



Final Report



New Opportunities for Inland Waterways
Across the North Sea





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New Opportunities for Inland Waterways Across the North Sea

Nieuwe mogelijkheden voor binnenwateren in het Noordzeegebied

Neue Perspektiven für Inlandswasserwege im Nordseeraum

Nye muligheter for vannveier rundt Nordsjøen

Nya möjligheter för inlands-vattenvägar i Nordsjöområdet

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May 2006



Iseghem, West Vlaanderen - Industrial past

Revitalised - Peat Harbour, Findorff, Bremen

New life - Leeds & Liverpool Canal

Background

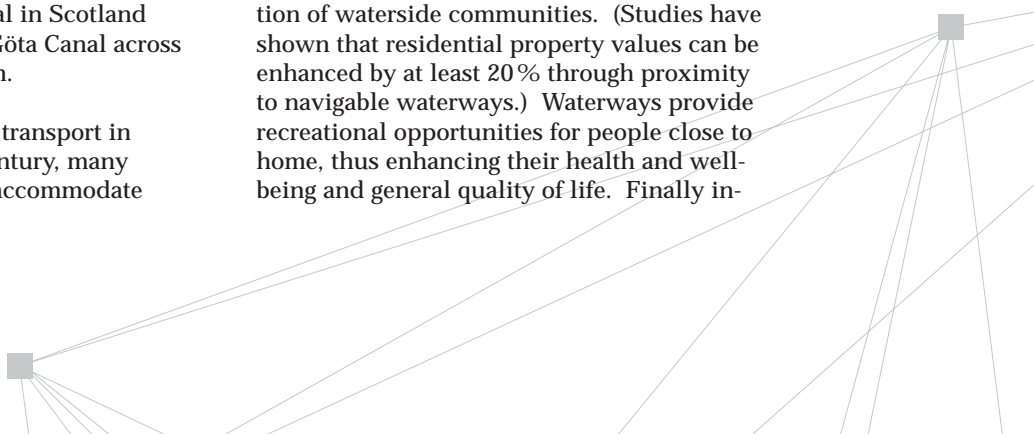
The North Sea region has a large network of inland waterways connecting the sea with the hinterland. Historically this network, consisting of man-made canals, navigable rivers and lakes, was the major transport system in the region, facilitating the movement of people and goods between the coast and inland areas and between towns and cities and nearby rural regions. Waterways formed important trade routes in both the Roman and Viking periods.

Originally natural water courses were used. However over time rivers and lakes were improved and regulated to facilitate navigation. For example in Roman Britain the Fossdyke was constructed to link the Rivers Witham and Trent in eastern England. With the industrial revolution in the 18th & 19th centuries, the pace of construction of new links grew rapidly. Artificial canals were built, often involving the transfer of expertise and knowledge between the countries of the Region. For example the draining of the Fenland area in eastern England through the construction of navigable channels was carried out in the 17th Century by Dutch engineers. In the 19th Century, the Caledonian Canal in Scotland inspired the building of the Göta Canal across Sweden by Baltzar von Platen.

With the rise of rail and road transport in the late 19th and early 20th century, many waterways were enlarged to accommodate

bigger vessels. At Trollhättan in Sweden for example, the modern flight of 4 locks is paralleled by two earlier smaller disused lock flights, tracing the history of navigation at this spectacular site. However other waterways received little investment and in some cases fell into disuse – for example the Bradford Canal in West Yorkshire, England was closed in 1921, due to water supply and quality problems, as well as declining freight traffic caused by competition from the railways.

Since the Second World War there has been a growing interest in navigable inland waterways, fuelled by the tourism and recreation opportunities they provide as well as an increasing awareness and interest in cultural heritage. Waterways provide opportunities for tourism and recreation through water sports, sailing and pleasure boat activity on the water and angling, walking and cycling on the banks. Visitors drawn to the waterways contribute to the economy of the waterway corridor through expenditure on local goods and services. The water environment is attractive to developers, thus facilitating the regeneration of waterside communities. (Studies have shown that residential property values can be enhanced by at least 20% through proximity to navigable waterways.) Waterways provide recreational opportunities for people close to home, thus enhancing their health and well-being and general quality of life. Finally in-





Former Industrial use, River Aire, Leeds



Telemark Canal - Historic past uses



Telemark Canal - Now being developed for leisure use

land waterways have become a focus for social development through their use for education and training and local initiatives in the fields of sustainable transport and public health.

Structures such as locks, bridges, tunnels and aqueducts on those waterways that haven't been enlarged are prime examples of the built industrial heritage of the North Sea Region. Many of the smaller waterways are still operated on largely the same principles as they were when they were constructed, thus providing people with an insight into the living heritage of these transport arteries.

As well as the recreation & tourism and cultural heritage aspects, inland waterways provide many other functions:-

- Freight traffic is still important on many of the larger waterways, and there is now a growing interest in promoting the use of smaller waterways for transport e.g. for the movement of waste products and, in the case of the Netherlands, for the distribution of goods in cities;
- Water management, through land drainage and flood control, as well as for water supply and transfer;

- In some cases navigable waterways supply hydro power, through plants at weirs and lock bypass channels. In others the banks are used as sites for wind turbines. Towpaths often provide wayleave routes for services, such as telecommunications or electricity;
- Wetland environments, supporting biodiversity, with a need to balance recreation with environmental considerations;
- A focus for urban and rural regeneration.

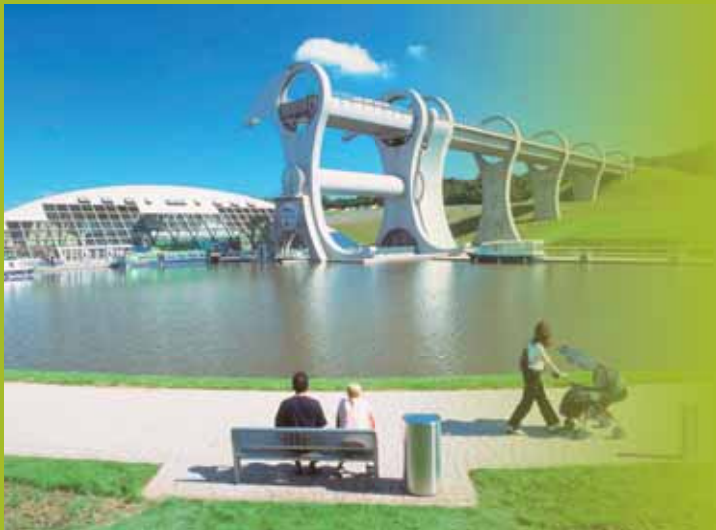
Of course there is potential incompatibility and conflict between these various functions that need to be managed. For example boating on inland waters can have adverse environmental impacts. Steps need to be taken to minimise these effects, particularly in the light of new environmental legislation under the Water Framework Directive.





Bremen

Introduction to Canal Link

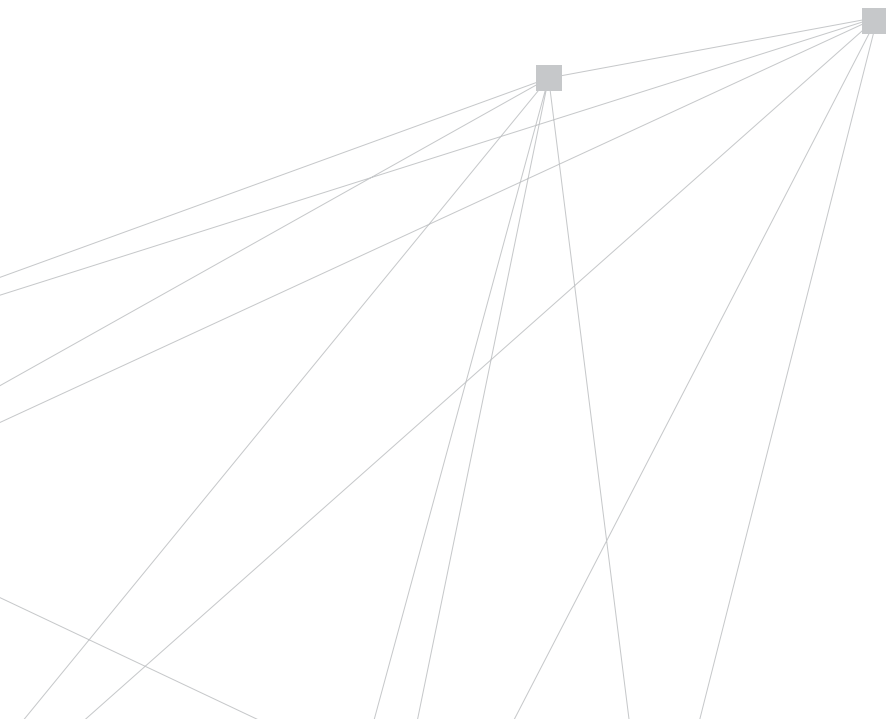


Falkirk Wheel, Scotland



In 2002 a number of local authorities and navigation authorities in the North Sea Region came together to look at how their waterways could be better developed for tourism and recreation based on cultural and environmental heritage. The project Canal Link was developed under the EU Interreg IIIB North Sea Region programme, with a total budget of €5.1 million. Canal Link followed on from an earlier project developed under the Interreg IIC programme called “Spatial Integration through Linking Waterways”, led by Provincie Drenthe in the Netherlands, which ran from 2000 to 2001. Completion of this project led

to the implementation of a number of on-going waterway schemes. For example the development of waterway links between the northern Netherlands and adjacent parts of Germany (the “Land of Peat and Honey” scheme) are now being implemented, following the feasibility studies undertaken through the Interreg IIC project. Similarly a pilot action on the Union Canal in Scotland to develop water-based activities for children during the school holidays has evolved into much larger on-going scheme throughout the Lowlands canals in Scotland.





Three of the partners in the Interreg IIC project – British Waterways (UK), Provincie Noord-Holland (Netherlands) and Stichting Recreatietoervaart Nederland (Netherlands) – came together to establish the new partnership, which now consists of 8 organisations:-

British Waterways (UK) – lead partner in the project, with a specific interest in the canals in Scotland (Caledonian, Forth & Clyde and Union Canals in particular) and West Yorkshire, England (Leeds & Liverpool Canal)

Provincie West-Vlaanderen (Belgium) – with a specific interest in the Roeselare Canal, in conjunction with Agentschap Waterwegen en Zeekanaal NV (the Flanders Waterways Agency)

Stichting Recreatietoervaart Nederland (Netherlands) – with a remit for the national development and improvement of recreation and water sports on inland waterways in the Netherlands.

Gemeente Langedijk (Netherlands) – promoting the development of the canal network in the municipality of Langedijk.

Provincie Noord-Holland (Netherlands) – supporting the work of Gemeente Langedijk.

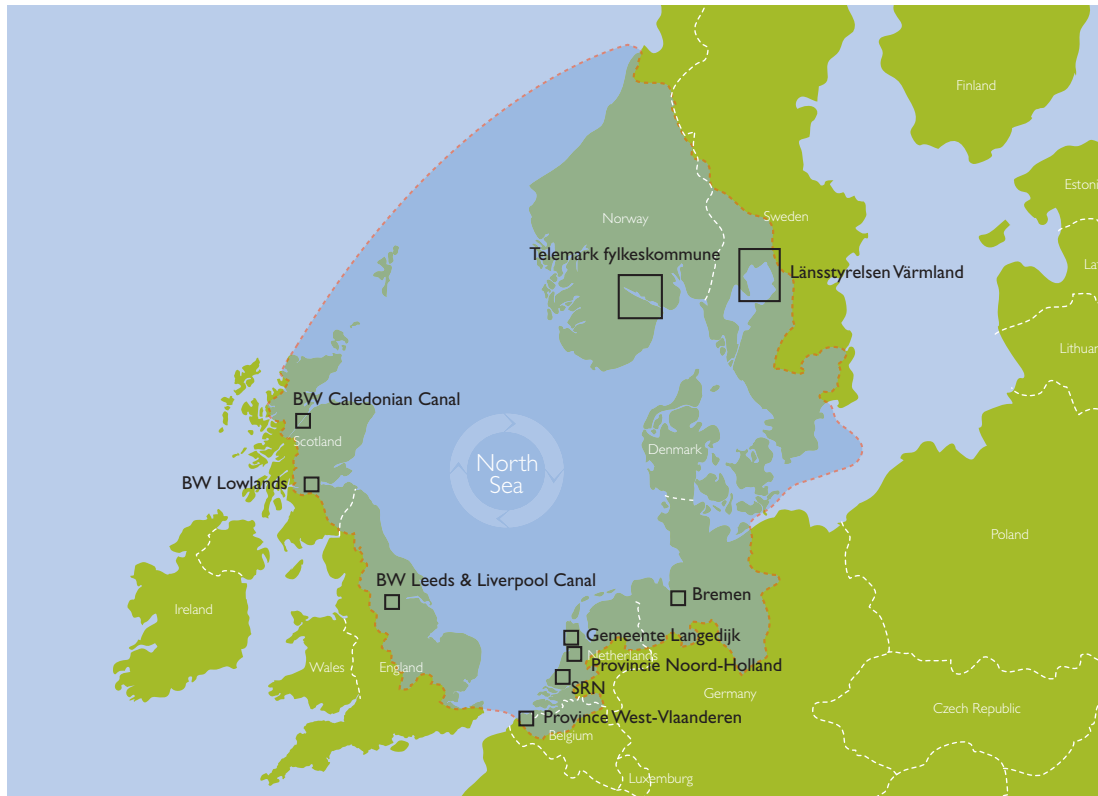
Freie Hansestadt Bremen (Germany) – reinstating the old peat canal network between the city of Bremen and the nearby Teufelsmoor region.

Telemark Fylkeskommune (Norway) – with an interest in further developing the Telemark Canal for tourism, business development, and as a meeting place for local communities through cultural and recreational activities and facilities, and preserving cultural heritage.

Länsstyrelsen Varmland (Sweden) – focussing on the recreational development of Lake Vänern and the canal and river systems entering the lake.

All of the partners have involved a wide range of local sub-partners in the project, to secure the maximum involvement and buy-in from stakeholders, including local authorities and other public bodies, the private sector and voluntary organisations, including social enterprises.





Canal Link: Partner Organisations

Canal Link therefore aims to investigate how the 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.

Although the focus is on recreation and tourism, these aspects need to be managed to support, rather than be in conflict with, other objectives, such as freight transport, water management and urban and rural regeneration.



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.

In this report we bring together some of the key findings and results of Canal Link and begin to look towards how co-operation can be taken forward in the future.

“Participating in Canal Link has opened up regional development and network building opportunities at all levels: local, regional, national and international. Canal Link has made it easier for Telemark’s sub-partners from small municipalities to meet with the other European Canal Link partners to exchange experience and knowledge, thus building valuable contacts with organisations facing similar challenges to developing their inland waterways. Canal Link has enabled the Telemark partners to work more collectively and strategically across municipal, county and regional borders in order to see the Telemark Canal as a unified resource with optimal results being reached by working together as a unit instead of individually and sporadically. Canal Link has helped to open up the small waterway municipalities in Telemark to Europe.”

Thrond Kjellevoid – International Advisor, Region-samarbeidet Buskerud, Telemark, Vestfold

“Processes which are often neglected by local and regional authorities such as those in the Bremen and Teufelsmoor region have been accelerated by participation in Canal Link. Furthermore by encouraging exchange of experiences amongst partners, sharing in-

formation and not “re-inventing the wheel”, common strategies and practices regarding the re-vitalisation of traditional waterways have been realised.

The competitive edge of regions is not only determined by economic factors, but also by socio-cultural and ecological ones. The quality of regional governance is based on the interaction of public institutions, of the economy, of education and research institutions and of active citizens. In this context, political decision makers play a significant, strategically symbolic role as mentors of regional development and as sensors that are able to perceive potential errors at an early stage, thanks to the contact with their electorate.

Administrations, on the other hand, set the operational rules and by intensive interchange with regional actors and intermediary organisations, create the framework conditions for unleashing innovation and creativity: supported by sustainable development that respects ecological and cultural characteristics and safeguards social balance. Participation in Canal Link has helped define and realise these principles in the Bremen and Teufelsmoor region.”

Helmut Berends – Consultant on behalf of the City of Bremen



Telemark fylkeskommune



Länstyrelsen Värmland



International / national impacts of Canal Link



Impression waterways of Langedijk, Netherlands



Partners visit the Start Harbour in Kragero, Telemark

Discussion at the Langedijk Partner Meeting

Freight and Leisure Boats need to co-exist

The trans-national importance of the European freight waterway network has been recognised for a number of years. Less attention has been paid however to the network of smaller waterways, which, although no longer used in the main for freight transport, still have an economic function in terms of tourism and recreation. These waterways may also have a trans-national dimension in terms of water management, a common cultural and environmental heritage and the potential for the economic regeneration of their urban and rural hinterland.

With the enlargement of the European Union, many of the new member states are looking to develop their inland waterways. Many of the actions undertaken through Canal Link demonstrate how this can be done. In the future we plan to continue to share the lessons learnt with the new member states and with countries in southern Europe through the Interreg IIC project Voies Navigables d'Europe (VNE), in which a number of Canal Link partners are participating.

Canal Link has served to raise the profile of these waterways and to demonstrate that there are many ways of enhancing their potential and contribution to the sustainable development of the European territory.

2.1 Waterway classification

In 2000, the Permanent International Association of Navigation Congresses (PIANC) produced the report 'Standards for the use of inland waterways by recreational craft'

Table – Specific Recreational Navigation Classes

Waterway type Type de voie navigable Тип водного пути	Waterway class Classe de voie navigable Класс водного пути	Recreational craft – type of craft, general characteristics Bateau de plaisance – type de bateau : caractéristiques générales Путешественный тип – характеристики общего назначения						Pushed convoys – type of convoy, general characteristics Convoi poussé – type de convoi : caractéristiques générales Толкаемый состав – характеристики общего назначения				Minimum height Hauteur minimale Миним. высота min. высота в м	Symbol on maps Symbole sur les cartes Символ на карте Символ на карте
		Designation Désignation Наименование	Max. length Longueur max. Макс. длина	Max. beam Largeur max. Макс. ширина	Draught Taux d'eau Осадка	Tonnage Tonnage Тоннаж	Length Longueur Длина	Beam Largeur Ширина	Draught Taux d'eau Осадка	Tonnage Tonnage Тоннаж			
			10m	8m	0.5m	7.5t							
For recreational navigation Pour la navigation de plaisance Для рекреационного назначения	RA	Open boat P Bateau ouvert Лодка открытого типа	5.50	2.70	0.50						2.00	—————	
	RB	Cabin cruiser P Bateau à cabine Кану-бот (подвижной тип)	8.50	3.00	1.00						2.25	—————	
	RC	Motor yacht P Yacht à moteur Моторная яхта	15.00	4.50	1.50						4.00	—————	
	RD	Sailing boat P Bateau à voile Парусная яхта	15.00	4.50	2.10						30.00	—————	

RA Small craft, such as open boats, outboard motor boats, canoes, rowing boats, inflatable and dinghies.
 RB Small and medium size cabin cruisers or cabin sailing boats with lowering masts.
 RC Large motor yachts.
 RD Sailing boats where the lowering of the mast is difficult or impossible.



Restoration of derelict Waterways is vital



The Inner Lane, Lake Vänern



Royal opening, the Inner Lane, Lake Vänern

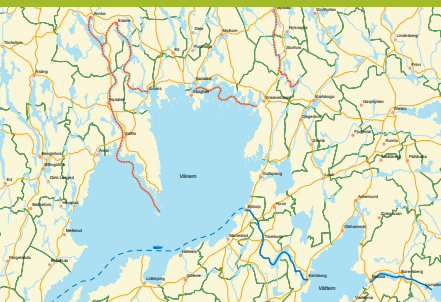
(PIANC Bulletin No.103, 2000). This established a dimensional classification system for recreational waterways, effectively extending the current European Commission of Ministers of Transport classification for large freight waterways to 4 classes of smaller, primarily recreational canals and rivers.

Subsequently this proposal was submitted jointly by PIANC with the Alliance Internationale de Tourisme (AIT), European Boating Association (EBA) and Voies Navigables d'Europe (VNE) to the United Nations Economic Commission for Europe (UNECE) for adoption as a resolution. This has now been passed back to national Governments for consideration. The advantages of adopting such a classification for recreational waterways are in terms of:-

1. Helping to achieve greater official recognition of recreational waterways in Europe, particularly in relation to their international dimension;
2. Providing greater protection for inland waterways, especially in respect of headroom. (Lowering of bridges for road schemes has often led to waterways becoming effectively closed to navigation in the past.);
3. Publicising the international inland waterway network to boaters, thus promoting tourism visits from outside EU, as well as for European citizens.

Under Canal Link we looked at the applicability of this classification to waterways in the North Sea Region. In general it was found that the system was appropriate. However there are one or two waterways or networks that don't fit so well within the classification – in particular the United Kingdom, where, for the narrow canal network, the length of craft exceeds that for classes RC and RD, but the beam is only that of RA. It is felt that these waterways would be most appropriately classified as RB, but with a suffix to account for the specific conditions of navigation in the UK. A map has been produced showing the North Sea Region recreational waterway network in terms of the proposed classification.





The project area in Värmland



New landing stage at Gansbyn, Lake Vänern



Boat loading at Dalen

Map – EU Interreg IIIIB Canal Link Project



Identification of inland waterways in the North Sea Zone





The Wharf at Dalen



Peat Boats travel on the river Hamme



Construction of the Peat Harbour at Findorff

2.2 Extension of the North Sea Region recreational waterway network

Canal Link also looked at gaps and bottlenecks in the North Sea Region recreational waterway network, using the classification system as a base. A number of waterways that have been closed to navigation, together with new links, have been identified to extend the network and thus open up new tourism opportunities. These have been added to the recreational waterway map.

2.3 Examples of some gaps in the network

(excluding projects within Canal Link)

Scotland

- Extension of the eastern end of the Forth & Clyde Canal to Grangemouth Docks, thus improving access to the canal from the sea.

England

- Fens Waterway Link – creating a north-south link across the east of England for larger recreational craft between the Rivers Witham, Glen, Welland and Nene.
- Bedford – Milton Keynes Link – A new canal connecting the River Nene with the core of the English canal system.
- Grantham Canal & Chesterfield Canal – extending the canal network in Eastern England

Belgium

- The Deule –Escaut waterway, restoring the Canal de Roubaix in France and the Canal de l’Espierres in Belgium, creating a new cross-border link. (This project is being implemented through the Interreg IIIB North West Europe project Blue Links.)

Netherlands / Germany

- The Erica – Ter Apel and Bellingwedde – Rhede links opening up the network of canals between provinces of Groningen and Drenthe and adjacent regions in Germany.

Netherlands

- The creation of new links within the provinces of Fryslan, Groningen and Drenthe to open up additional recreational circuits and opportunities – the Veenhoop-Beets, Drachten–Leekstermeer and Blokzijl-Kuinre-Lemmer links.

Germany

- In the East Friesland (Ostfriesland) area, the opening up of some canals which aren’t currently navigable due to low and fixed bridges.

Sweden / Norway

- A new link between the Dalsland Canal (Sweden) and Halden Canal (Norway).

The movement to restore historic waterways to navigation and open up new water links has grown apace in Europe in recent years. In the United Kingdom alone for example it is estimated that there are around 100 restoration / new water link schemes at various stages of





Artists impression - Canal Basin at Bradford

Boaters visit Salts Mill, Saltaire - a World Heritage Site

The historic waterways of Langedijk

development. Waterways are viewed as agents for the regeneration of both cities and rural corridors, as well as providing recreation opportunities for local people and tourists. Access to water and waterfronts is now viewed as a key element in improving the quality of life of the inhabitants of urban areas and as a generator of economic activity through leisure activities on the water and along the banks. In addition the restored or new waterways provide an attractive backdrop for developments along the banks.

Within Canal Link, a number of specific actions have been undertaken to extend the network and remove bottlenecks. These actions are of different types and scales and illustrate the range of measures that can be implemented to bring old waterways back into use and thus extend the network and regenerate the urban and rural areas through which they pass:-

- In Sweden, the Inner Lane was opened up across the northern shores of Lake Vänern between Karlstad and Kristinehamn on 18th June 2005. Vänern is the second largest lake in Europe, with an area of 5,600 square kilometres. Difficult weather and sea conditions means sailing across the lake can be extremely daunting. The Inner Lane supported through Canal Link, provides a sheltered buoyed and marked channel close to the lake's northern shoreline, sheltered within the islands of the archipelago. The route is a cruising destination in its own right as well as forming part of the trans-Sweden inland waterway of rivers, canals and lakes connecting the countries of the

North Sea with those of the Baltic. The Inner Lane channel is 60 metres wide and 3 metres deep. Following survey of the route, loose stones and rocks were removed to create the channel, which was then buoyed and marked to indicate the safe route for vessels.

- Also in Sweden, the lakes and rivers to the north-west of Lake Vänern (the Vänern – Börgvikssjön – Värmeln – Glafsforden system) are isolated from one another. The solution to this problem was to establish in Summer 2003 two trailer links for boats to bridge the gaps in the water route, thus creating a circular cruising ring through these attractive waterways (the Varma Route). Facilities for boaters have been established along the route, including signing, boat ramps, ecological toilets, wind shelters and landing stages and the route is promoted for pleasure boating and canoeing in the Summer and for skating and ice fishing in the Winter (to extend the season).
- A similar trailer link solution has been established in Norway to link the northernmost part of the Telemark Canal at Dalen to the west coast fjords at Rosendal, via the Haukeli pass. This creates a new route for boaters from the Oslo Fjord and Baltic Sea areas to reach the Norwegian west coast and indeed cruise further afield across the North Sea to the United Kingdom. Vehicles are provided by 8 transport companies. Boaters pre-book and are met in Dalen by staff who load the boat on to the trailer. At Rosendal the boat is unloaded and ready to cruise down the Hardangerfjord.



Boats can once more sail under the Lepelaar Bridge in Langedijk



The Three Steps Lock at Ooigem is being restored



The modern 'Freight' Lock at Ooigem

- In the past the city of Bremen in Germany used peat from the surrounding countryside as fuel and for electricity production. The peat was obtained from the Teufelsmoor region and transported by specially-designed craft to the centre of Bremen by means of a network of small rivers and canals. Part of the network of waterways in Teufelsmoor is still used by boats – but now for pleasure purposes rather than transporting peat. Under Canal Link, the waterway system has been restored back into the city, to the historic peat harbour at Findorff, thus re-creating the water link between Bremen and the Teufelsmoor region. Moorings have been constructed at a number of locations along the canal, both in the city and in the Teufelsmoor region. Information and signage has been established to inform the tourists and promotional activities have been undertaken, including a brochure, a waterways route map and the holding of special events, such as a “peat boat armada”.
- In the United Kingdom, the city of Bradford in West Yorkshire (population 468,000), is perhaps the largest city in the North Sea region which doesn't have a major waterway flowing through it. In the past the city was linked to the nearby Leeds and Liverpool Canal by the 5.2 km long Bradford Canal, which served the city's industries from its opening in 1774 to its closure in 1922, due to competition from the adjacent railway. Other cities in the north of England, such as Leeds and Manchester have benefited greatly in recent years from regeneration focussing on the cities' waterfronts. Through Canal

Link a scoping study was commissioned jointly by British Waterways, City of Bradford Metropolitan District Council, Bradford Centre Regeneration and Yorkshire Forward to investigate the possibility of restoring the canal and thus bring boats back into the city centre. The scoping study demonstrated that restoration is physically, economically and politically possible. A full feasibility study was then undertaken to determine detailed design of the scheme. The route will link the city centre with the World Heritage Site at Saltaire, with its historic mills and industrial housing. The canal will stimulate regeneration along the deprived urban corridor between the two locations and create a vibrant green corridor to access existing and future retail, leisure, tourism and workplace destinations. It will lead to an uplift in property values and contribute to flood relief and remediation of contaminated land along the Bradford Beck valley corridor. Capital cost of the works required to restore the canal is estimated at € 50 million. An innovative approach to funding the scheme is likely. The restoration will be phased in association with the development of the adjacent land, with funding secured through planning gain contributions from the developers. Indeed the first phase of this process has already got under way, with the submission for planning permission of a major multi-use development near Foster Square in the centre of the city, which will incorporate the terminal basin for the canal. The local community is being consulted on the project with an anticipated construction phase start of late 2007.





'Sanitary station' - Boaters facilities at the Forth & Clyde entrance near Grangemouth

'Norwegian Waterways' was launched in 2004

Canal Link partners met with a delegation from Hungary

- The municipality of Langedijk in the province of Noord-Holland, Netherlands, focuses on a network of attractive waterways, which originated to transport vegetables (particularly cabbages) to the auction market Broekerveiling. The vegetables were grown in small plots surrounded by water. Small open boats were used to bring the vegetables into the market hall, where the auction took place directly from the boats. During the 1960s much of the cargo transferred to road and sections of the waterway network were closed, through infilling or by the construction of low road bridges. The Achterburggracht was one waterway closed in this way. Local people were very much in favour of restoring this historic waterway and under Canal Link it has been possible to remove a low bridge obstruction and thus open up some 2 km of waterway. A development study has also been produced to look at how other obstructions to navigation along the Achterburggracht and associated waterways can be resolved and how water recreation and tourism can be increased in the area. A policy for navigation for the area has also been prepared.

- On the Roeselare – Leie Canal in West-Vlaanderen, the historic staircase locks at Ooigem were replaced by a single large lock in 1973 to accommodate larger freight carrying vessels. (In staircase locks, the top lock gate of one lock chamber forms the bottom gate of the next lock chamber. In the case of Ooigem there are three lock chambers and the staircase arrangement is unique in Flanders. The locks are therefore of considerable historic importance.) Un-

der Canal Link the staircase locks have been restored to use by the Agentschap Waterwegen en Zeekanaal NV. The Roeselare – Leie Canal is still mainly a freight waterway, but both the Province of West-Vlaanderen and the Agentschap Waterwegen en Zeekanaal NV are interested in promoting the waterway's potential for recreation and tourism. A key reason for restoration of the locks has been to enable their use by recreational craft. Also much less water is used by boats passing through the staircase locks than through passage via the large freight lock and of course boaters now have the experience of passing through a historic feature of the canal. Restoration has also ensured conservation of the cultural heritage of the lock flight.

2.4 Waste water from boats

The Water Framework Directive is a major piece of European legislation that will direct the future management of water in the European Union. It has implications for all sectors involved in the use and management of water – including the recreational boating industry.

The collection and disposal of waste water from pleasure boats is one issue that will need to be addressed. Waste water includes black water, grey water and bilge water. Toilet waste is known as black water. The term grey water is used to describe waste water from sinks, showers and washing machines. Bilge water is oil contaminated water. Under Canal Link, a study was undertaken, led by SRN, to gain insight into the problems associated with the



Canal Link partners from Telemark met with Marine authorities in Poland



The Canal Link website is an important marketing and communication tool



The Canal Link brand is used throughout the partnership

collection of waste water from pleasure boats in the North Sea Region member states and to investigate solutions within the spirit of the Water Framework Directive.

The study found that legislation and controls vary greatly between countries and indeed within countries. Some countries have stringent national regulations for the control of black water. In other countries the control is through local legislation and byelaws, while still other countries have no requirements in place. This leads to a lack of clarity for water sports tourists, who wish to move from one country to another. Only a few communications initiatives have been undertaken to promote requirements and good practice, and none of these are at an international level.

While the situation for black water is confused, oil contaminated bilge water is prohibited almost everywhere. By contrast grey water is not considered a priority anywhere. Indeed the little research carried out into the topic suggests it is not really a problem, although perhaps more could be done to promote the use of environmentally-friendly detergents and other good practice.

Overall respondents contacted during the study generally felt that international regulations would be desirable, particularly for black water. This will become more important in the future, with a growing recreational boating sector in Europe and more foreign travel for water tourism taking place. Also better international communication of regulations in the various countries and regions, together with the promotion of good practice is required.

2.5 Norwegian Waterways

The experience of Telemark County Council in working within the framework of Canal Link has led to them to bring together all the canal authorities in Norway to form Norwegian Waterways, with the aim of promoting the cultural heritage and tourism potential of the partner waterways. Besides the Telemark Canal, other water areas involved in the partnership are the Halden Canal and municipalities in the counties along eastern Norway from Aust-Agder to the Swedish border.

Discussions are taking place between the Halden Canal in Norway and the neighbouring Dalsland Canal in Sweden regarding cross-border co-operation between the two waterways under Interreg IIIA.

2.6 Implications for the New Member States

Through Canal Link we have been looking at ways of making the lessons learnt available to the new member states of the European Union. Many of these possess inland waterways that have considerable potential for development as tourism and recreation resources and as catalysts for the economic and social regeneration of their regions.

A number of measures have been undertaken through Canal Link to further contacts with the new member states, including:-

- Participation of the Hungarian National Directorate for Environment, Nature &





The Canal Link flag flies proudly



Development of the Canal Link brand - some examples



Multilingual cruising guide – Scotland

Water (now the National Water Centre and Archives) as an observer at Canal Link workshops, seminars and other events;

- Promotion of Canal Link and its activities at the Waterfront Expo Conference and Exhibition, held in Riga, Latvia in September 2005, which was attended by a range of organisations from the Baltic States in particular;
- Development of contacts with the Interreg III B Baltic Sea Region project Inwater (Exploiting Inland Waterways for Regional Development). This project is led by the University of Gdansk, Poland and has partners from Germany, Lithuania and Russia (Kaliningrad), as well as Poland. The project started on 1st January 2006. On-going contacts will be maintained between Canal Link partners and the Inwater project, post-June 2006, with, for example, a visit for Inwater partners to view canal developments in the United Kingdom, hosted by British Waterways in Summer 2006.
- Promotion of Canal Link and its activities at a project seminar in Murmansk, Russia held on March 23, 2006. The seminar was organized in cooperation between Eastern Norway County Network and local and regional authorities in Murmansk.

2.7 Raised awareness of recreational waterways

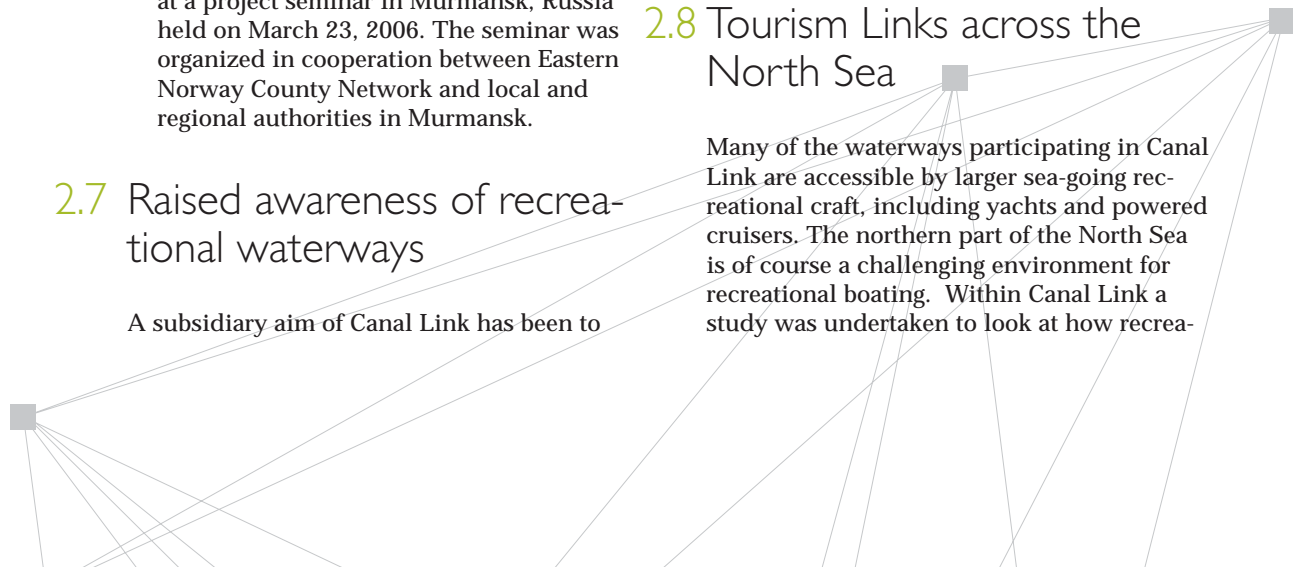
A subsidiary aim of Canal Link has been to

raise the profile of the transnational network of Europe's inland waterways both amongst the public and at a professional and political level. The UNECE Classification System for Recreational Waterways, already mentioned, is one important way of doing this. Another is the project website – www.canal-link.com. The site details the activities being undertaken through Canal Link. Arrangements have been made for it to be maintained and updated after the end of the project, which will facilitate the dissemination of the long-term impacts of the scheme.

A distinctive brand has been developed for Canal Link. This has been taken up by many of the partners to promote and raise the profile of their projects locally. Local publicity material has been developed by a number of partners featuring the brand. Canal Link flags have been produced and are flown at strategic locations along the partner waterways. Way-marking and signage has been developed for the waterways in Värmland and for the Leeds & Liverpool Canal in the Bradford area incorporating the Canal Link logo and colours.

2.8 Tourism Links across the North Sea

Many of the waterways participating in Canal Link are accessible by larger sea-going recreational craft, including yachts and powered cruisers. The northern part of the North Sea is of course a challenging environment for recreational boating. Within Canal Link a study was undertaken to look at how recrea-





Visitor reception at Taransay at the entrance to the Caledonian Canal



Corpach Basin



Partners sample the Tourism experiences on the Telemark Canal

tional boaters could be encouraged to journey further afield using the North Sea as a link between the various partner waterways. This extends some work being undertaken through the Interreg IIIB North West Europe Maya project, which is promoting cruising routes in the Southern North Sea / English Channel and Irish Sea areas. It is particularly important for the two Scottish Canals within Canal Link – the Caledonian canal and the Forth & Clyde Canal - which provide links across Scotland between the North Sea and the Western Isles and Ireland.

The study suggested a programme of activity including:-

- Promotion of the canals and their attractions and links, as both destinations and transit routes;
- Information before yachtsmen set out on the voyage;
- Information and visitor welcome when they arrive at the canal entrances;
- Events and activities (including travel packages) to encourage yachtsmen to spend time on the canals.

Other work within Canal Link has focussed on taking some of these activities forward. For example multi-lingual cruising guides have been prepared for the canals in Scotland.

The entrance to the Caledonian Canal at Clachnaharry near Inverness is the first landing that yachtsmen make after the long transit

across the North Sea. Traffic through the canal increases greatly throughout the Summer months. To help provide a better service for yachtsmen arriving at the canal, particularly in the evenings and at weekends, a Seasonal Customer Operations Assistant was employed on an experimental basis, supported by Canal Link, during Summer 2005. This resulted in a great improvement in customer service and similar arrangements will now continue in the future. The works on the Caledonian Canal mark the end of a 10-year €30 million lock stabilisation programme on the canal, demonstrating the commitment of both British Waterways and the Scottish Executive to this important waterway.

Physical improvements have also been made at the canal entrances. Again on the Caledonian Canal, an old canal building near the sea lock at Clachnaharry has been refurbished to provide a visitor reception point for yachtsmen arriving at the canal. In Norway, improvements have been made at the “start” harbours for the Telemark Canal - particularly Kragerø and Bamble, incorporating common standards, management and promotion. At the “start” harbours opportunities and activities along the Telemark Canal are promoted, thus encouraging the large number of boaters based in the Oslo Fjord area to visit the canal, as well as international visitors.



BW Caledonian Canal



BW Lowlands



BW Leeds & Liverpool Canal



Bremen



Gemeente Langedijk



Provincie Noord-Holland



SRN



















Involvement of people & quality of life improvements



Schoolchildren help collect GIS data, United Kingdom



Partners sample the Tourism experiences on the Telemark Canal

Who needs Locks? - Partners study tour in Langedijk

3.1 Local participation

A distinctive feature of Canal Link is the large number of sub-partner organisations involved in the project. Some 55 organisations in the 6 partner countries participate in this way. This has been an important vehicle for involving a wide range of stakeholders in the project. For some partners – West-Vlaanderen, Telemark, Värmland and Bremen – in particular, it has been a very significant vehicle for getting riparian communities involved with their local waterways, and this participation will continue to grow in the future.

Other organisations have participated in the project as observers in Canal Link. As well as the National Water Centre and Archives from Hungary, these include the province of Drenthe (Netherlands), providing a continuing link with the “Land of Peat and Honey” project and the European Boating Association, representing the users of the waterways.

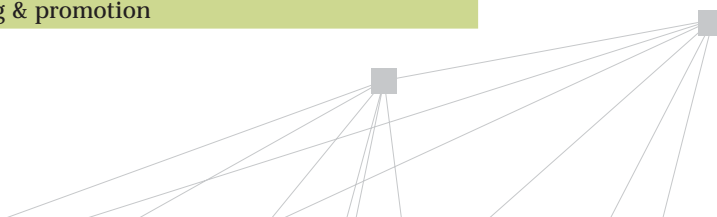
The Canal Link workshops and study visits have been used to re-enforce this local stakeholder involvement. For example the visits and workshops in Telemark in June 2005 took place along the whole canal. Local people as

well as professionals were involved in a range of events associated with the visits. Similarly the Langedijk workshop in September 2005 took place in conjunction with the celebrations for the city’s 925th anniversary. Again local people participated directly in events associated with the visit – for example an open-air performance of the play *Drijfkracht*, which took place at a historic boatyard on the restored *Achterburggracht*, which demonstrates an imaginative way of exploiting historic waterways.

In Germany, on 23rd April 2005 the ‘peat boat armada 2005’ – a joint event between the city of Bremen and the Teufelsmoor region - took place. In total 19 historic peat boat replicas travelled from the artist village of Worpsswede via the historic peat waterways to Bremen, thus reopening access to the the historic peat boat harbour in the city district of Findorff. During the final Conference of Canal Link in Bremen in May 2006 the official opening of the peat boat harbour took place.

As part of the project a series of workshops were held, involving attendees and presenters from external organisations, as well as from partners and sub-partners:-

Location	Date	Subject
Bremen, Germany	March 2004	Entrepreneurship, business & community development
Roeselare, Belgium	September 2004	Strategic development of the waterway network
Bradford, England	February 2005	Tourism links across the North Sea and urban regeneration & planning
Telemark, Norway	June 2005	Business development & empowerment of partners
Langedijk, Netherlands	September 2005	Marketing & promotion





Leisure opportunities on the Telemark Canal



More opportunities in Värmland

3.2 New recreation opportunities

The actual and potential re-opening of waterways and creation of new water links in Norway, Sweden, Germany, Netherlands and the United Kingdom, together with improvements to the waterway environment and banks in all partner areas opens up new opportunities for recreation for local people. Inland waterways are used for all forms of recreational boating – by sailing craft, powered cabin cruisers and small powered and unpowered open boats, such as canoes, kayaks and rowing boats. Their banks and towpaths are also visited extensively by walkers, cyclists, joggers, anglers and general sightseers. Waterways provide a local resource for active recreation close to where people live, avoiding the need to travel. They also contribute to the health and well-being of local people and provide a focus for community-based activities, such as education, training, volunteering and capacity-building programmes.

Finally recreational users of waterways create dynamic and active water spaces, which support waterfront regeneration and development schemes. The people attracted to the waterways make use of local businesses and services, while well-used outdoor environments reduce anti-social problems, such as graffiti, vandalism and litter. This is demonstrated by the success of the Varma Route in Sweden, which has seen an increase in business for local enterprises and boating facilities.

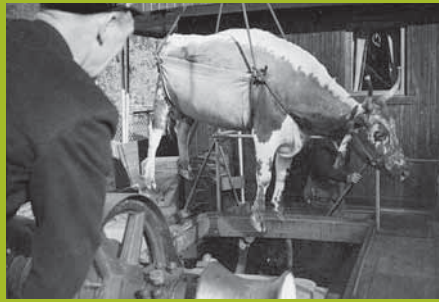
3.3 Information using Geographic Information Systems (GIS)

Information about projects being undertaken through Canal Link is being disseminated to the public, using the website developed through the Interreg IIIB North Sea Region project Geoshare, led by Sogn og Fjordane County in Norway. Geoshare aims to provide citizens and communities with better access to eGovernment services and information sources, using GIS-based platforms. Canal Link partners have been experimenting with Geoshare to record information about their projects and promote that information to stakeholders and the general public. For example, the City of Bremen has recorded and mapped works being undertaken in relation to the development of the peat harbour and canal system. This information has been made available for comment by the general public through support by young people at a youth centre and via Geoshare. British Waterways has mapped the works being undertaken through the Business Links project in West Yorkshire. The mapping was undertaken using mobile geographic positioning system (GPS) equipment, as part of a training scheme for disadvantaged young people, managed through the Bradford Motor Education Project. The information collected is now available for access by the wide range of stakeholders in the Business Links project, many of whom do not have their own in-house access to geographic information system software. The Geoshare website can be accessed through [3](http://www.ge-</p></div><div data-bbox=)





Schoolchildren helped to collect GIS data



Commercial use of The Telemark Canal was of great importance



Staircase Locks on the Telemark Canal

osshare.net. The Bremen and West Yorkshire waterway parts of the site can be directly access from the Canal Link website (www.canalink.umwelt.bremen.de).

3.4 Improved waterway environments & cultural heritage

Besides bringing old waterways back into use and creating new water links, some partners have undertaken actions through Canal Link to enhance the quality of their existing waterways, particularly through improving the surroundings to the canal. Provincie West-Vlaanderen in Belgium carried out a study into providing better linkages and integration between the Roeselare – Leie Canal and its surroundings. The results of the study were presented to stakeholders and the general public for discussion and comment. The study concluded that, although the canal is still an important freight waterway, recreation on both the canal and its banks is becoming increasingly important. Consequently there is a need for more facilities especially for boating (to provide access to visitor facilities) and cycling. Also areas along the banks were zoned for recreation, nature conservation and industry. In total 7 actions and 17 projects were identified to improve the canal and its surroundings. Priority projects implemented through Canal Link related to detailed plans for the conversion of two industrial sites to residential / recreation areas; landscape plans to improve the natural vegetation of the banks; signing and information schemes; and enhancements at

the canal terminus in Roeselare and entrance at the staircase locks at Ooigem.

In Norway, a clean-up campaign was undertaken along the Telemark Canal. Teams of volunteers – mainly young people – were engaged to remove debris from abandoned industrial sites, clear overgrown lots and pick up litter and other waste which made the waterfronts look untidy and uninviting to visitors.

Of course the historic waterways of the North Sea Region comprise an important component of the area's cultural heritage. The Telemark Canal is a prime example – extending some 105 kilometres from the coast to the foot of the high inland mountains. There are 8 lock flights with 18 separate lock chambers along its length. The canal was completed in 1892 and is still worked in the same way as it was when built, with the gates being opened and closed by hand. Through Canal Link, one of the 40 or so historic jetties along the canal has been restored.

Also in Telemark, Nome municipality has worked closely with the County library to produce a digital photo archive of the canal, which has assembled over 1,000 photographs illustrating life on the canal through the centuries. A brochure – Telemark Canal: Cultural Heritage – displays some of these images and can be accessed through the Telemark section of the Canal Link website. Sauherad municipality has extended this work to incorporate prehistoric cultural heritage in the vicinity of the canal. In Värmland, photographic archive of the Varma Route has been created.



West-Vlaanderen boaters will once again be able to travel through smaller locks

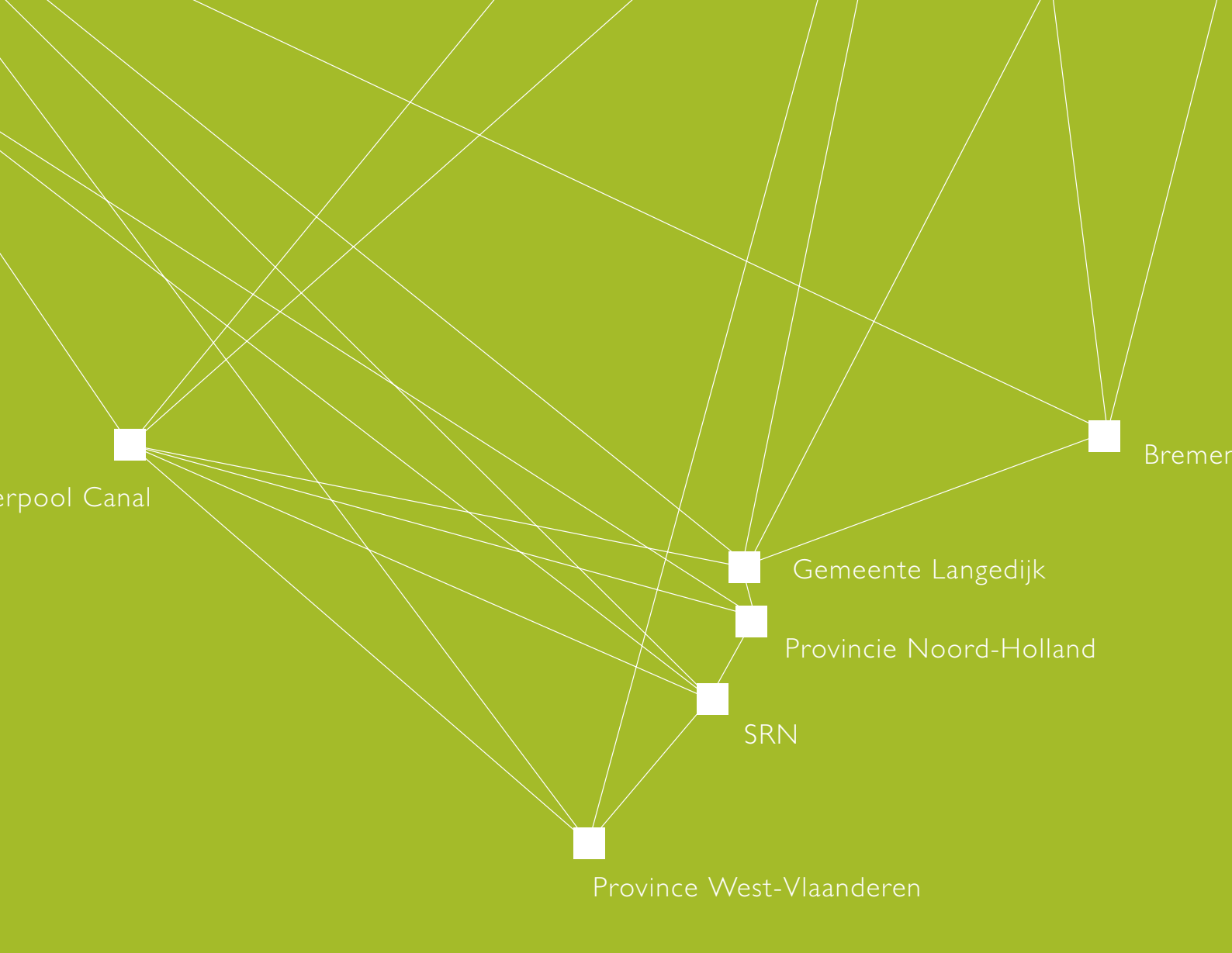


Peat Boat Skipper tows his boat

In Germany, a regional history workshop was held, in which diverse voluntary groups continue to work together to collect, compile and catalogue a range of regional information about the history of the Teufelsmoor region - the settlers (so called 'peat farmers'), their customs, regional products and the transport routes and related facilities (canals, locks, folding weirs, moorings, peat harbour etc.).

In West-Vlaanderen, restoration to working order of the historic lock flight at Ooigem will not only conserve this unique structure, but restore it to use, allowing recreational boaters to experience passage through the locks in much the same way as boatsmen did over 100 years ago.





Innovation



Multi-functional mooring in Ritterhude, Germany



Hire Boating is growing on the Forth and Clyde Canal

Canoeing is one of Telemarks 'Travel Packages'

Swedish press help promote 'Boat Trailer Links'

4.1 Travel packages and new tourism products

Partners in Norway and Sweden have led the way in pioneering new activities and activity combinations on their waterways. In part this is driven by the short tourism season experienced in Scandinavia, which means that all opportunities for encouraging tourism activity need to be considered. A range of different offers have been developed through Canal Link, including the development of:-

- A canoe trail along the Telemark Canal;
- Bicycle rental at Dalen at the end of the Telemark Canal to encourage cycling one way, with return by boat;
- An attractive and accessible meeting place with green areas near the centre of Kvite-seid on the Telemark Canal. The harbour area has been made more accessible for boat tourists and the local community, and will host events and other activities to engage visitors and encourage them to stay longer in the area;
- Package trips for small boat tourists in Norway, combining visits to the fjords in western Norway with the serenity of the Telemark Canal and cruising along the Skagerrak coast. This takes advantage of the road trailer link established within Canal Link between the head of the Telemark Canal and the Hardangerfjord;

- Boat rental on the Varma Route and passenger boat trips on the Inner Lane in Värmland;
- Long-distance skating and skiing routes in Winter along the waterways forming the Värma Route in Värmland.

Also in Värmland, activity to stimulate business development and good practice has included the establishment of a Business Network to bring together tourism-related companies, which has encouraged co-operation amongst the enterprises involved to develop packages.

In Scotland, the Lowlands Canals across the central belt of the country have been recently restored to navigation. The 56 Km long Forth & Clyde Canal provides a route for sea-going yachts and motor boats between the east coast of Scotland (and hence the North Sea) and the west coast (and Atlantic Ocean). The 51 km Union Canal links the Forth & Clyde Canal near Falkirk and the centre of the city of Edinburgh. The two canals are joined by a unique rotating boat lift – the Falkirk Wheel – with a vertical lift of 25 metres. One of the key challenges for the re-opened waterway has been to encourage people in Scotland to take up inland boating. Part of the strategy to do this has been to establish holiday hire boating as an activity on the canals. To provide for this, a facility block and base for hire boat operations was established through Canal Link at the Falkirk Wheel site. By Summer 2006, 6 holiday hire boat operators were established



Moorings at Lillenthal



Mooring - Bremen

on the canals, with a total fleet of 21 boats making use of the facilities at Falkirk. The presence of these boats creates activity on the waterspace and is encouraging people in Scotland to buy their own boats and participate in inland cruising.

4.2 Boat trailer links

In both Norway and Sweden, links have been created between waterways using road trailer links instead of physical water connections. This has allowed new cruising routes, such as the Värma Route in Sweden to be established, thus extending the economic impact of boating activity into different areas.

4.3 Multi-functional moorings

New mooring designs to accommodate different types of predominantly unpowered boats –canoes, kayaks and rowing boats - were investigated and discussed at the Canal Link workshop held in Bremen in March 2004. Subsequently suitable designs were implemented by the German partners on the Bremen – Teufelsmoor waterways.



Telemark fylkeskommune

Andonian Canal

Lowlands



Improved Economy and Businesses



Dockfield Mills Image, United Kingdom

5

PAGE
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5.1 Economic and Social Impact of Recreational Waterways

A study undertaken within Canal Link by British Waterways reviewed methods for appraising and evaluating waterway schemes in both economic and social terms. Economic appraisals are used to forecast scheme impacts, while evaluations assess the outputs and outcomes of schemes following completion. Appraisals are of two forms:-

- Economic impact assessments – whereby the impact is considered from the point of view of the effect on an area or region, often in terms of indicators such as employment, inward investment etc;
- Economic efficiency assessments – whereby the costs and benefits of projects are assessed, in money terms as far as possible, and compared against alternative options, including a “do nothing” scenario. Cost Benefit Analysis and Multi Criteria Analysis are examples of the techniques available for such assessments.

For social impacts, approaches are available based on the use of indicators, combining quantitative and qualitative elements and supported by surveys of stakeholders.

For large, multi-faceted schemes, the study suggests combining the economic and social elements with environmental impact assessments through an approach based on Quality of Life Indicators. Such Indicators are devel-

oped as part of the project appraisal process. They can then be used to inform detailed project design (e.g. through balancing potentially conflicting economic and environmental objectives), develop a project monitoring plan and form targets, against which the project will be evaluated.

The study report is available through the Canal Link website.

5.2 Economic Evaluation – Case Study

Restoration of the Huddersfield Narrow and Rochdale Canals, England

The Rochdale and Huddersfield Narrow Canals both cross the Pennine mountains in the north of England between Greater Manchester and West Yorkshire, thus linking the North Sea Region with the west coast of Britain. The 51-km long Rochdale Canal was abandoned in 1952, while the 32-km Huddersfield Narrow canal was closed in 1944. Both waterways were subject to major restoration schemes in the late 1990s and they re-opened to navigation in 2002 and 2001 respectively.

In 2004 a study was undertaken by Ecotec Research & Consulting Ltd to evaluate the economic impact of the restoration.





Huddersfield Narrow Canal restoration brought great economic benefits

For both canals, the study found:-

- There are now 6.1 million recreation & tourism visits to the canals per annum;
- Visitor expenditure associated with the canals is now some €40 million per year;
- The canal now supports some 310 tourism and leisure-related jobs;
- Over 3,800 jobs have been created in new canal-side developments since the early 1990s, particularly in Manchester;
- Temporary construction work associated with the restoration work amounted to some 800 person-years.

5.3 Entrepreneurship and New Business Development

Recreational waterways can only contribute to the economy of the areas and regions in which they are situated if businesses take advantage of the opportunities available. Waterways and waterfronts can act as stimuli for the wider regeneration of their hinterland, through enhancing property values (thus encouraging development) and providing an attractive, high quality and accessible environment, which is attractive to developers.

In addition, recreation and tourism on inland waterways acts as a generator of economic

activity in its own right. Waterways support a range of different types of businesses – generally small & medium sized enterprises (SMEs). Businesses focussing on activity on the water include marina operators, boatyards, chandleries, water activity centres and trip and hire boat companies. Other businesses have grown up to take advantage of the market provided by both water- and land-based visitors to the waterways - angling equipment shops, cycle and canoe hire, visitor centres, pubs, restaurants and shops. Indirectly waterways may support businesses based away from the waterways – e.g. boat builders and manufacturers of boating and angling equipment. To secure economic growth based on waterways, it is important that businesses are supported and entrepreneurship encouraged. Canal Link has experimented with this in a number of ways.

The SME365.com communication tool has been made available to partners in Canal Link to stimulate interaction between businesses and entrepreneurs. SME365 is an internet-based communications and events planning tool for SMEs and other organisations, with the aim of stimulating trade and other forms of international co-operation across national boundaries.

In Telemark, using SME365, a network of businesses was established to promote and develop tourism activity on the northern part of the Telemark Canal.

In Sweden, the Invest in Värmland Agency (INVA) has undertaken a programme to promote the opportunities available in water-related recreation in Värmland. To help inform



this process, a delegation from Värmland visited the canals in Scotland in 2004 to look at how businesses have been able to take advantage of the opportunities available there. Brochures were produced in Norwegian and Dutch to market opportunities for water-related investment in the county. Through Canal Link, considerable interest has been stimulated from entrepreneurs and companies in the Netherlands in particular, with companies offering boating activities, accommodation, cycling, timber rafting and leisure wear.

Also in Sweden, the Värmland Tourist Board organised a series of Canal Link workshops to promote co-operation between SMEs and give support with business plans, quality management, market trends, study trips and promotion. An on-going Business Network has been established as a result of this work, with entrepreneurs selling their activities and services through a “webshop” within the city of Karlstad website. Activities represented within the network include diving, kayaking, canoeing, boat trips, fishing and guiding. Through the network agreement has been reached between entrepreneurs regarding quality labelling, common branding and the marketing of sustainable tourism packages.

In England, West Yorkshire, and particularly the city of Bradford, hosts a large Asian community, which is under-represented in terms of its use of the canals in the region. The Asian business community in the region is an important driver of economic growth, but again it has had limited involvement in developing waterway-related businesses. In October 2004, British Waterways hosted a workshop for Asian business leaders to promote the opportunities available and look at how these might be better exploited. Although no new business activity resulted immediately, contacts have been followed up and a more long-term relationship developed. To celebrate the involvement of the Asian community in the project, a Bangladeshi boat – the Lady Rani – was taken to Bremen in May 2006 for the final conference of Canal Link, thus promoting West Yorkshire at the event marking the re-opening of the peat harbour in the city. (The municipality of Langedijk was also represented at the re-opening event through the presence of the “Toidverdroif”, one of the historic open boats used to transport cabbage to the Broekerveiling auction market).

The Leeds and Liverpool Canal in the Bradford area passes close to areas of economic





Meeting with Asian businessmen



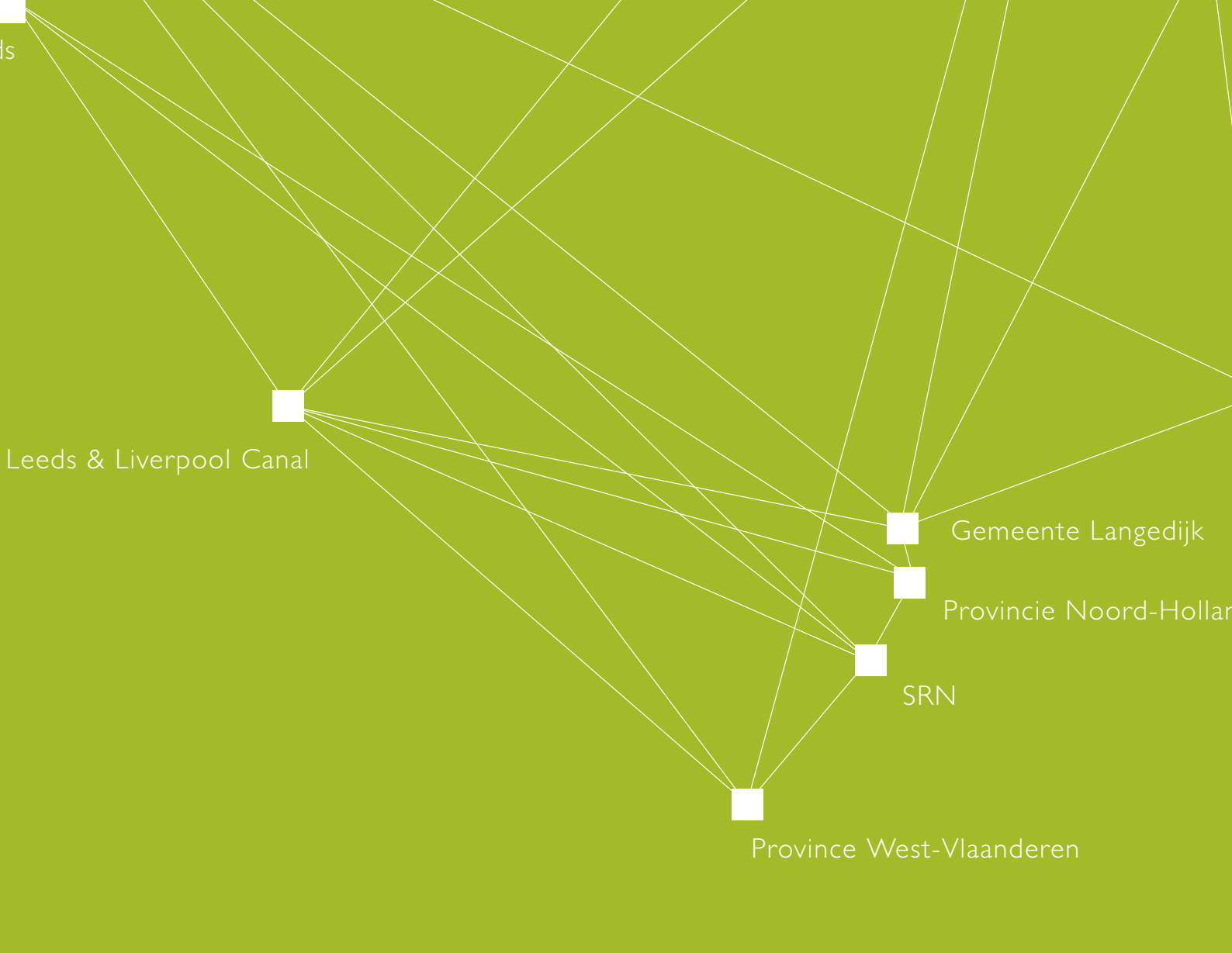
The work of 'Invest in Värmland' (INVA) is explained

activity – shops, restaurants, pubs etc – but these are not immediately obvious from the canal. Through Canal Link a series of inter-related actions have been undertaken under the banner of “Business Links” to improve the links between the canal and local businesses. Work undertaken includes:-

- Signage and interpretation;
- Pedestrian access and mooring improvements;
- Promotional material; and
- Training and volunteering programmes, working with staff from local businesses.

These actions have been complemented by the activities of the Bradford Motor Education Project (BMEP), in partnership with Yorkshire Wildlife Trust, through a programme of training for young people involving environmental works, installation of signage / interpretation boards, improvements to access for people with disabilities and the creation of walking routes.





After Canal Link?

Canal Link comes to an end on 30th June 2006. However many of the actions undertaken through Canal Link will live on as a legacy for the future.



Further development of the brand

6.1 Canal Link Web Site & Brand

Arrangements have been made to maintain the Canal Link website for a period of at least two years after the end of the project. This will enable future progress with activity initiated by Canal Link to be reported and promoted.

Also the Canal Link brand is being used by many of the partners to promote the activities being undertaken within their areas. It will continue to be used in this way to mark and promote future actions stimulated through the original Canal Link investment. For example the Business Links project on the Leeds & Liverpool Canal is being widened and expanded as a result of the initial Canal Link investment and will continue to be branded with the Canal Link logo.

with the restored canal now viewed as major component of the regeneration of the whole city. Results of the feasibility study have been incorporated in the Bradford Centre Regeneration Masterplan, with the “Canalside” area being identified for a new mixed use community, with family homes, live/work studios and local facilities. A Development Framework is being prepared for the Channel Neighbourhood, incorporating the stretch of canal closest to the city centre. Already a planning application has been lodged for a € 500 million urban village, incorporating a new terminal basin for the canal, as well as creating a significant new residential community. Phase 1 of this project is planned to start on site in late 2006. It is envisaged that the Bradford Canal project will be realised through a series of such development schemes along the length of the waterway.

6.2 Additional investment & Activity generated by Canal Link

Even before the finish of the project it became evident that the initial investment arising through Canal Link has been a catalyst for further spin-off activity. In both Langedijk and Bremen, Canal Link activities have led to further investment of over € 1 million to restore and enhance sections of the waterways in each of the two cities.

In Bradford, the feasibility study undertaken for the restoration of the Bradford Canal has had an immediate and dramatic effect,

In Värmland, further work will be carried out along the Varma Route, supported by ERDF Objective 2 funding and a business network is being established for this waterway. Objective 2 funding is also supporting tourism and business development on the Bergslags Canal, together with the removal of a bottleneck on this waterway by raising a railway bridge. A network of tourism managers in the Karlstad region has developed a 10 year tourism plan for their local waterways.

In a review of the entrepreneurship and business development components of the project, it has been recognised that there is considerable potential for expanding the work undertaken through Canal Link at an international level, to widen the business contacts and exchanges established through the project.

An outline plan has been developed for this and funding will be sought for taking it forward.

6.3 Local partnerships

For many of the partners, a key impact has been the establishment and strengthening of local partnerships through the framework of the Canal Link project. These partnerships will continue to grow and expand. In Telemark and Värmland, a wide range of interests including local communities, business and tourism organisations and private companies have come together and will continue to promote and develop the waterways of their regions. In Norway, a further spin-off has been the establishment of Norwegian Waterways for the promotion of canals in the country as a whole.

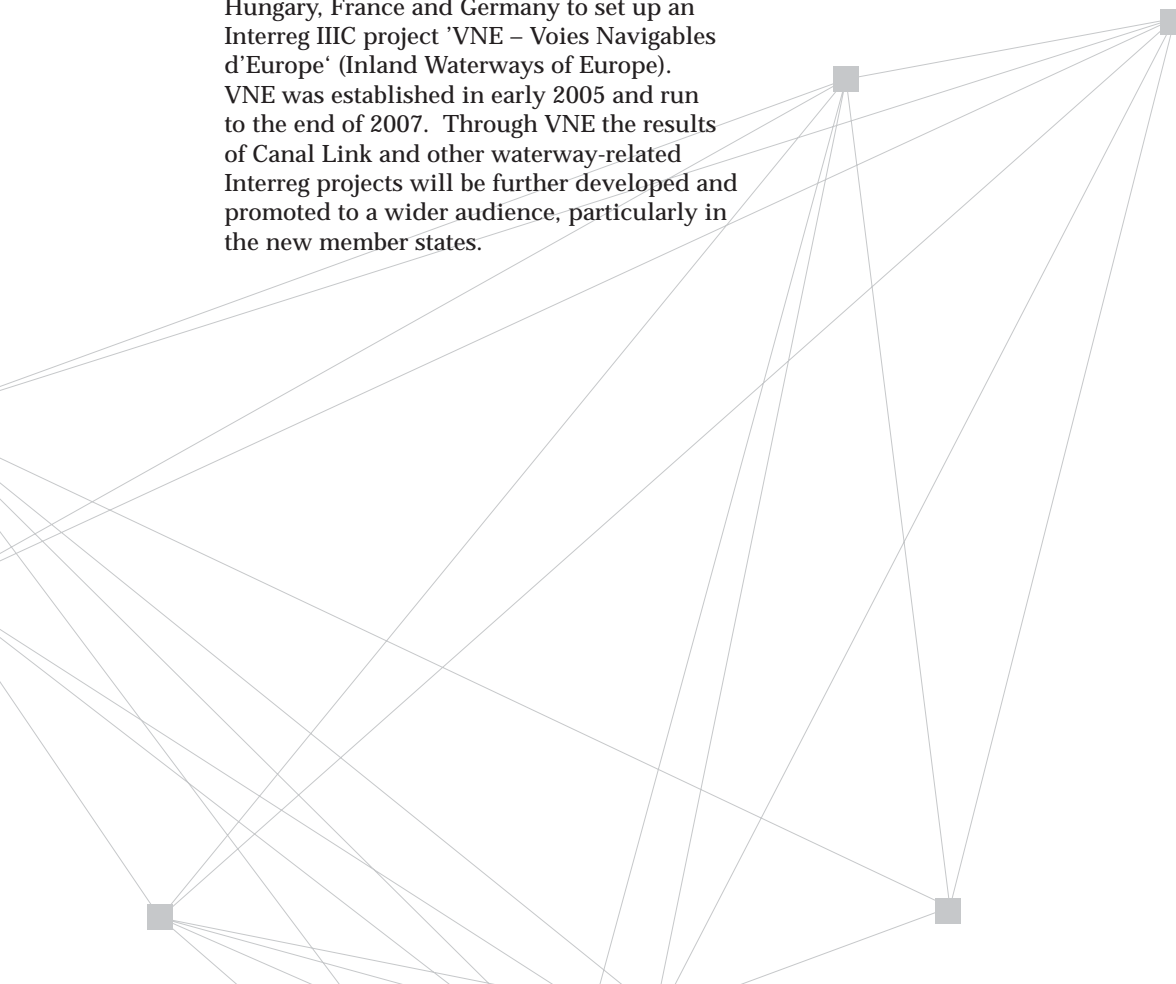
In Germany the project has built and strengthened links between the city of Bremen and the communities and businesses based in the Teufelsmoor region. In Netherlands it has furthered the partnership between the city of Langedijk and the province of Noord-Holland. In Flanders the project has stimulated co-operation between communities along the Roeselare Canal and both the province of West-Vlaanderen and Agentschap Waterwegen en Zeekanaal NV.

Finally in the United Kingdom, the City of Bradford Metropolitan District Council, Bradford Centre Regeneration and British Waterways are working closely together to restore the Bradford Canal and regenerate the canal corridor, while a range of organisations are engaged in improving links between the Leeds & Liverpool Canal in the Bradford area and the local community and businesses.



Concluding comments

It is recognised that the lessons learnt through Canal Link could be of considerable benefit to other authorities and communities looking to develop their waterways. Accordingly a number of Canal Link partners – Telemark County Council, Värmland County Administration, Stichting Recreatietoervaart Nederland, Agentschap Waterwegen en Zeekanaal NV (a sub-partner of the province of West-Vlaanderen) and British Waterways came together with organisations in Spain, Italy, Hungary, France and Germany to set up an Interreg III C project 'VNE – Voies Navigables d'Europe' (Inland Waterways of Europe). VNE was established in early 2005 and run to the end of 2007. Through VNE the results of Canal Link and other waterway-related Interreg projects will be further developed and promoted to a wider audience, particularly in the new member states.



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Impressum

Responsible for content
British Waterways
Watford, United Kingdom
www.britishwaterways.co.uk

Concept and Design
GfG / Gruppe für Gestaltung GmbH
Bremen, Germany
www.gfg-bremen.de

Printed by
Stürken Druck GmbH & Co. KG
Bremen, Germany
www.stuerken.com

Printed in
May 2006

Copyright by
British Waterways

Canal Link is part-financed by the
INTERREG IIIB North Sea Region programme.
More information see: www.canal-link.com



