingen te sturen naar de verschillende terminals en/of depots.</i>	/	/	Seagha/Porthus
Cyberpay project	/	<i>elektronische betaling van verschepingskosten (in ontwikkeling)</i>	/	/	/
The Humber Economic Partnership (UK)	<i>Haven Zeebrugge / Hull-Humber Ports</i>	<i>Samenwerking tussen Zeebrugge en de Hull-Humber Ports City Region met betrekking tot effecten van globalisering, economie en herstructurerings (in o.a. de arbeidsmarkt) op havengebonden activiteiten.</i>	/	/	/
Verschuiving in de tijd van op- en afhalen van containers op terminals	<i>Flanders Logistics</i>	<i>Het meer optimaal gebruiken van terminals en het voorkomen van congestie op en rond de terminals in de Vlaamse Zeehavens. In 2008 start er een proefproject met Volvo Logistics en Bekaert.</i>	<i>Start: 2008</i>	<i>Vlaamse Overheid</i>	<i>Steunpunt Goederenstromen – Departement TPR – Universiteit Antwerpen</i>
Een slotallocatiesysteem voor vrachtwagens op terminals	<i>Flanders Logistics</i>	<i>Ook dit project heeft, net zoals het project van het Steunpunt Goederenstromen, het doel om de congestie op terminals in havens te voorkomen.</i>		<i>Vlaams Instituut van de Logistiek</i>	<i>Vlaams Instituut van de Logistiek</i>
Europees Clearingsysteem voor douane-aangiften	/	<i>Ge-uniformiseerd platform voor clearing van douane aangiften</i>	/	/	/

Shortsea XML	Marco Polo Projects	<p><i>Project to develop, promote and provide training for Shortsea XML which will become the open message standard for exchanging data between all parties in a door-to-door SSS logistics chain. The aim is to make the intermodal SSS more competitive by improving customer service, reducing transport administration cost and improving utilisation of transport units.</i></p> <p><i>The aim is to make the intermodal short sea shipping more competitive by:</i></p> <ol style="list-style-type: none"> <i>1. improving customer service;</i> <i>2. reducing transport administration cost by up to 10-15%;</i> <i>3. improving utilization of transport units;</i> <p><i>resulting in modal shift from road to sea and water with the associated environmental benefits.</i></p>	Start project: 2001/2002	Max EU: €900000 Totaal: €1,8 miljoen	Norstella (Noorwegen)
ZEST – Zeebrugge-Esbjerg Seaborne Transit	Marco Polo Projects	<i>Wekelijkse RoRo transit verbinding tussen Zeebrugge en Esbjerg (Denemarken)</i>	7/1/2005 – 30/9/2009	Max EU: €867143 Totaal: €12,327894 miljoen	Cobelfret Ferries nv
Interports	Interreg III	<i>Proberen een hoger aandeel van watertransport te krijgen in de totale goederenstromen-markt. Samenwerking tussen multi-modale logistieke partners. Link inland navigation – zeehavens.</i>	Start Date: 01.07.2003 End Date: 31.12.2007	Total Budget: €1.238.807,20	City of Mülheim
Northern Maritime Corridor (NMC I en II)	Interreg III	<p><i>The vision of the NMC is:</i></p> <p><i>A means of efficient, safe and sustainable transportation, connecting coastal areas and enhancing regional development in the North Sea Region and the Northern Periphery Area.</i></p> <p><i>In pursuing this vision in all the partner-regions regional maritime clusters are to be established, comprising industries, ship owners, transporters and port authorities, creating an arena where these can meet and develop new services in the corridor.</i></p>	NMC II: June 2005 till June 2008.	Totaal budget (NMC II): €2,16 mill.	/
North Sea Programme	Interreg III en IV	<i>The Interreg IIIB & IVB North Sea Region Programme works with cutting edge policy areas in regional development through transnational projects. A principal aim of the programme is to expand the scope of territorial cooperation and focus on high quality projects in innovation, the environment, accessibility, and sustainable and competitive communities.</i>	2002 – 2006 + 2007 - 2013	Total Budget: €290 miljoen	Christian Byrith
PortNet	Interreg IIIc	<i>Optimale regionale samenwerking tussen zeehavens – regionale intergratie van havens.</i>	2005-2007	Totaal budget: €1,7 miljoen	Port of Hamburg
Safety at Sea	Interreg III/Marnis (Maritime Navigation And Information Services)	<i>The objective of this INTERREG project is to stimulate the national, regional and local governments to cooperate to find common strategies and best available methodologies and practises to reduce the risk and impact of accidents. More than 20 organisations in countries surrounding the North Sea are involved in the Safety at Sea project managed by the Norwegian Coastal Administration.</i>	2004 - 2007	Totaal budget: €5 miljoen	Norwegian Coastal Administration
New Delta	Interreg III	<i>Samenwerking van Haven Antwerpen met een aantal andere havens ter bevordering van de link tussen economische groei en duurzaam natuurbehoud.</i>	01/2005 – 06/2007	Totaal budget: 6,75 miljoen EUR	Alterra, Research Institute voor de Groene Ruimte
S@S North sea	Interreg III b	<i>The project aims at harmonising risk management strategies for the North Sea region and at transforming these strategies into practical methodologies for spatial planners, decision makers and operational entities dealing with safety at sea. Harmonisation of Risk Management</i>	Maart 2004 – Juni 2007	/	/

		/ Coastal Zone Management / Routing and Safe Seaways / Risk assessment and safety awareness			
IMPACTE	Interreg III	Intermodaalprogramma ter stimulering van investeringsprojecten om logistieke links tussen een 20-tal Vlaamse, Franse en Britse havens te bewerkstelligen. - Vernieuwen van o.a. twee oude sluizen uit de jaren '70. (Zeebrugge) - Aanleggen van o.a. een nieuwe RoRo aanlegplaats. (Oostende)	June 2005 - June 2008	10,5 miljoen EUR	Seda
COMPRIS (Consortium Operational Management for River Information Services)	Marnis (Maritime Navigation And Information Services)	COMPRIS (Consortium Operational Management for River Information Services) is a FP5 project dealing with the last research steps towards implementation of River Information Services on a Pan-European level	1/9/2002-31/8/2005	Bijdrage EU: €5,032481 miljoen	AVV Transport Research Centre
Embarc	Marnis (Maritime Navigation And Information Services)	EMBARC is a FP5 project of the EC aiming at minimising risks for maritime safety and the environment while maximising the efficiency of waterborne transport.	/	/	/
Margal (nu Galileo Joint Undertakings)	Marnis (Maritime Navigation And Information Services)	MARGAL addresses challenges related to: <ul style="list-style-type: none">▪ Port and Harbour approach, navigation, monitoring and docking▪ Inland Waterways monitoring,▪ precise navigation and calamity abatement	The demonstration phase will last until November 2005, followed by evaluation to conclude the project in January 2006.	the total project was 2.667.032 Euro, with a Galileo Joint Undertakings contribution limited to 1.381.882 Euro.	KONGSBERG (Noorwegen)
REALISE	Marnis (Maritime Navigation And Information Services)/ FP5 & DG Transport and Energy	REALISE is a Thematic Network under the Competitive and Sustainable Growth Programme. The overall objective of REALISE is to develop technological strategies, methodologies, and tools for the European business community and decision-makers in order to encourage the use of short sea shipping.	2002-2005	/	Amrie
ITAIDE (PORTHUS nv)	Marnis (Maritime Navigation And Information Services)	ITAIDE will investigate the issue of e-customs: how can customs documents and procedures be digitized and redesigned, and what business and administrative challenges may be encountered?	Start date: 2006-01-01 End date: 2010-06-30	Project cost: 7328163 EURO Project Funding: 5799981 EURO	Free University of Amsterdam
SafeSeaNet	Marnis (Maritime Navigation And Information Services)	The effects of the oil spill from the tanker "Prestige" off Spain's coast make the threats posed from accidents at sea all too clear. With the slick affecting the coastlines of France and Portugal, Europe needs to act as one. SAFESEANET aims to provide the means to do so, allowing rapid and efficient exchange of maritime information, so helping to keep Europe's seas clean and safe.	2002 – on going project	Niet beschikbaar/ Nog niet volledig duidelijk	EMSA (European Maritime Safety Agency)
CREATING – CONCEPTS TO REDUCE ENVIRONMENTAL IMPACT AND ATTAIN OPTIMAL TRANSPORT PERFORMANCE BY INLAND NAVIGATION	FP6	CREATING will boost the overall performance of inland navigation transport by multidisciplinary RTD activities and by integrating previous project results in innovative vessel concepts focused on logistics, emission, reduction, safety and efficiency.	1/6/2004 – 31/5/2007	EU : €3,649996 miljoen Totaal : €4,154378 miljoen	Stichting Projecten Binnenvaart
CRONET-DAYS – PROMOTING AND FACILITATING	FP6	The goal of this specific support action is to facilitate and increase network between the Contract Research Organisations of European Research Area in Surface Transport Area (road, rail, water-borne,	1/9/2004 – 31/5/2007	EU : €50000 Totaal : €50000	Sirehna

ERA-NETWORKING BETWEEN EUROPEAN CONTRACT RESEARCH ORGANISATIONS (C.R.O) (SPECIFIC SUPPORT ACTION)		<i>intermodality).</i>			
CAS – COST EFFECTIVE INSPECTION AND STRUCTURAL MAINTENANCE FOR SHIP SAFETY AND ENVIRONMENTAL PROTECTION THROUGHOUT ITS LIFE CYCLE	FP6	<i>For oil tankers to be more environmentally friendly along their life cycle, IMO has set forth a condition assessment scheme "CAS" for single hull tankers and is now working to develop a similar type of code for double hull tankers, which involve huge amounts of measurement information.</i>	1/2/2005 – 31/1/2008	EU : €1,650 miljoen Totaal : €3,1881 miljoen	Bureau Veritas
MTCP (MARITIME TRANSPORT CO-ORDINATION PLATFORM)	FP6/DG Tren	<i>This Think Tank and stimulating body consists out of authorities in their fields of expertise. It is expected from this centre of excellence e.g. a firm opinion on what should be the maritime policy in these sectors. For the next three years, eighteen studies are scheduled. The project will also supply external experts to support policy development. A portal/database on maritime research outputs will be created as well.</i>	04/2004 – 03/2007	EU contribution : €2,740660 miljoen	British Maritime Technology Ltd - UK
Compete	DG Tren	<i>The main objectives of the COMPETE project are fivefold:</i> <ul style="list-style-type: none"> • <i>To analyze past, current and expected future trends of operation costs of transport for the EU and US.</i> • <i>To draw a Panorama of Congestion for the EU and the US.</i> • <i>To describe trends of structural economic change and their potential impacts on transport.</i> • <i>To investigate how changes in costs and congestion, in economic structures as well as of transport policies affect the productivity of the transport sectors, and</i> • <i>To estimate how the transport system itself influences productivity and competitiveness of the European economies.</i> 	2005-2007	€545280	ISI Fraunhofer Institute Systems and Innovation Research, Karlsruhe, Germany
AMPERA	FP6	<i>ERA-net to foster prevention and best response to accidental marine pollution</i>			Belgium
ENCORA	FP6	<i>European Network for coastal Research</i>			Belgium
SeaDataNet	FP6	<i>Pan-European infrastructure for Ocean & Marine Data Management</i>			France
SHEEL	FP6	<i>Secure and harmonised European electronic logbook</i>			Portugal
VISIONS	FP6	<i>Visionary concepts for vessels and floating structures</i>			Belgium
IMPROVE	FP6	<i>Design of Improved and Competitive Products Using an Integrated Decision Support Systems for Ship Production and Operation</i>			Belgium
EcoPort (AMRIE)		<i>It was a Leonardo da Vinci Programme Project which was completed on 31st May 2001. It analysed the needs for training on environmental issues in companies operating in port areas.</i>	Completed 31st May 2001	/	/
	FP6	<i>Specific Support Action for pan-European stakeholders and users</i>	/	290000 EUR	France

INTERMODETRANS		<i>sustaining integrated pilot technologies for increasing the efficiency of intermodal transport</i>			
MARSTRUCT	FP6	<i>The overall objective of the network is to improve the comfort, effectiveness, safety, reliability and environmental behaviour of ship structures through the application of advanced structural and reliability assessment within design, fabrication and operation, leading to increased public and commercial confidence in the competitiveness and use of water-borne transportation.</i>	/	6 miljoen EUR	Portugal
MARINERA	FP6	<i>MarinERA is a partnership of the leading Marine RTD Funding Organisations in 13 European Member States. In addition, a range of Advisory members are associated with the project. MarinERA aims to the coordination of national and regional RTD activities.</i>	/	2,95 miljoen EUR	France
WONDERMAR II (OOSTENDE)	FP6	<i>WONDERMAR, forming a thematic network of European maritime key-companies, will improve the systematic exchange of information in the European maritime community and multiply information to outside of the RTD community into regional settings. It will encourage interoperability between companies, take-up of new information and communication technologies and thus fast exploitation.</i>	01/10/2001 – 31/3/2004	EU: 1,5 miljoen EUR	BRITISH MARITIME TECHNOLOGY LIMITED
IPPA (Antwerpen)	FP6	<i>The project seeks to provide, to the onboard user via carryboard equipment, a representation of that part of the traffic image of immediate importance to him, together with other relevant environmental and decision support information. It is anticipated that there will be a range of end users, ranging from larger yachts to pilots. This will provide a VTS like capability to a vessel.</i>	1/11/2000-28/2/2003	Project cost: 2776813 EURO Project Funding: 1471115 EURO	QINETIQ LIMITED
Mistic (Brussels Office)	FP6	<i>Mistic is a thematic project aiming to facilitate the introduction of Information Society technologies to Intelligent Shipping systems. It supports the presentation of innovative systems resulted from EU research projects as best practices for improving business procedure. The project has been prepared to ensure a higher level of involvement of end-users in the area of applying advanced information technologies for the waterborne transport.</i>	1/11/2000 – 30/4/2004	EU: 600870 EUR	MARITIME ENGINEERING AND TECHNOLOGY FOR TRANSPORT, LOGISTICS AND EDUCATION S.A.R.L.
MetNet (Brussels Office)	FP5/Growth	<i>MetNet was a Thematic Network launched by DG Transport and Energy to improve the quality, to harmonise the contents, to extend the applicability of maritime education and training for ship officers in the EU and to cluster and exploit the results of completed and ongoing RTD projects.</i>	1st April 2000 - 31st March 2003	Project cost: 2192693 EURO Project Funding: 2192693 EURO	World Maritime University
E-Mar Brussels Office		<i>The scope of E-MAR is to provide long-term support actions for new methods of management systems for suppliers and consumers as well as for e-commerce in the maritime world. To support this process, we organise each year an E-MAR conference on the Côte d'Azur, with the aim of addressing the short and medium term needs of the maritime and transport companies and maintaining the industry's competitiveness.</i>	1st July 2001 - 30th June 2003	/	/
ACMARE & WATERBORNE (BRUSSEL)		<i>Onderdeel van FP6 ter ondersteuning van watergebonden research projecten.</i>	/	/	/
Mistic (BRUSSEL)		<i>Mistic made a review of intelligent systems for maritime transports, assessed them, collected end-users requirements and suggested a methodology for better involving users and stakeholders in these systems</i>	01/11/2000 - 30/04/2004	/	/
VISIONS – VISIONARY		<i>his Network of Excellence aims to strengthen and reinforce European Scientific and Technological capability in the definition of innovative</i>	/	/	/

CONCEPTS FOR VESSELS AND
FLOATING STRUCTURES
(BRUSSEL)

concepts for ships and floating structures.



**mobiliteit en
openbare werken**
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Beleidspaper

Flanders Port Area WG 2: Onderzoek & Innovatie

Bijlage VI

HIATEN VLAAMSE INNOVATIEPROGRAMMA'S

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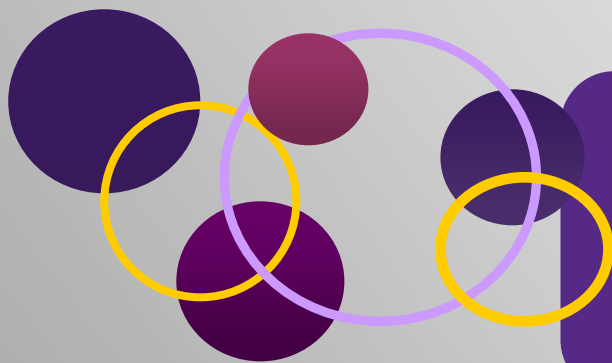
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Veel projecten met betrekking tot:	Hiaten
<ul style="list-style-type: none">• Duurzaamheid<ul style="list-style-type: none">○ Veiligheid○ Intermodaliteit○ Milieu• Inland Navigation <i>=> Promoten van de binnenvaart binnen Vlaanderen ter bevordering van de modal shift en als reactie op de congestie op de wegen.</i>• Motorways of the Sea <i>=> Oprichten van een netwerk van snelle vaarroutes voor zeeschepen ter bevordering van het zeegebonden vervoer als reactie op de stijgende congestie op de wegen en ter bevordering van de modal shift.</i>• Aandacht voor standaardisering douane systeem• Aandacht voor een gestandaardiseerd betalingssysteem	<ul style="list-style-type: none">• Weinig rond nieuwe technische innovaties, eerder allemaal gericht op procesinnovaties (standaardisatie gericht).• Weinig rond "congestie in havens", eerder allemaal onder noemer modal split => onderzoek eerder door havens zelfs, maar niet algemeen vanuit Vlaamse instanties. Vanuit academisch standpunt is hier wel al onderzoek naar gedaan, maar vanuit Vlaams beleidsoogpunt nog niet. Het Steunpunt Goederenstromen heeft in 2007 wel het initiatief genomen om een studie en pilootproject "Onderzoek naar de optimalisering van de openingstijden van Zeehaventerminals" om congestie op de terminal te voorkomen.• Weinig aandacht voor toegevoegde waarde handelingen in havens.

- **Link met logistiek**
- **Samenwerking**

- **Wel aandacht voor vereenvoudigen administratie (PCSP), maar nog niet genoeg uitgewerkt**
- **Weinig aandacht voor alsmaar sterkere stijging van containerisatie, wat toch belangrijke implicaties heeft op havengerelateerde zaken. Vanuit academisch standpunt is hier wel al onderzoek naar gedaan, maar vanuit EU beleidsoogpunt nog niet.**
- **Weinig aandacht voor innovaties in havenbeleid en havenpolitiek in het algemeen.**
- **Er is in Vlaanderen wel een aanzet om de link logistiek en havens verder uit te werken, onder andere met het Port Community Service Portal / Porthus.net / Vlaams e-Logistiek Platform, maar er is duidelijk vraag naar een sturend en overkoepelend platform.**
- **Tot einde 2006 is er te weinig research naar maritieme innovaties binnen Vlaanderen gedaan. Het Steunpunt Goederenstromen neemt dit nu ter harte.**



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