

Voies Navigables d'Europe (VNE) INTERREG IIIC West



Review of Existing INTERREG Projects and Implications for Regional Policy Final Report December 2007

Introduction

This study reviews the results so far obtained through INTERREG II and III projects that relate to recreational use of inland waterways. The review is from the perspective of the implications of the project results for regional policy, particularly in terms of the new EU Co-operation Objective.

A number of projects are still under way and final reports have not been prepared, so this review relates to the situation in December 2007.

Recreational use of waterways forms part of the multi-functional use of water. Water is used for drinking and for agricultural and industrial purposes. The issue of water supply is therefore critical. Land drainage and flood control, particularly with the prospect of climate change, are major issues for the management of water in Europe. As well as tourism and recreation, inland waterways support freight and passenger transport. Because of the historic development of many of Europe's navigable inland waterways as transport routes, they have become important elements of the Continent's cultural heritage. They also support a wetland natural environment and, in recent years, have become an important focus for regeneration of both our towns and cities and rural areas – based on people's desire to live and play near water.

These various "functions" of water all interact. Sometimes this interaction is mutually supporting e.g. recreational boating and freight transport both require the provision of navigation structures, such as locks and weirs. In other cases conflicts can potentially arise however e.g. between the navigation function and the natural environment. Although this review has been undertaken very much from a recreation & tourism perspective, interactions between the various functions is a key dimension of much of the work undertaken through INTERREG.

Also many of Europe's navigable inland waterways link into the major estuaries and hence the sea. Some maritime-based INTERREG projects have investigated issues associated with this interface. These projects have been included in this review as appropriate.

Review of INTERREG Projects

INTERREG IIC

Sustainable Canal Restoration

North West Metropolitan Area

2000 – 2001

Lead Partner: British Waterways, UK

Partners: From Belgium, Netherlands, Ireland & UK

Throughout Europe, a large number of small canals and other inland waterways formerly used as freight transport routes have fallen into disuse. Many of these waterways are being restored to navigation or otherwise developed. Such schemes need to be carried out in a sensitive and sustainable manner to ensure that the benefits identified are achieved. The SCR project brought a number of organisations in the 4 countries together to share their experience as to how waterways can be restored and developed and to identify lessons of good practice to share with others.

The project looked at the role of recreational waterways in North West Europe and their contribution to the Spatial Vision, together with issues related to how canals can be restored in a sustainable way. Guidelines were produced for sustainable restoration, in terms of:-

- Social justice & social inclusion;
- Protection & enhancement of the environment;
- Efficient use of natural resources;
- High & stable economic growth & employment.

SCR also contributed to the actual restoration and/or development of a number of canals as recreational resources (mainly through studies and other initiatives, rather than actual restoration works. These are:-

Country	Waterway
UK	Montgomery Canal (Wales) Monmouthshire & Brecon Canal (Wales) Grand Western Canal (Devon)
Netherlands	Encircling Canal, Utrecht Apeldoorn Canal (Gelderland)
Belgium (Flanders)	Coupure. Brugge Nederschelde Canal, Gent
Belgium (Wallonia)	Pommeroeul – Antoing Canal (Hainaut) Old Charleroi – Brussels Canal (Hainaut)
Ireland / Northern Ireland	Strabane Canal

Some of the key issues raised through Sustainable Canal Restoration have been taken up for further investigation through the INTERREG IIIB **Crosscut** project – see below.

Spatial Integration through Linking Inland Waterways and Developing Inland Waterway Networks

North Sea Region

2000 – 2001

Lead Partner: Provincie Drenthe, Netherlands

Partners: From Germany, Netherlands & UK

The project was concerned with how inland waterways could be integrated spatially with surrounding land uses and how cross-border networks could be developed and integrated. The spatial integration work focussed on strategic planning in relation to urban expansion in the Netherlands and a series of pilot projects to stimulate the social integration of waterside communities in the north of England and Scotland.

The network planning element looked at how the waterways in the three north-eastern Dutch provinces of Fryslan, Groningen and Drenthe could be reconnected through restored waterway links to the neighbouring German counties of Emsland, Aurich and Leer (the “Land of Peat and Honey” scheme).

Some of the partners followed the project up through **Canal Link** to take forward further ideas for integrating canals with their surroundings.

Tourism Development through Interpretation

Atlantic Area

Lead Partner: British Waterways, UK

2000 – 2001

Partners: From Ireland & UK

The aim of the project was to develop interpretation strategies and implement various forms of interpretation for visitors through pilot projects on canals and in dockland areas. The focus was on the need to attract and hold the interest of tourists and recreational visitors at waterfront areas undergoing regeneration from transport / industrial uses to new functions – housing, offices, tourism etc.

MAYA 1 (Marinas & Yachting in the lower North Sea, the Channel Area & the Irish Sea)

North West Metropolitan Area

Lead Partner: Provincie Zeeland, Netherlands

2000 – 2001

Partners: From Netherlands, Belgium, France, Ireland & UK

Website: www.maya-net.org

Maya 1 aimed to increase recreational boating and sailing activity in marine areas covered by the project. It looked at current activity, the motivations of yachtsmen and how activity might be increased. A key focus of the project was on marina development, looking at issues such as market trends, economic impact, safety, quality standards, environmental effects and the integration of marinas with the settlements in which they are situated.

A series of pilot studies were undertaken at a number of marinas in the area to investigate these issues further. Almost all the marinas included in the study were coastal or estuarial.

However one of the studies considered how the inland town of Sluis in Zeeland could be reconnected to the sea through a new lock at Cadzand.

Maya 1 was followed up by a successor project under INTERREG IIIB.

INTERREG IIIA

Integrated & Sustainable Development of the Emaj – Peipsi – Velikaja Waterway as a Tourism Destination

Baltic Sea North IIIA

Lead Partner: Association of the Local Authorities of Tartu County, Estonia

2006 – 2007

Partners: From Estonia & Russia

Website:

This project aims to strengthen cross-border tourism between Estonia & Russia through developing the waterways focussing on the Peipsi Järv. Elements of the project include:-

- Improvements to the waterway infrastructure, including harbours and access;
- Improved tourism information, including the internationalisation of activity and development of common marketing approaches, using new technology as appropriate;
- Creation of a cross-border tourism network to help connect tourism companies with customers.

Wassererlebnis Hohes Venn / Eifen

Maas – Rhein IIIA

Lead Partner: Rursee Touristik GmbH

2003 - 2006

Partners: From Germany & Belgium

Website:

This project relates to the streams, rivers and reservoirs in the Ardennes and Eifel areas. It focuses on developing a water tourism strategy for the area, with the aim of developing and marketing the region's waters for green tourism. Activities are largely based at the barrage de la Vesdre near Eupen, the Bütgenbach lake and the Rursee.

INTERREG IIIB

Canal Link

North Sea Region

2003 – 2006

Lead Partner: British Waterways, UK

Partners: From Belgium, Netherlands, Germany, Norway, Sweden & UK

Website: www.canal-link.org

Canal Link followed on from the INTERREG IIC “Spatial Integration through Linking Inland Waterways and Developing Inland Waterway Networks” project, with the aim of investigating how the North Sea Region’s network of navigable waterways can be further developed, based on the cultural and environmental heritage of the waterways themselves. In particular the project focuses on the creation of:-

- linear linkages between waterways, including extensions to the network and the use of the North Sea as a connection; and
- horizontal linkages between waterways and local communities for the development of economic activity.

Canal Link has three broad themes:-

- Development of tourism links across the North Sea and between inland waterways in the Region;
- Development and expansion of the recreational waterway network in the region; and
- Promotion and development of economic activity and entrepreneurship, based on the cultural heritage and tourism on inland waterways.

These themes were explored through a series of pilot studies. The included studies and investments related to expanding the recreational waterway network in terms of the following projects:-

Country	Waterway
UK	Bradford Canal (West Yorkshire)
Netherlands	Achterburggracht, Langedijk (North Holland)
Belgium (Flanders)	Roeselare Canal (lock re-instatement)
Germany	Turf Canal network, Bremen – Teufelsmoor
Sweden	Inner Lane, Lake Vanern Varma Route (Vanern – Borgvikssjon – Varmeln – Glafsforden link)

Overall the project explored issues concerned with the classification of recreational waterways, the expansion of the recreational waterway network and water pollution, through waste water from boats (a topic of relevance to the EU Water Framework Directive).

Crosscut

North West Europe

2002 – 2007

Lead Partner: British Waterways, UK

Partners: From Belgium, Netherlands, Ireland & UK

Website: www.crosscut-nwe.eu

This is a follow-up to the Sustainable Canal Restoration project. It focuses in on some of the issues raised by the earlier project and proceeds to implement some of the restoration works identified on canals in that project. Waterways on which restoration and other development works are being undertaken are:-

Country	Waterway
UK	Montgomery Canal (Wales) Monmouthshire & Brecon Canal (Wales) Grand Western Canal (Devon) Bude Canal (Devon / Cornwall)
Netherlands	Encircling Canal, Utrecht Apeldoorn Canal (Gelderland)

Specific themes being worked on through studies and the pilot projects being undertaken mainly relate to practical issues associated with the environmental implementation of restoration schemes, such as:-

- Ecological channel design;
- Design of ecological banks & quay walls;
- Integration of canal banks with urban areas;
- The economic & social regeneration of rural areas;
- Ecological dredging;
- Eradication of invasive plant species.

The project has particularly taken forward practical measures associated with the ecological implications of the Water Framework Directive on small recreational waterways (classed as artificial or heavily modified water bodies). It has linked with Study 3 of VNE in relation to ecological mitigation measures.

Other topics within Sustainable Canal Restoration that are being explored further include:-

- Heritage waterways as an educational resource;
- the classification of recreational waterways, the expansion of the recreational waterway network and water pollution, through waste water from boats (paralleling the work being undertaken through Canal Link within the North West Europe area).

MAYA II (Marinas & Yachting in the lower North Sea, the Channel Area & the Irish Sea)

North West Europe

Lead Partner: Provincie Zeeland, Netherlands

2003 – 2006

Partners: From Netherlands, Belgium, France, Ireland & UK

Website: www.maya-net.org

This project aims to strengthen the cruising network set up through the Maya 1 project by:-

- creating improved and more attractive marinas and boating facilities, through implementing some of the studies undertaken through Maya 1;
- Encouraging greater professionalism within the water sports industry;
- Promoting greater international cruising in the two marine areas within the project i.e. the Southern North Sea / English Channel and the Irish Sea areas, together with links between the two maritime regions through the canals in Scotland – the Forth & Clyde and Caledonian Canals.

Apart from work on the Scottish Canals, a module within the project is investigated the feasibility of a cross-border canal in Ireland between the Atlantic Ocean at Ballyshannon in Donegal and Lough Erne in County Fermanagh, Northern Ireland. This module is being led by Donegal County Council.

Mopark (Sustainable Mobility in National Parks)

North Sea Region

Lead Partner: Provincie Fryslan, Netherlands

2003 – 2006

Partners: From Netherlands, Germany, Denmark, Norway, Sweden & UK

Website: www.mopark.net

Mopark is primarily concerned with mobility aspects in national parks – information provision using new technology, sustainable transport systems and sustainable vehicles. However many of the National Parks and other protected areas within the project feature water and water-based recreational activities.

Within the sustainable vehicles work package, some of the partners have developed and implemented sustainable boating solutions, particularly:-

Loch Lomond & Trossachs National Park (Scotland) – through construction of a solar powered passenger / workboat;

Provincie Overijssel (Netherlands) – through the development of the “Otter Fleet” concept, a fleet of small electric-powered recreational vessels, available for short-term rental.

Provincie Fryslan (Netherlands) – through provision of a small solar-powered ferry within the Alde Feanen National Park for cyclists and hikers (and operated by volunteers).

The project also looked other forms alternative power for boats, including progress with the development of fuel cell technology.

Liens Bleus (Blue Links)

North West Europe

Lead Partner: Lille Metropole Communauté Urbaine

2004 – 2008

Partners: From Belgium & France

Website: www.bluelinks2008.org

Blue Links is concerned with the restoration to navigation of the link between the River Deule in France near Lille, with the River Schelde (Escaut) in Flanders, Belgium. The link to be restored is 28 kms long, and involved re-instating navigation on the canalised River Marque, the Canal de Roubaix and the Canal de l'Espierre. The link is rich in industrial heritage and was closed in 1985. Restoration will help regenerate the corridor through which it passes.

Works to be carried out include restoring 13 locks and 10 movable bridges to working order, clearing out sediment and spoil, securing water for the canal, environmental improvements and landscaping, and providing interpretation.

SuPortNet II (Sustainable Spatial Development with a Network of Ports for Boat Tourism)

Baltic Sea Region

Lead Partner: Østfold County Council, Norway

2002 – 2005

Partners: From Norway, Sweden, Finland, Germany, Poland, Estonia, Lithuania & Latvia

Website: www.suportnet.com

SuPortNet II arose out of bilateral actions between Germany and Poland under SuPortNet I, concerning physical network concepts for the coastline.

In a way the project forms a Baltic Sea equivalent of the North West Europe project *Maya*, concerned with the development of boat tourism. Like *Maya* it is primarily concerned with a maritime recreational boating network. Issues addressed include:-

- Integration of recreational harbours into urban and regional planning;
- Managing change in the functions of harbours from transport / fishing to recreational use;
- Systems for collecting waste water from boats (as paralleled by *Canal Link & Crosscut*);
- Potential conflicts with natural areas;
- Marketing & information systems, using GIS / internet & digital maps.

InWater (Exploiting Inland Waterways for Regional Development)

Baltic Sea Region

Lead Partner: Gdansk University of Technology, Poland

2006 – 2007

Partners: From Poland, Germany, Lithuania & Russia

Website:

InWater parallels the work of *Canal Link* in the Baltic Sea. The project aims to revitalise the inland waterways in the region for recreation to further regional development. Specific issues being covered include:-

- Common guidelines for the management of inland sailing, including legislation and safety / security systems;
- Identification of works to revitalise the waterways, including the provision of landing stages etc;

- Creating a co-operation forum for investments dealing with inland waterways and their international links on the axis Germany – Poland – Kaliningrad – Lithuania;
- Information campaigns, including better signposting.

WCI - II (Water City International II)

North Sea Region

Lead Partner: Provincie Fryslan, Netherlands

2002 – 2006

Partners: From Netherlands, Germany, Sweden, Denmark, Norway & UK

Website: www.watercity.org

Water City International II follows on from an initial project undertaken through INTERREG IIC. It aims to achieve innovative solutions to regenerate water areas within cities. The three main areas of work relate to:-

- Reducing water pollution;
- Ecological improvements;
- The development of recreational facilities.

Some of the partner cities are located on inland waterways – e.g. Leeuwarden & Sneek (Netherlands); Skien (Norway); and Norwich & Stockton-on-Tees (UK). In these cities activities have focussed on:-

- Improving the environment, through dredging, re-planting, sewage control etc.
- Creating recreational facilities e.g. moorings, improved access to the water, riverside walkways etc.

WIHCC (Water in Historic City Centres)

North West Europe

Lead Partner: Gemeente Breda, Netherlands

2003 – 2007

Partners: From Netherlands, Belgium, Ireland & UK

Website: www.wihcc.nl

WIHCC involves the revitalisation of water for spatial development in 6 medium-sized historic cities. Many of the schemes involve the re-opening of water areas within the cities:-

City	Project
Breda, Netherlands	Restoration of the New Mark waterway & creation of a recreational harbour
Chester, England	Opening up of a promenade & walking / cycling routes along the River Dee
Gent, Belgium	Re-opening of a further filled-in section of the Lower Schelde, thus restoring the connection between the Rivers Schelde & Lys in the city, & creating a new marina (Portus Ganda).

Limerick, Ireland	Restoration of the Park Canal to bring back navigation between the University area with the inner city
Mechelin, Belgium	Re-opening of the Melaan watercourse & its promenade for recreational use.
S'Hertogenbosch, Netherlands	Projects relate to conservation of the city's fortifications & ecological enhancements to the river banks.

TRUST (Transformation of Rural and Urban Spatial Structure)

North West Europe

Lead Partner: Hoogheemraadschap van Schieland, Netherlands

2003 – 2007

Partners: From Netherlands, Belgium & UK

Website: www.trustpartners.org

TRUST aims to creating new approaches to integrating water management and spatial planning. All partners aim to develop and implement water storage systems, while securing multi-functional use, including recreation, habitat creation, improved water quality and water use (by agriculture and industry). For example, the project by Provincie Noord Holland will provide recreational facilities and a nature conservation area, together with additional water storage capacity in the Geestmerambacht in the HAL (Heerhugowaard / Alkmaar / Langedijk) region. British Waterways will restore a section of the Stroudwater Canal in Gloucestershire, while using a package of tools (settling lagoons, oil interceptors etc.) to filter contaminants (suspended solids, heavy metals & organics) from minor streams entering the canal.

Sail II

North West Europe

Lead Partner: Essex County Council, UK

2003 – 2005

Partners: From UK, France, Netherlands, Belgium

Website: www.sailcoast.org

Sail is concerned with coastal management issues, rather than relating directly to inland waterways. The Sail partnership has implemented a number of initiatives within the framework of an Integrated Coastal Zone Management approach. Some of the objectives relate to managing natural areas, including provision of public access and the development of eco-tourism.

Artery

North West Europe

Lead Partner: Regionalverband Ruhr, Germany

2003 – 2006

Partners: From UK, Netherlands

Website: www.artery.eu.com

Artery is concerned with riverside regeneration, focussing on four themes:

- Sustainable development strategies;
- Public participation;
- Education & raising awareness;
- Public-private partnerships, including models of business engagement such as education partnerships, awards schemes, staff motivation programmes and awareness programmes.

PURE

North Sea Region

Lead Partner: Province of Groningen, Netherlands

2002 – 2006

Partners: From UK, Sweden, Netherlands

Website: www.purenorthsea.com

Pure is concerned with developing attractive and safe areas between towns and the countryside through dealing with flood prevention and improving the quality of water. To do this, the partnership has developed the “Water Connects” approach. “Water Connects” brings residents, public organisations and authorities together within an open participatory framework to develop urban fringe areas as attractive areas to live, work and pursue leisure activities, while maintaining the cultural, historical and natural qualities of the area and reducing the danger of flooding.

This is done through a process of:

1. Mapping and unlocking the values that stakeholders, residents, Government bodies and experts assign to water and the environment;
2. Creating a joint strategy on the development of the area;
3. Implementing the development strategy and organising an effective management process.

The project involved four transnational themes:

1. Multifunctionality and the multiple use of space;
2. Planning –whereby water is given a more central role in the planning process;
3. Water system restoration, based on innovative concepts such as water structure plans, whereby urban water systems are linked to more natural systems in the countryside;
4. Participation, using practical methods to involve the general public and stakeholders effectively in the process of water management and planning.

Big Lakes II

Baltic Sea Region

Lead Partner: Hame Regional Environment Centre, Finland

2003 – 2005

Partners: From Finland, Sweden, Norway, Estonia, Russia

Website: www.biglakes.net

Big Lakes investigated joint dimensions in managing large Nordic lakes. It looked at tourism and other economic activity to provide concrete business opportunities for local people. Actions undertaken include:

- The development of image-enabled mobile services to allow users to get up-to-date information about services offered by municipalities and local businesses to their mobile phones;
- The development of management plans for natural heritage sites;
- Increasing physical activity as a route to health for local populations around the lakes;
- The development of new tourism offers, such as the creation of cycle routes and the support for traditional handicrafts.

Alp Lakes

Alpine Space Region

Lead Partner: Region Rhone-Alpes, France

2005 – 2007

Partners: From France, Italy, Slovenia, Austria

Website: www.alplakes.org

Alp Lakes is a network of local authorities in the Alpine region, involved both in the management of natural lakes and in the sustainable development of lakeside environments. The aim is to develop a multi-sectoral approach to the management of the lakes, covering environmental, ecotourism and conflict management approaches.

NEA: Development of the water sports sector in the Atlantic Area

Atlantic Area Region

Lead Partner: Association Nautisme en Finistère, France

2004 – 2007

Partners: From France, Spain, Portugal, Ireland, UK

Website:

NEA is primarily concerned with the development of marine water sports, although the inland sector is also covered through the work of some of the partners. The project aims to:-

- Further the development of water sports in the region, through creating an inventory of what is already there and implementing pilot projects in each region;
- Create a quality mark to label water sports in the Atlantic Area;
- Create a map of water sports activities and promotional material.

D4D - Data Warehouse for Danube Waterway

Cadses Region

Lead Partner: Via Donau – Osterreichische Wasserstrassen-Gesellschaft, Austria

2002 – 2006

Partners: From Austria, Germany, Slovak Rep., Hungary, Croatia, Serbia, Romania, Bulgaria, Ukraine

Website: www.d4d.info

This project involves the development of a GIS-based river information system for the River Danube. As well as freight transport, the project includes tourism data and the mapping of areas with environmental and ecological value.

INTERREG IIIC**Rural Waters (Rural Income – Development along Waterways)**

East Region

2004 – 2006

Lead Partner: Potsdam Chamber of Commerce & Industry, Germany

Partners: From Germany, Austria, Finland, Ireland & Poland

Website: www.rural-waters.com

Rural Waters aims at promoting regional business opportunities based on waterway tourism in 5 European regions affected by structural change. In particular the project will bring together local marketing organisations to exchange know-how, develop networked tourist products and create more professional marketing.

River Links

South Region

2004 – 2006

Lead Partner: Municipality of Florence, Italy

Partners: From Italy, Germany, France, Spain & Estonia

Website: www.riverlinks.org

Riverlinks looks at issues associated with the management of river systems and their banks in metropolitan areas. As well as exchanging technical know-how, each partner is addressing particular issues of concern in their cities:-

City	Issue
Florence, Italy	Relationship between the river & surrounding parkland
Bremen, Germany	Water quality in the Findorff peat harbour
Dresden, Germany	Flood protection
Bordeaux, France	Riverside walkways

Seville, Spain	Improving recreation & the environmental management of the river
Talinn, Estonia	Environmental management, promotion & public involvement

Watertour

2004 – 2007

Lead Partner: Regional Tourism Board Vorpommern, Germany

Partners: From Germany, Finland, Hungary, Ireland & Portugal

Website: www.watertour.org

Water Tour is concerned with developing and improving the competitiveness of SMEs and water tourism regions by innovative strategies and technologies. Model projects and actions are taking place in each region:-

- Vorpommern (Germany) is developing a thematic tourism route along the River Peene;
- Portugal is focussing on the relationship between water tourism and education;
- Ireland is targeting a database of tourism enterprises and institutions;
- The Finnish city of Lahti is linking water and land tourism activities to new target groups;
- Hungary is looking to improve the quality of tourism services.

CoR (Community Rivers)

2004 – 2006

Lead Partner: Torfaen CBC, UK

Partners: From UK, Netherlands, Czech Rep., Spain

Website: www.communityrivers.com

CoR looks at issues associated with links between rivers and their local communities. Issues covered include community involvement, fish migration, the riverine environment and education.

Summary of Projects

Projects can basically be divided into two categories:-

1. Those involving investments – either through facility / infrastructure improvements or through bringing old waterways back into use / creating new water links / areas;
2. Projects developing new techniques for the sustainable development of recreational waterways and water areas.

Many projects cover both elements.

1 Facility / infrastructure improvements

Types of work undertaken in this category of project include:-

Investment category
On-site interpretation & signposting
Marina & mooring development
Access & walkway improvements around both waterways & marinas
Ecological & environmental works, including planting, dredging, creation of nature conservation areas etc.
Solar / electric-powered vessels

2 Waterway restoration

The following waterway restoration projects are covered by INTERREG projects, either through pre-implementation work, such as feasibility studies, or by actual infrastructure works to undertake elements of the restoration:-

Country	Waterway	Project
UK	Montgomery Canal (Wales)	Sustainable Canal Restoration / Crosscut
UK	Monmouthshire & Brecon Canal (Wales)	Sustainable Canal Restoration / Crosscut
UK	Grand Western Canal (Devon)	Sustainable Canal Restoration / Crosscut
UK	Bude Canal (Devon / Cornwall)	Crosscut
UK	Bradford Canal (W.Yorkshire)	Canal Link
UK	Stroudwater Canal	Trust
Ireland	Park Canal, Limerick	WIHCC
Netherlands	Encircling Canal, Utrecht	Sustainable Canal Restoration / Crosscut
Netherlands	Apeldoorn Canal (Gelderland)	Sustainable Canal Restoration / Crosscut
Netherlands	Sluis – Cadzand link	Maya I
Netherlands	Achterburggracht	Canal Link

Country	Waterway	Project
Netherlands	New Mark, Breda	WIHCC
Belgium	Coupure, Brugge	Sustainable Canal Restoration
Belgium	Nederschelde Canal, Gent	Sustainable Canal Restoration / WIHCC
Belgium	Pommeroeul – Antoing Canal & Old Charleroi – Brussels Canal (Hainaut)	Sustainable Canal Restoration
Belgium	Roeselare Canal (lock re-instatement)	Canal Link
Belgium	Melaan watercourse, Mechelen	WIHCC
Germany	Turf Canal Network: Bremen – Teufelsmoor	Canal Link
Sweden	Inner Lane, Lake Vänern	Canal Link
Sweden	Varma Route (Vanern – Borgvikssjön – Varmeln – Glafsforden link)	Canal Link
Ireland / UK	Strabane Canal	Sustainable Canal Restoration / Crosscut
Ireland / UK	Donegal Bay – Lough Erne link	Maya II
Netherland / Germany	“Land of Peat & Honey” Canals (incl. Erica – Ter Apel and Bellingwede – Rhede links)	Spatial Integration through Linking Inland Waterways
Estonia / Russia	Emaj – Peipsi – Velikaja waterway	Integrated & Sustainable Development
France / Belgium	Liens Bleus (River Marque / Canal de Roubaix / Canal de l’Espierre)	Liens Bleus
Germany / Poland / Russia / Lithuania	Improved water links between the 4 countries	Inwater

3 Issues for Sustainable Development & the Legislative Framework for Waterways

Much of the theoretical work carried out through the various projects contributes towards the sustainable development of Europe’s water areas and / or to the legislative framework within waterways operate (at a transnational level). Topics covered and investigated in the various projects include:-

Economic
Marketing, interpretation, promotion & information provision, particularly using new technology, GIS etc. & in terms of international links
Marina development – including quality standards, moorings, facilities, links to local towns, improved visitor welcome, on-site information, nature conservation & environmental management
Skills development, especially in marketing & marina management

New product development – particularly through travel packages involving different types of activity i.e. boating – holiday hire, kayaking / canoeing etc.; and shore-based – cycling, skating etc.
Business networking & co-operation amongst enterprises to encourage entrepreneurship & new business development
Economic regeneration of rural areas through re-use of old waterway buildings, working with farmers etc.

Environmental
Conservation of the built & cultural heritage – structures (e.g. locks, jetties); archives etc.
Sustainable boating, through solar / battery power etc.
Ecological design & management of channels, banks & quay walls, dredging etc.
Control of invasive species
Landscape planning
Integration of recreation with other water functions e.g. water storage

Social
Involving people, through local events associated with projects e.g. festivals, waterway clean-ups etc.
Volunteering opportunities
Social programmes to engage with specific groups e.g. ethnic communities; young people, people with disabilities
Educational initiatives
Urban & regional regeneration

Legislative
Recreational waterway classification (ECE)
Waste water disposal from boats
Safety & security systems
Implications of Water Framework Directive