



Submitted project ideas

**Transnational interwork event for call 1: From
idea to application** (received until Friday 20th March)

Hamburg, 25 – 26 March 2015



Priority 1

Thinking Growth: Supporting growth in North Sea Region economies

VB Advice and exchange of knowledge for pig farmers

Description

Research shows that pig farmers achieve quite good technical results, but there is a large variation between the enterprises. It also shows that few (West Flanders; Belgium) pig farmers have a good and relevant accounting. The position of the enterprises would increase, if the technical results would improve.

Another observation is that the number of pig farms is decreasing, but that the size of the remaining enterprises increases. This reorganization also means that especially the smaller and less efficient farms are forced to stop their business. So especially the most efficient enterprises remain. Because of the increased size of the enterprises, there are other labour and management skills required.

The sector receives advice through (commercial) representatives, but there seems to be a high need for independent advice. Pig farmers also find less opportunities to share their knowledge and exchange experiences and share them with colleagues. 'Company blindness' for the own problems on the farm is also a major problem. The lack of cooperation between the different enterprises is a deficiency for the pig farmers. By working together, the pig farmer obtains knowledge and market information, which increase the position within the pig industry.

Inagro wants to play a key role in the above problems for the West Flemish pig producers and wants to share these experiences with external partners through North Sea Interreg.

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Central Aim

The projects main objective is to improve the technical and economic results from the companies and thus increase the management capacity. This could be through exchange of knowledge between companies mutually and/or through independent advice in group either individual. In addition we want to develop and implement innovative and sustainable solutions for the future pig breeding.

Envisaged Output

To stimulate the exchange of knowledge between the companies, we want to bring small groups of pig farmers (with similar operations) from the same region together to share experiences. We propose two types of 'knowledge cooperatives'.

The knowledge cooperative could be a stable group of pig farmers with a similar type of business. At each meeting there will be discussed about another technical or accounting issue according to the results of the companies. Otherwise the knowledge cooperative could be a temporary group of pig farmers who have one common goal (eg. building projects, producing own feed, reduction of antibiotic use,...). During each meeting, the same subject is discussed in detail until the common goal is reached. After reaching their common goal, the knowledge cooperative on that specific subject will be stopped.

We also want to enhance the knowledge of the pig farmers by organizing study visits across the border and we have the aim to start up transboundary cooperation for exchange of knowledge via international groups of pig farmers. The preparation of an application for the detailed monitoring and adjustment of technical results of sow farms is possible. This could for example be done by a dashboard function and the publishing of practical articles.

We also want to organize courses in the winter about specific topics such as management packages, technical and economic indicators or other topics.

Partners Found Already

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Partners Sought

Partners with experience in extension of management and technical knowledge of pig producing for farmers.

Estimated Budget

Thematic Keywords

Knowledge exchange, enhance management capacities, pig farming, sows, independent advice

Lead Beneficiary

Date





VB All Ashore ®

Description

Boat life is traditionally male dominated. SMTF successfully completed All Aboard with its main theme that leisure boats often not are designed from the wishes or demands of important target groups like children, women or disabled. All Ashore takes the concept of gender and equal access on land. Even leisure ports do have the tendency to follow this male perspective with shops particularly for the boat interested, with a port design that allows storage and maintenance of leisure boats, that has technical facilities for fuel. Main challenge is how to create a leisure port that includes in stead of being excluding and exclusive.

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Central Aim

The main focus of All Ashore is to transform existing leisure ports into attractive meeting places for a wide range of port users. It includes better access of the port area for specific target groups like disabled as much as better access of land facilities and potential tourism sites in and around a leisure port for any visitor. Emphasis lies on the gender perspective and the question how to create business opportunities for others than the traditional.

Envisaged Output

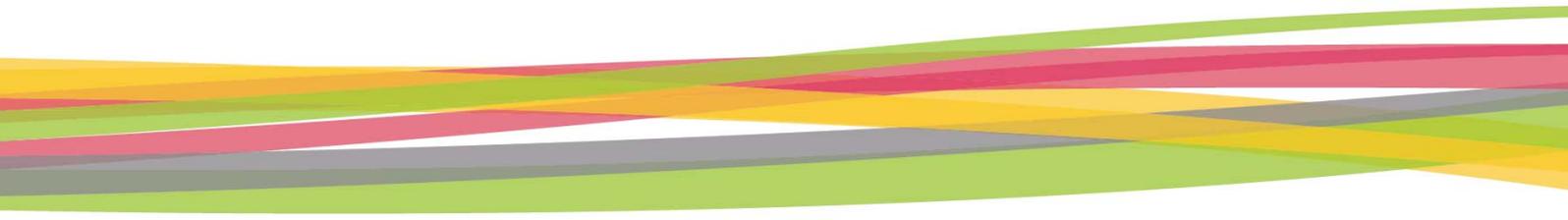
The creation of a leisure port that has an inclusive service function for non-traditional target groups (children, women, immigrants), that is easy accessible and that is able to respond to changing habits and trends in tourism.

New business opportunities favouring gender and ethnicity.

A future for traditional boat related SME's that tend to be owned and driven by the older generation and where often the succession to the younger generation is a problem.

Partners Found Already

A first presentation was held in Aberdeen in June 2014 at the NSC annual. Interest from the Netherlands, Denmark and Norway.





Partners Sought

Preferably partners that work with employment opportunities for women, youngsters and immigrants.

Estimated Budget

to be discussed

Thematic Keywords

1. Accessibility for all 2. Gender perspective 3. Multi cultural 4. Transition of traditional leisure ports 5. multi functional

Lead Beneficiary

Date

03 September 2014

VB Crafts, Innovation & Sustainability

Description

At the moment we are preparing a programme offering training for new jobs in the building sector, focusing on innovation, sustainability and craftsmanship for the restoration of built heritage. This programme is to introduce new possibilities to young people. It will also offer opportunities for the unemployed. The formula is an on site work studio in which experienced craftsmen offer hands-on training on the job ("tacit knowledge").

This programme builds on the nearly completed Interreg IVB project NWE livinggreen, in which we participate. Please have a look at www.livinggreen.eu

We have experience with other European projects as well. We are a Non Governmental Foundation (NGO).

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Central Aim

Enhancing and improving traditional crafts by integrating sustainability knowledge and innovative technology

Envisaged Output

A model on how to organise intergenerational training, leading to sustainable economic growth

Partners Found Already

Partners Sought

Estimated Budget

2.000.000

Thematic Keywords

Training, job creation, social cohesion, maintenance of historic buildings

Lead Beneficiary

Date

08 February 2015

VB Project Idea - Fit 4 Sustainable Employability

Description

Fit 4 sustainable employability (F4SE)

Employees, in the workplace, get feedback about their mental and physical condition. For this an ICT-tool, combined with personalized coaching, is designed and implemented.

F4SE addresses basic needs of various stakeholders and provides contributions from several perspectives.

- Work is a fundamental right and offers people income, status and a sense of being relevant and of wellbeing. Fit4SE supports people to achieve and maintain the level of fitness required to remain employable.
- Companies can increase their productivity and lower their cost when employees are more fit for their job. In some jobs, such as policemen and fire fighters, the job requires a specific level of fitness of all employees. In other jobs a more



generic level of fitness is required, but ageing people or people suffering from chronic illnesses, for instance, may need help to achieve or maintain the generic level of fitness.

- High labour participation contributes significantly to the economy and welfare of a society and is thus of primary interest to labour organisations and governmental institutions.
- Fit4SE creates new business opportunities and creates a new type of job.

We are convinced that by using sensor technology in the workplace, we can help (vulnerable) workers to stay productive and 'fit' for their job. In competitive sports, it is common to use sensors to improve the performance of the athlete. When it works in sports, why not bring the same idea to the workplace and provide the individual worker with feedback regarding his work capacity?

Fit4SE is an improvement over current practice because it engages employees into self-management of adequate fitness for their job. Self-management implies self-motivation and is expected to be more effective than typical externally motivated interventions. Moreover, the use of sensor devices and an IT system enables 24/7 feedback and support.

When bio-feedback is combined with an external coach, the worker can take tailor-made measures to maintain or enlarge his work capacity. Human resource interventions are mostly implemented top down, but by using sensor technology the worker is empowered. He is in control.

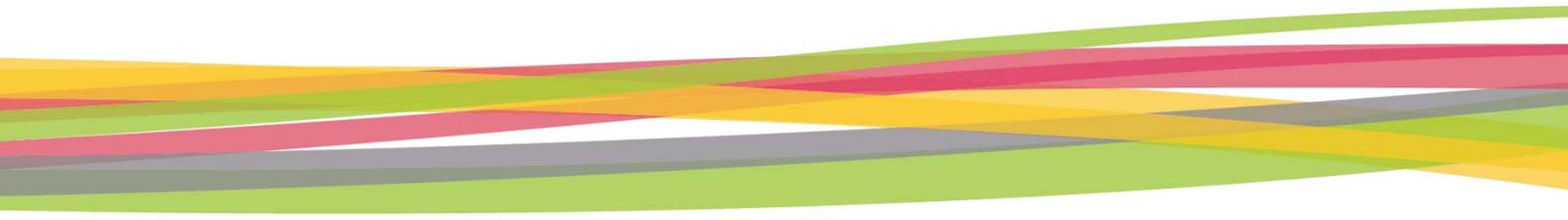
In our approach, we also pay attention to business development to make sure that the developed instruments are fit to reach the market. At the end of the day, our efforts should pay off.

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Central Aim

Developing bio feedback loops in the workplace, supported by sensor technology and personalized coaching, to increase employability and labour productivity.





Envisaged Output

Sustainable Employability

Direct benefit

1: users of the tools
employees, fitness >, employability >
employers (costs <, productivity >)

2: supplier ICT tools
Businesses = ICT development/system integrator

3: supplier of the coaching
B2B value proposition = service provider/professional coaches

Outcome government (local and national)

- Lower unemployment
- Increase human capital

Impact state

- Welfare >
- Economic growth

Partners Found Already

University of Abertay, Scotland

Mentor, Belgium

Sentiso, Germany

Partners Sought

University/Companies Schweden / Norway / Denmark

Estimated Budget

To be defined



Thematic Keywords

Employability, self management, sensor technology

Lead Beneficiary

Date

28 August 2014

VB FOOD AND ICT

Description

FOOD AND ICT
What ?

The creation, development, stimulation and promotion of a series of cross-sectoral, innovative forms of cooperation between the Food and ICT sectors in the North Sea Region.

Focus on:

- The faster, smoother delivery of reciprocal knowledge and contacts between the FOOD & ICT sectors
- The set up and maintenance of a Food & ICT Network in the North Sea Region (intensify exchange and contacts between companies, research and public authorities)
- The stimulation and initiation of potential new project ideas or pilots on 'building bridges' between Food & ICT
- The support of a number of multidisciplinary innovations within the Food sector, through the use of (new) ICT Technologies

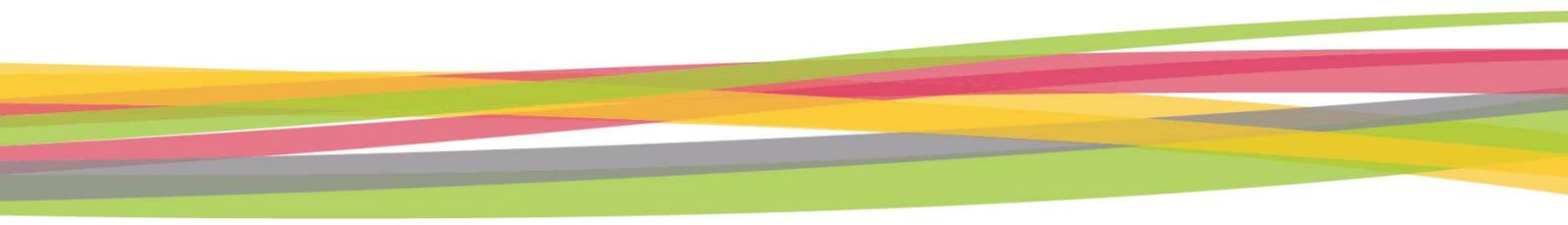
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Central Aim

The aim:

Create growth and make the North Sea Region more attractive to both internal and external stakeholders of the Food & ICT Cluster

Envisaged Output

Specific activities (possible ideas)

E-commerce of fresh products: investigate which kind of reliable and relevant information (e.g. about origin, freshness, cooling etc.) potential customers would require, in order to rely on guaranteed quality and to build up trust in the product. If this information would be made available along the production and supply chain, eCommerce might improve its market acceptance in the fresh food sector. There could be a focus on fresh fish....

- Improve logistical organization, distribution systems for small and medium sized food processing companies/entrepreneurs

- Develop e-tools to better monitor the food and drink intake of children (schools), elderly people (hospitals and elderly homes).....
- Develop a virtual platform where research studies on agro/food innovation can be consulted and mainstreamed (stimulate 'open innovation')
- Organize structural North Sea region exchanges between agro-food and ICT stakeholders in order to detect multidisciplinary innovation topics
- Involving young people/students from all over the EU in joining a 'Food Hackaton', to stimulate fresh, new ideas and use social media as a preferred channel for dissemination and discussion
- 'Internet of Things': track and trace systems could be introduced into the production process, but also into products. E.g.: sensors into machinery park can send information to the machine supplier in order to give faster service and to gather better knowledge of their customer
- Stimulate ICTers to find a job in traditional sectors such as the food sector (e.g. by bringing together CEO's from the sector and young ICTers)
- Introduction of tablets and apps in the production process in order to:
 - o Simplify the programming process
 - o Speed up the start-up of new employees
 - o Perform training on the job
 - o Easily produce smaller batches

Partners Found Already

Partners Sought

Estimated Budget

Thematic Keywords





Lead Beneficiary

Date

VB From a cost-centred to a human-centred healthcare

Description

Designing services, environments, interactions and processes for the human experience pose a big challenge for healthcare improvement professionals. This is not just about being more patient-centred or promoting greater patient participation. It goes much further than this, placing the experience goals of patients and users at the centre of the design process and on the same footing as process and clinical goals.

In this project, we want to tackle this challenge in this way:

- We want to learn by listening to others. We really believe that there are good examples of how hospitals give the patients a central role in optimization processes of services and experiences. With the cases we gather in the project, we want to detect strengths and weaknesses, needs, methods, critical factors and successes in optimizing experiences for patients.
- We want to do case-based research and redesign several experiences in different hospitals; we want to see if the tools and methods we usually use in designing processes are the right ones. It is very likely that we have to adapt the existing tools and methods into more patient centred experience design tools and methods.
- Finally, we would like to translate these determinations into a toolbox, a roadmap and a database with products, processes and services that create a total experience in care. It has to be easy and practical, with a good mix of tools, a lot of templates, different inspirational cases and a good manual for process facilitators and users. Good before/after examples and figures will illustrate the impact of putting the patient in the middle of the design process.

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Central Aim

The need for human-centred, compassionate healthcare is still increasing. In addressing this need, medical educators begin to recognize the importance of patient voices and experiences. But there is an enormous gap between the rhetoric or ideology and the practice. In most countries healthcare systems are still not putting patients and other stakeholders first.

A healthcare process that only focuses on cost, efficiency, speed, correctness and other provided standards is not necessarily favourable for the well being of the patients, their family, the nurses, the doctors,...

What is more, focusing on the needs of different stakeholders, such as the patient and their family, proves to have a positive impact on the clinical outcome as well.

Finally, more and more hospitals feel a sense of necessity to change because patients become aware of the differences between hospitals and as a result they choose more consciously and more informed between alternative hospitals.

By helping the healthcare sector into the world of experience and service design, the project perfectly fits in the goal of the program to stimulate the public sector to generate innovation demand and innovative solutions for improving public service delivery.

Envisaged Output

First of all, we want to learn by listening to others. We really believe that there are good examples of how hospitals give the patients a central role in optimization processes of services and experiences. With the cases we gather in the project, we want to detect strengths and weaknesses, needs, methods, critical factors and successes in optimizing experiences for patients.

Secondly, by doing case-based research and redesigning several experiences in different hospitals, we want to see if the tools and methods we usually use in designing processes are the right ones. It is very likely that we have to adapt the existing tools and methods into more patient centred experience design tools and methods.

Finally, we would like to translate these determinations into a toolbox, a roadmap and a database with products, processes and services that create a total experience in care. It has to be easy and practical, with a good mix of tools, a lot of templates, different inspirational cases and a good manual for process facilitators and users. Good before/after examples and figures will illustrate the impact of putting the patient in the middle of the design process.

Partners Found Already

We are in contact with two Belgian hospitals that are interested in the project.

Partners Sought

Estimated Budget



Thematic Keywords

experience design, service design, patient-centred, human-centred, healthcare, hospitals, design, innovation

Lead Beneficiary

Date

17 November 2014

VB From Field to Fork to Field (F4)

Description

What we eat has an impact on economy, health, environment and climate. The complex web of the modern food system often leaves us disconnected from the various factors involved:

- How low on the food chain is it?
- How much energy is used to produce, process and distribute it?
- What kind of packaging is or has to be used?
- How much waste does it produce?
- And not in the last place: how far has it to travel before it gets to the table?

What is the problem?

Food should be tasty and healthy. In addition, it should offer extra value, to the region as well as to the regional food producers, processors, retailers, caterers and consumers. The vast majority of Europeans depend on supply chains to bring food to their tables. Beginning with the farmer, supply chains move food through processing, aggregation and distribution to the market. In this process, food changes hands multiple times and travels massive distances and consumers rarely see the farmers or know where the food originated. The current food system is unsustainable in the long term, and many of the challenges we face as a region stay unsolved whilst having a food dimension.

On the other hand, regional agriculture and short food supply chains have economic, social and cultural benefits for farmers, consumers and rural areas in general. Thus, it is a regional food chain that can offer better taste and be more affordable, whilst providing freshness, reducing food miles, and offering benefits to all who are involved in the food chain.



not yet defined

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Central Aim

The project From Field to Fork to Field (F4) aims to establish a regional chain from field to fork. It will, in a multidisciplinary, cooperative and chain-oriented approach, make substantial progress in creating and organising an efficient system for regional food production, processing, distribution, provision, consumption and waste management.

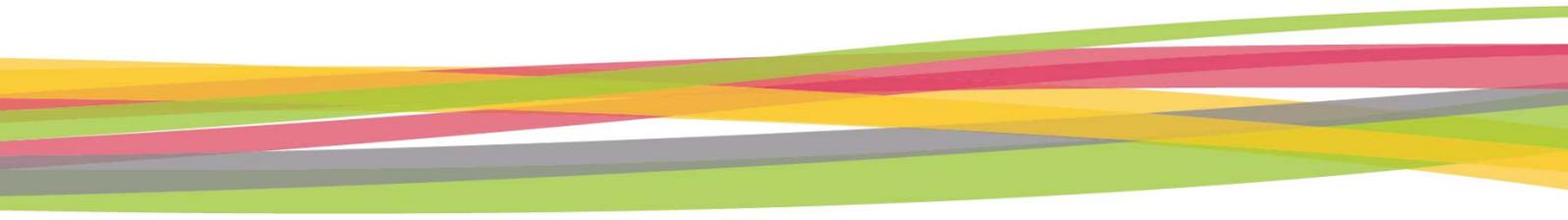
What is a regional food chain?

It is a network that supports connections between food producers (i.e. farmers) and consumers (private households and organizations) while meeting the economic, social, health, and environmental needs of communities in a region. This includes growing, processing, storing, distributing, transporting, selling and consuming food. A regional chain can foster a sustainable regional economy and strengthen community food security. The network is to help farmers and producers to access reliable markets, to ensure fair prices and wages and encourage land preservation and sustainable farming practices.

Hence, short food chains may increase the income of farmers and the consumption of fresh and relatively unprocessed food, brings consumers and farmers closer, engages public institutions in its promotion, helps to strengthen rural-urban linkages (particularly in the case of peri-urban agriculture) and contributes to sustainable development. These short food chain concepts are growing across Europe to meet rising consumer demand.

Envisaged Output

In its recent research and analyses the EU Joint Research Centre has listed the main challenges to be tackled by Short Food Supply Chains in order to become sustainable:

- More and better data, monitoring, output indicators
 - Better connect regional supply with urban demand
 - Comparative analyses between cases
 - Role of exchange economy elements
 - Access to all (incl. low income) consumer groups
- 



- Price elasticity's

It is these innovation aspects the F4 project will focus on. The envisaged work packages will therefore deliver the output to be listed as:

1. **The senses:** Awareness, understanding and appreciation of food, its taste, origin, provenience and quality, amongst small scale consumers and large scale customers
2. **The mind:** Knowledge on facts & figures – who are the producers, how many are they, what products do they offer, what products are demanded? How does the food chain work, from field to fork, and how to close the circle (reduction and reuse of waste)
3. **The body:** Regional food chain with regional producers matched to large and small scale customers, in viable, reliable and durable relationships
4. **The wallet:** Solid regional business and earning models

Partners Found Already

Sweden, Germany, UK

Partners Sought

Belgium, Germany, UK, Denmark

Estimated Budget

10.000.000

Thematic Keywords

Sustainable food, Short food supply chain, Food chain, Regional food, CO2 reduction, Food miles reduction, Regional economy. Sustainable regional development

Lead Beneficiary

Date

06 February 2015

VB Futufish

Description

FUTU-fish aims to foster the application of technical and sustainable methods to save energy in maritime and seafood clusters around the North Sea. The project is seeking partners to cooperate, share and develop innovative activities to lower the carbon footprint while boasting regional economies. An overall ambition is to have a project which in itself forms a closed business case to increase effectiveness as to showcase but also the ability to deliver a clear profit for the North Sea Region.



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Central Aim

To foster the application of technical and sustainable methods to save energy in maritime and seafood clusters around the North Sea in the themes: innovation & green economy (1), fisheries (2), LNG & energy (3) and seafood (4).

The envisaged partnership will further seek a common emphasis to narrow down the eventual activities as preparation of the project progresses.

Envisaged Output

1. Delivering a project which delivers a net profit to the NSR on the macro level in terms of carbon footprint and return on investment.
2. Have tourism and the fisheries sector working together without closing down the fishery
3. Exploring LNG applications, small scale LNG applications
4. Developing port facilities with a focus on energy reductions on vessels and in the port.
5. Reducing impact on the biodiversity and the energy use from fishing gear.
6. Retrofitting existing vessels with a focus on a reduction of energy consumption
7. Develop bio refineries and biomass applications

Partners Found Already

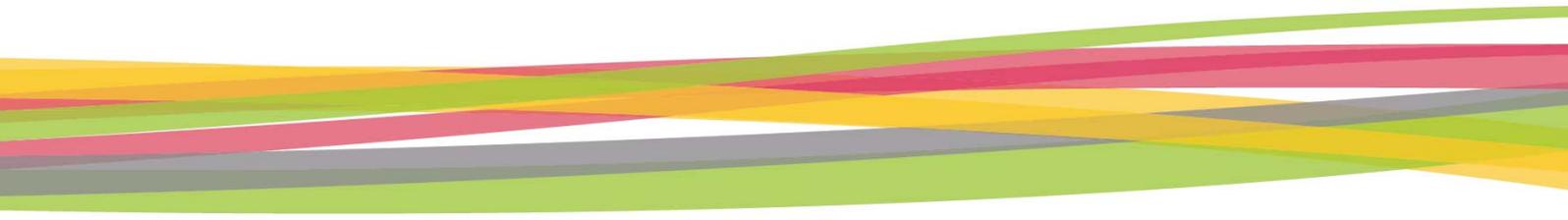
Port of Hanstholm, DM

North Sea Yard, DM

Municipality de Marne, NL

Blueport Lauwersoog, NL

Partners Sought





Ports, knowledge institutes, authorities & private companies

Estimated Budget

to be decided

Thematic Keywords

maritime, energy, port, food

Lead Beneficiary

Date

VB Project Idea Golden Corridors

Description

The North Sea 'Golden Corridor's are the river estuaries which contain major ports, significant wealth creation activity and logistics infrastructure. They often have a complex river hinterland and significant river trade linking to the ports. These factors provide both opportunities and challenges for trade and logistics. Many local, regional and port authorities may be stakeholders, together with commercial organisations, which makes governance and partnership a challenge.

Golden Corridors is a project idea which aims to bring together 8-10 ports and hinterland corridors in different EU countries bordering the North Sea. Partners will have shared and complementary interests, based on trading activities, logistical challenges and comparable geographical locations.

Golden corridors partners may include several stakeholders such as port authorities, local/regional government, universities. In each location there will be a lead partner to coordinate the work.

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Central Aim

- Encourage the growth of international trade through the North Sea 'Golden Corridors' by developing policy to encourage trading opportunities and capture trade flows currently using other modes and ports
- Advance logistics policy, investment and development in the Golden Corridors' areas, through developing Knowledge Partnerships to strengthen innovation and Smart Specialisation Strategies (S3)

Envisaged Output

There will be two project work packages with the following outputs:

- Trade and Logistics Policy Development. Develop more integrated trade and logistics policies, aiming to influence national and European policy development.
- Regional Knowledge Partnerships for Logistics. Design and develop a new regional Knowledge partnership structure to enhance long term cooperation and regional innovation support capacity after the end of funding, particularly in line with Smart Specialisation Strategies aimed at facilitating future growth areas.

Partners Found Already

The University of Hull is positioned as the Lead Partner in the Humber Estuary, which contains a major ports complex on the East Coast of England. Four local government organisations are interested in working with the university as key stakeholders.

Partners Sought

8-10 Lead Partners from major ports/corridors bordering the North Sea, with an interest in working together to enhance trade and logistics policy development. Lead partners may recruit local stakeholders to work with them on S3, etc.

Estimated Budget

Thematic Keywords

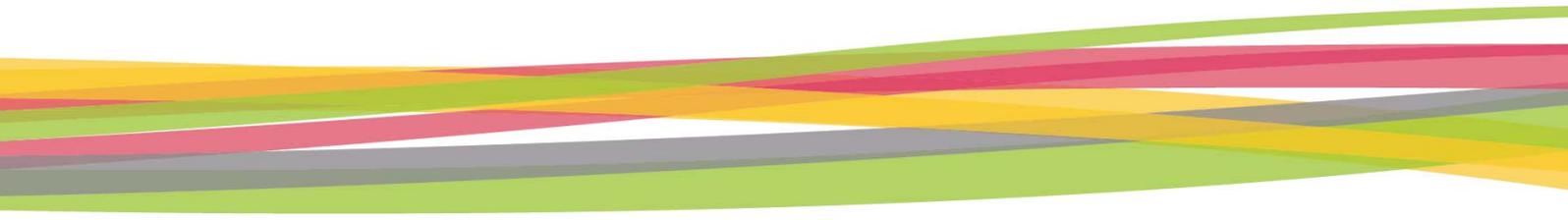
trade logistics policy S3

Lead Beneficiary

Date

16 September 2014

VB Healthy Ageing





Description

In rural regions dominated by ageing populations there is an urgency for improving healthy lifestyle and new care concepts to facilitate a prolonged working life and/or the prevention from (early) care. In the transition phase towards ageing populations measures have to be taken to guarantee life quality for all. In fact, we need to accompany the transition from a 'care-directed society' to a society characterized by a healthy life style and prevention from care. To achieve this, new visions on care arrangements plus prevention measures resulting in a prolonged period of healthy life have to be developed. Organisational, technological and financial aspects play a crucial role in this. This offers new chances to entrepreneurs and may help regions to profile themselves as Health Regions.

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Central Aim

To find innovations that help prevent health care and cost reduction once care and cure are needed. Healthy lifestyle and regional transition are needed to ensure a long term guarantee of life quality for everybody.

The project aims for a best practice approach based on the concept of "living labs", using the approach and infrastructure of the Interreg IV-B project Vital Rural Area.

Envisaged Output

regional innovation concepts in the field of (prevention of) health covering

- healthy lifestyle (food, mental and physical activity)
- the use of ICT applications and domotics

Partners Found Already





Belgian, Norwegian and Dutch partners,

Partners Sought

From North Sea countries especially from Sweden, Denmark and UK.

Estimated Budget

6 Mio

Thematic Keywords

Regional transition 2. Healthy ageing 3. Healthy living and prevention of care 4. Improving life quality by technology 5. New entrepreneurship and profiling as health region

Lead Beneficiary

Date

16 September 2014

VB Oil spill in the North Sea Region

Description

To establish a comprehensive programme for optimal protection of the vulnerable natural areas and ports in the North Sea Region against pollution by oil and chemicals, by means of research, focused and continuous exchange of knowledge between government and market, streamlining processes, and innovative product development with SMEs.

This programme reinforces and endorses the economic, ecological, and social interests of Europe in the North Sea Region, and provides stakeholders with a unique knowledge position in the world.

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Central Aim

Accidents and operational discharges by ships or offshore platforms which release chemicals pose a direct threat to the coastline, nature reserves, and the ports of the North Sea Region. The risk of oil leakage is small but is present nevertheless. The region is insufficiently prepared for this. The risk increases as the ports in the North Sea Region continue to improve their position economically and to expand their activities.

The washing ashore of oil or chemicals has disastrous consequences for nature. Especially areas with silty soft plates and low tides, such as the Wadden Sea or the Wash are extremely vulnerable. The economic damage to ports affected by such disasters is also enormous. Ports will have to close temporarily, with all the consequences that implies. Speedy action is crucial, but due to several factors, the management of such disasters is actually delayed.

Available oil clearance techniques do not work in all areas or may be ineffective. Detection techniques that were developed have not yet been properly put in place. Responsibilities for both the countries affected and the parties involved are not clear. This is especially true in cross border areas.

There is barely any exchange of knowledge or any development in this regard. Applicable knowledge is not currently utilised efficiently and effectively by the regions and industries and authorities do not have any direct access to such knowledge.

Spillage cannot be cleared up within vulnerable areas using current techniques without also causing great damage to nature.

Envisaged Output

Within the project, the following task packages could be distinguished:

1. Research

Universities and companies will be included in the optimisation of new techniques to prevent, control and clean up pollution. Risks will be identified, such as for vulnerable low-water areas. The area-specific effects of pollution will be described here as well.

Further investigation will yield valuable information for combating and removal, but also for storage and processing of collected contamination.

Knowledge of oil flow velocity should be accessed. This can be used to rapidly and purposefully clear oil spills before they wash ashore on the coast or in the sea ports. Universities with a specific (Maritime) training in this direction will, in addition, be able to contribute significantly to the designing of a traffic management system for the North Sea Region.

2. Exchange of knowledge

A working package in which all parties involved (universities, market and government) are represented, will name the areas in which there is a need for an exchange of knowledge. Such knowledge exchange between universities on the one hand and market and government on the other hand will be organised in such a way that continuity is guaranteed. This could involve an information system, but also a set of wide-ranging events.

The unique knowledge exchanged and further expanded within this project will strengthen the position of universities and businesses in the world, while enabling governments to better assume responsibility in the event of oil spills.

3. Development of products and services

Based upon the research at universities, businesses will be able to develop a number of products and services that can be used for combating, clearing-up and removing oil pollution. In this regard, amphibious craft may be considered, as



well as a drone that can detect oil spills.

Currently, there are no suitable methods in the market for cleaning up oil on sand banks, mud flats and salt marshes. These vulnerable areas occur all over the entire North Sea Region. Special control methods will be developed within the project as prototypes.

4. Designing and implementing of a traffic management system

The relevant parties will be expected to provide relevant inputs to the implementation of a traffic management system. Parties involved purport to have a need for this, but constructive collaboration between countries in this regard is lacking. Great differences exist in legislation and regulations.

Based upon the input of the parties involved, it will be possible to determine what aids will have to be developed and procured, and in which way deficiencies in collaboration can be solved.

Partners who see points of common interest are sought in the InterReg VB North Sea Region, so that a common project may be designed. The four working packages discussed above may serve as possible directives for this purpose.

Partners Found Already

Universities, businesses, and governments will collaborate closely in the project, in order to enable irreversible steps to be taken to combat oil pollution in a Europe-wide context.

Mr Wierd Koops, professor at NHL University of Applied Sciences, Leeuwarden, The Netherlands has a wide network of universities, SME's en Governmental organisations who will be incorporated.

Partners Sought

Research institutes and SME's interested in the theme of oil pollution: optimisation of new techniques to prevent, control and clean up oil pollution.

Estimated Budget

5.000.000 euro

Thematic Keywords

knowledge, innovation, SME, oil spill

Lead Beneficiary

Date

18 September 2014



VB project idea SEE: SAFETY, ECOLOGY & ECONOMY IN CLIMATE PROOF AREAS

Description

Tel:
Fax:

Central Aim

Envisaged Output

Partners Found Already

Partners Sought

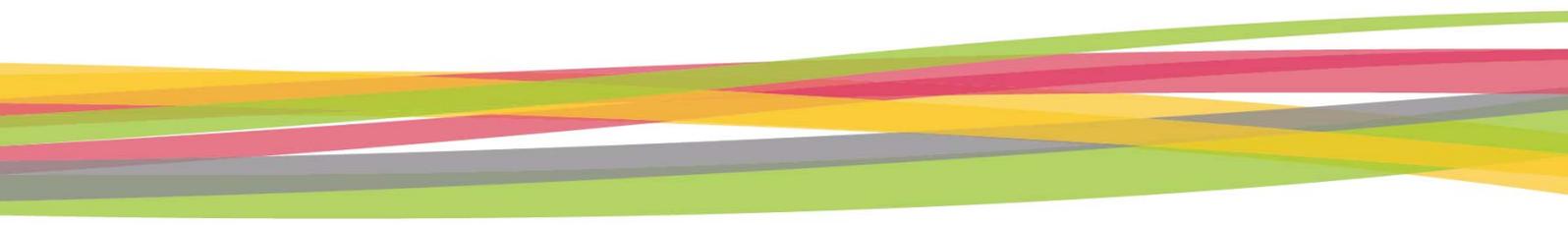
Estimated Budget

Thematic Keywords

Lead Beneficiary

Date

VB Societal and Technological Innovations at Urban and Peripheral Region





Description

The spatial divide and the Demographic Change are becoming more and more a challenge for European regions, eg the North Sea Regions. The economic growth and employment are concentrating at urban regions; peripheral regions have to develop new strategies - eg. new ways of developing and implementing technological innovations.

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Central Aim

The implementation of technological innovations needs a network of different organisations like universities and research-institutions, public administrations, employers, educational institutions and unions.

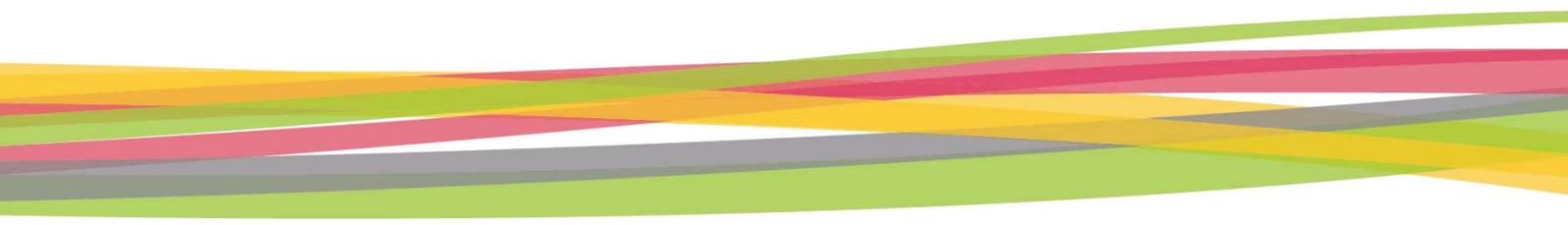
Comparing existing and innovative ways of developing and implementing different kinds of innovations will be the main objective of the project. Four aspects will characterise the project:

- development and marketing of economical sites,
- Technology Transfer
- Consulting and building of networks
- Vocational Training and education

Envisaged Output

The results of the project will be published as reports with guidelines and recommendations.

Partners Found Already





Partners Sought

We are looking for partners supporting the cooperation between research-institutions and industrial- and service-oriented enterprises.

Estimated Budget

5.000.000

Thematic Keywords

Innovations, Technology-Transfer

Lead Beneficiary

Date

20 August 2014

VB Talent development for young people

Description

This project proposal aims to support the development of young people's skills and interest in a particular field that has regional economic or community relevance. The project might help in counteracting the tendency of the so called 'brain drain', the early leave of young talented people from rural areas. This can be done by developing smart regions (in line with Smart Specialisation strategy): harnessing, retaining and developing regional know-how, showcasing regional career opportunities, hence cultivating a sense of optimism around regional opportunities.

Analysis Raising the economic power of rural areas is clearly connected to the educational level. In lots of rural areas educational output is low and there is an urgent need to improve the educational level (from primary education to (applied) university level) to meet the demands of the labour market in the near future. The targets as stated in the Europe 2020 Agenda is that less than 10% early leave from secondary school is reached in 2020 and, even more important in this context, that at least 40% of the youngsters has a grade in higher education at that time. Next to this, there is an ongoing need to tune educational output and the labour market. Lots of Hi-Tec companies, originally located in rural regions or to be attracted to the region, lack appropriate labour force, hence either will not invest to settle in the region, leave the area for urban locations or attract high-qualified personnel from abroad (within or outside the country). This is especially true for β -science related, ICT- and technical work and companies.

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Central Aim

To raise educational level, to improve (new) entrepreneurship and skilled workers in order to counteract regional perspectives. This asks for new concepts both in stimulating entrepreneurship in educational programming and tuning labour market with talents needed. To fulfill the needs for future skilled workers in different sectors the cooperative involvement of employer-organizations, chambers and the unions is needed.

The project will be built on “knowledge-partnerships” between employer-organizations, Universities, schools and agencies supporting regional development with special consideration of peripheral regions with a “brain-drain”. The chosen approach will be a joint development of projects using the concept of living labs (open innovation based on co-creation).

Envisaged Output

Campaigns focusing on highlighting the needs of regional companies for students that are on the threshold of choosing their University studies

Examples of non-traditional learning environments that can be used to promote entrepreneurship and regional development and competitiveness

Economic added value by new entrepreneurship in already existing and newly raised companies

Partners Found Already

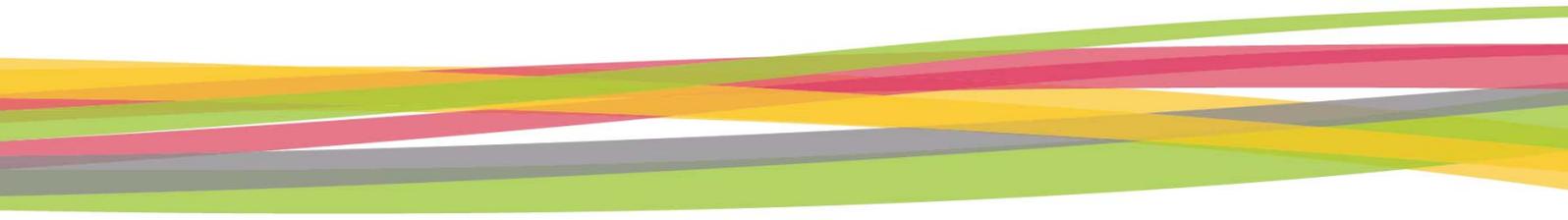
Northeast Fryslan (the Netherlands), Meetjesland and Flanders (Belgium), Varmland (Sweden), Cork region (Ireland), Stadt Hamburg and Bremerhaven (Germany)

Partners Sought

Partners from the North Sea Region, predominantly from UK and Denmark.

Estimated Budget

not defined yet





Thematic Keywords

talent development, skilled workers, tuning labour market and educational output, entrepreneurship

Lead Beneficiary

Date

20 October 2014

Priority 2

Eco-Innovation: Stimulating the green economy

VB project idea BIOBRIDGE

Description

The economy is currently largely based on fossil resources: these resources such as oil and natural gas form the basic source of all our energy needs, chemicals, medicines, materials, etc. However, it is common knowledge that the intensive use of fossil resources does have a dramatic impact on CO₂emissions, and consequently on climate change. In addition, these fossil resources decrease in the near future. Both are drivers that urge the need to make the transition towards a biobased economy, or green economy: an economy where renewable resources form the base for all energy, food, feed, chemicals, and materials demands.

Hereto new knowledge and new technologies are needed, new production processes and approaches need to be developed, and societal imbedding of new developed concepts is essential. Strong public-private partnerships between industry, the scientific community and governmental institutes are essential to truly get to successful innovations. It are especially the small and medium sized enterprises (SMEs) that do have the creativity, flexibility, the innovative strength, and the effectiveness that is essential to successfully make the first steps in this transition on the short term.

To speed up the transfer of know-how from knowledge institutes towards SME's a different approach should be taken. Different compared to the more traditional way of collaboration between large industries and knowledge institutes, where (1) mainly long-duration (2 to 4 years) post-doc or PhD-studies are (partly) financed by the industries, and (2) where the dissemination and implementation of research results occur generally after 5 to 10 years.

Biobridge offers such an innovative "SME"approach: it facilitates short-duration (1-6 months) innovation projects for (regional) SMEs that perform knowledge or technology based activities in the transition towards a green economy. The innovation projects are all demand-driven (per definition) and are performed by students (masters and last-year bachelors). The students are supervised by a professor or senior-scientist with the best matching expertise and an employee of the company involved.

First experiences reveal that:

- it actually fosters green innovations and its implementation, both from a technological, economical and societal



- point of view
- it increases the competitive strength of the (regional) SMEs through the development, implementation and societal embedding of new technologies, processes, knowledge, patents, etc., thereby significantly strengthening the greening of the economy
 - It stimulates and motivates students to actively participate in the transition towards a green economy, already during their study.
 - it stimulates the employability in the green economy,
 - it facilitates new follow-up activities (both short-duration and long-duration research-projects) and continuation of newly built public-private partnerships

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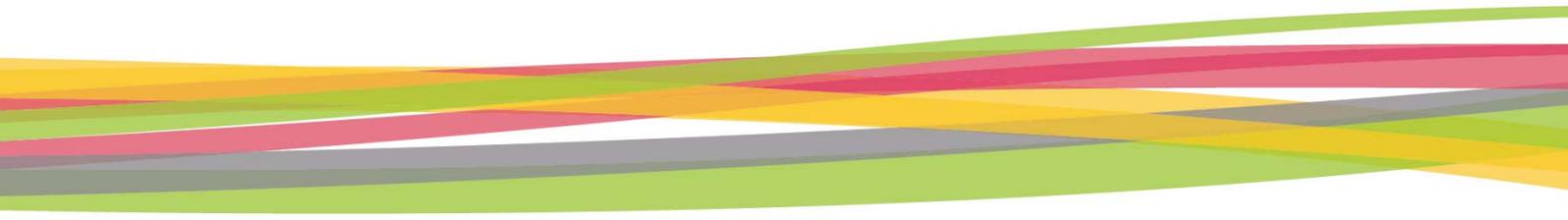
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Central Aim

Stimulate collaborative innovation projects between SMEs and universities in the transition towards a green economy.

Facilitate innovation projects for (regional) SMEs that perform knowledge or technology based activities in the transition towards a green economy

Envisaged Output

- green innovations and competitive strength of the (regional) SMEs through new technologies, processes, knowledge, patents. For example:
 - stimulation of circular economies: greater use of renewable materials, increasing reuse and recycling
 - development of better production methods (reducing material use and waste generation)
 - more jobs in the green economy
 - a number of short-duration and long-duration research-projects
 - new or stronger knowledge partnerships between local authorities, universities and SMEs
- 



- support for SMEs to gain capacity and skills to take full advantage of resource savings and new markets
- raising awareness of students and local authorities to participate in the transition towards a green economy: a number of policy uptakes by local authorities
- a number of new follow-up activities (both short-duration and long-duration research-projects) and continuation of newly built public-private partnerships
- an inventory to barriers (e.g. patents, contracting, etc.) and solutions for cooperation of universities with foreign SME's.
- exchange of knowledge between already existing triple helix networks and bilateral networks

Partners Found Already

University of Groningen (LB)

Swedish University of Agricultural Sciences

Ghent University

Buskerud Region Norway

Partners Sought

- 1) Universities (beta) active in the biobased economy aiming to improve their research opportunities and to improve the career perspectives for their students, by intensifying the collaboration with (regional) SMEs.
- 2) SMEs, active (or aiming to become active) in the green economy
- 3) (Regional) governmental authorities / funding agencies developing funding instruments specific for SMEs, to stimulate the knowledge and technology development in their region/country.
- 4) Already existing triple helix networks (Universities – SMEs – local/regional government authorities) or bilateral networks.

Estimated Budget

Thematic Keywords

green economy, triple helix approach, innovation

Lead Beneficiary

Date

09 July 2014



VB Project Idea BIOCAS100%

Description

BIOCAS100% (BIOmass CAscading to 100%) aims to generate economic, societal and ecological prosperity in rural areas by the optimal valorization of biomass resources. The project has been launched recently in the province of Fryslan (northern part of the Netherlands).

Biomass waste is generally looked upon as a costly residual, due to collection, transport and treatment. In fact biomass is a promising source for innovative bio based products. Application of biomass waste at a local or regional level can result in cost reduction, a rise in local employment, a reduction in the use of fuel and dependency on the import of minerals, conservation of organic matter on a local / regional scale, and more investments.

The degradation of agricultural land because of the decline of organic matter content has long been recognized by farmers. Current solutions for a structural increase in the organic matter content like applying compost are expensive and technically and logistically demanding. The BIOCAS100% project acknowledges the high value of organic matter for the soil. Biomass consists of several kinds of components such as fibers, minerals and many sorts of hydrocarbons. All these components, in themselves or in combinations, represent an economic value. Proteins for example can be extracted from surplus grass. Building blocks for bio plastics may be produced from waste water sludges and organic household waste.

In modern agriculture, only a small part of the organic produce is returned to the soil. This has already led to decreasing organic matter contents and loss of biodiversity. Furthermore, a considerable amount of biomass is lost in incineration plants or used for biogas production. It can be foreseen that the competition for biomass will further increase because of demand of bio based industrial initiatives.

By taking all components of biomass into consideration, the project identifies the specific components that can revitalize the soil. The loop is considered to be closed by returning these essential components to the soil, thus preserving soil fertility and biodiversity.

The characteristics of biomass that are described above create opportunities for rural areas that are suffering from population decline. The BIOCAS100% project interconnects a growing number of existing and emerging regional initiatives on the conversion of biomass resources into valuable products. Many rural areas in the North Sea Region have characteristics similar to the province of Fryslan. This INTERREG project will connect several of these rural regions in order to learn from each other, share expertise and experiences, and actually seize the existing opportunities. BIOCAS100% emphasizes the inherent link between biomass cycle and the regional community. In these areas - characterized by population decline - sufficient biomass and land are available. Rural communities have a lot of soil and agricultural expertise: by promoting biomass initiatives from these regions, the project will strengthen networks between rural areas and create new relationships between them. In this way, the project: (1) will kick start regional bio based economies that are already existing in an infant form; (2) will contribute to a reduction of waste; and (3) will prevent the degradation of soil and contribute to the 2015 International Year of Soils.



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Central Aim

The North Sea Region is the breeding ground for some of the world's most innovative biomass application initiatives. Although very promising, these initiatives are local and rather small scale. In addition, many isolated initiatives are being developed which do not (yet) contribute to the optimal valorization of regional biomass stocks.

BIOCAS100% aims to promote the transition towards a resource efficient economy by supporting these regional initiatives and showcasing at least 4 pilots. The project will create networks around biomass stocks in these regions and connect several producers of biomass applications. The aim of bringing together different pilot projects around one regional biomass stock is - as discussed above - to optimize valorisation.

Pilots in the province of Fryslan can be:

1. Creating 100% biodegradable bioplastics from biological household waste and wastewater sludge. The produced bioplastics will be used at the Leeuwarden European Capital of Culture 2018 with at least 1 million visitors - and beyond.
2. An incubator for innovative approaches to convert the abundant amounts of low quality biomass - 'harvested' in rural areas - into valuable products such as proteins for animal feed, minerals, fibers and energy. In this way, regional import dependency will be reduced, i.e. proteins can replace soy, tapioca and corn based animal feed; fibers can be used for the production of paper; and the substrate from biogas production can - after being composed or fermented - be used as a source for organic matter, carbon (Biochar) and minerals for agricultural practices.
3. Extraction of cellulose - from toilet paper - in a wastewater treatment plant. Extracted cellulose from water is an effective, cheap and environmental friendly alternative material for - imported - woodchips that are currently being used in asphalt road construction.
4. The development and construction of a biobased composite bridge. Biobased composites are fibre-reinforced materials that are partly or completely made from renewable raw materials. Both the matrix material and the fiber reinforcement can have natural origins. Applications of biobased composites are an interesting alternative construction material of the bridge and an inspiring example for innovation.



Apart from the pilots, the following activities are being considered:

1. A business case generator. A prosperous regional economy requires an economic ecosystem consisting of sufficient size and interconnections. Regional SMEs can - and should - play an important role in a regional biobased economy, but currently lack capacity, means and skills to change their processes. In this part of the project, SMEs are being made aware of the potential of biomass applications and supported in developing business cases. The basis for the business case generator will be the value chain including its weakest links. The understanding of these weakest links (lack of knowledge, network, funds) will further increase possibilities to lead to profitable results.
2. Creating awareness and demand for biomass applications: The ultimate success of a biobased economy depends on public acceptance and demand for these products. This is a long-term process. However, the project intends to inspire a broad group of stakeholders.

Envisaged Output

- Number of green product, services and processes piloted and / or adopted by the project: 4
- Number of enterprises receiving support: 10
- Number of enterprises participating in cross-border, transnational or interregional research projects: 10
- Number of research institutions participating: 4
- Number of organisation / enterprises adopting new solutions by project end: 200
- Number of organisations / enterprises informed about new solutions by project end: 1.000

Partners Found Already

- Companies facilitating the bioplastics pilot
- Leeuwarden European Capital of Culture 2018

Partners Sought

- Partners in Denmark, Belgium, Germany, UK, Sweden and Norway able to perform a pilot showcasing industrial transition towards a resource efficient economy
- Aarhus European Capital of Culture 2017

Estimated Budget

To be decided

Thematic Keywords

Promoting green economic activity, Sustainable resource use, Pilots, Locally sourced materials, Recycling.

Lead Beneficiary

Date



19 March 2015

VB Project Idea: Communication of traceability and sustainability in North Sea region fisheries

Description

ILVO is currently developing a tool to score and visualize the economic, ecological and social sustainability of Belgian caught fish in the EFF axis 4 VALDUVIS project. The sustainability of the fish is determined using a comprehensive set of science-based indicators developed by ILVO. This tool can assess the sustainability of each individual fishing trip, based on real-time electronic logbook data and is therefore more accurate than the existing sustainable seafood information systems, which are treating fisheries in a more general way. Furthermore, a full traceability of the fish will be assured, as traceability data in the logbook will be directly linked to a tag on the fishing crate. The VALDUVIS methodology will be ready-to-use by the end of September 2014.

ILVO is now thinking of broadening the scope of the project to a North Sea level. First steps are already being taken in the interreg VB North Sea Fish project (www.northseafish.eu). ILVO visited various fish auction to disseminate the VALDUVIS concept and to look for synergies between the already existing initiatives. In general, we saw a lot of enthusiasm for the idea and willingness to cooperate in the future.

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Central Aim

The ultimate goal is to **obtain** one standardized system for the North Sea region to score, visualize and communicate the traceability and sustainability of landed fish in the fish auctions.

In the long term, an information system on sustainability could trigger a shift towards more sustainable fishing. The seafood market is characterized by an increasing demand for sustainable seafood; therefore fish with a good sustainability score would have an improved position in the market. We expect this to result in better sales, better prices and an economic incentive for fishermen to adopt sustainable fishing practices at a faster rate. This could eventually lead to increased sustainability of the whole sector

Envisaged Output

- Pilots of the VALDUVIS tool in the fisheries sector of the project partners
- Assessment whether an up scaling of the tool to a North Sea Level is feasible
- Adaptation and fine tuning of the VALDUVIS tool in a North Sea context
- Benchmarking of the sustainability indicators on an North Sea level
- Study of the communication of traceability and sustainability of fish in the North Sea region

Partners Found Already

- Abertay University

Partners Sought

We are looking for partners; research institutes, fish auctions, fish producer organizations, fisheries communities etc.; to

- Run a pilot of the VALDUVIS tool in the fisheries sector of their own region
- Assess whether an up scaling of the tool to a North Sea Level is feasible
- Adapt and fine tune the VALDUVIS tool in a North Sea context
- Rethink communication about sustainable fishing in the North Sea region
- Benchmark the sustainability indicators on an North Sea level
- Study the communication of traceability and sustainability of fish in the North Sea region

Estimated Budget

Thematic Keywords

Fish
Traceability
Sustainability
Communication

Lead Beneficiary

Date



VB Project idea Ecosystem Aware Sustainable Economy

Description

The North sea Region is characterized by large urbanized areas where business and other human activities pile up. Densely packed apartments and a high traffic rate leave limited space for green area's where people can relax, recharge their batteries.

Our knowledge society and high technological surroundings require a new way of working. Since we are connected all the time, we are constantly in a state of alertness. The downtime we had before (being on the road, in between meetings, etc) is gone, replaced with quick mails, calls or internet searches. More and more we see that for many workers this burden becomes too heavy. According to the World Health Organization 50% of sick employees in Europe suffer from a stress-related illness.

The crisis of these last years and the transition economy we are experiencing now makes it hard for entrepreneurs to cope. Finding new solutions and approaches is key. Organizations and their employees need to be resilient to be able to develop innovative and creative ideas.

Research points out that nature has a strong impact on human health and wellbeing. Many examples of nature based therapies can be found. The effects of these are measured and prove to be effective.

Reinforcing the natural bond between man and nature is not only healthy; it also has strong economic effects. In working environments where nature is clearly present (by natural light, view on landscapes, plants,...) wellbeing is high, productivity rises and costs caused by absenteeism decreases.

In addition to a nature-based working environment it is also important to reorganize working attitudes. New ways of working and technology makes working possible wherever and whenever. Building in downtime moments is important to mentally recharge, stand still and open your mind for creative and innovative ideas. Creating (silent) working environments where people can work undisturbed and focused could be one of the elements of reorganizing work.

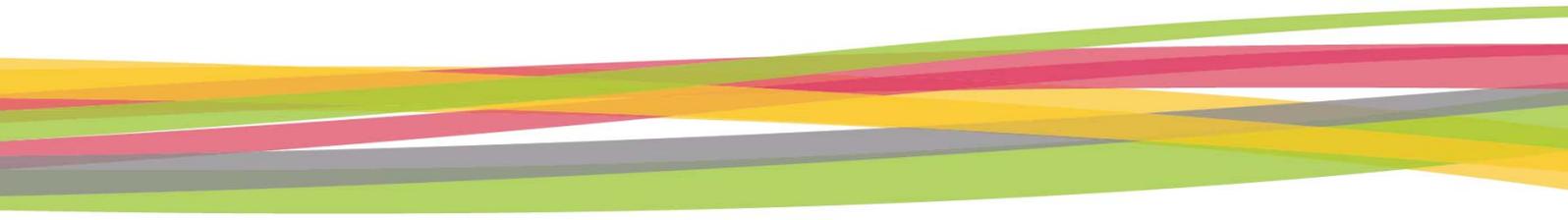
In this project we want to establish a physical site where entrepreneurs, organizations and their employees can experience the immediate effect of a nature-based environment where focus and downtime is balanced. We aim to provide education, guidance and practical tools to apply these principles within their own working environments. To lower the threshold to participate we think about developing also a mobile unit that we can use as a trigger e.g. in business parks, business networking events, etc.

Tel:

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Central Aim

Enhancing resilience of companies, organizations and their employees by





- Restoring the natural bond between man and nature.
- Restoring balance between working, focus and downtime in a society where working wherever and whenever is possible

Enhancing the understanding the importance of ecosystem services, and where possible develop new ecosystem services

-> Companies, organizations experience the immediate effect of nature and silence on their wellbeing. This will make people more aware of the importance of a well preserved environment.

Envisaged Output

- A physical site showing how a nature based design has an effect on wellbeing and work.
- Research for good practices
- Toolbox with practical tips, guidance, examples
- Educational pathways
- Nature based activities
- Involvement of companies, organizations as participants
- Implementation of nature based principles within working environments

Partners Found Already

several Flemish partners

Partners Sought

Nature based Therapy initiative / Research

(green) Interior designer

Estimated Budget

Thematic Keywords

ecosystem services, resilience

Lead Beneficiary



Date

06 March 2015

VB Innovative Solutions for Maintenance of Offshore Wind

Description

The cost price of energy at sea is largely determined by its maintenance costs. In order to ensure that wind energy becomes competitive with fossil fuels or nuclear fission, it is necessary to reduce these costs. This is a challenge for small and medium-sized businesses that can develop and execute smart solutions.

The focus of this project is on the realisation of concrete, innovative solutions. By collaborating and exchanging ideas and experiences, the businesses and research institutes in the North Sea area are able to implement these innovations sooner and thereby contribute to the reduction of CO2 emissions.

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Central Aim

To achieve the goal of generating sustainable energy there is global investment into wind energy. Besides land-based wind farms, farms are also created at sea, in order to install sufficient capacity and comply with environmental requirements such as noise standards and visual standards. The North Sea area already has active farms and a multitude of megawatt capacity is planned for the years ahead.

The price of energy generated at sea is higher than the price of land-generated energy and many times higher than the price of energy generated using fossil fuels or nuclear energy. Government subsidies are an important incentive for





creating windfarms, but this financial support is finite. The price is largely determined by the cost of maintenance. So it is necessary to reduce these costs. This is a challenge for small and medium-sized businesses that can develop and implement smart solutions. The initiators are convinced that small and medium-sized businesses can face this challenge together with research institutions and educational organisations. This project provides the link between businesses and the knowledge available in the regions, it will lead to innovative employment opportunities for the creation of a sustainable source of energy. The aim of the Innovative Solutions for Offshore Wind project is to make wind energy competitive with existing, less sustainable sources of energy by contributing to the reduction of the maintenance costs. New technology is being developed and applied and there is innovative collaborative organisation in the offshore wind sector.

An important element of the project is the exchange of knowledge and experience between the partners from the North Sea area. This open innovation means that solutions can be implemented sooner.

Envisaged Output

The project consists of 3 work packages, which are described in this chapter. The common aim is to reduce the costs through innovative solutions.

The task packages are:

- * Monitoring and adaptive control (prevention)
- * Innovative maintenance concepts
- * Smart and safe organisation of maintenance (logistics and safety)

Monitoring and adaptive control (prevention) The largest saving on maintenance is preventing maintenance having to take place. By continuously measuring essential parameters, data are obtained about the condition of a windmill (or farm). Analysis of these data can provide insight into wear and tear patterns for instance, so that maintenance can be planned accordingly and replacement parts and parts for new mills can be redesigned. The analysis will also provide a continuous picture of how each mill performs in comparison with the others, which can be used for optimisation of mills.

The aim of this task package is cost-savings through prevention and planned maintenance by using sensors and analysis of data from active windmills and their environment. The data are used to increase the lifespan and reliability of (parts of) windmills.

Innovative maintenance concepts

Humans are often the limiting factor when it comes to maintenance in extreme conditions. The window of time in which work can be carried out at sea is limited due to factors such as weather conditions, currents and the height and depth at which the work must be carried out.

The aim of this task package is to develop and implement solutions that enable longer working times at sea, either by adapting the conditions for humans so that they can work safely, or by allowing humans to operate machines remotely.

The idea is to develop three concepts in this task package:

- * Remote inspection using (for instance) UAV
- * Maintenance using robots
- * Landing



Smart and safe organisation of maintenance (logistics and safety)

As maintenance at sea is determined by the conditions, it is expensive. When maintenance has to be carried out, good organisation can enable considerable costs savings. This organising should start well before the maintenance has to take place. By keeping materials and parts to hand and having service providers at the ready, maintenance at sea can be carried out at short notice, where the reliability of materials and the safety of people in all conditions are the main priorities.

The task package is focused on organising the maintenance chain so that trained people are able to deploy materials and resources at very short notice. The aim of this task package is to develop a reliable and safe process and installing this process in a (partly) virtual organisation, as well as certified training for service personnel.

Partners Found Already

Universities and SME in the North Netherlands and Northwest Germany will collaborate closely in the project.

Partners Sought

(Applied-) Research institutes and SME's interested in IT and sensor technology (data acquisition and -analysis), robotics.

Partners who see points of common interest are sought in the InterReg Vb North Sea Region, so that a common project may be designed. The three work packages discussed above may serve as possible directives for this purpose.

Estimated Budget

6.000.000 euro

Thematic Keywords

SME, Innovation, Technology, Clean Energy, Maintenance, Wind Energy

Lead Beneficiary

Date

18 February 2015

VB Schools and Covenant of Mayors

Description

The project promotes resource efficiency in primary schools and home residences of children involved in the project.

The project works on various levels:

1. Awareness: we stimulate energy savings (both in school and at home) by developing a contest and educational and



awareness-raising material. We aim for an energy reduction by changing behaviour of 10%.

2. Analysis: the analysis of various school buildings will provide a view on possible infrastructural adjustments that need to be made within the schools and - by extension- other non-participating schools. Entrepreneurs will be stimulated to gain knowledge on specific adjustments in school buildings and residences.

3. Financial opportunities. As most schools often don't have the budget to make big changes (isolation, solar panels,...), various ways of financing these projects will be investigated. Good examples (ESCO, cooperatives,...) will be communicated to the schools.

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Central Aim

The aim of the project is to reduce the output of greenhouse gases by focusing on behaviour change and infrastructural adjustment (low and high budget), in school and with pupils and their families involved.

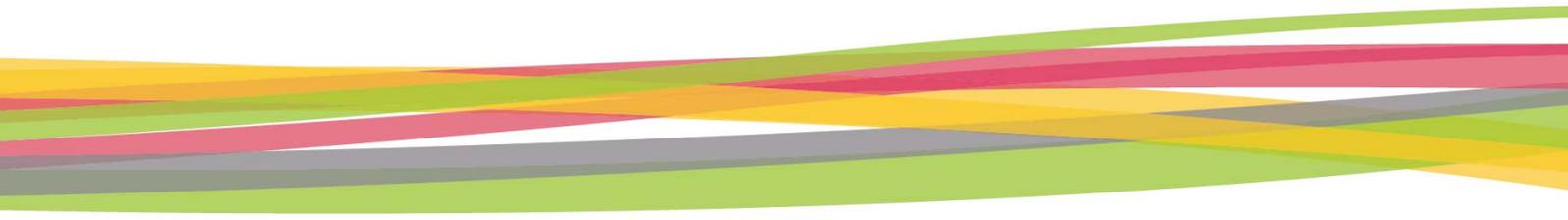
Envisaged Output

Concretise energy savings in schools and residences

Development of tools for visualising energy savings, awareness-raising and educational material
Platform for exchanging knowledge and experience between schools and families, accessible information for schools (best adjustments to be made, quick-wins, high budget investments, financing ...)

Partners Found Already

Thomas More/Knowledge Centre for Energy-related research (a multidisciplinary research group that mainly focuses on rational use of energy in buildings and greenhouse cultivation)





Partners Sought

Partners who are involved or responsible for school education (cfr. local and regional institutions ...)-
Partners with knowledge of financing high budget investments (ESCO, cooperatives ...)

Estimated Budget

to be defined

Thematic Keywords

Promoting resource efficiency and environmental performance management in schools

Lead Beneficiary

Date

VB SEEV4-City. Smart, clean Energy and Electric Vehicles 4 the City

Description

Supporting the shift towards a low-carbon economy in city development, combining electric transport, renewable energy and smart management. Through demonstration, joint pilot development and city planning scenarios.

Cities are the main energy consumers, but also provide most challenging opportunities. Large-scale solar energy, electric mobility and smart energy management emerge. Alone massive solar energy creates an energy production peak when demand is low, electric charging creates an energy demand peak, when local production is low. This creates a magnitude of problems.

Combined, these three elements can create a sustainable city metamorphose. That is what SEEV4-City aims to demonstrate. See also: www.amsterdamvehicle2grid.nl/news

The transition to a smart energy future begins with re-thinking the entire energy system. The SEEV4-City project does just that, making electric vehicles not only beneficial to the environment, but beneficial to the entire energy infrastructure. No longer is energy a one-way product, delivered to us from an invisible source beyond our personal control.

With the increase in consumers' abilities to generate their own renewable electricity, the energy system is becoming a two-way exchange. We use power from the grid, but we also become a source of power feeding back into that grid. However rules, regulations, organisational and behavioural issues need adaptation before this urban energy revolution takes place.



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Central Aim

Aim of SEEV4-City is to create a step forwards in green city development. This will be facilitated by combining **clean local energies, smart energy management, electric mobility** and **ICT**. Cities in the North Sea region face comparable developments and circumstances. Changes in climate, upcoming green energy production, clean cities objectives, electric transport and smart grid experiments. Similar projects occur, the overall added value can be significantly increased. Cooperation involving existing innovative technology, knowledge centres and experiences can create a main step forwards.

Neighbourhoods can become significant cleaner when combining smart a) local energy production b) optimising neighbourhood consume c) storage in e-vehicles and d) smart planning.

SEEV4-City aims to establish lasting city systems demonstrating clean and economic advantages. Reduced combustion for transport and neighbourhood energy requirements.

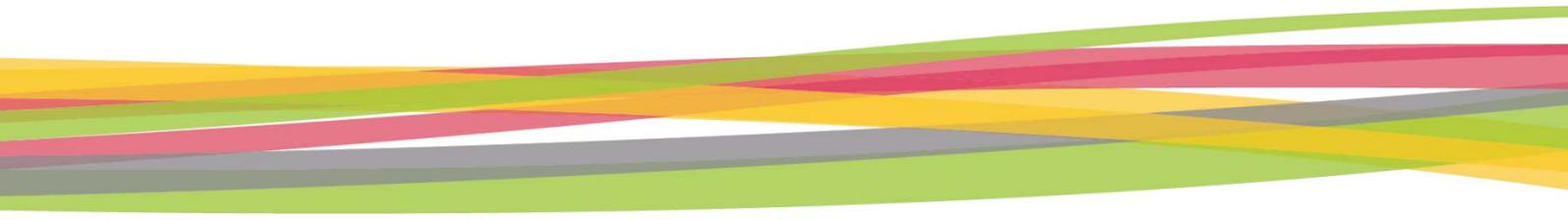
These systems pave the path to the large scale roll-out of information-energy-transport initiatives and services for the energy transition.

Envisaged Output

Main outputs:

- Pilots demonstrating the natural fit between:
 - 1) Local renewables
 - 2) Smart energy storage in the e-vehicles
 - 3) ICT steering energy demand, provision in neighbourhood
- City development plans
- Business scenarios
- Energy and e-transport integrated planning
- Social acceptance study
- Change management guidelines

Partners Found Already





GreenIT Amsterdam, Mastervolt, Resourcefully

Partners Sought

Knowledge institutes, electric mobility service providers, smart energy systems developers, Universities, Municipalities,

Estimated Budget

Thematic Keywords

smart energy, electric vehicles, V2G, smart city, local renewable energy.

Lead Beneficiary

Date

VB Sustainable Education Academy for Companies

Description

Sustainable Development is no longer an issue of awareness rising, but an issue of careful analysis, action, and evaluation. What can generally be perceived is a change from analysing problems to implementing change: in operational practices, organisation, technology and strategy. Higher Education has made a similar change by becoming more solution oriented and less problem oriented.

What this project aims at is establishing a comprehensive offer on Education for Sustainable Innovation for the business sector, offered as micro training/consulting by professional training institutes and universities. The comprehensive offer is created by a transnational cooperation which aims at exchanging “best practices” across borders, among educational institutions, enterprises, non- profit organisations and public authorities. Moreover, needs in the business sector for green innovation will be analysed in order to shape this comprehensive offer, and in order to guide Sustainable Development education in higher education.

The overall aim of the project is to assist sustainable innovation competence uptake by enterprises and improve the sustainable innovation qualifications of higher education graduates.

The project will aim at reaching its goals by:

1. starting a process by which best practices in education for sustainable innovation will be identified
2. start a dialogue between educators and the business community about needs for sustainable innovation education
3. create a comprehensive offer of educational activities in the participating regions aimed at training corporate employees, from shop floor to executives, in contributing to sustainable innovation
4. base the planned education on thematic communication. In presenting the activity, the thematic communicator develops the theme in such a way that it will be highly relevant to the audience. According to studies, presenting a strongly relevant theme greatly increases the likelihood an interpreter will succeed in provoking an audience to think



about theme-related issues. For this a joint seminar will be organised, for all partners, so that each partner will learn how to communicate their competencies as good as possible.

5. Test the developed courses once in (members of) participating business organisations and universities
6. Test at least one developed micro training/consulting at five companies that each participants cooperate with
7. evaluate and assess the results of these courses as input for a final, joint, conference

as output: a comprehensive list of best practices/materials that can be:

- offered as micro training/consulting
- used for transferring the competencies that the universities and educational institutions have to offer to enterprises regarding training corporate employees, from shop floor to executives
- guiding higher education towards improving its graduates to contribute to sustainable innovation

The transnational cooperation will lead to exchange of “best practices” across borders, among educational institutions, enterprises, non- profit organisations and public authorities. Many examples are at the moment not transferred to other educators. The proposed cooperation would provoke both learning among the business sector as within universities and spread good examples in the North Sea Region.

The aim is to support SMEs to turn environmental challenges into business opportunities (http://ec.europa.eu/enterprise/policies/sme/public-consultation-green-action-plan/index_en.htm), based on the flagship initiatives under the Europe 2020 Strategy: A resource-efficient Europe (http://ec.europa.eu/resource-efficient-europe/index_en.htm) and an integrated industrial policy for the globalisation era (http://ec.europa.eu/enterprise/policies/industrial-competitiveness/industrial-policy/index_en.htm).

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Central Aim

Sustainable Development is no longer an issue of awareness rising, but an issue of careful analysis, action, and evaluation. What can generally be perceived is a change from analysing problems to implementing change: in operational practices, organisation, technology and strategy. Higher Education has made a similar change by becoming more solution oriented and less problem oriented.

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Envisaged Output

A comprehensive offering of best educational practices/materials in each participating region. These might be:

- offered as micro training/consulting
- used for transferring the competencies that the universities and educational institutions have to offer to enterprises regarding training corporate employees, from shop floor to executives
- guiding higher education towards improving its graduates to contribute to sustainable innovation

The transnational cooperation will lead to exchange of “best practices” across borders, among educational institutions, enterprises, non- profit organisations and public authorities. Many examples are at the moment not transferred to other educators. The proposed cooperation would provoke both learning among the business sector as within universities and spread good examples in the North Sea Region.

Partners Found Already

- Magdalena Svanstrom, Chalmers University of Technology,
- Dik Fenner, Cambridge

Partners Sought

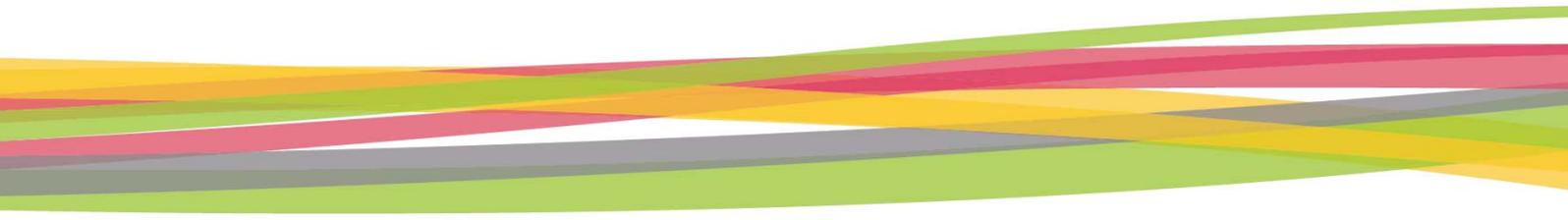
We would especially like to cooperate with regional business associations

Estimated Budget

500ke-1000ke

Thematic Keywords

Education, sustainable innovation, SME, exchange best practices





Lead Beneficiary

Date

10 November 2014

VB Sustainable (new) SME's

Description

The project aims to (1) stimulate entrepreneurship and (2) promote Corporate Social Responsibility (greening SME's).

The focus will be on various subjects:

1. Offer easy accessible support for new SME's (Small and Medium Enterprises) by initiating a (digital) business counter where start up companies (SME, commercial enterprise, self-employed ...) can get an answer to all their questions concerning permits, regulations, contributions, taxes, fees and so on. The business counter will also stimulate info sessions and networking opportunities between companies.
2. Stimulate new and existing companies to include sustainability in their mission by organising info sessions and training programmes, communicating good examples, giving advice on sustainability, screening business plans, providing network possibilities ...
3. Green business accommodations: existing tools for green business plots will be transformed into a global tool to choose the right business plot and adapted to various types of SME's. This business counter will guide companies to use this tool and find their appropriate business plot.

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Central Aim

The project aims to:

1. Stimulate entrepreneurship
2. Promote Corporate Social Responsibility (greening SME's) through:

-Integration of sustainability into the mission statement/intentions of new and existing companies. Going green of entrepreneurships

Stimulation of enterprises to choose consciously for more sustainable business accommodations.

Envisaged Output

A business counter (both physical and digital) in the region of Mechelen to support and inform enterprises which forms a unique point of reference of each manager.

Sustainability will be integrated in a training programma to guide start-ups

A public tool to determine the sustainable nature of a business plot

Partners Found Already

Partners Sought

Higher education centra active in stimulating enterprises

Partners with experience in supporting new SME's

Estimated Budget

to be defined

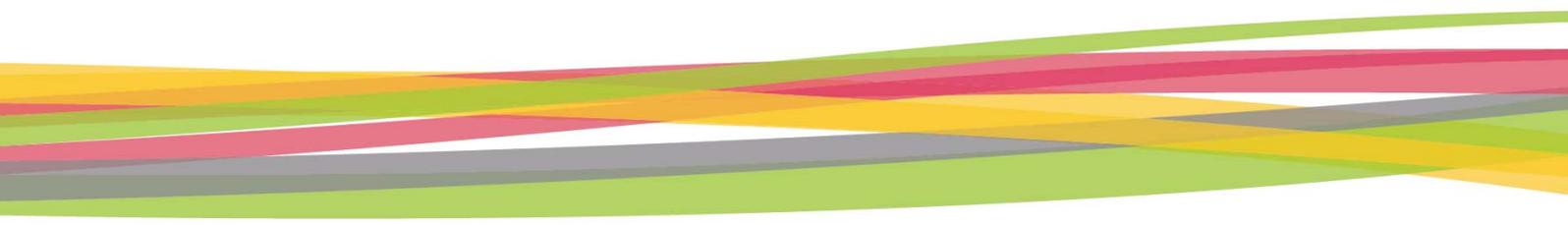
Thematic Keywords

Green economy, stimulating SME's,

bedrijfshuisvesting

Lead Beneficiary

Date





Priority 3

Sustainable North Sea Region – NSR

VB A partnership approach for sustainable management of forest-based landscapes in the 21st century

Description

Scotland

3 Longmand road
Inverness

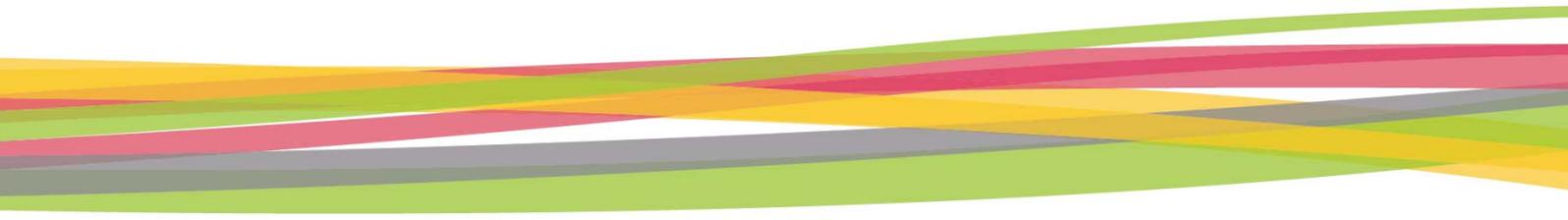
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Highlands

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Central Aim

This project aims to address key issues related to forest management by bringing together key stakeholders, including SME's, conservation organisations, education, research and local communities, to manage forests using an innovate partner-based approach. To achieve this aim, this project will draw on best practices of several different partnership-based approaches and put these into practice for pilot areas across the North Sea Region. The project aims to establish a community of practice whose members work toward the common goal of the sustainable management of forest-based landscapes to ensure the transfer of best practices.

Envisaged Output

- Sharing good practices of innovative, sustainable management of forest-based landscapes through a community of practice
 - Transferring good practices between pilot areas
 - Improving local economy through sustainable forest management
 - Identifying Ecosystem Services with key stakeholders
 - Innovative solutions for financially sustainable management of forest-based landscapes
 - Creating awareness and engagement with the public
- 



- Extending and increasing engagement with SME's with a view to informing and influencing approaches to sustainable forest management
- Enhanced understanding, knowledge and evidence about the multifunctional roles of forestry as a basis for modelling skills and training requirements for forest managers of the 21st century
- Improved evidence on knowledge and skills requirements as a basis for 21st century 'green education' curriculum development

Partners Found Already

- Inverness College, University of the Highlands and Islands (Scotland)
- Forestry Commission Scotland (Scotland)
- Highland Council (Scotland)
- Scottish Natural Heritage (Scotland)
- HAS University of Applied Sciences (the Netherlands)
- Staatsbosbeheer (Dutch State Forestry Agency) (the Netherlands)

Partners Sought

Estimated Budget

Thematic Keywords

Forest, Management, Ecosystem Services, Landscape Approach, Model Forests

Lead Beneficiary

Date

VB Better Wetter

Description

Climate change is one of the most urgent topics to focus on. The problem is twofold: periods of either flood risk or extreme drought. Both result in loss of natural and ecological values and in the longer term in loss of income sources. Thus, both compel to find innovative approaches to water management, in combination with new business concepts and earning models.

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Central Aim

There are two approaches to tackle climate change: mitigation and adaptation. Better Wetter is about adaptation. It will find and valorise new approaches to land and water use, balancing both ecology and economy. Main question to be answered: how to match water retention and economic development?

Envisaged Output

The output is twofold:

[1] Pilot projects carried out in wetland areas for testing of

- new water crops
- bio-based products and production approaches
- other products and services in wetland agriculture, tourism or other industries

[2] Sustainable business models developed whilst developing a sustainable and climate proof landscape. Most relevant keyword here is economy in the sustainable landscape. All solutions are expected to contribute to sustainable regional development, taking into account climate adaptation, ecology and biodiversity.

Partners Found Already

Netherlands, Germany and Sweden

Partners Sought

UK, Denmark, Belgium

Estimated Budget

10.000.000 (for a period of 4 years)

Thematic Keywords

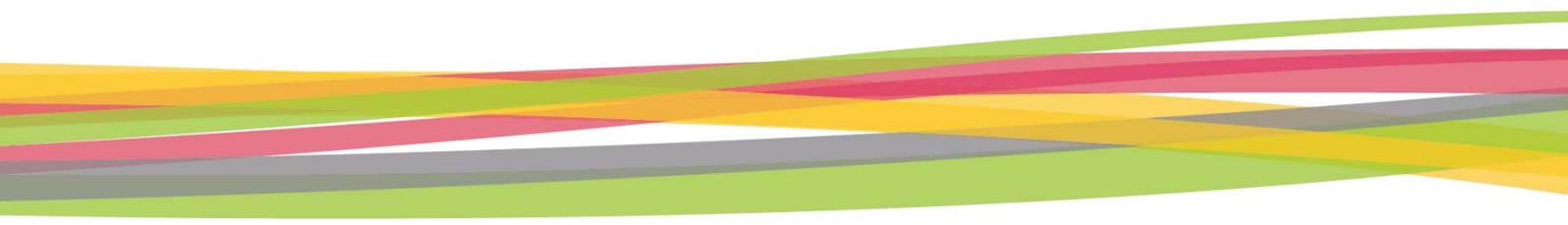
Climate adaptation, water management, flood and drought prevention, ecology, biodiversity, economy, sustainable business models, new wetland crops, wetland products, new wetland services

Lead Beneficiary

Date

02 March 2015

VB Project Idea - Brownfield4Biodiversity





Description

Some types of the low nutrient habitat found on brownfield, landfill and wasteland sites have exceptionally high biodiversity value. Such habitats are known in the UK as 'Open Mosaic Habitat' and have recently qualified for priority status at a national level because they support a range of rare invertebrates (which are now UK S41 species). These sites act as a refuge (of last resort) for many brownfield species which find the rest of the 'traditional countryside' inhospitable due to loss of semi-natural habitats, industrial farming practices and a general 'tidiness', with fewer and fewer opportunities for messy, disturbed places.

We need to take action now because the brownfield sites that support this low nutrient form of habitat are under pressure for redevelopment and are disappearing at an alarming rate - at least 50% of the sites of highest importance for invertebrates have been lost to development in the River Thames corridor over the last 5 years. This rate of loss is highly unsustainable, putting rare and endangered invertebrate species at risk of national extinction. The situation is complicated because the location of many of the most important sites within development growth areas such as the Thames Corridor brings direct conflict between biodiversity conservation and regional regeneration and development.

How can we conserve these important habitats while also encouraging and enabling sustainable economic growth and development?

We propose an international study which investigates best practice for Open Mosaic Habitat design, management and mitigation, as well as compensation for sites that have been lost. We would like to work with the key stakeholders responsible for large scale development to explore ways to incorporate biodiverse low nutrient habitats within developments and to manage them sustainably. These stakeholders include developers for residential, commercial and infrastructure projects and the waste management companies that dispose of the aggregates used in development activities; They also include the planning authorities responsible for approving new developments and the local communities who will use them as part of their green infrastructure networks.

New techniques are required for managing Open Mosaic Habitat because its high biodiversity value depends on regular disturbance to maintain early successional habitats – the ground surface needs to be broken up or trampled to prevent an ecological succession to more common habitats, such as scrub or woodland. There is also a need to change the perceptions of local communities and site managers, who typically favour a 'tidy' aesthetic, so that they understand and appreciate the value of these 'scruffy' habitats.

We aim to guide planning, design and land management decisions in regeneration areas, supporting sustainable development by meeting the twin objectives of biodiversity conservation and economic growth objectives in parallel.

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Central Aim

OBJECTIVE – to incorporate the low nutrient habitats associated with brownfield sites within planned, viable urban ecological networks that provide ecosystem service benefits to local communities

Envisaged Output

Key strands of activity for development with EU partners include:

- **researching the characteristics of the ecological networks** associated with key species and habitats for brownfield sites – including the migration and behaviour patterns of rare invertebrates to show how key species respond to habitat change. What are the minimum habitat requirements for maintaining viable populations and what does the concept of ‘stepping stones’ mean in practice for key brownfield species?
- **demonstrating innovative approaches to the management of brownfield sites** and creation of open mosaic habitat with options for mitigating habitat that is lost due to redevelopment - scope to use different types of substrate, including secondary waste aggregates, as habitat for rare flora and fauna
- **developing integrated systems for habitat monitoring and evaluation**, including sites where preliminary surveys have already been undertaken so that we can benefit from lessons learned
- **developing guidance for future planning, design and land management decisions in regeneration areas** – toolkit approach. Information on habitat and priority species management alongside requirements for mitigation and compensation (through biodiversity offsetting)
- **changing attitudes** to the appearance of informal open spaces and encourage understanding and appreciation of the untidy, ephemeral landscape aesthetic associated with this form of low nutrient habitat
- **delivering case studies** – identify sites and viable urban ecological networks for conserving (and possibly creating) Open Mosaic Habitat, taking account of the critical habitat requirements to sustain viable populations. Set up systems for monitoring and evaluation

Thames Gateway case study

The Thames Gateway, to the east of London, has extensive post- industrial landscapes with Open Mosaic Habitat and it is also one of the UK’s prime regeneration areas where there are intense pressures for large scale development. It is an excellent case study location.

Our UK partnership is led by Essex County Council (local authority to the east of London and to the north of the River Thames) with Natural England, the University of East London and Buglife. We are keen to develop an Interreg VB NSR project and we are looking for partners to work with us on this venture. The UK team is particularly interested in developing innovative approaches to the management of brownfield sites and creation of open mosaic habitat. The Thames Gateway is known to have a concentration of Open Mosaic Habitat, for instance on post- industrial land, landfill sites and sea walls, and Essex County Council would like to explore the relationship with the private sector landfill operators working in the area because they are importing large volumes of material as a result of construction activities in London. Essex County Council is the Minerals and Waste Planning Authority for Essex and so has good links to minerals and waste operators in the area. This project could draw up a way of working that is beneficial to biodiversity, the planning authority and developers.



Partners Found Already

Project is being put forward by a partnership of Essex County Council, Natural England, University of East London and Buglife. Other potential project partners are:

- Scottish Natural Heritage

Partners Sought

Estimated Budget

2M?

Thematic Keywords

Brownfield biodiversity, urban ecology

Lead Beneficiary

Date

09 September 2014

VB Climate Impact Actions (CIA)

Description

Large scale climate change impact actions on irregular river/lake water flows, draught, landslides or flooding, involve local authorities and national bodies but are often realized at regional level. A joint communication model for efficient monitoring and decision making would improve multilevel handling, but would also open up to involve stakeholders, local population and external problem carriers like insurance companies. CIA introduces smart digital models that are able to describe and plan the various actions/stages in impact reduction of climate change. It helps to coordinate and support decision making of multilevel authorities. Its main function would be to reach out to/involve local population and others in an early stage, and would encourage creative solution finding. This interactive digital planning model invites outsiders to influence large, difficult planning processes. Digital models are common in the construction sector and could be used in large scale climate actions.

Contact can also be taken with Dirk Harmsen,

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Central Aim

CIA introduces smart digital models

- that are able to describe and plan the various actions/stages in impact reduction of climate change
- that improve and facilitate the communications within involved authorities
- that visualises for the citizen what can be expected in decision taking
- that involves both planners and citizens in a joint action programme.

Envisaged Output

Interactive digital planning models that invite outsiders to understand and influence large, difficult planning processes.

Partners Found Already

The project idea originates from the ENCORE network and contacts are established with Midtjylland (DK), Noord Brabant en Limburg (both NL) as well as Nordrhein Westfalen (GE)

Partners Sought

Estimated Budget

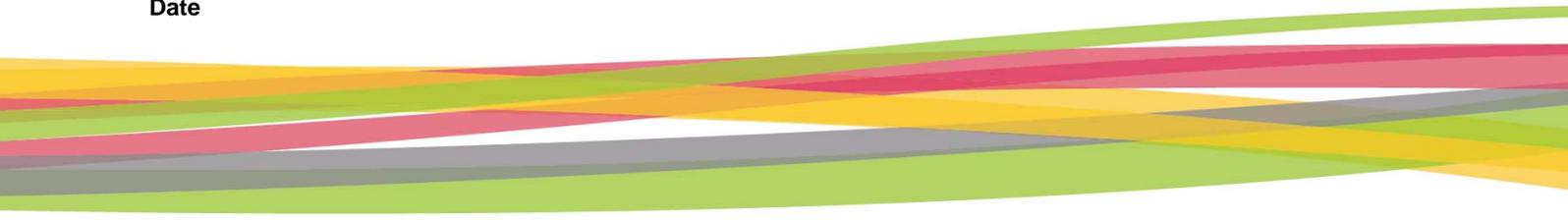
to be discussed

Thematic Keywords

1. Communication 2. Multi level authority planning 3. Stakeholder engagement 4. Interactive planning 5. Local involvement

Lead Beneficiary

Date





03 September 2014

VB Project Idea: Communication of traceability and sustainability in North Sea region fisheries

Description

ILVO is currently developing a **tool to score and visualize the economic, ecological and social sustainability** of Belgian caught fish in the EFF axis 4 VALDUVIS project. The sustainability of the fish is determined using a comprehensive set of science-based indicators developed by ILVO. This tool can assess the sustainability of each individual fishing trip, based on real-time electronic logbook data and is therefore more accurate than the existing sustainable seafood information systems, which are treating fisheries in a more general way. Furthermore, a **full traceability** of the fish will be assured, as traceability data in the logbook will be directly linked to a tag on the fishing crate. The VALDUVIS methodology will be ready-to-use by the end of September 2014.

ILVO is now thinking of broadening the scope of the project to a North Sea level. First steps are already being taken in the **interreg Vb North Sea Fish project** (www.northseafish.eu). ILVO visited various fish auction to disseminate the VALDUVIS concept and to look for synergies between the already existing initiatives. In general, we saw a lot of enthusiasm for the idea and willingness to cooperate in the future.

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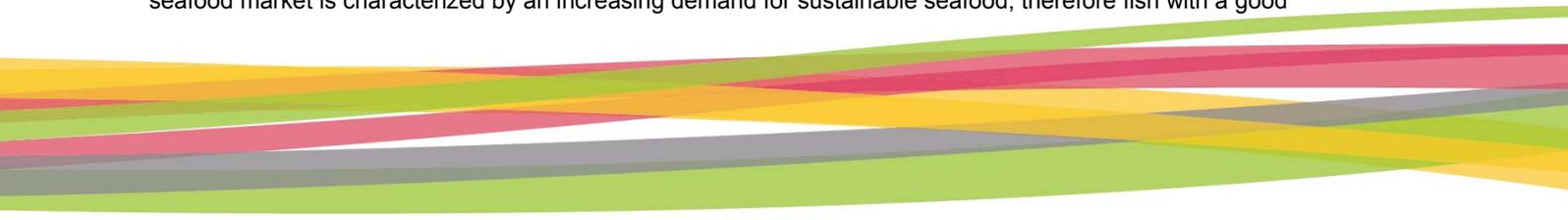
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Central Aim

The ultimate goal is to obtain **one standardized system for the North Sea region to score, visualize and communicate the traceability and sustainability of landed fish in the fish auctions.**

In the long term, an information system on sustainability could trigger a shift towards more sustainable fishing. The seafood market is characterized by an increasing demand for sustainable seafood, therefore fish with a good





sustainability score would have an improved position in the market. We expect this to result in better sales, better prices and an economic incentive for fishermen to adopt sustainable fishing practices at a faster rate. This could eventually lead to **increased sustainability of the whole sector**

Envisaged Output

- Pilots of the VALDUVIS tool in the fisheries sector of the project partners
- Assessment whether an up scaling of the tool to a North Sea Level is feasible
- Adaptation and fine tuning of the VALDUVIS tool in a North Sea context
- Benchmarking of the sustainability indicators on an North Sea level
- Study of the communication of traceability and sustainability of fish in the North Sea region

Partners Found Already

- Abertay University

Partners Sought

We are looking for partners; **research institutes, fish auctions, fish producer organizations, fisheries communities etc.**; to

- Run a pilot of the VALDUVIS tool in the fisheries sector of their own region
- Assess whether an up scaling of the tool to a North Sea Level is feasible
- Adapt and fine tune the VALDUVIS tool in a North Sea context
- Rethink communication about sustainable fishing in the North Sea region
- Benchmark the sustainability indicators on an North Sea level
- Study the communication of traceability and sustainability of fish in the North Sea region

Estimated Budget

Thematic Keywords

Fish
Traceability
Sustainability
Communication

Lead Beneficiary

Date



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Central Aim

The central aim of this project is to increase our knowledge about bringing back the amount of nutrients in fresh water. Therefore we wish to implement several innovative measures that should contribute to this goal.

Improving the water quality in the lake should give a boost to biodiversity, recreational usage and to local economy.

Envisaged Output

Possible ways of reducing the amount of nutrients in the water:

- Development of new wetlands with reed vegetation
- Improvement of existing reed vegetation
- Development of island to create biotops for aquatic plants instead of algae
- Other promising measures that are being implemented by international partners

Partners Found Already

Partners Sought

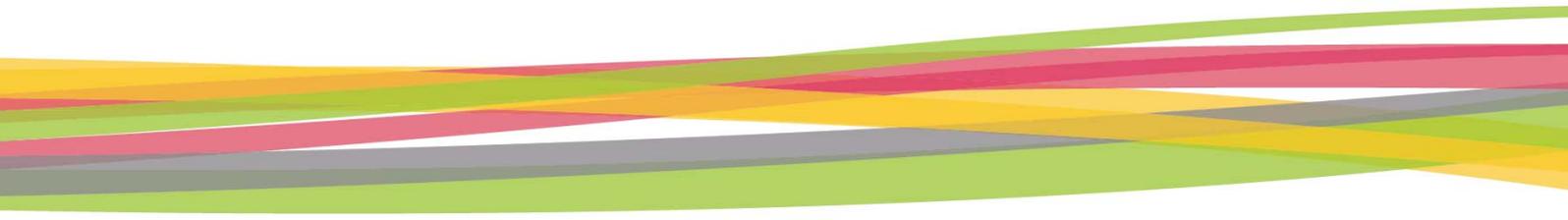
We are looking for partners that are working on water quality as well.

The Regional Water Authority is also interested in projects that relate to the following themes:

- Watermanagement, flooding and drought
- Innovative ways of measuring the strength of dikes
- Biodiversity in and around fresh water
- The usage of waste water to produce bio energy
- Peat decomposition as a result of drainage

Estimated Budget

to be defined





Thematic Keywords

water, quality, biodiversity, nutrients, lake, fresh, recreation, algae, management

Lead Beneficiary

Date

10 October 2014

VB Project idea Resilient Coastlines

Description

With so many low-lying areas, the greatest climate change impact for the NSR will be the increased risk of severe flooding. Vulnerability of a coastal area to the effects of climate change depends on altitude above sea level, tidal ranges, density of population, infrastructure and the built environment (Source : Regions 2020, the climate change challenge for European regions, Brussels, March 2009, Directorate General for Regional Policy).

There is a need to strengthen flood defences but also to accept the limits of conventional solutions and to take the lead towards developing adaptation techniques which can prevent disasters and limit the impact of unavoidable events.

This means that flood defences need to be improved but, evenly important, the landscape in flood zones needs to be adapted towards the new climate in order to support other efforts of limiting damage.

Resilient Coastlines will focus on bolstering natural defences in coastal areas like dunes and mudflats. Examples of methods are sand nourishment and creating wash overlands at the seaside of dykes.

Safeguarding the NSR against climate change also means supporting the development of natural environments in order to improve their ability to cope with changes.

Resilient Coastlines will therefore also pay attention to:

- Improved environmental management and land use planning
- (Restoring damaged areas and reducing or avoiding further pollution)
- Protecting and improving biodiversity



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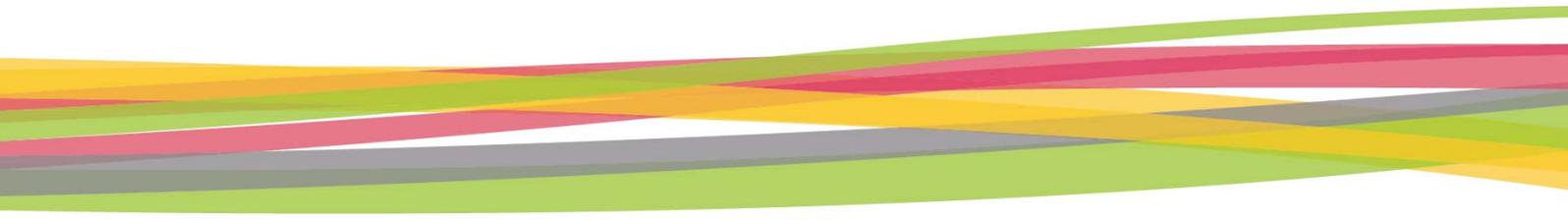
Central Aim

The main aim of Resilient Coastlines is: Jointly experiment to improve flood resilience of NSR coastal regions especially with “building with nature” methods.

More specifically, the objectives are:

- Jointly develop/improve new flood prevention techniques and methods (safety)
- Promoting the integration of adaptation perspectives in regional planning and development (safety in combination with multi functional land use)
- Protecting and improving biodiversity (safety in combination with biodiversity)

Envisaged Output

1. Analyses report based on existing research about vulnerability of coastal regions to climate change in NSR. What are the main threats against the background of the characteristics of different coastal regions in NSR?
 2. Demonstrating of new and/or improved methods/techniques for improving the climate resilience of coastal regions: XX amount of new and improved methods/ techniques. For example:
 - Denmark Kystdirektoratet: WP 1 design of nourishments & dune safety;
 - Marconi Buitendijks creation - and monitoring the development - of wash overland
 3. Development of multifunctional solutions supporting more than one aim: e.g. flood protection areas created with natural barriers instead of concrete can also function as recreational area and natural habitat at the same time): XX amount of multifunctional and/or bio diverse solution pilots. For example:
 - Denmark Kystdirektoratet: WP 2 Beach Quality,
 - Marconi Buitendijks: monitoring development of biodiversity in wash-overland, adjustment of (safer) dykes combined with multi functional recreational areas,
- 



4. Knowledge transfer to other coastal regions in NSR (and other parts of Europe): NSR conference meeting and meeting in Brussels, good and best practices report For example:

- Denmark Kystdirektoratet: WP4 Dissemination

5. Raising awareness of citizens and authorities about climate adaption/sea level rising and climate proof spatial planning: x policy uptakes or pilots with participation of citizens.

- Denmark Kystdirektoratet: WP 3 Dune management and WP4 Dissemination??
- Marconi Buitendijks: stimulating recreational entrepreneurs to aim sustainable tourism as described in Interreg IVB project PROWAD)

Partners Found Already

Potential partners (mainly via Kystdirektoratet Danish Coastal Authority) are:

(DM) Kystdirektoratet Danish Coastal Authority (sand nourishment)

(NL) Municipality of The Hague

(NL) Rijkswaterstaat

(NL) One or more partners involved in Marconi Buitendijks

- Community of Delfzijl and the Water Boards Hunze & Aas as network partners (not financially involved)
- Waterboard Noorderzijlvest
- Province of Groningen

(S) University of Lund

(DM) University of Copenhagen

(DM) Denmark Region Midt

(DM) Danish Nature Agency

(UK) Environment Agency

(B) Province of West Vlaanderen

Partners Sought

Local and regional government authorities in coastal (vulnerable) areas, central government organisations dealing with climate change/water management

Knowledge institutions, like universities and research centres, active in the field of climate adaptation and water management, (maritime) spatial planning.

Water Boards



Nature management organisations

Civil organisations (like community organisations)

Estimated Budget

-

Thematic Keywords

climate adaptation, building with nature, multifunctional sea defences

Lead Beneficiary

Date

11 September 2014

VB SUSMAP

Description

Sustainable Management and Planning of the North Sea Region

The sea is a scene of a wide range of activities. From nature's own use to human activities like oil exploration, offshore wind farms, shipping, fishery, aquaculture, and recreation. In the recently launched Blue Growth initiative, the European Commission identifies a potential for further job-creation and innovative technology development in the sea area, like new offshore renewable energy technologies, sustainable aquaculture, maritime coastal and cruise tourism, marine mineral resources, and biotechnology utilising marine organisms. Human activities are not always compatible with the need of nature, and may lead to several threats like eutrophication, habitat damage, and proliferation of invasive species. This balance between use and protection is delicate and calls for integrated planning and management.

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Central Aim

Maritime spatial planning works through the allocation of three-dimensional space, utilising the ecosystem-based approach and integrating all available relevant knowledge in order to establish the basis for decision-making from the local to North Sea region scale. Maritime spatial planning is not a one-time plan, but rather a continuing and iterative process and typically, it adapts over time. The complexity of scalability makes maritime spatial planning more of a planning system with delegation of power to different planning authorities. In order to address both the temporal dimension and the stakeholder-complexity, maritime spatial planning needs to focus on collaboration structures, spatial information systems, objectives and targets for the relevant sectors, uses and values, and national framework or policy statements to support sectorial integration and allocation.

The objective of the current project is to

- Develop integrated and innovative solutions on maritime spatial planning through transnational and holistic governance structures and applying advanced information technology

Envisaged Output

The expected outcome of the BALSAMICO project will be

- A common conceptual model for maritime spatial planning for policymaking in the North Sea Region
- Policy-relevant research-based knowledge leading to a better understanding of how governmental structures shape environmental and resource management policies, and an improved policy performance
- A new decision support system based on the principles of good territorial and multi-level governance including the active involvement of stakeholders and practitioners representing different sectors and interests on national, regional and local level.
- Tools for stakeholder involvement, for decision support and for impact assessment

Partners Found Already

Aalborg University

Partners Sought

Universities and public authorities around the North Sea

Estimated Budget

To be decided

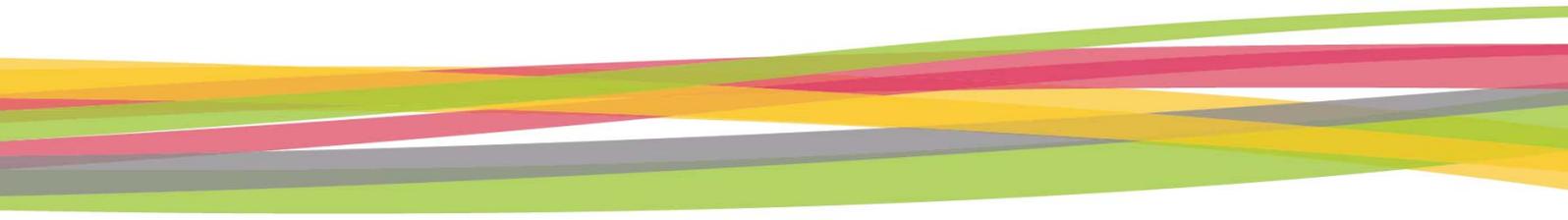
Thematic Keywords

Maritime spatial planning, ecosystem services, collaborative planning, sustainable development

Lead Beneficiary

Date

10 September 2014





VB Project Idea: Transnational Port Cooperation Improving Coastal Bird Resilience

Description

The project aims to address common challenges related to port and estuary planning and the management of Natura 2000 sites with significant coastal bird populations. Through sharing of ideas and research, it will develop a meta-population methodology in relation to trans-border management of biodiversity (focusing in particular on coastal bird population shifts and fluctuations) and will explore possibilities for joint management of migratory coastal bird habitats. In addition to the exchange of knowledge and expertise and the development of a novel methodology to support key stakeholders, the project will invest in strategic nature restoration measures, thus benefiting coastal bird populations.

11-13 Rue d'Egmont
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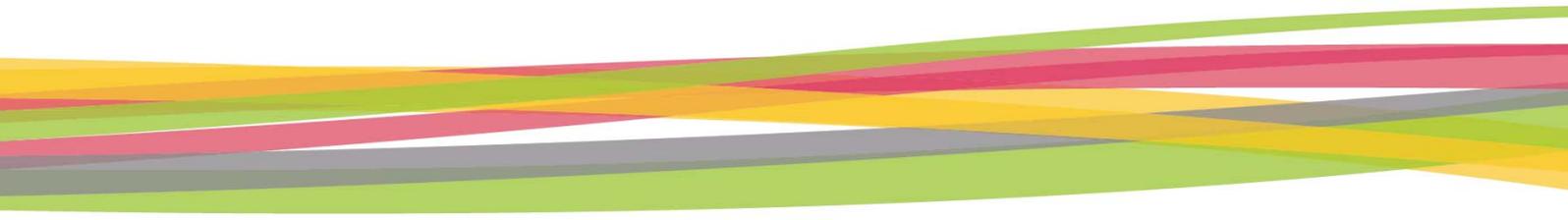
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Central Aim

The overall aim of the project is to reconcile short and long-term port planning with nature protection objectives. By developing an innovative trans-border meta-population approach towards management of coastal bird habitats, the project seeks to foster the protection of the Natura 2000 sites as a coherent ecological network while at the same time providing opportunities for sustainable development of social and economic benefits. The so-called meta-population model will be developed and employed to study the effects of port development on breeding habitats of coastal birds around the North Sea, aiming to improve nature inclusive planning by placing stronger emphasis on mitigation and trans-border cooperation, and thus reducing investment risks.

Envisaged Output

- Development of an innovative meta-population approach towards coastal bird habitat management, which could be widely applied to achieve nature conservation objectives by parties across Europe;
 - Development of solutions, with key stakeholder involvement, to better deal with displacement of coastal birds by exchanging information between regions within the same biotope but outwith administrative borders (regional or interstate);
 - Investment in nature restoration, based on the newly developed meta-population approach;
- 



- Increased transnational stakeholder cooperation in the field of nature inclusive planning.

Partners Found Already

- Port of Antwerp (Belgium)
- Port of Lübeck (Germany)
- Port of Moerdijk (Belgium)
- Port of Rotterdam (the Netherlands)
- Zeeland Seaports (the Netherlands)

Partners Sought

- Regional authorities
- Ports
- NGOs

Estimated Budget

Around €6-7 million over the period of four years

Thematic Keywords

Sustainable development, ecosystem management, species protection, nature inclusive planning, build with nature

Lead Beneficiary

Date

12 March 2015

VB project idea Virtual Design Lab

Description

We ask ourselves, what is the best method for designing areas under threat of uncertain change and unprecedented climate events?

The majority of current practices are sector-oriented planning approaches, developed for a linear development, which is assumed to be predictable.

In practice, climate change appears a non-linear problem, affecting multiple sectors in an integrated way.

Hence the 'problem' is developing over time and could be a surprise. Design solutions must be adaptive, be developed and offered continuously, and be adjusted by all engaged.

In our current design processes a design is often an end result of the process, becoming visible after a (long) period of planning, is hard to change once it is adopted, and it is often the privilege of a small group of experts (planners, politicians).

In order to develop constantly adaptive plans, it must be possible to create a method of planning which is constantly in



operation; otherwise the plan cannot be fully adaptive and changed whenever required.

Therefore, this Interreg-VB proposal develops a method that is capable of creating adaptive, constantly adjustable, plans with all engaged people and applies and tests this method in several case studies. This 'virtual design lab' allows involved people in different places to design together at every moment in time, test design propositions in a virtual environment, constantly innovate the plan and respond and anticipate to future surprises at the earliest.

For the case study areas those areas are suitable which already face multiple problems that exaggerate under climate stresses (sea level rise, intense weather events, heat, drought, rain). Vulnerability for a complex of climate impacts in combination with demographic change (shrink or growth), food security, urbanisation and/or ecological degradation form a good starting point for such a continuous design process.

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Central Aim

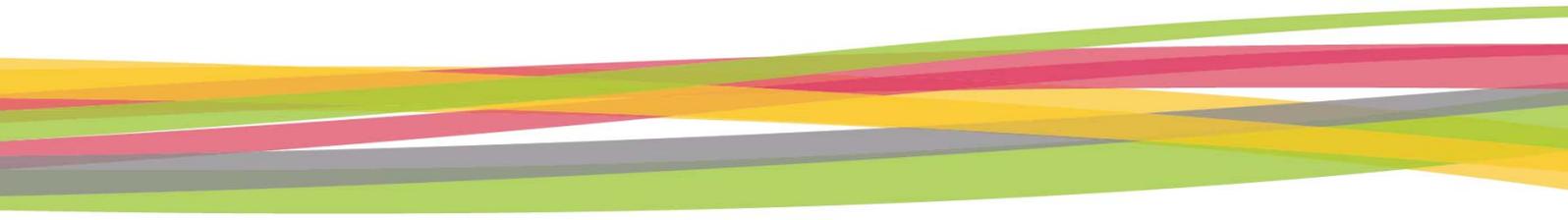
1. development of the virtual design lab environment
2. run the constant design process in four case studies, resulting in adaptive plans for each
3. understand the interventions that make the area more resilient and adaptive regions

Envisaged Output

1. virtual environment for constant design
2. four adaptive and adaptable plans
3. manual describing the virtual environment and the adaptable design process

Partners Found Already

ARSU - Oldenburg, Germany





Ecolo - Bremen, Germany

University of Antwerp, Belgium

Queens University Belfast, N-Ireland UK

Clicks 'n Links, UK

Cittaideale, the Netherlands

Partners Sought

Regional planning authorities

Municipalities

Waterboards, -authorities

Estimated Budget

750000

Thematic Keywords

virtual design lab, climate adaptation, adaptive planning,

Lead Beneficiary

Date

14 March 2015

VB Vlaamse Baaien

Description

The Master plan Vlaamse Baaien aims at adapting the coastal region in Belgium to climate change by taking measures in light of the expected sea level rise and more extreme weather in 2100.



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Central Aim

The Masterplan Vlaamse Baaien views the climate change from an integrated point of view of the complete coastal area: safety, attractiveness, ecology, durability and economic development are the five main aims of the project.

Envisaged Output

The aims of Vlaamse Baaien are achieved by different building stones (concepts). A few of them are seen as 'no regret'-solutions.

They solve the current problem without making future solutions impossible to apply. Other concepts need further elaborate study and can therefore only be implemented in the near (2020) or far (2050) future. All concepts fit within the integrated coastal zone management (ICZM) of the Belgian coast.

The following concepts form part of the Masterplan Vlaamse Baaien:

- **expanding the *dynamic sandy coast* and implementing alternative forms of maintenance (apart from the standard beach nourishments);**
- constructing a large *western dam for the harbour of Zeebrugge*, to form a link with the planned energy-atol near the coast;
- safeguarding the *accessibility of coastal harbours* like Zeebrugge and Blankenberge;
- creation of *dune islands* to the east of the harbour of Zeebrugge taking into account the accessibility of the Scheldt estuary for maritime and inland navigation.

The first concept is considered to be appropriate for implementation in the near future and will be used as the basis for a possible VB project.

Partners Found Already

Partners Sought





Estimated Budget

Thematic Keywords

Integrated Coastal Zone Management

Lead Beneficiary

Date

VB WATER PASSPORT - facing heavy rain water

Description

In the context of climate change and resulting increasing amount of rain water, both annual quantities and storm water situations, there is a high importance of strategies to reduce the amount of rain water which has to be handled by sewage systems.

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Central Aim

Central aim is to encourage estate owners to realize solutions to reduce the amount of discharged rain water and to increase the storage capacities. Therefore, the Hamburg concept is to calculate the charge for the use of the sewage and sewer system depending on the storage capacities on roofs and on the ground and the sealed land area.

To inform the estate owners and to estimate the storage concepts and capacities, a concept for a WATER PASSPORT will be developed consisting of a checklist with main elements of a sustainable rain water management.

Envisaged Output

The WATER PASSPORT detects potentials of

- green roofs
- ground shaping
- infiltration
- storage capacities and
- rain water use

and provides solutions for concept realizations.

The WATER PASSPORT supports the information of estate owners and the planning and implementation of concepts.

Partners Found Already

- Hamburg Ministry of Urban Planning and the Environment / Environmental Department
- Hamburg Water Company
- Hafencity University Hamburg
- Engineering Companies like ZEBAU and D&R

Partners Sought

- Municipal Administration
- Municipal Water and Sewage Companies
- Universities and Research Companies
- Related Producing Companies

Estimated Budget

2 Mio.

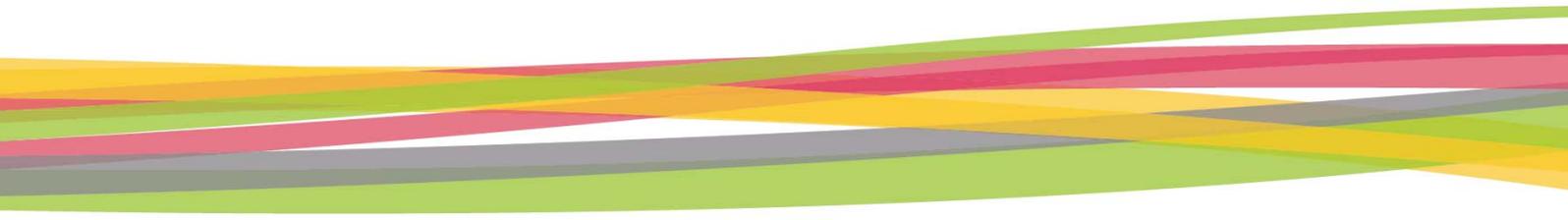
Thematic Keywords

Rain Water, Sewer System

Lead Beneficiary

Date

17 September 2014





VB Building with Nature

Description

Flooding is the most important risk for loss of life and economic damage in the North Sea Region. The traditional focus is on hard infrastructure to protect us from flooding. Building with Nature (BwN) or eco-engineering is an emerging complementary concept. It utilizes natural processes to realize hydraulic infrastructure whilst providing opportunities for nature and other functions. To date, BwN has been piloted on a small scale in a few countries, but opportunities are ubiquitous and yet un-seized.

The following approach will be used:

- Support implementation of cases as 'living laboratories', e.g. Vlaamse Baaien, Marconi, Waddensea, sand coasts of UK, NL, DK
- Monitor performance and analyse cost-benefit of cases
- Explore and overcome legal and governance barriers through policy learning and reviews of flood management investment planning.
- Explore the opportunities to apply BwN across the NSR
- Design guidelines and references for international public-private cluster development

Rijkswaterstaat

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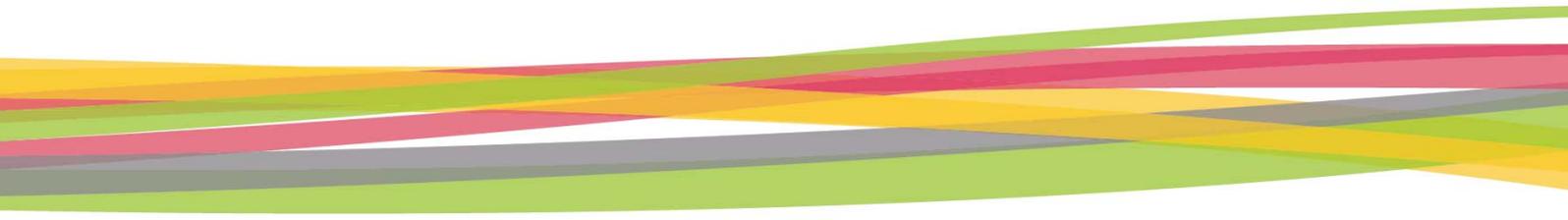
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Central Aim

The project aims to improve flood prevention and management in the North Sea Region (NSR) through BwN. BwN will be demonstrated in all 7 NSR countries: N, SE, DK, D, UK, NL, B along a range of water bodies (coast, estuary, rivers, lakes). Existing investment projects will be leveraged and enriched with transnational best practice, performance monitoring, cost-benefit analysis and business case generation. Lessons are scaled-up to national policy, practical guidelines, and references for international business development.

Envisaged Output





The project will create the following results:

- Delivery of a number of demonstration projects in various NSR countries
- Analysis of performance, cost and benefits (incl. soft benefits), creating business cases for the demonstration projects. Possible spin-off results in terms of methods and tools.
- Inventory of legal and governance barriers for various contexts: physical system, institutional, etc. Policy learning network established to address these.
- Creation and development of public-private clusters on BwN such as Ecoshape.
- Guidelines and references for upscaling and wider uptake.

A paradigm shift is accomplished through real demonstration projects and anchored in policy and practical guidelines. Natural processes and ecosystem services will be used for flood risk mitigation in combination with hard engineering. This also leads to increased adaptability, cost reduction and provides additional benefits. The lessons and references provide International (business) opportunities for replication and up-scaling.

Partners Found Already

- **Rijkswaterstaat, NL (lead partner)**
- Environment Agency, UK
- Scottish Government, UK
- Scottish Environment Protection Agency, UK
- The Crowne Estate, UK
- Ministry of Energy, Agriculture, the Environment and Rural Areas Schleswig-Holstein, D
- Department Mobiliteit en Openbare Werken, BE
- Kystdirektoratet, DK
- Norwegian Water Resources and Energy Directorate, N
- Lansstyrelsen Skane, SE
- UNESCO-IHE, NL
- Ecoshape, NL
- James Hutton Institute, UK
- Common Waddensea Secretariat

Partners Sought

Project consortium complete.

Estimated Budget

€ 10 mio.

Thematic Keywords

Eco-Engineering, Building with nature, natural processes, building with natural processes, working with natural processes, flood prevention, flood management

Lead Beneficiary

Date



20 March 2015

VB FAIR (Flood Infrastructure Asset management & Investment in Renovation, adaptation, optimisation and maintenance)

Description

Flooding is a major risk for loss of life and economic damage in the North Sea Region (NSR). Flood protection is the cornerstone of our strategy to reduce these risks. The infrastructure that protects us from flooding, such as dykes, sluices and dams, is ageing and very often its performance is no longer at the desired level. Climate change exacerbates this. The renovation, adaptation and maintenance of these multi-billion worth assets is an enormous challenge all across the North Sea Region, particularly in the current economic circumstances.

The following approach will be used in FAIR:

Develop and implement an innovative approach for adaptive investment planning and design for flood asset infrastructure by:

- Optimise investment planning by exploring mainstreaming of these investments with other policy domains at the local & regional level; and by mapping planned investments across a wide portfolio of flood protection assets in a country (optimisation of timing)
- Identify cost-optimal adaptive infrastructure upgrades by exploring variety of technical designs: with adaptability and life cycle costing for various performance levels
- Support delivery of a number of demonstration projects, in six NSR countries: N, DK, D, UK, NL, BE.



Rijkswaterstaat

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Central Aim

Reduce the probability of flooding as well as to minimise the impact of floods by ensuring an appropriate performance of the existing flood protection infrastructure with regard to new arising needs caused by progressing climate change, making optimal use of the current renovation, upgrade and maintenance challenges across the NSR.

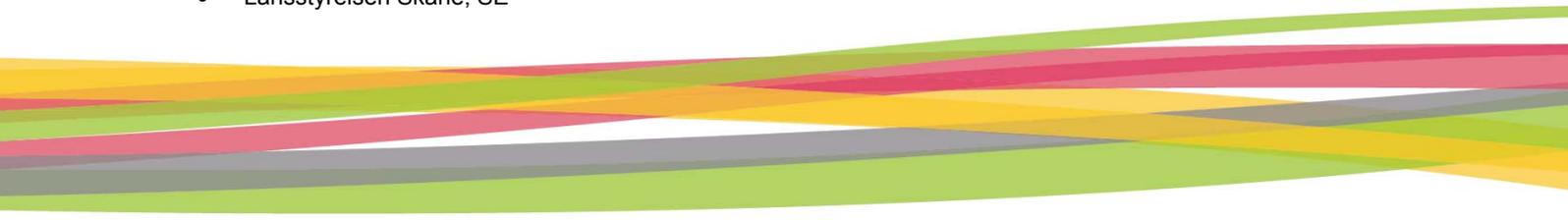
Envisaged Output

The project will deliver:

- a number of demonstration projects leveraging multi million Euro investments in: dyke strengthening, sluice renovation, upgrades of pumping stations
- Inventory of flood infrastructure investments currently planned (next 5 years) and required in the future
- Recommendations for adaptive investment opportunities (combinations of investment with other planning objectives, re-planning)
- Inventory of best practices in the adaptive infrastructure upgrades

Flood protection infrastructure will deliver the required performance also if requirements change due to climate change. A new adaptive investment approach will be established that results in multi million savings in the flood infrastructure adaptation and maintenance. In several demonstration projects infrastructure works will have created multiple values. Ultimately, the risk of flooding will be mitigated in the most effective way.

Partners Found Already

- **Rijkswaterstaat, NL (lead partner)**
 - Environment Agency, UK
 - Kystdirektoratet, DK
 - Flemish Environment Agency (VMM), BE
 - Freie und Hansestadt Hamburg, D
 - Technical University of Hamburg, D
 - Norwegian Water Resources and Energy Directorate, N
 - Lansstyrelsen Skane, SE
- 



- Capelle a. d. IJssel, NL
- Hoogheemraadschap van Schieland en de Krimpenerwaard (HHSK), NL
- Oxford University, UK
- UNESCO-IHE, NL
- Delatres, NL
- Triple Bridge, NL

Partners Sought

If you are interested in joining this project, please contact Natalie Oonk of Rijkswaterstaat (natalie.oonk@rws.nl).

Estimated Budget

€6 mio.

Thematic Keywords

flood infrastructure, investment planning, asset management, adaptation, optimisation, maintenance, climate change, flooding

Lead Beneficiary

Date

20 March 2015

Priority 4

Promoting Green Transport and mobility

VB Connect NSR

Description

CONNECT-NSR focuses on the resource efficient use of hinterland connections and linkages to sustainable transport chains.

It is the aim to analyze how the hinterland connections of peripheral intermodal hubs, mostly smaller port cities can be improved through the TENT-T Comprehensive Network. This should prevent that there is a further shift in the competitive situation in favor of the main ports.



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Central Aim

The Trans-European Transport Network (TEN-T) is intended to strengthen Europe's international competitiveness by improving the accessibility of regions and harmonizing border traffic.

The TEN-T network can be divided into the Core Network and the supplementary transport network (Comprehensive Network). The latter satisfies a feeder function to the Core Network.

Currently, policy is concentrating mainly on the development of the Core Network corridors, which should be realized by 2030. The Comprehensive Network, which is to be completed by 2050, yet received comparatively little attention.

Due to the potential further concentration of transshipment on a few major ports, the proposed project aims at improving the connection of the peripheral North Sea ports to the hinterland of the TEN-T Core Network in the medium-term.

This shall safeguard the small peripheral harbors' competitive situation compared to the main ports.

While planning the future Comprehensive Network, traffic bottlenecks and isolated connections must be minimized. Furthermore, national planning and projects must be considered at the configuration of the network. In particular, missing linkages in the TEN-T corridors must be identified.

Even if the time horizon for the Comprehensive Network until 2050 appears to be relatively long, the peripheral North Sea ports require further development perspectives against the background of that infrastructure projects and efficiency improvements in the infrastructure of the hinterland require long time horizons.

Envisaged Output

Within the framework of the project, the following activities are planned:

- Analysis of the hinterland transport in intermodal transportation
- Analysis of selected ports in terms of integration into the Comprehensive Network. The analysis will be conducted for selected ports in the INTERREG programme area.
- SWOT analysis for the traffic-related situation of the peripheral ports as well as an analysis of the relative accessibility in competition with the main ports that are directly connected to the TEN-T Core Network.
- Consideration and verification of the results of preliminary studies and projects (e.g. TEN-T core corridor studies and TEN-TaNS)
- Simulation of spatial effects and displacement effects of hinterland transport in pre-carriage and on-carriage of the maritime traffic at the completion of the TEN-T network.
- Cross-linkage of relevant corridor forums (Corridor Fora) of the North Sea region. The North Sea region is



affected by five different corridors (North Sea-Baltic, Orient-East-Med, Scandinavian-Mediterranean, Rhine-Alpine and North Sea-Mediterranean).

- In addition, three major conferences in "Interconnectivity of ports in the North Sea region" shall be carried out. The conferences will deal with the hinterland transport in intermodal transportation.

Expected results of the INTERREG project are:

- Increase in international competitiveness and efficiency of hinterland transport of small, peripheral ports
- Creating a more efficient multi-modal transportation network
- Shift of freight traffic to other modes (sustainability and increase efficiency)
- Identification of bottlenecks in the hinterland connection and addressing of policy measures to remove bottlenecks
- Coordinated recommendations and strengthening the competitiveness of peripheral ports

Partners Found Already

In preliminary talks the city of Emden was recruited as a potential partner for CONNECT-NSR.

Partners Sought

It is the aim to involve partners from ports across the North Sea region, which are peripherally located or not connected to the Core Network. This applies to the German Ems-Axis region, Northern Netherlands, parts of the Danish west coast and the east coast of the United Kingdom. Potential partners could for instance be Groningen (NL), Grimsby and Immingham (UK), because they have ports in peripheral location without direct connection to the TEN-T core network.

At the regional level in particular port authorities, port developers and planners regarding the port development should be addressed.

In addition, within the framework of the forerun project it should be examined, whether organizations in the field of logistics should be included. The logistics organizations could be assess and evaluate relevant transport routes and make use of quantitative-statistical methods.

Besides the participation of the Hamburg Institute of International Economics, partners in the field of traffic and transportation science, particularly from Germany, Netherlands, Denmark and the United Kingdom will be sought.

Estimated Budget

Thematic Keywords

hinterland connections, Comprehensive Network, TEN-T corridors, intermodal hubs, competitiveness

Lead Beneficiary

Date



DUAL Ports

Description

Considering the actual economic and logistic situation within Europe, Regional Entrepreneurial ports are confronted with the consequences of this situation. Moreover, they face a lack of sufficient public resources and capacity to implement port strategies in the longer term. Finally, the EU commission is financing major infrastructure within the core and comprehensive TEN-T networks, whereby sustainability is not a criterion for the construction works. Within this investment-scheme, regional entrepreneurial ports are not even considered.

Therefore, Regional entrepreneurial ports need to be more creative, innovative and resource efficient, and strengthen their links with the regional economies in order to realise low carbon logistics and diversify their activities in order to guarantee a sustainable economic development.

The project seeks to strengthen the entrepreneurial capacities, the resource efficiency and the maritime competences of Regional Entrepreneurial ports, in order to guarantee improved low carbon logistics.

Port of Oostende

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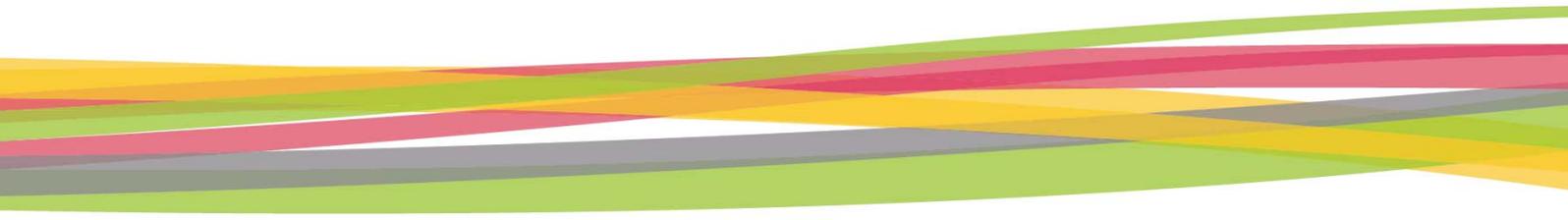
Central Aim

The aim of the project is to encourage Regional entrepreneurial ports and their industrial clusters to cooperate for developing more sustainable logistic services and well-based and innovative economic development ,in order to take up their role in regional logistics as well as to take up their role in EU strategies like Blue Growth (DG Mare). The project focuses on 3 core areas, namely : infrastructure, management and logistics.

* Utilities : innovation, experiments and implementation of resource efficiency in port operations and related logistic operations (increasing jointly the adaptability to new EU regulations)

* Abilities: strengthening regional and interregional port management cooperation in order to strengthen their competences and to diversify their economic activities

* Low carbon logistics : strengthening the Regional Entrepreneurial North Sea ports and their hinterland industries , by connecting them to the major TEN-T core and comprehensive networks , by capitalising on their regional economic potential





Envisaged Output

- * Valorisation and promotion of economic added value of Regional Entrepreneurial Ports, bringing value for money to the region
- * SWOT and Economic Impact Analysis of the traffic related situation of Regional entrepreneurial ports as the relative accessibility of these ports and their hinterlands to the core and comprehensive Ten-T networks
- * testing of new technologies in order to make the Regional Entrepreneurial ports more resource efficient or in order to recycle steel, concrete and other materials
- * testing of new technologies for the own production of energy in ports in order to realise a low carbon strategy
- * joint port management cooperation in order to realise the low carbon logistics for the ports and their hinterlands

Partners Found Already

- * Netherlands: Zwolle, Meppel, Kampen
- * Denmark : Skagen, Aero, Copenhagen South ports
- * Germany: HWWI
- * Belgium: Oostende port, POM West-Vlaanderen (inland terminal Wielsbeke)
- * China: Shanghai Maritime institute, Haikou port

Partners Sought

Smaller and Medium-sized Entrepreneurial ports from:

- * Norway
- * England
- * Scotland
- * Sweden

Estimated Budget

8 400 000

Thematic Keywords

Port management, low carbon logistics

Lead Beneficiary

Date



19 March 2015

VB Fuel cell range extended electric vehicle van for zero emission deliveries

Description

Developing and testing hydrogen fuel cell retrofitted electric vans with a range of up to 300km (electric van range 100km) to enable zero emission delivery of goods and services across the North Sea Region.

Proto-type fuel cell range extended electric vans are being developed by a range of partner organisations in the UK led by Intelligent Energy. The vehicles are requiring market testing across the North Sea Region in a variety of locations and with a range of different operational conditions.

Engagement with customers and stakeholders is required to ensure a market ready and affordable low carbon van is developed and to provide local supply of hydrogen and other support services.

Each partner location would be provided with vehicles that would be trialled and tested with a variety of commercial and public sector operators to enable detailed operational assessment and full understanding of potential customer needs.

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Central Aim

To improve the competitiveness of the North Sea Region by the development of new local carbon fuel cell range extended electric vans that are manufactured, retrofitted and supported by businesses located in the North Sea Region.

To reduce the carbon impact of freight transport.

To improve air quality and thus health by the use zero emission vehicles.

To develop the North Sea region as a centre of excellence in the use and development of alternatively fuelled vehicles.

Envisaged Output

- 30 proto-type fuel cell range extended electric vans being tested in 3-4 locations across the North Sea Region.
- Provision of data to enable a commercial business case to be developed to demonstrate market acceptability of fuel cell range extended electric van
- Dissemination events to fleets on use of zero emission vans
- Identification of local actors and SMEs to provide support for the wider utilisation of a fuel cell range extended electric van. This would include dealers, infrastructure providers - hydrogen and electric, regulatory authorities.
- Customer Value Proposition developed for zero carbon vans.

Partners Found Already

Fuel cell manufacturer and developer of range extended electric van

Intelligent Energy

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Partners Sought

Local Authorities, vehicle operators, low carbon vehicle support services.

Estimated Budget

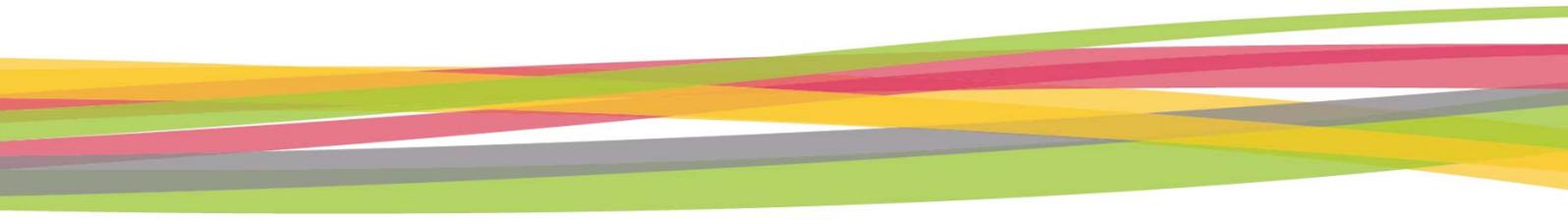
2-4 million Euro

Thematic Keywords

Fuel Cell, Green transport and mobility, Hydrogen, low carbon vehicles

Lead Beneficiary

Date





VB Project idea Goods Transport in the North Sea region: Present and future effects on human health and the environment

Description

Within the North Sea region transport of goods is a major contributor to air pollution, having negative effects on public health and the environment. The transport industry is adapting to already implemented or planned changes in regulations and infrastructure within Europe, and within the North Sea region in particular. From 1. January 2015 The IMO MARPOL Annex VI restricts the amount of sulphur in marine fuels used in the North Sea to 0.1% or alternatively, the use of alternative fuels or scrubbers. Major improvements in infrastructure (port facilities, rail and roads) are either under construction or planned. It is yet unclear how the industry will adapt and if the adaptation will imply shifts from one mode of transport to another. In particular the increase of cost for shipping may result in a shift from sea to road transport. Even though the shipping industry is becoming cleaner, a modal shift from sea to road transport could lead to increased air pollution levels both locally and regionally. Ultimately the decisions regarding transport of goods are made by the transporters and their customers based on cost, transport time and regularity. Regulations and infrastructure are key factors in the decision process. In this project we will investigate the present and expected future distribution between transport modes (sea, road, rail) and its effects on air pollution and subsequently on human health and the environment.

The project will build on existing estimates for current and future regional and local (targeted ports) emissions of air pollutants from all sources (land based and sea based). Future emissions will be based on current legislation. Different emission scenarios for goods transport will be developed based on technologies implemented and different distribution between the transport modes. The emission estimates will be used as input to regional and local air pollution models. Model calculated concentrations of key air pollutants as PM_{2.5}, ozone and NO₂ will be used to calculate the effects of transport on human health.

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Central Aim

The aim of the project is to study the effects of different transport modes of goods on air pollution and subsequently on human health and the environment. Central questions that we would like to answer are:

- In what way does the different transport modes contribute to air pollution levels, both locally (port cities) and regionally on the North Sea region.
- In what way will changes in regulations and infrastructure affect the distributions between transport modes, and in turn, how will this affect air pollution levels?
- The key decision makers are the transporters. They make their decisions independently of the policy makers, and are often located outside the countries affected by their decisions. How will they adapt to the changes in regulations and infrastructure?
- Are there new technologies that could help reduce emissions for sea and road transport?
- In what way will modal shifts and changes in emission regulations (SECA/NECA for ships, emission controls on trucks, etc) affect the emissions?

Envisaged Output

The output of the project will be an estimate of the air pollution, and subsequently the burden on human health and the environment, both on a regional and a local scale, from goods transport within the North Sea region. Estimates of air pollution, health effects and the effects on the environment will be calculated for the individual transport modes. These calculations will be repeated based on different future distribution of goods transport between the different modes, and different assumptions for technology improvements. These calculations will give an estimate of the improvements in human health and environmental benefits from already implemented or planned changes in regulations, technology and infrastructure. We will point to possible regulatory or infrastructure bottlenecks in the flow of goods within the region preventing the the most cost effective and environmental friendly modes of transport to be chosen.

Partners Found Already

Partners backing out due to difficult funding in Interreg projects.

Partners Sought

Ideas could be integrated into other projects

Estimated Budget

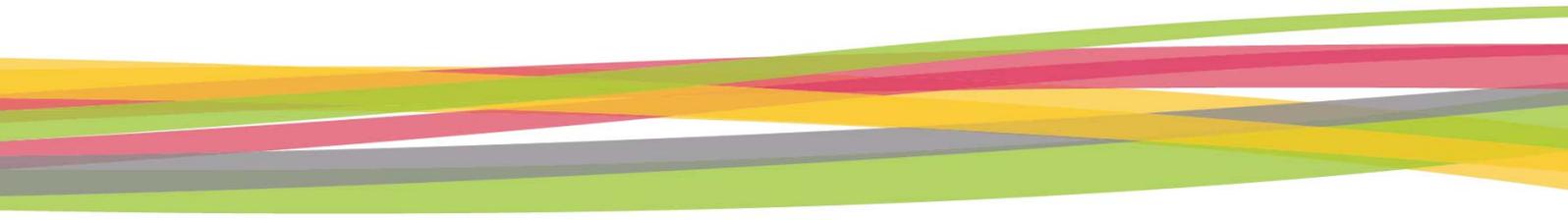
Thematic Keywords

Goods transport, air pollution, health effects

Lead Beneficiary

Date

06 March 2015





VB Intermodal HCT cargo carriers sea-railroad

Description

Energy use in freight transport is closely linked to economies of scale that can be achieved when large amounts of cargo are transported at one time. By making use of high capacity transports and by using cargo carriers optimized for the respective transport modes, the amount of energy to move goods can be significantly reduced. Even transport costs could be reduced.

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Regionförbundet Örebro
Örebro

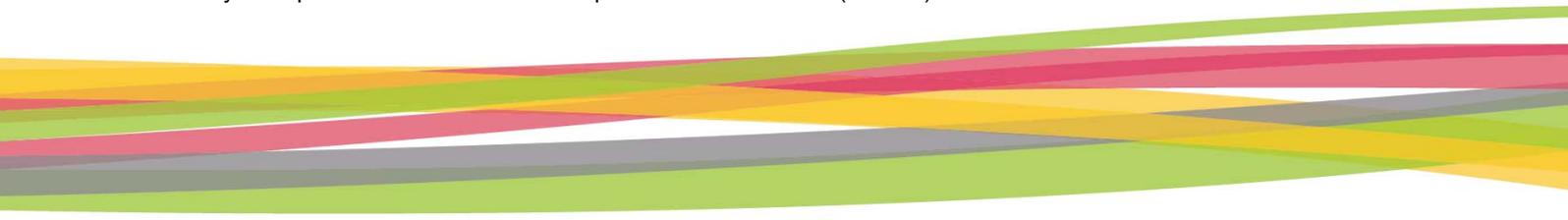
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Central Aim

The purpose of the activity is to identify sustainable intermodal (sea-rail) HCT solutions for a given transport relation and to show their potential for energy savings and positive effects on the environment. This shall be done by taken the transports between Mälardalen (Sweden) and the United Kingdom as a case study. The results will then be made transferable to similar cases by analyzing the influence of different parameters.

Envisaged Output

1. Mapping of existing and promising multimodal (sea-rail) HCT solutions with the potential to be implemented as transport solution between Mälardalen (Sweden) and the United Kingdom
 2. Mapping and analysis of actions which would short-term increase the competitiveness of sea and railroad transports while increasing integration of transport equipment and cargo carriers between these modes
 3. Mapping of the market for selected multimodal (sea-rail) HCT solutions between Mälardalen (Sweden) and the United Kingdom in order to identify energy saving potential and profitability
 4. Analysis of the energy saving potential based on findings of activities 1-3
 5. Analysis of parameters which affect the potential of multimodal (sea-rail) HCT solutions in cases similar to the
- 



Mälardalen (Sweden) – United Kingdom case

6. Proposal for a pilot to validate the results of activities 1-5
7. Pilot traffic
8. Validation of the pilot traffic

Partners Found Already

A consortium of private companies (shippers, terminal, forwarders) active in Sweden is supporting the project idea.

Partners Sought

Partners with similar interests in order to create a common project. We can imagine to lead a WP.

Estimated Budget

300 000 EUR

Thematic Keywords

HCT, Intermodality, Dryport, Transport, Logistics

Lead Beneficiary

Date

20 August 2014

VB Project Idea: Regional Freight Transport Solutions Information Portal

Description

To foster the development of a seamless TEN-T networks as well as the application of green freight transport solutions in the North Sea Region countries, it is crucial to identify the appropriate areas that the regions can make the greatest impact and to foster cooperation to source ideas and partners for new transport projects in those areas. This will greatly increase the efficiency of project applications from the North Sea Region especially at the TEN-T network level. The project will do this by providing necessary information on cooperation and funding possibilities targeted specifically at regional bodies, bringing opportunities and ideas to live, matching stakeholders and showing good examples of success stories. The project will provide a solid basis of knowledge and experience on efficient and sustainable freight transport solutions, which will play a guiding role and raise the value and strength of the future actions to be developed for freight transport solutions. The project will thereby enhance the quality of the North Sea environment as well as contribute to economic growth by strengthening the role of ports and intermodal hubs.

The project has a duration of 36 months. The project will be submitted as a full application on the 1st call.



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Central Aim

1. Developing a comprehensive Toolbox/Information database with a long lasting impact to identify potential areas of investments and source ideas.
2. Analysing and providing the most recent information relevant to TEN-T development within the NSR countries, with a focus on multimodal freight transport infrastructure.
3. Advising and facilitating stakeholders to develop projects with a high added value based on well-targeted activities.
4. Demonstrating the opportunities of investment into selected areas.

Envisaged Output

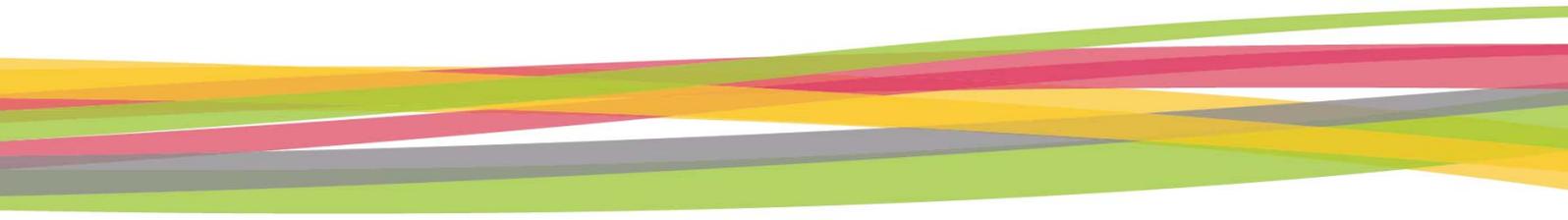
The new project has its origins in the current operational project TEN-TaNS (which closes on 30th June 2015) under INTERREG IVB, which has been documented to be a great success and to have high value for regional stakeholders. With the new project, a broader and more wide-ranging approach will be taken to create a comprehensive area for knowledge and information sharing, regarding freight transport infrastructure development. The main activities of the project will be:

1. Toolbox

The purpose of the Toolbox is to provide information on where the regional and local authorities can contribute to the TEN-T Network development within the NSR. The dynamic Toolbox will provide:

- Overview of national plans, with a focus on different modes of transport, identifying needs and areas of intervention;
- Continually updated funding opportunities under different programmes (CEF, INTERREG, H2020, LIFE) and their interrelation with the actions of implementing national plans;
- Data repository for both current and recently closed TEN-T and INTERREG transport projects and their results with a dissemination function available to these projects for the specific relevant results.

2. Information and advisory basis





The latest information relevant to actors within the region will be provided. It includes latest news on upcoming events, current changes in policy development and funding opportunities under upcoming calls, so that the actors in the regions are well-oriented and prepared. First and foremost, stakeholders within the NSR will be informed about the changes in the CEF funding regime from the situation described by the current TEN-TaNS operation, especially when preparing for the 2nd Call of 2015 which is now postponed to autumn 2016. This change also means that there will be sufficient time for the project to analyse the results of the recently closed Call (26th February 2015) and use the information from submitted projects to prepare stakeholders within the NSR to make a much more efficient use of the CEF and other programmes for the next call applications.

3. Research into Practice: Targeting, Dissemination and fostering cooperation

- Outcomes of past applications for funding will be analysed and regional influence on past calls will be assessed, thereby strengthening the understanding and sharpness of potential applicants herewith their chances to be funded.
- Dialogue with the regions will be initiated and experience will be used for building stronger understanding of where the most common mistakes and weaknesses are or what should be addressed, showing dos and don'ts. Success case stories will be published at the website.
- The project will provide a structured interactive matchmaking area (at the website or LinkedIn), providing the opportunity to discuss different topics (priorities), build connections for potential cooperation, share ideas and experiences.

4. Demonstration and pilot

Chosen case studies from the TEN-TaNS Toolbox will be utilised and brought to the next demonstration level as innovative pilot projects. Feasibility studies will be made, addressing project's investments, possible funding, etc.

5. Inclusive development

As a continuation of TEN-TaNS activities, a special focus will be given to remote regions and increasing their accessibility. Further analyses will look into the possibilities for tertiary maritime ports (outside Core and Comprehensive Network) in the North Sea Region to improve, expand and be supported.

Partners Found Already

Partners from the TEN-TaNS project:

- Denmark (FDT, NTU)
- Belgium (Flemish Ministry of Mobility and Public Works)
- UK (Aberdeenshire Council)
- Norway (Møre og Romsdal County Council)
- Sweden (Örebro Region)

Partners Sought

- Netherlands
- Germany

Estimated Budget

5-6 million EUR



Thematic Keywords

TEN-T development, sustainable freight, multimodal, stakeholders, information, guidance

Lead Beneficiary

Date

16 March 2015

VB SeaSHIFT

Description

The General Lighthouse Authorities of UK and Ireland (GLA) are developing a project idea, '**SeaSHIFT - Sustainable and Harmonised Intermodal Freight Transportation**', within Priority 4 of the INTERREG North Sea V programme, addressing the thematic objective of '*Promoting Green Transport and Mobility*'. The idea focuses on demonstrating practical innovative solutions for sustainable Integrated Logistics (IL), addressing environmental impact and emissions, congestion and bottlenecks, and inefficiencies in the network of multimodal logistics infrastructure.

The **SeaSHIFT** project idea builds fundamentally on current and past NSR projects – the existing ACCSEAS and LO-PINOD projects (www.accseas.eu and www.lopinod.eu) and the previous NS-FRITS project. It is also informed by the recent SISTALS (Solutions for Integrated Seamless Transport Across Land and Sea) Feasibility Study in the UK funded by Innovate UK.

The designation of the North Sea, Baltic and Channel as a Sulphur Emission Control Area (SECA) under Annex VI of the MARPOL Convention and the application of the European Commission greenhouse gas reduction policies (COM(2013) 479 final) to maritime transport, alongside reduction of pollutants (**Directive 2012/33/EU EC**), may unintentionally impact upon the economic viability of maritime and land based transport; particularly due to the need to use cleaner, more expensive fuels. Increased costs may have a negative impact on initiatives such as Short Sea Shipping and induce shippers to use less green, yet lower cost, land-based alternatives. There is a risk that increased maritime costs could encourage a reverse shift of cargo from sea to land along North Sea logistics chains, countering an important EU policy goal of modal shift to sea for green transport. Ultimately this may increase the overall level of greenhouse gas and pollution emissions along the intermodal NSR logistics chains and increase land based congestion, whilst inversely impacting on the viability of Short Sea Shipping and modifying the Motorways of the Sea routes. This *modal back shift*, has previously been identified as part of impact assessment studies, and would not be in line with the wider EU objectives for a greener economy and sustainable growth supported by a larger share of Short Sea Shipping in the transport and logistics chains.

The solutions to these issues will consider the seamless integration of the physical movement of freight as cleanly and efficiently as possible throughout the end-to-end supply chain across sea and land, through ports. These solutions are centred on the flow of reliable information throughout the logistics chain to achieve a shared situational awareness for all parties that can support coordinated and synchronised decisions across shipping, road haulage and port operations in order to reduce emissions and pollution risks and to avoid congestion.

The **SeaSHIFT** project will seek to analyse trends in integrated logistics flows in the NSR, building on and expanding the ACCSEAS Geographic Information System (GIS) and maritime Route Topology Model (RTM) for the littoral environment and hinterland of ports (road, rail and inland waterways). It will identify potential improvements for greener regional logistics chains, including potential increase in short sea shipping and the modal shift from land to sea. Assured information and decision support systems will be implemented for demonstrations within selected key intermodal routes. Based on these systems, methodologies for the integrated land/sea reduction of emissions and congestion will be



developed, including metrics and tools to encourage greener decisions for logistics planning and operations. The impact of these solutions on demonstration routes will be analysed and regional implications for NSR logistics will be considered, presenting results and regional recommendations to inform future policy.

OCT (on behalf of General Lighthouse Authorities)

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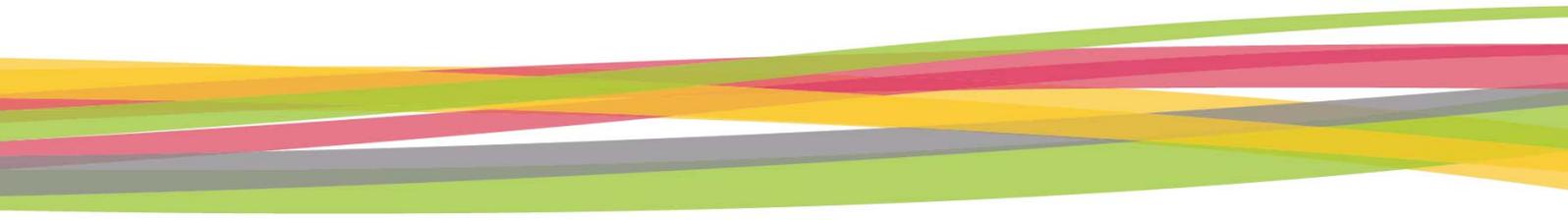
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Central Aim

The **SeaSHIFT** project aims to deliver real-world demonstrations of innovative practical and effective solutions for environmentally-friendly, multimodal logistics; that lower the carbon & pollution footprint of regional logistics operations, reducing emissions and the risk of pollution through more efficient and safer seamless intermodal transportation of goods across land and sea and through ports. It particularly considers the interdependence between large deep water vessel operations at North Sea ports with movement of goods to and from road, rail and inland waterways and Short Sea Shipping networks. It aligns with and influences several EU initiatives and policies for the North Sea Region – e-Maritime services in the context of international e-Navigation; a NSR Route Topology Model as a framework for logistics planning, operations and supporting services linked to Motorways-of-the-Sea and Short Sea Shipping, recognising the INSPIRE directive; data communications and assurance within the Common Information Sharing Environment (CISE) to support shared situational awareness and the coordination of logistics decisions; and Resilient Position, Navigation and Timing information for robust operations exploiting the inherent value of European space systems EGNOS and future Galileo.

The **SeaSHIFT** project will consider novel solutions to the *modal back shift* problem that integrate terrestrial Intelligent Transport Systems (ITS) with maritime e-Navigation concepts for the regional movement of goods in the end-to-end integrated logistics chain - from the ship's approach/departure to and from ports, through-port operations and on to multimodal road, rail and inland waterway connections. It would aim to provide a robust situational awareness picture of actual and projected routes, dependable positions and trajectories of assets (vessels, vehicles, containers etc) and the sharing, filtering and analysis of information along the integrated logistics chain. It would include synchronisation of transmodal connections through ports and implement an integrated route topology across land and sea and between ports, supporting the growth in Short Sea Shipping and promoting the modal shift of cargo from road haulage to shipping. It would extend prototype e-Navigation services that support the deconfliction of ships' routes and optimal steaming to reduce emissions and fuel consumption to arrive at the port at the planned time and to respond to unforeseen changes in the onward logistics chain.

Envisaged Output





SeaSHIFT outputs will be developed in the following areas:

- Intermodal NSR Logistics Route Topology Model and analysis of integrated logistics trends
- Logistics chain emissions inventory and Emission Calculator
- Intermodal logistics data sharing and coordinated decision solutions
- Sea Emissions & Congestion Reduction Methodology (SECRM)
- Land Emissions & Congestion Reduction Methodology (LECRM)
- Co-ordinated Logistics Chain Management utilising SECRM & LECRM
- Demonstration and Pilot Implementation of Solutions for limited yet key intermodal routes
- Impact assessment of solutions and information to support regional policy decisions

Partners Found Already

GLA are currently developing a partnership based upon the previous ACCSEAS project, but would welcome new partners in the project.

Partners Sought

The project would build on the legacy and experience of previous European and NSR projects (ACCSEAS, NS FRITS, CNSS-Clean North Sea Shipping, iPort, Weastflows, SISTALS etc). The GLA seek to develop partnerships from these previous projects and include major ports, shipping and intermodal logistics organisations.

Estimated Budget

€6 million (Match funding and ERDF grant)

Thematic Keywords

Sustainable Logistics
Integrated Transport
Intermodal Freight
Emissions Reduction
Green Routeing Solutions
Modal Shift
Short Sea Shipping
Maritime e-Navigation
Port Operations
Intelligent Transport Systems.

Lead Beneficiary

Date

08 October 2014

Priority not decided



VB Farms as educative environment : exploring new potentialities

Description

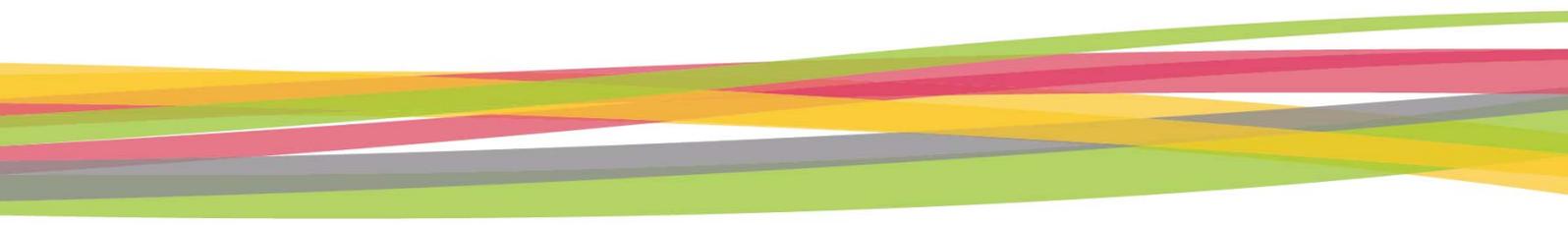
Farm education is embedded within a larger agricultural system in which several interpretations on the future of agriculture co-evolve. Analysis of existing perspectives reveals at least three dominant development models: market-orientated development, post-productivism and multifunctionality. Instead of focusing on the contradictions between these models or discourses we hope to use them as an explorative framework for developing and supporting different types of learning experiences on the farm. We propose to explore three farm related learning settings: a recreative learning experience anchored in rural tourism, an educational experience as part of a teaching environment and an emancipatory learning experience aimed at mutual learning between social groups.

Flanders

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Central Aim

This will enable to structure and assess the rich variety of potentialities of the farm as educative environment and the farmer-as-educator. We wish to couple a conceptual approach with a hands-on methodology by setting up an international network on farm education.

Envisaged Output

Through this partnership we aim to develop an accessible database of best practices, initiate several discussion groups between farmers and other actors (school, tourism, local government, ..), to exchange knowledge and foster cooperation and to set up experimental research on the effects of recurring farm visits.

As a result we hope to gain insight in how different learning settings can foster innovation both on farm-level as qua interaction with the direct environment. Here we will particularly address two interrelating factors, i.e. the feasibility (social, economic) from the perspective of the farmer and the required institutional support

Partners Found Already

ILVO, INAGRO

Partners Sought

Both research institutes, regional networks on farm education as well as practioners.

Estimated Budget

Thematic Keywords

Farm visits, educative environment, farm education, agricultural diversification, multifunctionality, rural tourism

Lead Beneficiary

Date

