

8th **ACTIVITY REPORT**

Please submit this Activity Report together with the Payment Claim for the same six-month Phase. Please enclose all supporting documents listed as annexes in your Activity Report.

I. **GENERAL PROJECT DATA**

Project Number:	F125
Project Title:	DIPCITY
Lead Partner Name:	PORT OF BRUSSELS
Country:	BELGIUM
Start Date:	03/05/2001
End Date:	31/12/2008

II. **REPORTING PHASE**

Activity Report Number:	8
Total Number of Phases:	9
Date of Submission:	25 august 2008
Reference Date:	01/12/2007 – 31/05/2008

III. EXECUTIVE SUMMARY

Boxes can be expanded, but please do not use more than two pages for the Executive Summary.

Summary of the main activities and outcomes. This section should also be used to report on the experience and added-value of working transnationally. It should also include problems encountered and the ways they were overcome.

This phase of the project focussed on the implementation of investments (action 3.3). Although the rate of realisation of these investments has progressed rather slowly during this reporting phase, this has been compensated by a faster rate of realisation in the weeks after closure of the deadline for this reporting phase. Therefore, the project partners are firm to fulfil their budget engagements within the lifetime of the project.

After closure of payment claim no 8, 81% of total project budget has been spent. There are however large differences between project partners in the fulfilment of the budget engagements. The lead partner is following their rate of realisation attentively and will take action if needed. This activity report includes in the annexes some images of the recent progress made by the Ports de Lille with the construction of port d'Halluin.

In section IV of the activity report an overview is given from the investments realised during this reporting period.

An interesting exchange took place between port of Paris and port of Brussels regarding the management of the water body, which resulted in a site visit on 25th of April 2008. The Port de Paris brought Port of Brussels in contact with the SIAAP (Syndicat Interdépartemental pour l'Assainissement de l'Agglomération Parisienne), who is the responsible agency for transporting and cleaning the used water of the Region Ile-de-France. SIAAP received a delegation from the port of Brussels to explain the measures taken to diminish the visible pollution on the river Seine. As a result, the Port of Brussels placed an order for the installation of 2 floating dams to diminish the amount of floating waste on the canal. Some pictures of the site visit are given in the CD with annexes to this report.

Another exchange took place between Port of Brussels and Ports de Lille regarding current negotiations with a potential barge and terminal operator for Brussels. The exchange concerned the terms of a potential concession for this operator.

All the exchanges which are taking place between project partners are shared with all project partners on the occasion of the DIPCITY steering committees.

A project steering committee took place on 4th of February 2008. The minutes of the meeting are given in annex to this report. These committees take place on a regular basis, at least 1 per semester. The next one is scheduled on 18th of September 2008.

IV. IMPLEMENTATION OF THE ACTION PLAN

Please fill in one box per action as listed in the Action Plan of your Application Form. Copy and paste the boxes for as many actions as you have to report on. Boxes can be expanded, but please do not use more than 2 pages per action.

Action Number	Action Title (according to the Action Plan)	Planned Results/Outcome (according to the Action Plan)
3.3	Actual investments	Investments in partner ports
Description of how the action was implemented		
<p>The focus from the project partners during this reporting period was on the continued implementation of their respective engagements in terms of investments (action 3.3).</p> <p>In overall, 80% of expenditure for investments has been spent (12.1 mio EUR of a total engagement of 15.1 mio EUR). Differences exist between project partners on the progress made with their respective actions. An intensive follow-up of their engagements is done by the project management during the last phase of the project.</p> <p>The project partners were asked to provide details about the planned engagements with suppliers or contractors and about the scheduled payments of invoices.</p>		
Description of the concrete results/outcomes achieved		
<p>The investments realised by the project partners during this reporting period are listed in the Payment Claim 7. These investments were realised according the action plan submitted in the application form.</p> <p>The Port of Brussels has further prepared the implementation of the EU Directive on enhancing Port security by investing in physical protection around the port area. Investments were also made in the context of integrating the port area into the city: the renovation of several pontoons along the waterside which serves as equipment for water leisure activities (mixed use of the waterway). The renovation of the 2 locks in the port area has been prepared by 3D modelling of the locks.</p> <p>Due to the exchange with Port de Paris and SIAAP, an order has been placed to install 2 floating dams in the port of Brussels for the collection of floating waste. This equipment will be complementary with the waste collection boat that was already purchased on the project budget.</p> <p>The Port of Lille has started the investment in a new intermodal platform at the port of Halluin for transshipment of waste products, recycling products and maritime containers along the waterway. This project was programmed for realisation in 2008. Although only a small amount of expenditure has been submitted in Payment Claim 8, the wharf is running according to schedule and a large amount of expenditure will be submitted in Payment Claim 9. In annex some pictures of the wharf are submitted, showing that the wharf is well under way.</p> <p>The Port Autonome de Paris has completed its engagements in terms of expenditure and did not submit any expenditure in Payment Claim 8.</p>		

The Port Autonome de Liège submitted expenditure for preparatory studies of environmental measures in several port sections (Port d'Argenteau and TriLogiPort). These measures aim at reducing the visual impact of port activities for the neighbouring living areas. This is realised by planting greenery and the creation of green spaces between the port area and the living areas. These studies are realised by the engineering office Arcadis (BCT).
 Further a preparatory study was made on how to improve the intermodal access at the Port de Renory, notably on how to improve the rail connection to this site.

Justification for any deviation from the original Action Plan

Supporting annexes (submitted with this report)

No.	Title/Label	Comment

Action Number	Action Title (according to the Action Plan)	Planned Results/Outcome (according to the Action Plan)
4.1	Diffusion to stakeholders	Diffusion of results and publicity for the project
Description of how the action was implemented		
<p>Publicity for the project was made by diffusion of the DIPCITY leaflet, which was created at the beginning of 2007.</p> <p>This leaflet was made available to all project partners and distributed to visitors of the port authorities; on the occasion of international fairs, seminars, contacts with press, decision makers, etcetera.</p> <p>The redaction of the DIPCITY final report has been completed and the report is in the phase of translation, in order to have a full report available in English and French. Next to a limited number of printed copies, the diffusion will take place in an electronic format and on the websites of the project partners.</p>		
Description of the concrete results/outcomes achieved		
<p>Due to the efforts of promoting the project, “ DIPCITY “ became better known and requests for information on the project and the Interreg IIIB programme occasionally occur from interested parties.</p>		
Justification for any deviation from the original Action Plan		
Supporting annexes (submitted with this report)		
No.	Title/Label	Comment

Action Number	Action Title (according to the Action Plan)	Planned Results/Outcome (according to the Action Plan)
4.3	Website info	Diffusion of results and promotion of the project
Description of how the action was implemented		
<p>The website www.portofbrussels.be was further updated with information about DIPCITY: press articles, all activity reports and a summary of the round tables and visits were posted on the website.</p> <p>This website is an important tool in communicating the actions and objectives of the DIPCITY project to all stakeholders.</p> <p>Information about the project is also available on the website of the European federation of Inland Ports : see www.inlandports.be.</p>		
Description of the concrete results/outcomes achieved		
<p>By putting information about the projects - including the entire activity reports - on the web, the project and the Interreg IIIB NWE programme is becoming better known.</p> <p>It is also a way of improving the transparency in the way the project is managed.</p>		
Justification for any deviation from the original Action Plan		
Supporting annexes (submitted with this report)		
No.	Title/Label	Comment

V. CHANGES IN THE IMPLEMENTATION SCHEDULE

If you had to depart from the Implementation Schedule as submitted with your finalised and approved Application Form, you must submit a revised version of your implementation schedule with your Activity Report. Please use the Implementation Schedule of your approved Application Form (Annex I and II) and indicate the changes on this form. Print it out and attach it to this Activity Report.

Please note that for more serious changes than the postponement of an action you might have to submit a revised application form. Please contact the Secretariat if such changes are foreseen (see Activity Report and Payment Claim Manual for further details).

Revised Implementation Schedule submitted (yes/no)	yes
Comment/Justification:	

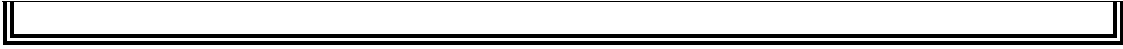
VI. PLANNED MILESTONES FOR THE FOLLOWING PHASE

Provide detailed planning for the next phase.

Title	Validation of project results
Strategic Focus	Completing the implementation of the engagements in terms of investments. Validation and diffusion of the DIPCITY outcomes. Closure of the DIPCITY project.
Actions Involved (numbered as in the Action Plan)	Actions 2.6, 3.3, 3.4, 4.1, 4.2, 4.3, 4.4

	Describe the major activities and main outputs of each month
Month 13 June 2008	Implementation of engagements in terms of investments. Drafting the DIPCITY final report.
Month 14 July 2008	Implementation of engagements in terms of investments. Drafting the DIPCITY final report.
Month 15 August 2008	Submission of Payment Claim & Activity report no 8. Translation of DIPCITY final report. Implementation of engagements in terms of investments
Month 16 September 2008	DIPCITY steering committee. Printing and presentation of DIPCITY final report. Site visit by INTERREG IIIB secretariat. Implementation of engagements in terms of investments
Month 17 October 2008	Implementation of engagements in terms of investments
Month 18 November + December 2008	Press action and closure of the DIPCITY project. Reflection and preparation of INTERREG IVB project. Implementation of engagements in terms of investments

Comments



VII. MONITORING OF OUTPUT INDICATORS, EXPECTED RESULTS AND IMPACTS

MEASURE 2.1

A: OUTPUTS

Assessment of outputs

General indicators - quantifiable	Target value for whole Measure	Overall target value for project	Cumulative value for project so far	Attained value in this period
a) no. of national, regional, and local government authorities involved as formal partners as listed in AF	40	4	4	0
b) no. of other public bodies involved as formal partners as listed in AF	6	0		
c) no. of third sector (non-profit) organisations involved as formal partners (public research institutes, universities)	6	0		
d) no. of private bodies involved as formal partners (private profit-making, private research)	7	0		
e) no. of semi-public bodies or public-private partnerships involved as formal partners	7	0		
f) volume of investments in firms (direct financial aid or transfers/payments)	750,000	0		
g) volume of investments in fixed capital (physical production, operation or service capacity)	40,000,000	15.166.982	12.103.442	281.499
h) no. of press releases (national, regional, local)	55	3	8	0
i) no. of workshops, seminars, colloquia (excluding general partner meetings)	30	12	11	0
j) no. of events aimed at education, public participation, community engagement	30	8	3	0
k) no. of studies and databases increasing the knowledge base in the field	5	6	6	0
l) no. of strategy papers and reports that will directly influence wider policy development.	5	2	0	0

Where asked to give a value of 1 or 0 (yes or no), relevant measure-specific output indicators will likely score 1 in each reporting period though the values can be secured gradually as the project evolves.

Measure-specific output indicators by objective	Target value for whole Measure	Overall target value for project	Cumulative value for project so far	Attained value in this period
The transnational project...:				

Objective 1:				
a) improves external accessibility of NWE	8	0	NA	0
b) reduces the environmental footprint	8	1	NA	0
c) no. of administrative entities and other actors to reduce environmental footprint	20			
d) improves the sustainable character of long-distance transportation	6	1	NA	0
Objective 2:				
a) relates to the development of transnational networks improving the internal accessibility of NWE;	6	1	NA	1
b) improves the balance between transport, environment and settlements in urban and rural areas as well as in the Eurocorridors;	6	1	NA	1
c) no. of road pricing schemes implemented;	1	0		
d) improves urban public transport;	4	1	NA	0
e) improves the accessibility of peripheral and island areas;	4	0	NA	0
f) eliminates or reduces bottlenecks;	6	0	NA	0
g) improves freight traffic facilities across NWE	4	1	NA	1
h) no. of transnational free-ways or freightways initiated/developed;	3	0		0
i) no. of plans and concepts developed/implemented for sustainable mobility	10	2		0
j) improves access in wider city-regions between urban centres and rural areas	3	1	NA	0
Objective 3:				
a) no. of comparative analyses related to transport, mobility and traffic planning structures, policies and procedures in NWE;	10	3		0
b) improves the knowledge base on external accessibility in NWE;	2	0	NA	0
c) improves the knowledge base on internal accessibility in NWE;	2	1	NA	1
Objective 4:				
a) increases the involvement of the civil society in the management of sustainable mobility;	4	1	NA	0
b) improves co-operation procedures;	6	1	NA	1
c) no. of surveys and databases developed relating to transportation;	4			
d) improves coherence between EU sectoral policies and objectives of the Measure.	6	1	NA	1

B: RESULTS

Assessment of results

Where asked to give a value of 1 or 0 (yes or no), all indicators might score 1 in each reporting period or the scores might be secured gradually as the project evolves. Unless asked to give precise figures, results indicators score a total maximum value of 1.

The project achieves or contributes to...	Target value for whole Measure	Overall target value for project	Cumulative value for project so far	Attained value in this period
a) increased awareness and recognition of the transnational dimension of transportation systems and of their territorial impacts	3	1	NA	1
b) increased consensus on critical development issues in transportation systems (congestion, lack of sustainability) requiring co-operative efforts	3	1	NA	1
c) development of spatial planning strategies towards better integration of the objectives of the Measure, in particular in the fields of better spatial distribution of gateway functions, reduction of the environmental footprint of transport functions, improved accessibility of remote areas, alternative location policies	3	0	NA	0
d) development of transnational and interregional co-operation resulting in transnational transportation schemes and concepts	3	0	NA	0
e) better co-ordination of the implementation of EU sectoral policies (transport, telecommunication and information society, research etc.) with the objectives of the Measure	3	1	NA	1
f) availability of a more consistent knowledge base on the transportation systems in NWE and on their territorial implications	3	1	NA	1

Possible quantitative indicators for results are largely covered by the general output indicators.

C: IMPACTS

Assessment of impacts:

Measure-specific Impact indicators	Target value for whole Measure	Overall target value for project	Cumulative value for project so far	Attained value in this period
a) no. of transport links created/enhanced improving external accessibility	8	0		0
b) no. of transport links	170	0		0

created/enhanced improving internal accessibility				
c) size of traffic shift for each transport mode (increase or decrease in vehicles)				
AIR	No target set			
ROAD	No target set			
RAIL	No target set			
WATER	No target set	+8%		
d) reduction of CO2 emissions (measure?)	No target set	No target set		
e) volume of small-scale investment realised	20,000,000	2.000		0

Comments/Justification/Calculation

VIII. CONTACT DETAILS

Contact Details of the person responsible for this report:	
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IX. DATE AND SIGNATURE OF THE LEAD PARTNER

The information and documentation in this report and its attachments give a fair and correct description of the present implementation status of the project.

Date: 14/09/2007

Signature:

Name (in capitals): Geneviève ORIGER

Position in the organisation of the Lead Partner: Director Marketing & Development