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Here follows the report from the cluster project Sustainable Ports (Su-Ports). The partners in this project are public and private parties, all from small ports in the Netherlands, Belgium, France and the United Kingdom.

Sustainable development is high on the international agenda. The effects of climate change are becoming increasingly noticeable. We will have to adapt to these effects and take appropriate measures to minimize the changes. Adaptation to climate change should take place on an international, national, regional and local level.

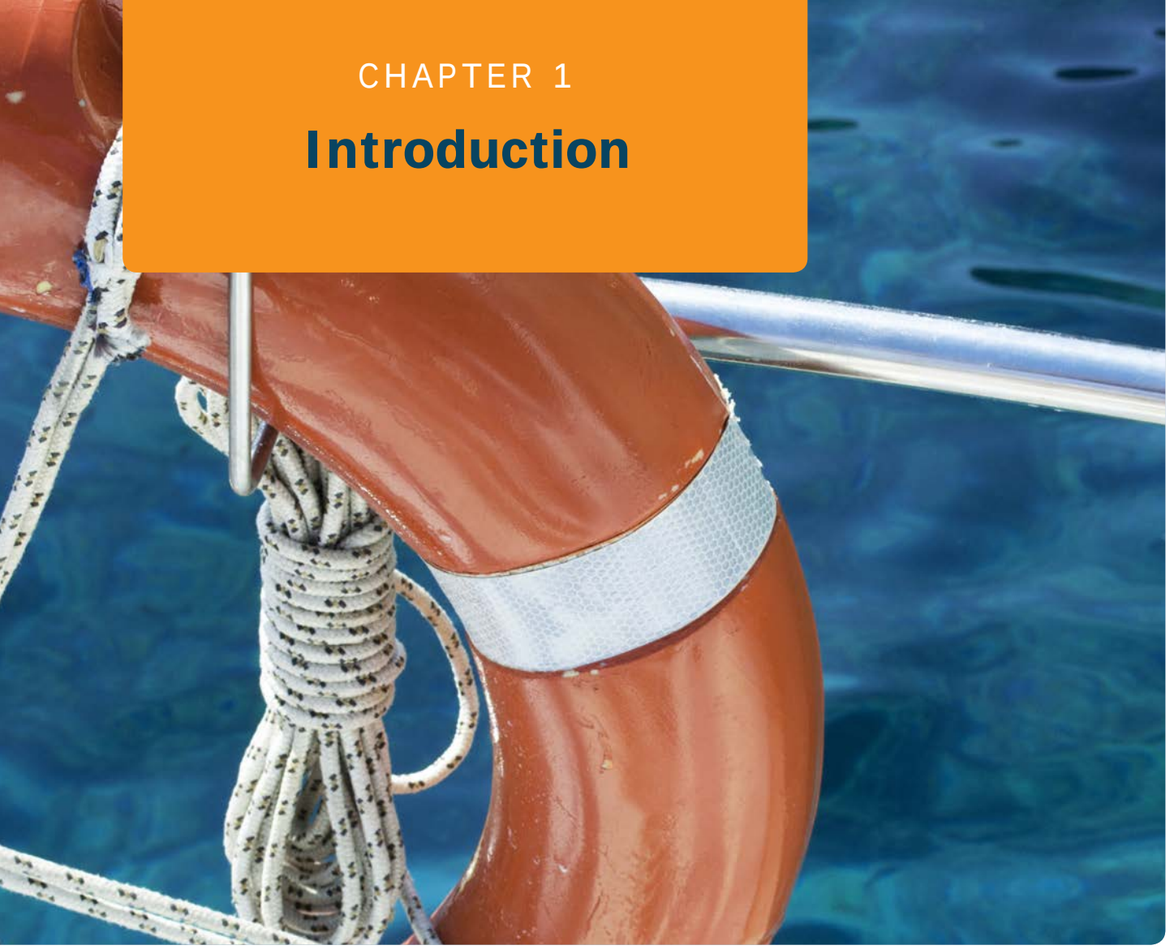
Ports have an important function within the city where they are located. They provide employment, a place for recreation and provide a (cultural) connection to the city. Immediately the three P's come in to play their role in sustainable development: people, planet and profit. How do we maintain our ports as a place where nature, people and prosperity remain in good balance with each other?

In the small port areas within the 2 SEAS PROGRAMME region marine (maintenance) companies have increasingly more say. There are many innovations emerging from these small to medium size enterprises. In the past six months, the partners have made an inventory of sustainable development in the various ports and have exchanged their knowledge and experience. The key themes were energy and climate adaptation.

It's quite difficult to compare these different ports. However by bringing the different views, interests and knowledge together in the name of 'best practice', the various smaller projects begin to take on a broader perspective and provide a long-term vision with a structured approach for these ports.

This report only represents an intermediate step: the conclusion and recommendations should lead to specific actions. It is now important to gain insight into the technical and financial feasibility of possible sustainable measures and draw up a plan for the short and long term. Cooperation remains the key to finding solutions to the issues and changes in climate.

Peter Hofman, Alderman Hellevoetsluis



CHAPTER 1

Introduction

Sustainability in Small Ports

Ports form, within the urban environment, a place where so much comes together. The port stimulates economy and employment , at the same time it is also an important public space from the past, in the present and for the future. Also, the port is often close to the community and to their heart. Furthermore the port plays an important ecological role. Its waters provide a habitat for fish, a food source food source for birds and fresh water is used for both agriculture and as drinking water. However the water and the ports often have problems with contaminated sediment.

For example, the ports were used extensively in the past for storage and handling and housed much industry and trade enterprises. In some areas there is a need to find a new future for the port with a fresh purpose, which again may also bring along consequences for people, nature and the economy. The balance now and in the future is essential for transformation of port areas.

This is precisely why ports should consider a sustainable approach. The balance between economy, ecology and human well-being should be constantly sought. This is the essence of a sustainable policy.

CHAPTER 2

Sustainability (policy) in Small Harbours

Definition of Sustainability

Sustainability has become a generic term over the years. Anything to do with socially responsible life, environment, ecology and future-oriented thinking is now grouped together under the theme of sustainability. Often the term sustainability can be defined on the basis of a theory: the three P's.

- People
- Profit
- Planet

Besides the fact that we want to create wealth and enjoy prosperity, it is also our responsibility to take good care for people and environmental concerns. After all, if we forsake this responsibility then the future of humanity is at stake. We now have a responsibility to future generations. For example, if we all consume fossil fuels, the next generation will be left with a huge problem. This includes issues such as global warming, CO2 emissions and food scarcity.

Definition

What does the term sustainability mean exactly? The following definition has been formulated by the World Commission on Environment and Development from the United Nations in their report entitled "Our Common Future":

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs"

Basically sustainability looks at the current needs of people on earth and how these needs can be developed in the future without placing people, the environment or the economy at risk.

The EU Sustainable Development Strategy (SDS)

This strategy provides an EU-wide policy framework to deliver sustainable development, i.e. to meet the needs

of the present without compromising the ability of future generations to meet their own needs.

It rests on four separate pillars – economic, social, environmental and global governance – which need to reinforce one another. The economic, social and environmental consequences of all policies thus need to be examined in a coordinated manner and taken into account when those policies are being drawn up and adopted.

The EU SDS sets out a single, coherent strategy on how the EU will more effectively live up to its long-standing commitment to meet the challenges of sustainable development. It recognises the need to gradually change our current unsustainable consumption and production patterns and move towards a better integrated approach to policy-making. It reaffirms the need for global solidarity and recognises the importance of strengthening our work with partners outside the EU, including those rapidly developing countries which will have a significant impact on global sustainable development.

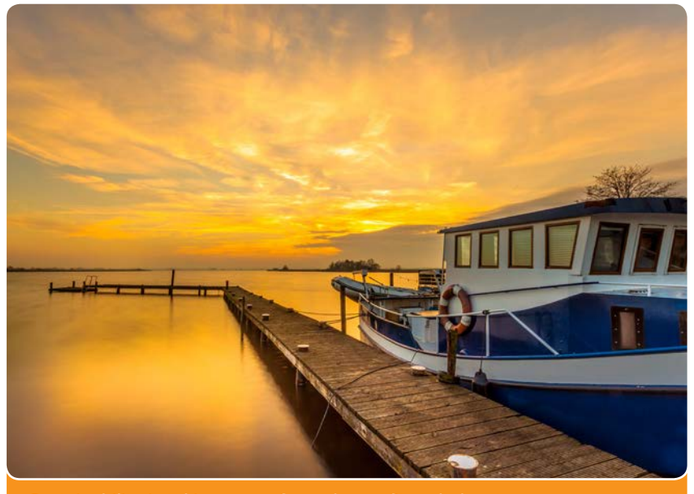
Outline

The overall aim of the EU Sustainable Development Strategy is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life through the creation of sustainable communities which are able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion.

The strategy sets overall objectives and concrete actions for seven key priority challenges many of which are predominantly environmental:

- **Climate change and clean energy**
- **Sustainable transport**
- **Sustainable consumption & production**
- **Conservation and management of natural resources**
- **Public Health**
- **Social inclusion, demography and migration**
- **Global poverty and sustainable development challenges**

The EU SDS wants to be a strategy for the whole EU. It therefore proposes mechanisms for improving the coordination with other levels of governments and calls upon business, NGOs and citizens to become more involved in working for sustainable development. Education, research and public finance are stressed as important instruments in facilitating the transition to more sustainable production and consumption patterns. And because monitoring and follow-up are crucial for effective implementation, the renewed strategy contains a strong governance cycle.



Sustainability is taking care of people, profit and planet

Sustainability Policy in Participating Countries

Policy on Sustainability in Harbours in Belgium

Aside the legal provisions on sustainability, as defined in the federal and Flemish legislation (such as the VLAREM legislation), the tourism and recreation sector in Flanders (including the water-sector) are being structurally encouraged to take initiatives on sustainability. According to the Flemish and Provincial policy marinas are encouraged to take voluntary initiatives on environmental management and quality improvement for example on the prevention of industrial waste, rational use of energy, capture and reuse of rainwater, reducing pollution of surface water and reduction of CO2 emissions.

United Kingdom Planning Policy

The UK Government published the National Planning Policy Framework in March 2012 which sets out the Government's planning policies for England. Planning plays a key role in helping shape places to secure reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable energy.

Local planning authorities are required to adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

Authorities should also help increase the use and supply of renewable and low carbon energy and also have a positive strategy to promote energy from renewable and low carbon sources and policies to maximise renewable and low carbon energy development.

Policy on Sustainability in Harbours in the Netherlands

The main objective of the current Dutch environmental policy is the creation of a sustainable society. This means that the needs of the current generation should be satisfied only not at the expense of future generations. In addition, problems may not be passed on to people who live in other countries.

The main national legislation regarding harbour management are the Harbours Act 1964 and the Transport and Works Act 1992. In particular the latter amends Section 48 of the Harbours Act 1964 and places a responsibility on a harbour authority to consider the environment in its management of a port or harbour. The form of this consideration will depend on the level of sensitivity of the site(s) involved and the level of disturbance from proposed works or activities.

Section 48 states:
"It shall be the duty of a harbour authority in formulating or considering any proposals relating to its functions under any enactment to have regard to: [...] and to take into account any effect which the proposals may have on the natural beauty of the countryside, flora, fauna or any such feature of facility."

The Dutch government considers that a transition to a sustainable society is necessary to combat climate change. The Netherlands policy tries to make agreements on sustainability in an international context because it allows the playing field for Dutch business to remain unchanged compared with other countries. At an international level, the Netherlands contributes to the establishment of agreements, such as the extension of the Kyoto Protocol and establishing long-term goals.

In Dutch environmental policy these agreements transform into concrete measures. Such measures taken by the Netherlands to comply with the agreements on climate change, include the creation of 'green deals'. These are agreements between the Dutch government and companies, social organizations and also individuals.

French policy on Sustainability in Ports

French ports can be classified into two types. On one hand are the ports that are under the authority of the State : these are mainly the Grands Ports Maritimes (major maritime ports : Dunkirk, Le Havre, Rouen, Nantes Saint-Nazaire, La Rochelle, Bordeaux et Marseilles) and overseas ports. On the other hand are the ports that are placed under local authorities. There are about 500 of them. They are mainly marinas but some of them are important fishing or commercial ports. The port authority is under the responsibility of the local authorities but law enforcement remains in the hand of the State in the largest ones. Chambers of commerce are generally in charge of port operations. The private sector also has an important role, in terms of added value, in providing port services, both ship-related services (pilots, tugboats, mooring, bunkering...) and cargo-related services (mainly handling). As these ports are situated at the very heart of the cities, it has been necessary for port authorities and local authorities to work together even though they may have conflicting interests since port activities have consequences that reach beyond the perimeter of the city. A recent senatorial report pointed out that these small ports would benefit from a better cooperation, in particular with the major maritime ports. This cooperation could concern short-sea shipping lines, but also sharing and pooling expertises and services (tugboats, dredging...)

Sustainability in Ports in general

Sustainability requires an organized approach with a solid underlying policy. In the case of ports this just does not appear that simple. In such places there are so many different interests all converging together that it makes a general sustainable approach difficult to organize. The authority and responsibilities in port areas are highly fragmented, that makes for a piece meal approach to sustainability. In many cases a complete sustainability plan for the port, endorsed and implemented by all stakeholders, is often missing.

As part of the 2 SEAS PROGRAMME, several projects focussed on the restructuring of ports, port areas, water use and water quality. All these projects have included aspects of sustainability and components conducted according to sustainable principles. However these have only enabled small investments. In many cases a larger framework is omitted.

The cluster project Su Ports brings some of these previous 2 SEAS PROGRAMME projects together and looks to examine the sustainability aspects of the projects. The lessons are then brought together at the cluster level and shared. On this basis, an analysis can be made to evaluate where are we now with respect to sustainability policy in small ports in the 2 Seas area. This forms the basis for further investigation in the next step of this cluster project whereby the main themes will be addressed together and given a structure.

The partners within the cluster project Su Ports have also all been a partner in one or several EU projects in the 2 Seas area. They all bring their own perspective on sustainability and together find solutions to the next level in terms of policy making and implementation of a sustainable future for their ports.

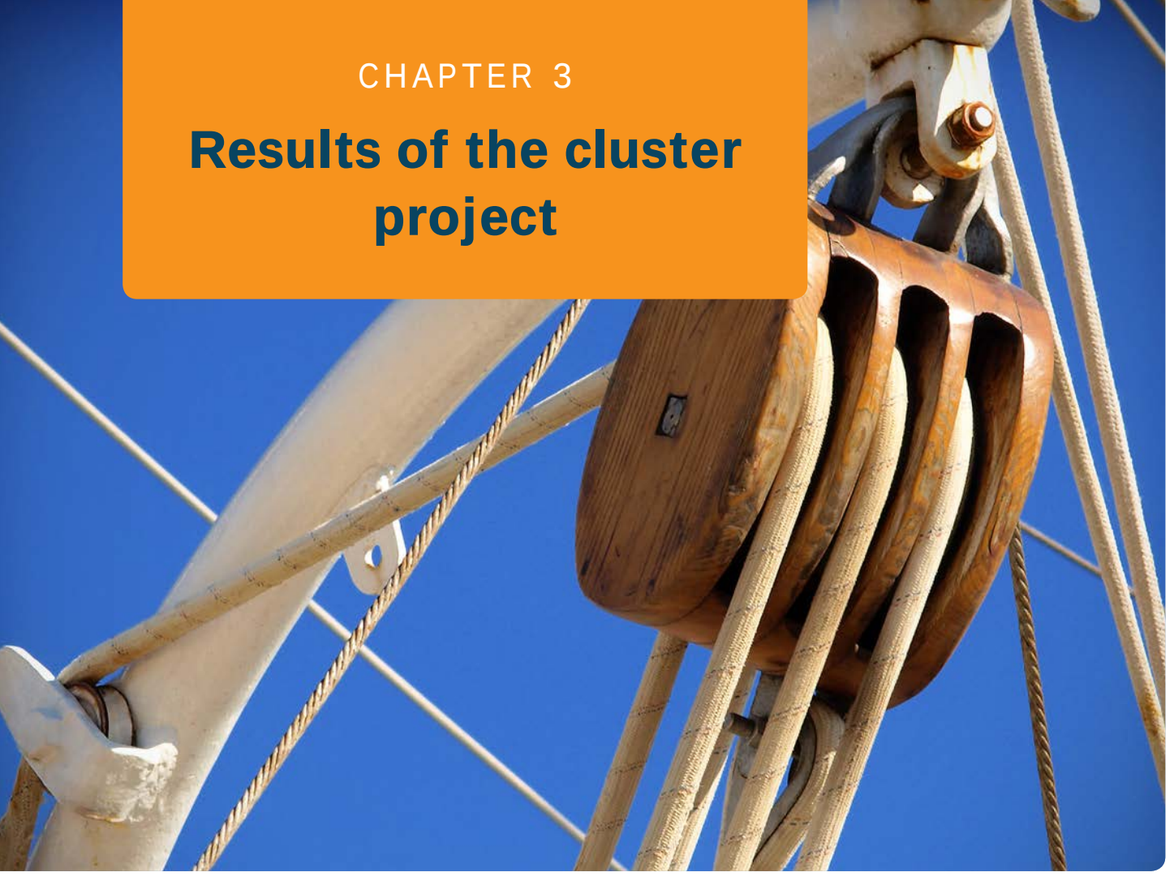
The Su Ports cluster project is an EU funded project in which organisations work together on sustainable port development. Most partners are already involved in running (or just finished) Interreg 2 SEAS PROGRAMME projects e.g. Yacht Valley or Transcoast or are involved in the project Merific.

The main aim of this cluster project is to consolidate, valorise and showcase the results of projects. Another aim is to explore future gaps in local knowledge regarding the opportunities and (innovative) applications for optimizing the sustainable development and management of small ports (areas) in general, specifically carbon reduction. The ultimate goal of the partnership is to develop and submit new large-scale related projects with funding supplied by the Interreg 2 SEAS PROGRAMME.

Research

The project Su Ports targets on the exchange knowledge and experiences in the fields of sustainable port development and port management between the different partners and research into sustainable initiatives and best practices. Joint activities include studies and workshops on sustainable initiatives within ports as well as a conference which was held in Hellevoetsluis.

Next step is to explore and develop both a short and long-term planning framework. The main goal is to transform local port areas into a low carbon, innovatively maintained working, leisure and living environment. In addition to explore such aspects as safety, law and (environmental) regulations regarding the application of renewable energy production and usage in ports. Furthermore the goal is to increase the awareness of sustainable practice to harbour management, boat owners, the marine and maintenance industry as well as local inhabitants and to start practicing energy management and use of renewable energy.



CHAPTER 3

Results of the cluster project

The basis for Cluster Project Su Ports is a partnership comprising six members who were previously involved in three other projects. The partners are cities, knowledge institutions and port authorities from the Netherlands, Belgium, France and England. The projects in which these partners previously participated were the 2 SEAS PROGRAMME, Transcoast and Yacht Valley projects as well as the Merific project that was a collaboration between France and England. Two of these projects focused on redevelopment of port areas, with an emphasis on land (water sports service industry) and on water (port layout and anchoring in the city). A third project focused on sustainable energy in a coastal environment. The projects have all delivered clear results. Above all though, these initiatives have helped determine how the individual participating partners shape their sustainability policy. The conclusions of this analysis are the foundations of the Su Ports Project.

Conclusions Previous Projects, Consolidated Results and Added Value

Both projects Transcoast and Yacht Valley are looking at the selected locations to secure a new future for a place in decline. The transition from these locations towards a newer, better future is the main approach with respect to sustainability within these projects. It is important that the future will bring a good balance between people, profit and planet. The sustainable use of raw materials, economical use of space (through reuse of spaces for new purposes) and optimal thinking about these future, interactive processes with residents and other stakeholders, contributes to the desired balance and ultimately to a sustainable future.

Municipalities and communities seem perfectly capable to successfully find this balance. It is their main responsibility to ensure that during these projects that all stakeholders' involvement is observed and respected. If the principle of sustainability is seen as the balance between people, profit and planet within these projects then there will be a good chance to find the right balance.

Looking at a higher level of sustainability, the economical use of raw materials, attention to water quality, low CO2 emissions, production of renewable energy are the key areas. These projects do pay attention to these areas but at a too basic level. Specific components such as cleaning up contaminated soil, limiting energy consumption, sailing using renewable energy or prevention of on-going pollution of the water are more or less self-contained side projects. A clear guideline or base is missing.

Ports are locations where all manner of interests converge

The involvement of the Merific project and partners bring the possibility to contribute to the economic development of harbours at the same time as contributing to the development of a sustainable industry like Marine Renewable Energy. The cross border project and cross interest project collaboration combines knowledge development with practical case studies.

Within the implementation of projects, sustainability until now has been rather an accident or separate component more than a strategic policy through which all options are tried and tested. While cities may formulate objectives and principles, they are not adequately able to convert this theory into real life practices. There is a greater need to be ready for these future themes.

In a port area this is no easy task. Ports are from the outset locations where all manner of interests converge and where responsibilities and tasks are not always clearly divided. It is already complicated enough to find a common way forward to the future with such varying interests. Sharing experiences on this subject, as the participants in these projects have done, is constructive but currently insufficient. Sustainability in port areas requires an integrated approach with clear policy choices that are carefully adhered to by all stakeholders. The cluster project Su Ports provides this challenge with the first steps.

This publication represents the completion and delivery of the first phase of the Su-Ports cluster project. Partners have been working together on this joint strategy with fact finding trips to various partner projects, surveys and workshops, sharing learning and expertise from each other's projects. . These steps form the basis for a common approach in phase 2.

Inventory on Sustainable Management of Participating Ports

Cerema carried out a study into the best practices implemented in the port areas of the partners of the Su-Ports project by conducting a survey. A questionnaire was developed based on two previous works:

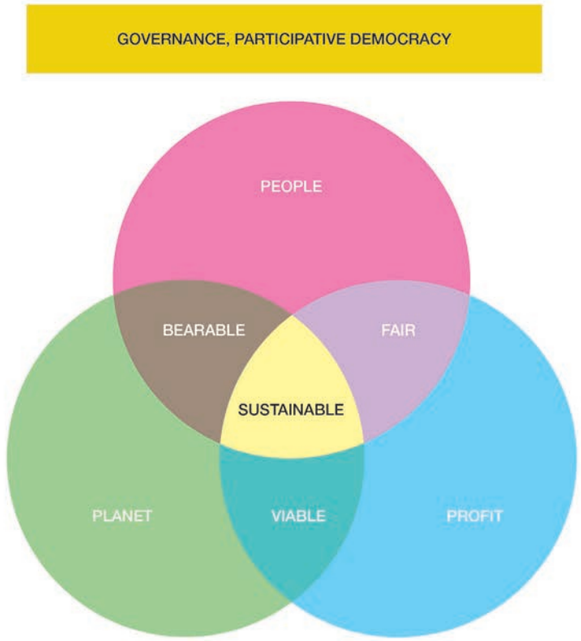
- The RST02 evaluation grid: developed by the French Ministry of Ecology and published in 2009; it provides a reference framework for analysing and targeting a project in terms of sustainable development. Its goal is to reconcile environmental protection and enhancement with economic development and social progress.
- The technical report entitled 'Sustainable Ports' A Guide for Port Authorities of the EnviCom Working Group 150 of PIANC (the international association for waterborne transport infrastructure) published in 2014 and specifically in chapter 5 "Environmental and Sustainability Issues in Ports and Related Logistic Chains".

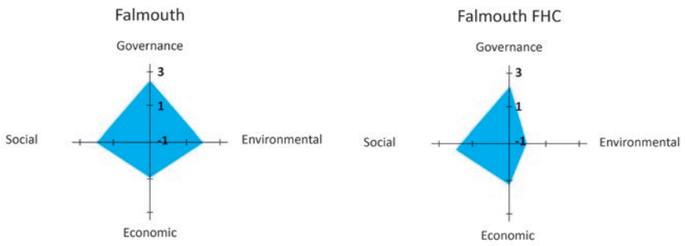
Cerema then provided this questionnaire to all project partners who completed it for their specific port area.. The questionnaire is divided into four parts representing four main pillars of sustainable development:

1. **Governance:** is the diversity of stakeholders an obstacle to efficient cooperation?
2. **Social:** how do the social links evolve with the transformation of activities?
3. **Economic:** how to invest for the future? What is the key driver for investment?
4. **Environmental:** facing the different kinds of threats for ecosystems and inhabitants.

Based on these four perspectives the chart below provides a basis for the approach to Sustainability

A scale of assessment was made in order to gain a valuable insight into the performance of the participating ports. Each participating port was requested, on the basis of self-assessment, to provide information for their area based on the four pillars of sustainability. In addition to the self-assessment there was room left over for explanations and examples. This analysis of the 9 participating ports forms the base.





Comparing cities in self assessment.

Assesment Scala					
Mark	-1	0	1	2	3
Signification	Negative effect	No effect	Low positive effect	Medium positive effect	High positive effect

Governance

Governance is a very important element to consider when implementing sustainable development. A port area, large or small, is always a place where a number of different stakeholders coexist. A large number of stakeholders, with their diversity of agendas and priorities, can jeopardize the constitution of an overall approach to the problems at hand and lead to short-term choices; such as opting systematically for the lowest bidder. A policy of cooperation between stakeholders is therefore generally seen as a necessity. The creation of a representative structure may represent a viable solution in order to generate beneficial synergies and conceive a common policy on sustainability.

The basis for such an organization has quite a few different approaches. Which stakeholders and in what way should they be involved in the joint organization and its policies which varies by port and harbour area. Various forms of cooperation were also mentioned ranging between free and cooperative binding and regulatory bodies.

The different organizational bodies do not appear to provide an obstacle to formulating a joint policy. Half of the ports have managed to establish a good sustainability policy and in this way must have set up sufficient steering mechanisms. A few ports have actually paid insufficient attention to this and have no broad-based policy as well as having limited control mechanisms. The policy is as a result, consistently evaluated less than desired, ports give themselves on this evaluation criteria, a less favourable assessment.

It is concluded that a joint organization is needed for a good sustainability policy; a policy that has been carefully formulated, sufficient control mechanisms are in place and there is the ability to evaluate the policy and set the targets. The form of the organizational body itself will continue to vary due to the different situations, stakeholders, interests and legislation involved.

Social

A common issue for all the partners of the Su-Ports project is the decline of traditional maritime activity. However the situations differ: for example, Falmouth is still an active commercial port whereas Colchester port has been completely closed to commercial shipping since 2001. In any case most of the partners have had to cope with change in their activities and the resulting social consequences. These consequences can be, in the worst-case scenario, the creation of a wasteland area. It generally leads, at least, to a disconnection of the port from the city and the disconnection of the port from the inhabitants.

There are several typical causes for the disappearance of traditional commercial and industrial activity in the port area: increased size of vessels (Colchester), prohibitive cost of dredging operation (Colchester) or other causes such as the Deltaworks constructions that led to desertion in the industrial port of Veere. However the consequences are the same: former sites (e.g. industrial: warehouses, factories...) are left vacant and generate a disconnection between the port, the city and the inhabitants. In some cases, it can lead to environmental problems such as soil pollution and even vandalism as well as criminal activities in the former port area. In other cases, these remote sites can provide an isolated area reserved for boat owners.

Not only is a new physical identity required in the redevelopment of port areas but also a new social anchoring. Involving people and stakeholders from the beginning of the planning process is essential.

People use the waterfront and port area for recreation

There is a clear opportunity here to develop a new community spirit. Several ports have had good experiences with the organization of events where past and present of the port are brought together. This is seen as the way to link the port's functional life to a social environment. The new port will be rediscovered by the community. Involvement of schools, associations, businesses and policy makers in this rediscovery of the harbour is essential to its future.

The ports participating in the programme are quite active in this regard. Their policies for the port take very clearly into account the needs of the local area and make specific policies for this. This helps partly to contribute to the good reviews with respect to the social context within the self-assessment. Two ports appraisals were less positive in that they had judged their own performance, in terms of the involvement of the local area in planning and in practice, as being insufficient.

Cast the net wide is the conclusion, in the sense that as much of the local community should be involved throughout the process of the redevelopment of the port. From the start of planning, social embedding, participation and community planning are important. This will pay dividends later on when there are plenty of events and the general use of the local area contribute all together to the quality of a port and its new lease of life.

Economic

Implementing the principles of sustainable development is sometimes seen as a constraint but it can actually be considered an opportunity. It seems however necessary to have an investment strategy and to implement an economic approach to dealing with this subject.

You always have to invest before you can expect any return. Generally Public investment is seen as necessary to act as a catalyst to encourage separate private investment. Finding a good balance between the level of investment and anticipating the resulting return on investment is a complicated process.

The perspective on this matter varies greatly between the participating ports. Everyone believes that the economic potential of port areas is enormous. Opportunities in the areas of economy and growth are significant. The picture with regard to the potential for employment however varies by port. Half of the participating ports consider the potential for employment to be high, the other half low.

In general it appears that the balance between investment and results are not (yet) in order. Many ports indicate that they will have more preliminary costs and will be unlikely to see a sufficient return on investment. The allocation of investments and costs will vary by location and this makes a fair comparison particularly difficult.

The conclusion here is that there is significant economic potential but that this cannot become a reality if the governments on all levels do not invest in advance in such port areas. Investment costs are not directly covered by income or perhaps may not even be cost effective in the long term, in a sense, a leap of faith must be taken.

Ports are important clusters for economic activity

Ecological

Small port areas are confronted with different kinds of environmental threats that require a number of measures to be taken. The ports are also under obligation to reduce their environmental footprint and to preserve biodiversity in their area.

Generally speaking, ports are under great pressure, from legal requirements, public image concerns and activists to manage their operations in an environmentally sustainable manner. Any environmental measures taken would benefit from an integrated approach in which all separate measures, including climate change adaptation measures should be merged into a single environmental policy.

One of the most common and worrying environmental issues that ports are facing is the question of dredging, which poses a threat against the port "itself": sediments are silting up, thus compromising navigation conditions at the port. Other key topics that are at play with all the participating ports include soil pollution, climate change, use of resources and biodiversity.

The sediment issue is often approached according to the necessary depth for specific uses. Port mouths inevitably get silted up and clog up so to ensure the use of ports for the future and new facilities, dredging of harbours and harbour mouths is necessary.

Climate change is also a consideration in port areas especially from the perspective of sea level rise. New safety standards will require a higher seawall. This can put the relationship at risk at least in terms of disruption between the city, harbour and water.

As a general target for use of raw materials, reducing emissions of toxic substances and maintaining ecological quality and water quality, the environmental footprint is used. The objective is to lower it. This requires a systematic approach. Participating ports are limited in their approach here. Falmouth is a good example.

The case of the Portonovo project that Falmouth took part in is also worth mentioning here. This project aimed to develop conditions based on scientific and technical guidelines that concur with the current European legal framework related to port waters quality, especially the Water Framework Directive. It led to the development of a Decision Support System (DSS), freeware that only has to be inputted with the necessary data to become a powerful tool for port management. It provides a new approach for homogeneous and balanced management of port activities in the European Atlantic Area.

The participating cities admitted to have given reasonably good attention to reducing pollution of soil and water as revealed in the self-assessment. The same applies to the depth, sediment and soil quality issues. One reason for this clear focus is motivated by the need to provide sufficient water depth to enable use of the port. In this way there is an overlap with economic interests.

The topic of renewable energy has received little attention. Reduction of energy consumption is a cost related issue but the generation and use of renewable energies has yet to find a structural approach within the participating ports.

The conclusion is that due to their location, on the border between land and water, ports are such places where care for the environment is essential. Climate change will inevitably alter the appearance of the ports and a change in the use of the harbours has implications for depth, for underwater environment, the degree of pollution and biodiversity. It is this complex interplay of interests that are magnified in a harbour area. This requires an analytical and systematic approach to be adopted and this is still insufficient at this time in ports.

Nature near ports

Conclusion: Inventory on Sustainable Management of Participating Harbours

A port is a kind of social world where so many interests meet. The social embedding of the port in the environment is essential both to respect the past and to ensure its future. Involvement in planning and implementation has an important social context. Ports provide tremendous economic opportunities that require public investment up front that is not directly going to yield a return. In order to make these investments support and a vision is paramount. The ecological aspects in a port are truly magnified and have a broader impact than elsewhere. Water quality, safety, climate change, biodiversity and resource efficiency are interests that go have further reaching implications than just the ports themselves.

Ports are aware of this crucial role but have yet to adequately provide a structured approach for a sustainable future. Legislation and necessity are the key drivers to address the different issues and to apply sustainability as a basic requirement so that Ports do what they should. However, they are looking to do more. Sometimes they take it a step further by doing smaller projects that contribute to a more sustainable port. These trials are however more opportunistic than strategic. An integrated sustainability policy is necessary but not yet widely available.

A sustainability policy also calls for implementation. This requires integrated organization that will take responsibility and has the eloquence to enforce it in practice. This will ensure for a sustainable future. How such an organization is set up is flexible, based on an analysis of stakeholders, interests, existing organizations and legislation. Examples can serve as inspiration for best practice.

Project Workshop, Fact Finding and Event

Capitalizing the Results of the Participating Projects

The first joint workshop of Su Port's partners was held in Falmouth on April 1, 2014 the purpose of this workshop was to share experiences and information from the participating projects and partners and thereby create the right template for the future.

During the workshop, all participating projects and partners presented. It was apparent that there was much interest in each other's process, experiences and best practices. This interest is more one on one than broad-based and generic. Partners learnt from each other in many different topics, for instance;

- Hellevoetsluis performed an energy scan in the marina others were interested in the process and outcomes
- Falmouth has its sustainability policy embedded throughout the organization, other partners have not come so far
- Cooperation between universities, harbour authorities and cities brings sustainability to a new level
- Colchester and Blankenberge have their harbours optimally embedded in the community and work with the community to advance development. This approach was interesting for others.

Important generic outcomes of the workshop were:

- There is a clear knowledge gap with various partners on the opportunities that a sustainable approach already offers
- This leads to the need for an integrated system in order to share information, to outline the possibilities to measure performance and to adjust policies accordingly
- Collaboration with education and business is essential. The scientific situation and its practical application through and support from among the business community gives the forming of policies downstream a much needed push in the right direction and better chance for a good outcome

In a project excursion the state of the art for port sustainability was reviewed and an event in Hellevoetsluis presented all the results and new findings to a bigger audience.

Project workshop with partners

Cooperation Dynamic and Synergy Between Partners

Su Ports brings together partners who participated in various projects concerning ports and sustainability. The key projects of Yacht Valley, Transcoast and Merific each have a different approach. Sustainability is seen as a baseline theme but rarely the key focus.

During the workshops, the partners have become familiar with each other's projects, approach, and specifically with their approach to sustainability through meetings and fact finding trips. This ranged from a sustainability policy to examples of small measures that contribute to sustainability.

An important basis for successful collaboration between these partners is whether they were able to recognize each other's problems. This appears to be abundantly true. Small and medium-sized ports all face the same problems and challenges relating to sustainability. In this way cooperation on the basics has been good.

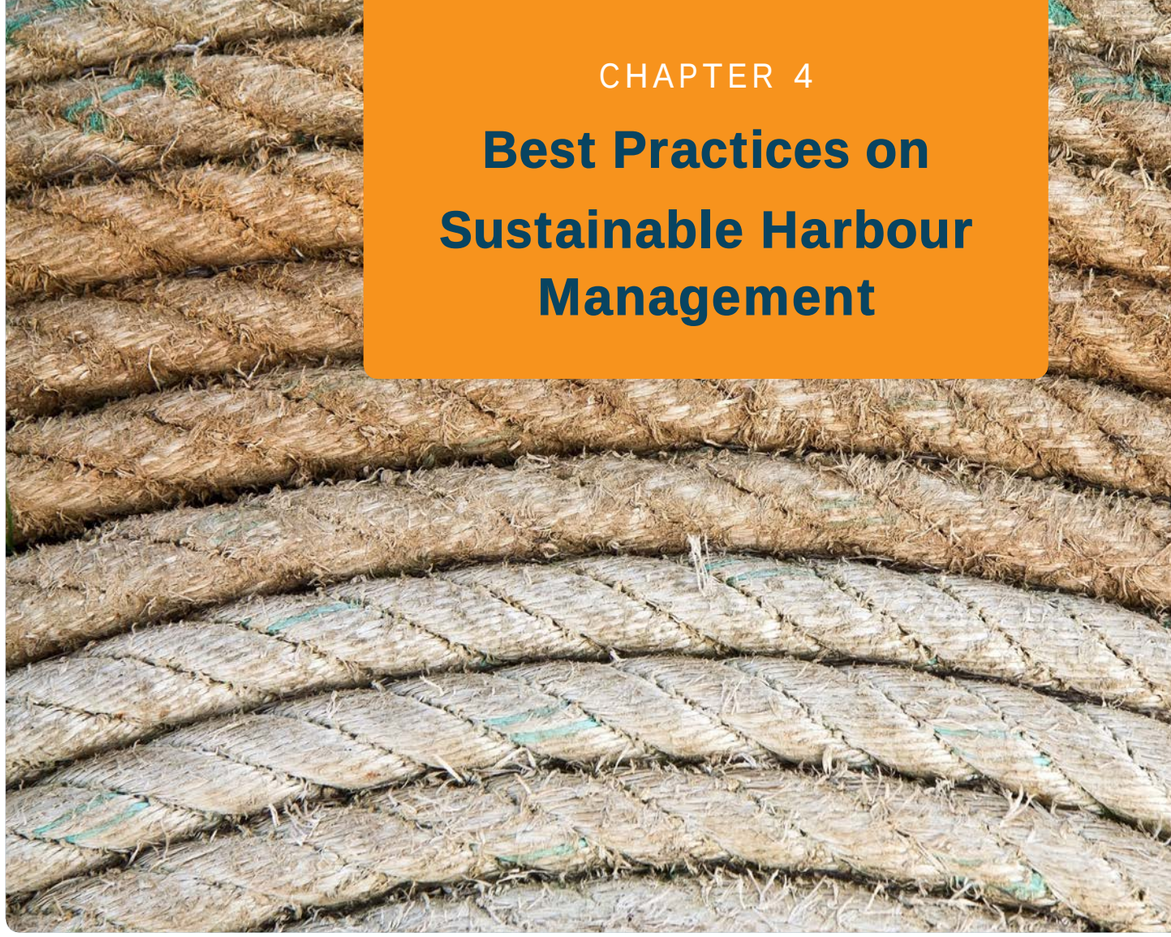
During the meetings it has become quite clear that despite the same challenges, approaches and solutions are different in many cases. Partners have their own examples of good practice, others learn from that. This makes for a mutual enrichment that is essential for the next level. From the first presentation of the examples each partner saw ideas and were offered clues from other projects that opened their eyes to helping them in their own specific, local situation.

Partners face the same challenges on sustainability

This approach is educational but also non-binding. There will need to be a more consistent approach in order to get the most out of this co-operation. The best approach is therefore to focus on a few topics and systematically work them through.

Conclusions

The results of the cluster meetings provide a good picture of the current state of affairs. Ports have all revealed their own specific approach to sustainability. They have presented examples that others can learn from. The self-assessment has presented a multifaceted picture. There is focus on sustainability, with a strong focus on people and profit. The element of planet has a less obvious approach. Here it is all about examples and best practice. Instructive, useful and a good start but also insufficiently consistent for the future. Sustainability is still at early adoption in ports, due to the complex administrative situation in ports, the involved stakeholders and the complex environment. To reach the next level in sustainability, focus on some issues around the theme of 'planet' is necessary, where best practice is converted to an integrated policy.



CHAPTER 4

Best Practices on Sustainable Harbour Management

Focus on the Planet

The project Su Ports gave a good impression of the approach and level of commitment of all involved. The workshop in Colchester between the partners proved that there are many examples but it is necessary now to focus on a few specific subjects. These subjects should be less motivated by legislation or by bottlenecks related to business and should provide a real basis for sustainability at a higher level.

These subjects should focus on what areas are more specific in ports than elsewhere and what topics port authorities have more influence over. Ports are important links in a logistics system providing transport for both leisure and business activities and this represents a vital issue. This is a chance to define energy use, energy reduction as well as the production and use of renewable energy and this approach requires a wholesale approach. These are the key issues that ports must learn and experiment together about.

Another related issue is climate change, which is partly related to the emission of CO2 and energy reduction. For ports, climate change may have an important spatial effect. With the rise in sea levels and increased river discharge, protection against water levels for port cities is an important issue for the future. At the same time the increased safety spatial element and economic success of the port areas is at threat, meaning that the relationship with people and profit is at stake.

For this reason, we have chosen to explore the following topics in more depth:

- Energy efficiency and sustainable energy
- Adaptation to climate change

In this chapter practical examples have been collected around these themes and classified within and outside the project and its partners.

Energy

The subject of energy has three implications for ports:

- Limiting use
- The switch to renewables
- The generation of renewable energy

Use of Energy

Energy consumption in ports splits into two types: the use of energy in the port itself and use for boats.

Consumption in ports

At ports energy is consumed to provide electricity for moored ships. In addition, there is shore power, coupled with the network. Consumption is often not recorded so there is little incentive for users to be more sparing.

Hellevoetsluis performed a scan for the port and its users. This showed that the plans for housing and buildings could be optimized. Interview and quick scan of the present watersport service companies showed the suitable sources of renewable energy in their businesses and buildings. Insulation, solar energy, thermal energy and air source energy are determined to be the most valuable solutions for the future.

Consumption on Boats

Just like cars, boats consumption represents an important technical issue. Ports have very limited influence in this area. The innovation should come from the boat building industry and shipyards, they should opt for engines with lower emissions and less consumption. Ports can cooperate here mainly by promoting new features and technologies.

Newport

Newport set up a new water-sport service with the support of the Yacht Valley Project. The building was constructed to be energy neutral. By combining heating by canal water and electricity generation with solar panels, specific insulation of windows, walls, roof and floors, the energy consumption of this new facility has been optimized.

Sunbee, Research on Sustainable Boating

Entrepreneurs in the Biesbosch (NL) that rent boats and organize tours have been asking themselves for some time now; what is the most sustainable propulsion method for their boats? The Biesbosch is a National Park. The entrepreneurs have a sustainable business strategy mind-set. They have been looking at eco-friendly propulsion of their ships as well as alternative design and materials. Diepstraten boat rentals, Teamsloep and boat tour company De Zilvermeeuw hope to operate their first sustainable rental and tour boats in 2015.

Mobile solar cells on a boat

Switching to Another Energy Source

An important task for ports and water sports is the shift to a more sustainable form of energy, particularly for sailing boats. In this respect the world is evolving quickly. The first series-built and affordable electric powered boats date back to only 15 years ago. At that stage they were small boats with little power and capacity. Development has gathered momentum and seems to be continuing. Large motor yachts are now being built with electric motors. Even for small inland boats electric engines are looking to become more popular.

Ports and Other Energy Sources

Ports and harbour areas can stimulate this development. Currently the following solutions have been noted:

1. Setting up an incentive scheme for electric sailing, in which marinas are encouraged to install charging stations and that boat builders are encouraged to build boats based on electric propulsion
2. Building charging stations and fast charging stations inside and outside ports is an essential prerequisite for the intended change. In national park Biesbosch charging stations were part of the STEP Project and installed at strategic locations. Such facilities are also being installed in ports
3. Organization of events, including exhibitions with electrically powered boats and competitions of such boats. These events contribute significantly to raising awareness.
4. Zoning is a tool that is now being piloted in boating areas. The port authority and council of Amsterdam has announced a phased policy, where some areas will allow only electric boats to enter. Their policy is; the cleaner the engine, the greater the chance of a permit. In 2025, the city wants the canals completely free of all diesel driven ships, small or large.

Using the water for solar cells

Knowledge and Challenge

In June 2014 the World Cup for Solar Powered Boats took place in the Netherlands. Educational institutes and universities were given incentives to invest their knowledge into advanced technology. In the competition a new category was linked to high school students for the first time: Young Solar.

Test installation for tidal energy

Production of Renewable Energy and Ports

In addition to promoting the transition to sustainable energy, ports can also contribute to generation of such energy sources. This can be done on a small or large scale.

Wind Power and Solar Power on Boats and Harbours

Harbours and boats are in an environment where wind and sun are in abundance. This offers a great opportunity for energy to be generated. On a small scale, more and more boats have a small solar panel or a small wind generator. This ensures a constant supply of electricity, which enables the batteries and electronic systems to continue working on board. This constant supply means that a continuous connection to the grid is no longer needed. Ports can encourage installation of such facilities through awareness. They may even be floating on water or on-shore ports could install such facilities themselves.

Support Production Renewable Energy from Ports

Production of renewable energy is achieved by wind, hydropower, wave, tidal and separation of fresh and salt water. In many cases, there is talk of facilities on or near the water, or even out at sea.

As part of the Yacht Valley Project charging stations for electric bikes, that are recharged by solar energy, were installed at all participating ports. This generated energy savings and the electrically powered cycling as an alternative eco-friendly form of transportation.

The Merific project examined a number of options based on more distant small islands off the coast. This led to the following conclusion.

Developing a successful marine energy industry can only be achieved through strong political will, solid innovation, as well as collaboration on research and development. Policy makers must take the long-term view whilst also recognising the short-term need to provide support for a burgeoning but still vulnerable industry. The scientific community must engage the business world to ensure institutional investors are able to recognise the opportunity presented by marine renewable energy and provide the financial support necessary for the industry to reach full commercialisation. Larger players, including utility companies, must become involved in research and development to secure larger-scale investment, provide operation and maintenance services thus enabling marine energy on a larger scale.

Requirements for Ports to Support Renewable Offshore Energy

Part of the Merific project was a presentation of requirements that a port has to provide to support the marine and renewable energy sector to step into the future. During the construction phase, the distance to the extraction plant, the depth, space on the docks for storage, length of quays and access to land is essential. This often involves large objects with corresponding space made available at the ports. In the maintenance phase, the distance to the system, the speed at which you can get there and the availability of specialized labour is critical. Often different ports were used from where an installation is constructed and from where it is maintained.

Construction of windfarms is prepared in the port area

Quote from Matt Hodson, Mojo Maritime:

Infrastructure and skills is in place to take technology from a concept to a commercial scale for waves, floating wind and tidal energy.

Ramsgate recognised the need to invest in a new port and harbour infrastructure so that they could be, 'operational ', for new offshore wind farm operators. This included Vattenfall, who invested 0.5 billion euros to build a wind farm off the coast of Kent, comprising of 100 Vestas V90 wind turbines able to serve 240,000 homes. Ramsgate invested €0.9m (50% funded by Interreg PATCH ERDF), in a new breakwater pontoon to provide safe mooring for the Vattenfall Thanet Offshore wind farm service vessels. Vattenfall now has an operational base in the port and expects that their operations and maintenance services will continue to operate from the port for the next 15-20 years. Ramsgate's experiences were shared with PATCH partners, which in turn assisted the partners of Ostend and Newhaven ports to develop successful relationships with other offshore wind farm operators.

Climate Change

The topic of climate change is also just as important for ports. The change of climate means a rise in sea level and increasingly greater peaks in drainage. This will result in greater safety risks for coastal areas. To comply with new safety standards large investments are often required to provide retaining walls, dikes and areas of locks and dams. These measures do not benefit the quality of public space . Quality of living space and touristic heritage are in this regard under pressure.

In addition, potentially port areas might become less economically viable. Anticipating this new reality requires therefore a sustainable approach. People, planet and profit must also go hand in hand. Careful planning in close cooperation with partners from the area is essential.

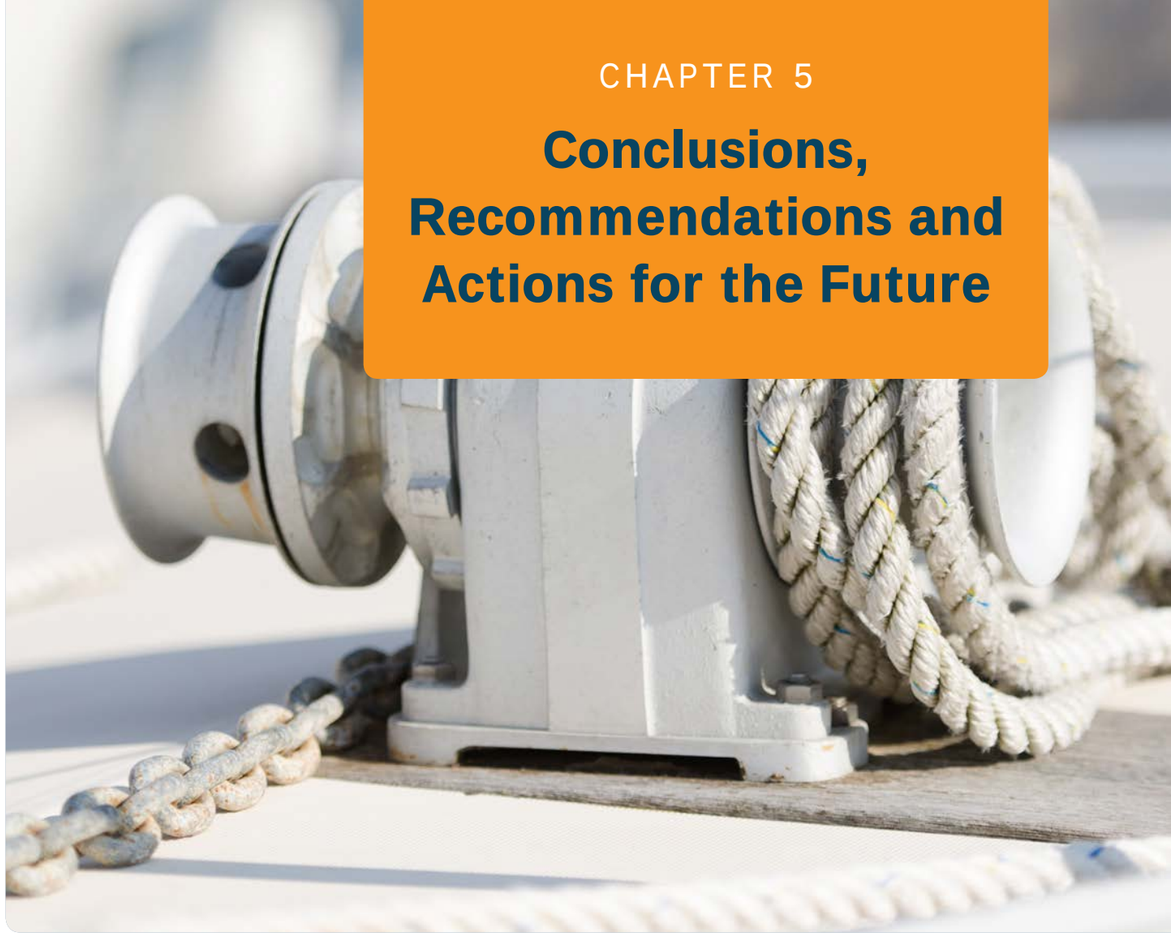
At the same time there is the awareness that this situation occurs elsewhere. Hence why it is necessary to learn from each other and pull together.

To ensure that progress is not only drawn from encounters and examples, a more systematic approach is needed. Ports should be mapping the opportunities and threats from all different angles of what the change of climate entails. By sharing this systematic approach with each other, the required knowledge for the future is generated.

The inhabitants of the participating cities are also confronted with threats that are linked to climate change, most notably rising sea level. Blankenberge has taken pro-active measures in that respect with a project to construct a 0,4 m to 1,45 m wall that will surround the harbour. Colchester conducted a comprehensive climate risk assessment based on climate projections for the area; taking into consideration flood risks, water resource issues, heat risks, ground conditions issues, extreme weather events but also the opportunities that may rise from these issues, most notably the increase in tourism that could be expected.

In the sustainable marina of the future (fact finding trip) there was long-term planning being made to handle the threat of climate change.

- Reservation of space for the future consolidation of Brouwersdam with anticipated sea-level rises due to global warming
- The possibility of buffering water from large rivers into Lake Grevelingen as a result of extreme rainfall predictions
- The possibility of introducing tidal return to Lake Grevelingen in order to create a dynamic ecosystem



CHAPTER 5

Conclusions, Recommendations and Actions for the Future

Summary of findings

The Cluster Project Su Ports brings together partners, projects and best practices for the purpose of bringing sustainability to ports. From the previous European Cooperation projects Merific, Yacht Valley and Transcoast what has been learned is that an integrated approach from sustainable pillars people, profit and planet is essential for the success of the project. A strong social bond with the city, a healthy economic environment and attention to ecology and planetary must follow arm in arm during the planning process.

Further analysis of these projects and research among the partners in the cluster project Su Ports has shown that a sustainability policy is important. However an analysis of the projects in Chapter 3 shows that the planet theme has too few related activities; often too small scale and not supported by a consistent and broad-based policy. Sustainability is still only in its infancy at ports, due to the complex administrative situation and the problems that this brings. What is clearly needed is a broad-based sustainability policy.

This matter is given attention in the analysis of best practices in Chapter 4.

The main themes for the sustainable future of ports are: greater focus and reliance needs to be placed upon energy sources, reduction of emissions, renewable energy and adaptation to climate change. Chapter 4 arranges the interfaces between these themes and brings the current situation into picture. Focus is on what role ports can play in this regard.

This analysis shows that the ports and organizations participating in Su Ports are all on the same wavelength. In other places it is used mainly to test, small investments, test phases and intentions. In the area of sustainability with respect to the planet element, here too more has to be done. Su Ports can provide the foundation for this need.

Pontoon for yachts in old harbour area

The realization that in ports this is even more complicated due to the fragmented responsibilities and the large number of stakeholders is clear. The realization is also that in ports themes converge; energy, environment and climate change all have a magnified effect. This is precisely why a further exploration of possibilities and greater development of structurally embedded local port policy is essential for the future.

Evaluation of Cooperation as a Basis for the Future

The partners in Su Ports have critically analysed each other, their cooperation and results through a written round of questions and an additional workshop in Colchester. Key conclusions from the evaluation are:

- Cooperation with partners in Su Ports provides new insights and is therefore suitable for the future.
- The commitment and involvement of partners is substantial and there is a willingness to establish and secure sustainability in the management of ports as well.
- The actions carried out in the project have delivered results. This is however insufficient and not evenly distributed. More information is needed to enable more focus.
- This requires adjustment of the objectives for the next step and related actions. These should be determined based on the absolute commitment of the partners.

Future Collaboration Within Su Ports

Objective for the Future

Objective is to develop sustainable strategic plans for the development and management of small port (areas) in the 2 SEAS PROGRAMME region. The realization that our planet also requires more attention is also understood. That's why the partners and others have introduced numerous initiatives to reduce energy consumption, limit emissions, generate renewable energy or at least make this possible in the future. In this strategy 3 pillars are important

- To develop local strategies and define the milestones of a short and long-term planning framework to transform local port areas into a sustainable, innovatively maintained environment for working, leisure and living
- Explore aspects such as energy (renewable and efficiency) and climate change (safety) with respect to a sustainable future within ports
- Increase the awareness of SMEs (marinas, nautical industry, leisure companies), users (boat owners) and inhabitants to start acting in a sustainable manner.

Local Strategies

As previously demonstrated by the work conducted in the projects, partners and results of Su Ports, the results are fragmented and not very coherent. There are good intentions and principles but no real strategy to position especially the themes of the future such as climate change and renewable energy, hence a well-developed strategy is required. In such a way cities can learn from each other and can, based on experience, establish a framework that provides cities and port authorities with the tools for a coherent policy.

Explore energy and Climate Change in Ports

A second result that is needed in the development is to collect, examine and share results from research and test locations, hence, to be able to work through these themes and to learn from each other. Before Knowledge centres, test labs, port authorities and governments need to work together on these issues to continue tests on a larger scale and to put them into practice.

Increase of Awareness

Dealing with climate change and promoting use of renewable energy requires a change of mind-set. Lowering energy use, using energy only when made available and a willingness to invest in renewable energy require broad support. In ports a broadly shared vision amongst all stakeholders is necessary. Awareness is therefore the first step.

A Practical Approach:

- Energy (Renewable and Efficiency) Action Plan. A study to find best solutions for introducing innovative renewable Energy and Energy efficiency applications, which can be tested and implemented in (small) port areas that contribute to make a sustainable, innovatively maintained environment for working, leisure and living. All partners are involved in this analysis. Hellevoetsluis will coordinate this study.
- Climate Change (Safety) Action Plan. A study to find the best solutions for introducing innovative applications in the port to respond to consequences of climate change (higher sea/water level), which can be tested and implemented in (small) port areas. CEREMA, Blankenberge and CMN are involved in this analysis. Blankenberge will coordinate this study.

Inner city marina Hellevoetsluis

Prepared for the Sustainable Future

Su Ports promotes sustainability as the guiding principle for the international cooperation between ports. The partners realize that in signing up for this they have not chosen the easy way forward. Individual partners in Su Ports have previously participated in projects in ports, where sustainability was a theme. It was often about providing a new future for a run down area. The realization that people and profit are important drivers is universal.

The realization that our planet also requires more attention is also understood. Hence why the partners and others have introduced numerous initiatives to reduce energy consumption, limit emissions, to generate renewable energy or at least make it possible. [Needs re-writing, meaning is unclear] Within ports interests become united but also the amount of challenges. That is exactly why ports are the ideal testing ground for integrated policy in the area of sustainability.

Awareness

It all starts with awareness and with broad support. Ports will have to find not only support among users and government organizations but also with industry and the community. To garner this level of support Projects should be able to pave the way for intense collaboration but at the same time should only grow based on proven results. In the forthcoming period the subprojects it is essential that awareness should be allowed to grow, before, during and afterwards.

Knowledge

Knowledge is too fragmented among knowledge institutions and requires much translation to be useful in practice for port management. This would allow ports to better prepare for the future but this would also be applicable for the knowledge institutions. They can base their trials and studies on a comprehensive approach and close in on best practice. Ports can be used as locations where so many interests together form an excellent basis.

Pilots & Sharing

Learning by doing, the organizations involved are all willing to participate in pilot projects in and around the port. A systematic approach is essential. From small to large and from working from test to measuring steps can be defined.

Planning

A systematic approach is an important starting point for the future. There must be a good marriage of awareness, knowledge, pilots and policy. Anchoring to policy helps lay the foundation for a wide distribution. Start locally, expand and only then define a legal basis to make some laws, laws which will be needed.

All this is Challenging, many stakeholders, fragmented information and limited knowledge in port areas on this subject make it a difficult path to follow. There is the realization that the need is great among the partners. They all realize that energy and input is required at the meetings but also in the interim. That is exactly why the partners want to clearly define the output of Su Ports in order to know exactly where they will be at the end of the project. This will be challenging, but it is badly needed and will be educational and a way of acting responsibly for future generations.

Awareness of sustainability is key factor for the future

ANNEXES

Partners and Projects in the Su Ports Cluster Project

The City of Hellevoetsluis

(the Netherlands) – Lead Partner

This is a city on Voorne-Putten Island in the west of The Netherlands in the province of South Holland, a former strategically situated port that has become an important centre for water sports. The ports in the area of Hellevoetsluis considered in this report are Heliushaven, De Kanaalhaven, Vestinghaven and Veerhaven. All together those harbours contain a capacity of over 2000 pleasure boats. A service centre, yacht clubs and the historic city centre make Hellevoetsluis a boating destination.

The City of Veere

(the Netherlands)

This city is located in the South west of The Netherlands, on Walcheren Island in the province of Zeeland and is an historical port with former ties with Scotland, now an attractive touristic destination with beaches and marinas. The port under scrutiny is called Oostwatering which lies between the Veerse Dam and the historical town of Veere. The government built Oostwatering after the 1953 floods as a small industrial harbour. It was never meant to be a marina and therefore it was not designed that way.

The City of Blankenberge

(Belgium)

This is a city in the province of West Flanders and a popular seaside resort. Fishing used to be the main industry in old Blankenberge. However the fishing industry progressively declined. It was decided in the 1950s to transform the fishing harbour into a marina. Nowadays, 5 yacht clubs operate in the port area of Blankenberge.

The Cornwall Marine Network

(United Kingdom)

This organisation is dedicated to supporting the marine sector in Cornwall via initiatives that improve profitability and encourage growth through quality and innovation. The Cornwall Marine Network represented Falmouth, a deepwater port on the South West coast of England in Cornwall. Much of the port area and Falmouth Bay are managed by the Port authority, Falmouth Harbour Commissioners. Most of the ports commercial activity is focussed on outward facing activities, predominantly ship bunkering (re-fueling) with the Docks also specialising in ship-repair. The port area also hosts mussel and oyster farms and has landing facilities for fishing vessels. On the leisure side Falmouth Port has around 1300 mooring of different classes, numerous car parks and also the ability to accommodate cruise liners.

The Colchester Borough Council

(United Kingdom)

Colchester lies in a key gateway location between the UK and Europe, with access to Europe via excellent links at Harwich International Port and Stansted airport and by rail and road to the rest of the UK. It is well located for living, working, studying and doing business. Colchester is located on the River Colne close to the Essex coast and is Britain's oldest recorded town and was once the capital of Roman England. The port closed to commercial shipping in 2001 following years of decline. Due to the lack of dredging, silting had become an issue, preventing larger boats from accessing the harbour, today most of the old port area has been turned into residential and business accommodation providing student accommodation and apartments on the waterfront. The creation of an attractive waterfront remains at the heart of Colchester's aspirations for an active commercial riverside, as the town is now the second fastest growing town in the UK.

Cerema

(France)

The Centre for studies and expertise on risks, environment, mobility as well as urban and country planning. This is a French government sponsored Initiative acting in support of the definition, implementation and evaluation of public policies, implemented by national and local authorities, in the field of sustainable development on a variety of themes. Such subjects include: understanding and preventing risks, developing new infrastructures, energies and climate, managing existing infrastructures, impact on health, mobility and transportation, sustainable regions and natural resources, sustainable cities and buildings.

Partners in the Su Ports Cluster project

Description of the Cross-Border Co-operation Projects

The cluster project Su Ports brings together the results of three previously completed co-operation projects. Two of these projects focused on redevelopment of port areas, with an emphasis on land (watersports service industry) and on water (port layout and anchoring in the city). A third partner cluster has been formed by a study project on sustainable energy in a coastal environment, where research, knowledge sharing and tests have been done and experiences have been shared. The combination of these partner projects brings a panorama of perspectives into view. The participating projects and their results, with focus on the aspect of sustainability are briefly described as follows.

Partners MERiFIC project

MERIFIC.

MERIFIC. Marine Energy in Far Peripheral and Island Communities

Programme: Interreg IV A 2 Seas

Timing: 01/01/2009 – 30/08/2014

MERiFIC supports the development of marine energy in the far peripheral and island communities of Cornwall and the Isles of Scilly in the UK and Finistère in France. MERiFIC is a €4.6m flagship EU research project that hosted events and developed a suite of tools and resources for the promotion of regional offshore renewable energy. This will be achieved through the identification of best practice as well as state-of-the-art analysis of supply chain, policy, resource potential and stakeholder engagement. Whilst this project is mainly focused on offshore renewables, the FaBTest Project (University of Exeter's PRIMARE) is also involved in the project. Alex Whatley gave an introduction and tour to the project partners on Monday 31st March including a visit to the FaBTest offshore site.

MERIFIC also produced a report on best practice for Operation and Maintenance requirements in the Marine Renewable Energy industry: This report was produced as a cross-border collaboration between IFREMER and the University of Exeter. The report provides an overview of guidelines and recommendations for the management of operation and maintenance required for an optimal exploitation of marine energy plants with a focus on the specific areas of South West Cornwall, UK and Iroise Sea and Brittany in France. An overview of the onshore infrastructures and ports is also provided that are potentially suitable for management of such operations and maintenance.

At a MERiFIC workshop on Sustainable Port Infrastructure, Mike Carter from RWE Innogy gave a presentation on port requirements for offshore wind farms. This presentation outlined a range of considerations that ports can take into account for preparing their facilities in the deployment, operations and maintenance of offshore renewable devices. Key examples include: access, storage and layout space, reinforced areas for heavy crane installation, support infrastructure and onshore electricity sub-station access.

Links and documents:

http://www.merific.eu/
http://www.merific.eu/files/2012/06/Best-practice-report-operation-and-maintenance-requirements.pdf .
http://www.merific.eu/files/2012/12/Mike-Carter_Cornwalls-Ports-and-Harbours-Event-26.7.12.pdf http://www.merific.eu/files/2012/12/Cornwall-renewable-energy-seminar-Matt-Hodson-and-Mark-Killingback.pdf
www.merific.eu/files/2012/12/Cornwall-renewable-energy-seminar-Matt-Hodson-and-Mark-Killingback.pdf

Transcoast Project.

Transformation of Ports and Harbours to Strengthen the Socio-economic Potential of Coastal Areas.

Programme: 2 SEAS PROGRAMME

Timing: 01/07/2008 – 30/06/2013

This is a co-operation initiative involving 12 partners and regional authorities from France, the UK, Flanders and the Netherlands. They are cooperating to transform their neglected port and maritime areas and regenerate them to provide marinas and facilities for maritime leisure and tourism. The main aim was to strengthen the economic viability of the coastal regions in the 2 SEAS PROGRAMME area through the sharing of experiences and knowledge between the partners. The partners cooperated in three Joint Activity Teams (JAT) and produced reports on 'Regeneration and Territorial Integration of Port Areas in Transition' JAT1, 'Port safety' JAT2, 'Anchoring transformed ports in the community' JAT3. In addition consultants working with the partners produced the Transcoast Model to provide insight into the economic impact of these projects.

Partners Transcoast project

In the cluster project Referring to Su Ports all organisations work together in the field of sustainable port development. This was also an aim of the Transcoast project.

For the 'Transcoast' project partners mostly focused on social and economic sustainability.

Social sustainability.

Several partner actions focused on the physical regeneration of port areas to reintegrate them into the existing local communities. They wanted to create opportunities for employment, recreation and leisure activities in these run down areas, which would benefit future generations and therefore by definition are sustainable. This applies to the following Transcoast partners: Syndicat Mixte Dunkerque Neptune, Municipality of Tholen, Municipality of Schouwen-Duiveland, Colchester Borough Council, Municpality of Sluis, Pioneer Sailing Trust, city of Blankenberge and Brightlingsea Harbour Commissioners.

Economic sustainability.

Economic sustainability is enhanced by several partners who have undertaken studies to improve safety in their ports. Brightlingsea Harbour Commissioners, for instance, is aware that the changing environmental and climatic conditions over the next 50 years pose a possible threat to the viability of the harbour. Brightlingsea has carried out a study to investigate how they might best manage this change and minimise the threat to the success of the harbour. In Perkpolder the continuous increase in silting of the port entrance is a problem for now and future generations. Colchester is encouraging regeneration and its residents to visit the historic port and increase leisure activity.

Environmental sustainability.

Environmental sustainability is a more minor matter being tackled by the Transcoast partners. Some partners have carried out studies that relate to environmental matters, such as Brouwersdam, Brightlingsea and Perkpolder. However issues concerning carbon reduction were not a main focus in the Transcoast project.

Links and documents

http://www.transcoastproject.com/

Yacht Valley Project.

Development of Innovative Concepts of Nautical Service Clusters.

Programme: 2 SEAS PROGRAMME

Timing: 01/08/2009 – 30/06/2014

Services such as maintenance and repair, upgrades and the sale of boat accessories are both economically and functionally a key part of the nautical sector. They are also of vital importance for employment and the local economy in the 2 SEAS PROGRAMME area. Facing a growing market demand, the Yacht Valley project aims to develop new nautical service centres to group these services together in one location. Companies at these nautical centres offer expertise and specialities to the sector with services related to buying, maintaining and improving yachts.

Potentially suitable centres were identified in Hellevoetsluis (NL), Ramsgate (UK), Vlissingen (NL), Dunkerque (FR) and Nieuwpoort (BE), using sites with a variety of previous lives. These sites will be redeveloped to allow for new facilities and in some cases the integration of established companies.

The involvement of local authorities, waterway managers, businesses and trade organizations ensures that there is the required, relevant exchange of knowledge and expertise to encourage the widest range of services possible. A guideline document is being created to serve as a blueprint for partners outside the 2 SEAS PROGRAMME area to adopt.

The Yacht Valley project was implemented over a 3-year period. The project took this time due to the changes in terms of technology and operating procedures within the nautical service such as those found at HISWA.

The project aims at developing and testing innovative and sustainable nautical service centres at a variety of redevelopment sites. There has been some shared and exploratory research carried out through developing and making investments and by exchanging knowledge and concept development with thanks to the involvement of established companies. The project gives a boost to an economically sound and future-proof nautical service sector in the 2Seas area including a well-considered variety of service facilities. Considered as a priority and operational objectives include; creating an economically competitive, attractive and accessible area as well as supporting the development of joint economic activities, including the maritime economy.

The Yacht Valley project had no specific focal point with respect to sustainability. The most important element is the reuse of land and areas, each with a different past but all able to offer new features and economic vitality. Furthermore in all these locations not only the general population but also the local community are attracted to the new facilities. In developing proposals for the various locations the focus has been on creating a future-proof set up that reflects the economic and social needs of the area. It also took into account econometric logical constraints, often shrouded in legislation and policies.

Specific sustainable activities within Yacht Valley include:

- The development of a facts and figures statistical guideline, in which the different business activities within the water sports service cluster are analysed for their use of space in compatibility with the surroundings
- Making clear the fact that for yacht manufacturing, transport and service providers there is still no end of lifecycle solution especially for boats built from polyester
- The development of a carbon-neutral nautical centre in Newport as an example for other developments
- Hellevoetsluis has performed 'energy analysis' in cooperation with port users, which is being studied to reveal if energy saving and production of sustainable energy can provide for a better energy balance
- All sites are equipped with solar powered charging stations for e-bicycles

Links and documents

http://www.yachtvalley.org/nieuwpoort/view/nl/nieuwpoort/yacht_valley

Partners Yacht Valley project

Authors : Baukje Bruinsma, Alain Mengé, Jan-Arie Meyer, Reg Patterson, Guillaume le Palud, Bertrand Reydellet, Rob Vrolijks.

Photo credits : Fred Olsen, Rob Vrolijks, Cornwall Marine Network, Shutterstock

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Partners and projects in the Su Ports Cluster project:

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www.interreg4a-2mers.eu

INTERREG IV A 2 Mers Seas Zeeën

Secrétariat Technique Conjoint / Joint Technical Secretariat / Gemeenschappelijk

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The Interreg 2 SEAS PROGRAMME is an EU funding programme which promotes crossborder co-operation between partners from France, England, Belgium (Flanders) and The Netherlands. It aims to develop the competitiveness and the sustainable growth potential of maritime and non-maritime issues through the establishment and development of cross border partnership.