

## Contact

### Contact information

The Province of Zeeland (The Netherlands) is the project's Leading Partner.

For questions / remarks please turn to:

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(Project Leader)

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(Secretary Steering Committee)

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## Contactpersons of the project partners

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- Ministry of the Interior and Kingdom Relations (the Netherlands)  
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- Essex County Council (UK)  
**Mrs. R. Briggs**
- Danish Coastal Authority (Denmark)  
**Mr. J. Jensen**
- Ministry of the Interior of the Land Schleswig-Holstein (Germany)  
**Mr. M. Hamann**
- Flemish Ministry of Transport and Public Works (Belgium)  
**Mrs. T. Mertens**

## Contactpersons of the project sub-partners

- Province of East-Flanders (Belgium)  
**Mr. L. Bauwens**
- Province of West-Flanders (Belgium)  
**Mrs. C. Matthijs**
- Municipality Schouwen-Duiveland (the Netherlands)  
**Mr. E. Caspers**

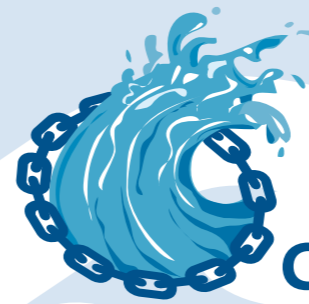


Upper row, left to right:

Ron de Meyer  
Ella Teirlinck  
John Jensen  
Viek Verdult  
Eric Caspers  
Tina Mertens  
Corsmas Goemans  
Rosanna Briggs  
Martijn Warmerdam  
Matthias Hamann

Lower row, left to right:

Elise Blok  
Evelien van Eijsbergen  
Cathérine Matthijs



## The project Chain of Safety has made a good start!



The second partnermeeting of Chain of Safety in Husum (Germany) was a success.

All partners were very committed to the subject and enthusiastic to work

together. At the end of this partnermeeting the working committees came up with a plan of action and based on that a timetable was made. Transnational workshops will be held during the projectperiod and a final exercise will be organised to see if all theoretical ideas can be implemented in practice.

The steering committee agreed with the set in direction of the working committees, as well as with their plans of action. The chairman was satisfied with the results of these two days of hard work.



## Partners of the Interreg-IIIb Project Chain of Safety

The European Lead Partner of the project, which is co-financed by the INTERREG-funds, is the Province of Zeeland (the Netherlands).

Other partners are:

- the Ministry of Transport, Public Works and Water Management (the Netherlands);
- the Ministry of the Interior and Kingdom Relations (the Netherlands);
- the Essex County Council (UK);
- the Danish Coastal Authority (Denmark)
- the Ministry of the Interior of the Land Schleswig-Holstein (Germany);
- the Flemish Ministry of Transport and Public Works (Belgium).

Sub-partners of Chain of Safety are:

- the Province of East-Flanders (Belgium);
- the Province of West-Flanders (Belgium);
- the Municipality of Schouwen-Duiveland (the Netherlands).

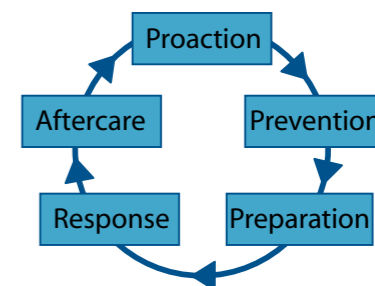


## Chain of Safety

The aim of the project Chain of Safety is to facilitate cooperation, exchange of experience and mutual assistance between North Sea Regions in the event of coastal flooding.

Since flooding disasters do not stop at local, regional or even national borders, and neither do the effects of such disasters, transnational cooperation in contingency planning is very important. Although the actual approaches are comparable, different structures and cultural differences make that interregional cooperation on proaction, prevention, preparation, response and aftercare, i.e. the chain of safety is not always uniform.

The European member states and the European Commission are developing initiatives and strategies covering the whole of the chain of safety. One of the objectives of the Chain of Safety project is to provide input and recommendations to the European discussion regarding this field, by exchanging knowledge and experience available within the partnership. This will minimise the casualties and damage caused by coastal flooding.

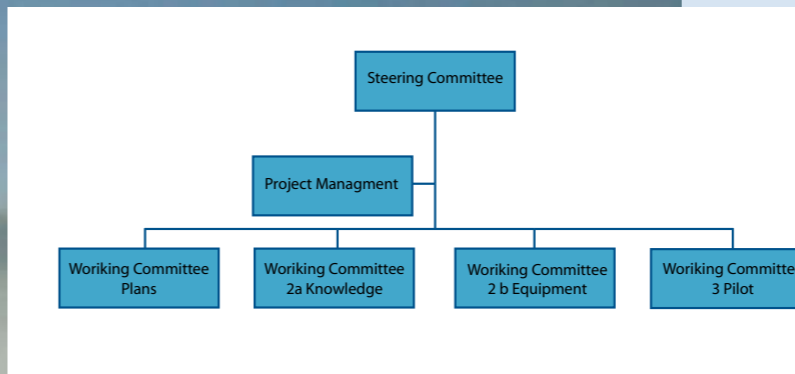


The overall objective of the project is to initiate a contingency plan for flooding covering the whole North Sea Area. This would be in cooperation with all relevant stakeholders, in order to combine best practices and experiences.



# Initiative to a Contingency Plan for flooding

covering the whole north sea region



## Organisation

To implement all the necessary activities four Working Committees, a Project Management Team and a Steering Committee is formed.

The structure of the project is such that all partners will be involved in all activities of the project. Therefore, the activities will be carried out in all participating regions. An exception will be made for the pilot action, which will take place in the Belgium-Netherlands coastal zone. The results however will be discussed with all partners and the outcomes should be useful for the other coastal regions in the North Sea area.



A responsible partner with recognised expertise will chair each working committee. Detailed organisation of activities within each component will be the responsibility of this chair, but will be discussed in the Steering Committee, to guarantee

coherence. The chairmen of the working committees will provide the input for the periodic reports on activities to the Lead Partner.

More information about this? Visit [www.chainofsafety.com](http://www.chainofsafety.com)

## Events

### Meetings of the steering and working committees

- March 21st – 23rd 2007 (Belgium)
- October 3rd – 5th 2007 (UK)

- Transnational workshop 1 "Plans" March 2007
- Transnational workshop 1 "Knowledge" October 2007
- Transnational workshop 1 "Equipment" March 2007

### Interview with chairman Viek Verdult

## Joining individual links to forge a strong chain



We are discussing the Chain of Safety project with Viek Verdult (Chairman of the Chain of Safety Steering Committee). Verdult is very pleased with the project's first partner meeting in Husum, Germany. He explains, "Two days of hard work proved that we can forge the chain we desire with which to tackle the problem of flooding in the North Sea area. People got to know

each other better, which led to an exchange and a greater clarity of visions, points of view and ideas."

### International approach

Last year the European Union asked the Dutch province of Zeeland to start up a project aimed at clustering the initiatives of countries bordering the North Sea, on the theme of flooding caused by the sea. Verdult felt honoured by the request of the secretariat of the Interreg North Sea Region from Viborg in Denmark. He says, "During the international commemoration of the 1953 flooding disaster it became clear that all countries along the North Sea coastline had taken up the theme of the danger of such floods. To develop a clear picture the secretariat asked us to act as leading partner. The project was aimed at mapping what the individual countries have developed over the years. The assignment accordingly focused on gathering all knowledge developed by North Sea countries."

### Practical plans, procedures and the means to carry them out

"In addition to gathering this knowledge, our aim was also to unlock and exchange this information. History has taught us that seaborne floods don't stop at a country's borders. As good neighbours it is wise and necessary to know what each other's plans and procedures for calamities are. This is the background to the desire to exchange and coordinate with each other our plans and procedures for dealing with serious floods. This project is also about improving our awareness of the importance of acquiring the means to provide effective aid in a flood's aftermath. We think there is an international trend towards reducing the availability of civil and other equipment for tackling floods. So, all partners in this project will be facing substantial investments, and we think it is better to tackle this problem collectively. That approach will allow us to make internationally efficient use of the investments", according to Verdult.

Verdult realises full well that problems surrounding the required investment needed to develop the means to deal effectively with actual floods will not be solved during this project. That will require international agreements, costing more time to accomplish than is available during the Chain of Safety project, which lasts until 2008.

"In addition, we will be running field tests at the conclusion of our project. Next to sharing knowledge, exchanging and coordinating plans and procedures, and raising awareness of the lack of means with which to supply aid, there is also room in our project for a practical exercise. It will assess whether everything that has been put down on paper also works in practice," explains the chairman.

### Husum

"The first partner meeting was a huge success. We were for example able to address clearly the international aspect of the issue. We also came to the conclusion that there are several other regions that should be involved in the project. These regions include the Belgian province of Antwerp, and Norfolk in England. And we should also consider neighbouring North Sea countries. The Scandinavian countries do not directly face the danger of flooding, however it would be wise to agree on plans and procedures regarding calamities. We are assessing the possibilities to let other countries take part in this project as observers. We are working out the details. It should be more clear during the next partner meeting in Belgium in March 2007," Verdult indicates.

### Strong chain

He continues, "2007 is the year a lot of the work on the project is to be done. Husum showed us that we all realise that living with a water threat is an important issue that impacts all the countries. The results of the efforts will be seen during the exercises and the final conference in 2008. Then we will be able to show how strong the chain of safety is. Looking at everybody's intentions and enthusiasm I expect it to be very strong."

