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Editorial

by Rob Steijn,
Project
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One year of OURCOAST...

It is a good tradition to celebrate anniversaries. Actually we as Project Team forgot to celebrate the first anniversary of OURCOAST. Reason: too busy working on OURCOAST! So, I guess that is an acceptable excuse. To compensate I will look back in this article to the first year of OURCOAST.

The way people work together, how they understand each other (or not), whether or not they simply like each other, are what I refer to as the human aspects. I think that human aspects do not always get sufficient attention in Integrated Coastal Zone Management (ICZM), or management in general (such as project management of OURCOAST). I once was involved in a coastal project where a decision had to be made about spatial development on a beach plane. Basically all stakeholders agreed and a truly integrated solution was developed. Nevertheless, the decision could not be made simply because two important persons didn't like each other. The process continued smoothly after one of the two got another position. Maybe you recognize this from your own experience. That is why I plea to constantly involve human aspects in decision making processes.

So, how about these human aspects in the OURCOAST team in the last year? The team of six persons has six different nationalities! We all have our own different native languages, but communicate in "Continental English". Language is an issue in the team and we have to be very clear when we have our internal discussions. This takes some extra time, but that pays back. I noticed that ICZM jargon is often not well-defined. Do we all understand the same when we speak about Themes, or an Inter-Strategic Approach, Stakeholder Involvement, or Transparent Communication. I doubt it. This happens in daily ICZM experience and so also in our team.

Another somewhat related issue, are cultural differences amongst the team members. Although we are all European, we have different response mechanisms that in my perspective were programmed during our childhood under different cultural circumstances. And in addition to that, we are all strong individuals with a strong drive to make OURCOAST a success. Constantly checking if we really understand the same was and will be important, not only in our project team, but also in ICZM practice.

The team members have done a lot of work in this first OURCOAST year. Alan Pickaver who is responsible for the collection of 350 cases, including their verification, has now a list of 325 cases. So almost done! Bernd Heinichen together with Daniel Mrochen built a database and website and is now dealing with the last technical and administrative obstacles. Annemie Volckaert together with Mieke Deconick started analysing the collected data. After all, we all want to learn from the ICZM experiences! Maria Ferreira and her team produced leaflets, a poster, quarterly newsletters and presented OURCOAST at numerous events. And of course Patrycja Czerniak who takes so much work out of my hands. I am very happy to work with such dedicated and highly qualified team members. And we now know how to deal with each other!

Inside OURCOAST

This section introduces the activities inside of OURCOAST presented by the team members.

The analysis of the ICZM case studies

The completion of the case study summaries is coming on apace. So far, 236 have been completed both by the consortium and the out-sourced ICZM experts. There has been a good spread around Europe with all coastal EU states contributing. Below you will find the current situation:

Case study collection distribution per regional sea and country (by March 2010)

Baltic Sea 8	Finland 8	Netherlands 20
Belgium 11	France 1	Poland 7
Black Sea 1	Germany 34	Portugal 50
Bulgaria 2	Greece 7	Slovenia 9
Central & Eastern Europe 1	Ireland 13	Spain 26
Cyprus 6	Italy 8	Romania 3
Denmark 11	Latvia 3	UK 31
Estonia 6	Lithuania 1	
Europe 14	Malta 3	

There are still a number that are being processed and others that are being written; in total 324 cases can be listed. There is also a good spread covering the three policy areas and eight themes as well as the six key approaches.

It is the intention to try and verify each case by an expert close to the summarised case. Each case will also pass by an assessor at national or regional Authority level who will read it for ease of understanding and use of language; the majority of the assessors do not have English as first language. Of course, consortium members and the Commission itself will also read through the cases before they are put in the data base.

One of the major outputs of OURCOAST is a comparative analysis of the 350 cases. The objective is to try and tease out typical success factors or possible pitfalls to help coastal managers implementing ICZM. In so doing, it should help in the efficient application of specific ICZM tools nationally and at a regional seas-level. There is no intention to try and judge or evaluate individual cases one way or another.

The information has been collated from the writers of the case studies using a questionnaire developed using Microsoft's ACCESS programme.

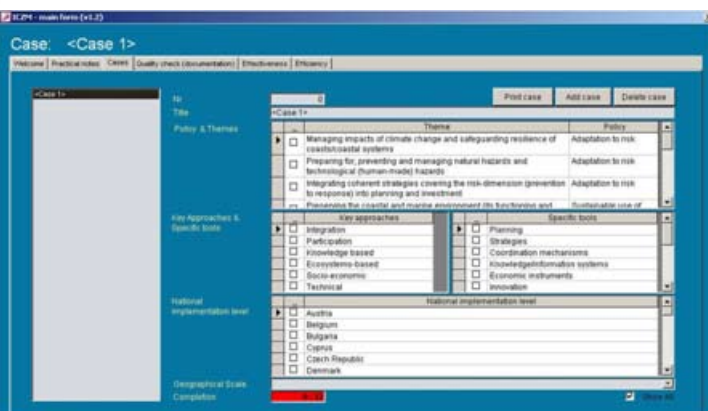
The questions have been formulated in a neutral way, without technical jargon. They detail the expert knowledge and quality of the data and

source material (~ data quality); whether the objectives were reached (~ effectiveness); and the possible success criteria (~ efficiency). Each question was scored (1-5) to give an idea of their importance (priority score).

The comparative analysis is being tested on a small subset of 50 verified cases. Some preliminary results are briefly presented as an example but should not, at this stage, be considered in terms of final conclusions.

In the general analysis, specific ICZM instruments for coastal authorities to deal with the identified policy objectives and themes will be listed together with their frequency of implementation. This first phase gives an overview of the cases per policy objective/

theme and regional scale; the list of specific ICZM instruments (related to Key Approaches); and the statistics of the frequency that a particular instrument has been applied per theme and per region.



*By Alan Pickaver
(Coastal & Marine Union – EUCC)
and Annemie Volckaert (ARCADIS-BE)*

The OURCOAST Web portal (website and database)

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The case studies can be searched by geographical location, policy objectives, themes and key approaches, in 10 European languages.

The 10 European languages available are English, Finnish, French, German, Greek, Italian, Latvian, Polish, Romanian and Spanish. The ICZM case studies will be provided only in English although all background and source material, where used in the national languages, will be provided

There is also the possibility to do a free text search on both the text of the case studies and their referenced documents. This search can be more detailed by including other criteria like themes, key approaches, countries or regional seas.



For the facilitation of the comparative analysis, all the case studies have been structured uniformly.

Users will be able to express their opinion about the case studies, the OURCOAST project and the website by completing a user rating and feedback form.

Throughout the development of the website, the aim has always been user-friendliness with an attractive design.

The website will be hosted on the existed EUROPA website and has been extensively tested. This portal will be publicly accessed online mid April 2010 and will be presented at the occasion of the International Conference ICCCM'2010 in Estoril, Portugal (12-15th April 2010). Eventually, more than 350 case studies will be available on the website.

*by Bernd Heinichen,
Coordination of database and website development
(Arcadis DE)*



Topical Issues

Insight Ports

This section presents topical ICZM initiatives, policies, instruments and tools throughout Europe.

GET INVOLVED!

We kindly invite you to mail m.ferreira@eucc.net about new topics, publications, project announcements and any relevant information to share with OURCOAST readers!

Time for a better Port and City Integration. The ESPO Award 2009 to Gijón Port-City

ESPO, the European Sea Ports Organization (www.espo.be) has, for many years, been promoting the need for Port Authorities to care about the societal integration of their ports. In order to encourage the integration of ports with their cities, ESPO, in 2009, launched the 1st ESPO Award on Port-City Relationship.

ESPO proposed 3 areas to describe the Port-City Award:

1. SUSTAINABILITY : improving sustainable development and synergies between port and city
2. QUALITY: improving quality and accessibility of port areas
3. IMAGE: promoting the image of the port as a place to experience, live and work

The first Award to identify the best integration between a Port and its City received 30 applications from all around Europe. It was awarded in November 2009 to the Port Authority of Gijon (PAG).

The Port Authority of Gijon (www.puertogijon.es) has been cooperating with ESPO for many years and decided to deliver the project "Gijon Port & City Together" (GPC-together). It represents a cooperation programme covering the 25 year relationship between the Gijon Port and city (1985-2010). It includes 76 small, medium and large actions that sum more than €100 million. The complete proposal can be downloaded in pdf format.

The GPC-together described a programme where 56 of the 76 actions were developed in the 3rd area, in particular in "cultural partnerships" and "port heritage". PAG addressed the cultural partnerships as a cooperation effort to answer the challenge of a better collaboration between the Port Authority and other Institutions, both public and private. The port heritage issue was employed to solve the problem of how to communicate the port's activities to society.

In summary, GPC-together is a mosaic of actions describing an experience that can be transferred to other small and medium sized ports in Europe.



*Humberto Moyano
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Nature conservation and port development, the experiences of Port of Antwerp

The Port Authority of Antwerp has been in the forefront of the integration of port development and nature conservation through the establishment of an ecological infrastructure network in the Antwerp port area. The port of Antwerp is located in the Scheldt estuary, an area with an important ecological richness protected by various conservation legislation such as Natura 2000, Ramsar and other national and European designations.

The ecological infrastructure network, and other projects carried out by the Antwerp Port Authority, have two main purposes: the network supports large nature areas that surround the port by connecting them. It furthermore serves as an independent habitat for certain species dependent on the port area.

The network consists of small core areas connected through corridors and its development is part of a broader plan that includes the creation of new habitat in anticipation of the future loss of natural areas due to the expansion of the port. The port authority of Antwerp provides an interesting example of how practical nature conservation measures can be put into action without inhibiting the development of the port's activities.

Part of this legacy was gained during the participation, along with nine other partners, in the NEW!Delta project. This was completed in 2007 and co-financed by the INTERREG IIIB North-West Europe initiative. The main goal was to strike a new balance between ports and nature: to achieve the sustainable development of ports and port-related activities in North-West European estuaries and coasts in balance with the protection of sensible natural areas such as the Natura 2000 sites. All products and results of the New!Delta project are available via the online database accessible from the project website.



Nowadays, the Antwerp Port Authority continues to invest in the development of integrated estuary management through partnership in TIDE, a project partially funded by the ERDF-financed INTERREG IV B North Sea Region Programme. This three-year project (2010-2012) brings partners together from the estuaries of the Scheldt, the Elbe, the Weser and the Humber, under the leadership of the Hamburg Port Authority, for a joint effort towards integrated tidal river management.

More information about TIDE can be found at www.tide-project.eu and it is provided in the following page.

www.newdelta.org
www.portofantwerp.com

*Els van Duyse
Antwerp Port Authority*



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TIDE!

The estuaries of the Elbe (DE), Weser (DE), Scheldt (BE/NL) and Humber (UK) rivers have been chosen as case studies for the new ERDF-financed INTERREG IV B North Sea Region project "TIDE – Tidal River development".

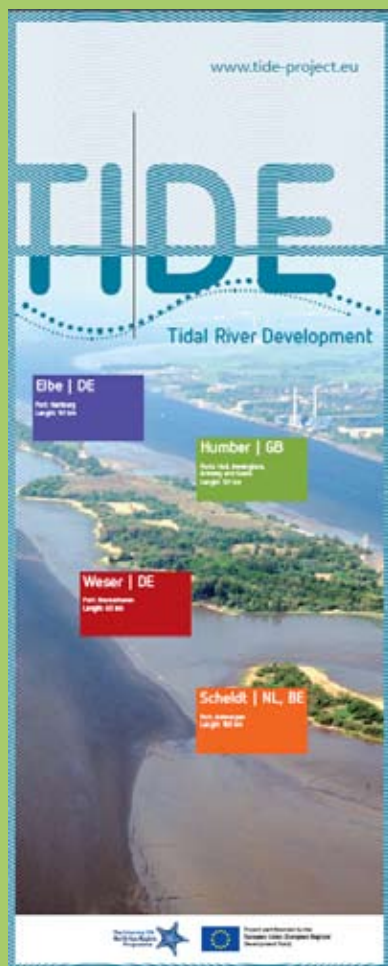
These estuaries have many features in common: they have a strong tidal influence, they transport large quantities of sediment, and while they are all heavily used as shipping channels leading to large ports, many of the estuarine areas are designated as Natura 2000 sites. By integrating the knowledge and solutions generated in previous projects such as New!Delta, Harbasins and SedNet, and taking into account the needs for economic development of the port areas with the needs of the ecosystems, TIDE seeks to provide strategies for integrated management and planning in these estuaries.

To achieve this goal, TIDE has brought together ten partners – including port authorities, universities, and environmental and public agencies – from four countries, under the leadership of the Hamburg Port Authority. The three-year project (2010-2012) will improve knowledge on estuary functioning through resilience quantification and inter-estuarine comparisons, raise public awareness of the issues at stake, improve policy mechanisms and instruments, and gather and analyse mitigation and compensation measures. As a key to success, the project will involve stakeholders throughout the process by working with a variety of targeted regional working groups already in existence.

The TIDE experience gained throughout the project will be synthesized in a joint TIDE Toolbox documenting assessment tools (including a new resilience quantification approach), governance tools (including a roadmap to integrated estuarine management planning) and tools indicating the pre-conditions and results of various management measures and allowing for effectiveness comparisons. In an effort to share this knowledge with the planners, managers and decision-makers of other estuaries, TIDE will present this toolbox during a series of "TIDE on Tour" seminars throughout Europe.

The challenge is big: estuaries are dynamic and complex and face multiple threats, ranging from ecological pressures to sea level rise. The specificity of the estuarine systems which has made policy-making a difficult task in the past, is seen by the TIDE project as an advantage: experience and knowledge of the four tidal rivers will be exchanged and this cross-pollination will help to integrate management practices and policy strategies not only on a national scale but for the whole N.W. European region.

www.tide-project.eu
www.northsearegion.eu/ivb/home/



*Annedore Seifert
Hamburg Port Authority (HPA) – TIDE project leader
Cecilia Torres
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Ports facing climate change: The Port of Rotterdam

Maritime transport remains the main means of transport for over 80% of world trade and supports almost 90% of freight exchange of Europe with other countries. Significant efforts to improve the environmental impact of maritime transport have been, and are being, made in recent years as the reduction of greenhouse gas emissions from shipping, in accordance with the EU Maritime transport policy.

European port authorities are moving in the same direction in order to lower the impact of their activities in the environment. The reduction of greenhouse gas emissions from port operations and development is being achieved through a wide variety of initiatives.

The Port of Rotterdam is an example of how such efforts can be put into place and can play an important role in the development strategy of the port and in its economic growth.

A set of climate change mitigation measures are being undertaken e.g. the installation of wind turbines in the port area to create clean energy to be used in the port activities. It is our aim to double the wind energy capacity on shore within the next ten years, from 150 MW that is installed now to 300 MW.

Other measures include the development of shore-based supplies of electricity (as much as possible from renewable sources) to cut the direct emissions from a ship once connected; the improvement of energy efficiency of buildings and other port related operations; the development of a strategy and infrastructures for the transport and the processing of bio-fuels and the promotion of alternative fuel solutions in ports; and the reduction of cargo transportation by lorries through promoting rail and inland shipping. Furthermore the Port of Rotterdam is involved in projects for the capture and storage of CO₂, mainly in the North Sea to compensate for the increasing demand of energy and the need to reduce CO₂ emissions.

The Port of Rotterdam promoted the preparation of a "World Ports Climate Declaration" signed by 55 port authorities in 2008 and is one of the major actors in the Rotterdam Climate Initiative, a challenging programme that is attempting to bring the city of Rotterdam to a 50% reduction of CO₂ emission by 2025 compared to 1990 and to be 100% climate proof by 2025. Energy efficiency in industry, sustainable energy (biomass, solar and wind energy overall), capture reuse and storage of CO₂ and adaptation to the consequences of climate change are the pillars of this initiative to improve the climate for the benefit of people, the environment and the economy. The Port of Rotterdam is moving towards this aim by achieving the necessary development of the port in a sustainable and socially responsible way.

<http://ec.europa.eu/maritime-transport>
[http://ec.europa.eu/Maritime Transport Strategy 2018](http://ec.europa.eu/maritime-transport/strategy-2018)
www.portofrotterdam.com
www.rotterdamclimateinitiative.nl

*Monique van Dongen
Communication manager
Rotterdam Climate Initiative*

Events

&

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"Science for Environment" publication

Read the special 'Coastal Management' issue of Science for Environment Policy [here](#)

5th Global Conference on Oceans, Coasts and Islands.

May 5th – 7th, UNESCO headquarters, Paris, France

Ensuring Survival, Preserving Life and improving governance will be the themes of the conference organised by the Global Forum on Oceans Coasts and Islands with the collaboration of the IOC of UNESCO (celebrating 50 years of activity in 2010), where the conference will take place. The conference aims to involve all sectors of the global oceans community: governments, international agencies, nongovernmental organizations, industry, and scientific groups.

For more information: www.globaloceans.org

3rd European Maritime Day Stakeholder conference

May 19th – 21st, Gijon, Spain

The conference is being held by the European Commission and will involve all interested maritime stakeholders. The main theme of the conference will be "Innovation", how it can be fostered in policy making in order to improve competitiveness, environmental protection, science and working conditions.

<http://ec.europa.eu/maritimeaffairs/maritimeday/>

ESPO Conference 2010: Living and working with ports – the human face of a global business sector

May 27th – 28th Helsinki, Finland

The Conference, organized by the European Sea Port Organization, will feature a number of hands-on workshops covering communication skills, training and educational partnerships, management of change and the untapped potential of port tourism and recreation in order to explore the human face of the port sector.

www.espo-conference.com

Green Week

June 1st – 4th, Brussels, Belgium

The theme of the 10th edition of the Green Week is biodiversity. With this event the European Commission is willing to gather together representatives from governments, business and industry, non-governmental organisations, academia and the media.

<http://ec.europa.eu/environment/greenweek/>

OURCOAST NEWS is a newsletter produced by the OURCOAST consortium for coastal authorities, managers, decision-makers and other coastal stakeholders. It will be published every three months during the project duration. OURCOAST is implemented by a consortium led by ARCADIS and its subcontractor The Coastal and Marine Union (EUCC). The Project manager is mr. Robbert Steijn from ARCADIS-NL.

For comments or contributions to OURCOAST, please contact Maria Ferreira (m.ferreira@eucc.net), the Coastal Union & Marine Union (EUCC), P.O.Box 11232, 2301 Leiden, the Netherlands, tel.+31-71-5122900.

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