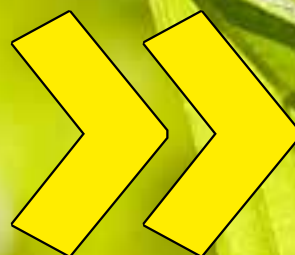


# **WORKING FOR A GREENER EUROPE**

**24 stories**  
By transnational  
Interreg projects



**#MADEWITHINTERREG**

**Interreg**



# TABLE OF CONTENTS

## #MadeWithInterreg

About us & Preface	»»
European programme areas	»»
About this publication	»»

## PROJECTS:

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### ADRION Programme

QNeST	»»
SUPER LNG	»»

### Alpine Space Programme

LOS_DAMA!	»»
CaSCo	»»

### Atlantic Area Programme

CleanAtlantic	»»
SeaFuel	»»

### Balkan-Mediterranean Programme

DISARM	»»
--------	----

### Baltic Sea Region Programme

EnviSum	»»
ALLIANCE	»»

### Central Europe Programme

RAINMAN	»»
GreenerSites	»»

### Danube Programme

Coop MDD	»»
DANUBE parks CONNECTED	»»

### Mediterranean Programme

LOCAL4GREEN	»»
PEFMED	»»

### North Sea Region Programme

Building with Nature	»»
Sullied Sediments	»»

### Northern Periphery and Arctic Programme

ASCENT	»»
APP4SEA	»»

### North-West Europe Programme

Food Heroes	»»
HeatNet NWE	»»

### SUDOE Programme

ClimACT	»»
Fire RS	»»

### Indian Ocean Programme

RenovRisk	»»
-----------	----

# « TABLE OF CONTENTS

## Interreg transnational cooperation: We work for a greener Europe

The projects featured in this publication are all funded by Interreg transnational cooperation programmes. They bring together European regions and cities located in different countries yet sharing many challenges and opportunities due to their common geography, history, and culture. We also provide an example of transnational cooperation in one of the overseas Interreg programmes.

This publication includes a small sample of the many funded projects that help to put European environmental laws and policies into practice. Working in transnational partnerships, they discover and trial efficient ways to protect and manage healthy ecosystems, accelerate fossil-free energy solutions, the circular economy, sustainable tourism and green mobility, and to better deal with the risks of climate change.

Interreg transnational cooperation is fostering strong partnerships where national, regional and local authorities, academia, civil society organisations, and private sector enterprises work together to tackle today's complex, transboundary issues. These multi-sector alliances build on regional strengths and address real challenges that exist in real places across Europe.

The transnational projects featured here are ongoing and will only deliver their full potential towards and after their completion.

Explore these pages to see how these projects are helping transform Europe into a **greener and more liveable place** for its citizens.

The projects included here are examples of **Interreg B** projects.

## The **ABC** of Interreg

<b>A</b>	<b>Interreg A (cross-border) programmes</b> support cooperation in border regions between at least two Member States.
<b>B</b>	<b>Strand B (transnational) programmes</b> support cooperation in larger areas involving regions from several EU Member States and in some cases non-EU countries.
<b>C</b>	<b>Strand C (interregional) programmes</b> work at pan-European level, covering all EU Member States.

# « TABLE OF CONTENTS

## Interreg transnational programmes



**Interreg**  
**ADRION** ADRIATIC-IONIAN  
European Regional Development Fund – Instrument for Pre-Accession II Fund



**Interreg**  
**Alpine Space**



**Interreg**  
**Atlantic Area**  
European Regional Development Fund



**Interreg**  
**Balkan-Mediterranean**  
European Regional Development Fund



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# « TABLE OF CONTENTS

## Interreg transnational programmes



**Interreg**  
Baltic Sea Region



EUROPEAN  
REGIONAL  
DEVELOPMENT  
FUND



**Interreg**  
CENTRAL EUROPE



European Union  
European Regional  
Development Fund



**Interreg**



Danube Transnational Programme



**Interreg**  
*Mediterranean*



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# « TABLE OF CONTENTS

## Interreg transnational programmes



**Interreg**  
North Sea Region  
European Regional Development Fund



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Northern Periphery and  
Arctic Programme  
2014-2020



EUROPEAN UNION  
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North-West Europe  
European Regional Development Fund



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**Interreg**  
**Sudoe**  
European Regional Development Fund



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# « TABLE OF CONTENTS

## Interreg transnational cooperation: **Project examples**

In the following pages, you can explore  
**24 examples of transnational projects.**

The **12 European transnational programmes** each present  
two projects dealing with issues of great importance in their region.





# « TABLE OF CONTENTS

## QNeST

### Promoting quality tourism based on cultural heritage

Cultural heritage is key if you want to empower local communities. QNeST - Quality Network on Sustainable Tourism - aims to promote and fulfil the economic potential of the common and exceptional features of the cultural and natural heritage of the Adriatic-Ionian area.

### TACKLES

Sustainable tourism development



The QNeST project will develop an Adriatic-Ionian vision and strategy for the development of new quality tourism solutions, based on co-design processes involving key stakeholders at local and higher levels and the capitalisation of existing best practices for sustainable tourism.

To preserve and promote cultural heritage, QNeST will launch a common brand for the promotion of quality sustainable tourism and will stimulate the creation of a network of Adriatic-Ionian actors and economic operators, active in or indirectly involved in the tourism sector.

QNeST fosters interaction between private and public stakeholders, such as local operators, tourism service providers, craftsmen, experts, local communities, institutions and cultural, social and environmental associations.





# « TABLE OF CONTENTS

## SUPER LNG

### Advancing clean fuels for maritime transport

SUPER LNG contributes to the implementation of sustainable transport and mobility solutions by supporting safe use of LNG, as a low-carbon clean fuel. SUPER LNG helps increase the level of safety and environmental sustainability of maritime transportation in the Adriatic and Ionian seas.

### TACKLES

Carbon footprint of ports and maritime transport



As a clean fuel, LNG (Liquefied Natural Gas) holds great potential for reducing the carbon footprint of maritime transport. Therefore, LNG infrastructures can enhance the sustainability of port areas.

However, distribution networks and port infrastructures for the bunkering of LNG-powered ships require technologies and solutions with a high level of safety in touristic areas, avoiding trade-offs between environmental protection and the safety of passengers and personnel.

SUPER LNG aims to provide a uniform framework to support the implementation of technical systems for the distribution and supply of LNG in port areas in the Adriatic and Ionian region.



# « TABLE OF CONTENTS

## LOS\_DAMA!

### Green infrastructures for better living

LOS\_DAMA! unleashes the potential of peri-urban green infrastructure for sustainable development in city regions by improving intermunicipal cooperation and planning.

### TACKLES Liveable cities



A number of globally attractive Alpine Space cities face common challenges: valuable green spaces in and around our cities are exposed to heavy land use pressures and a variety of demands.

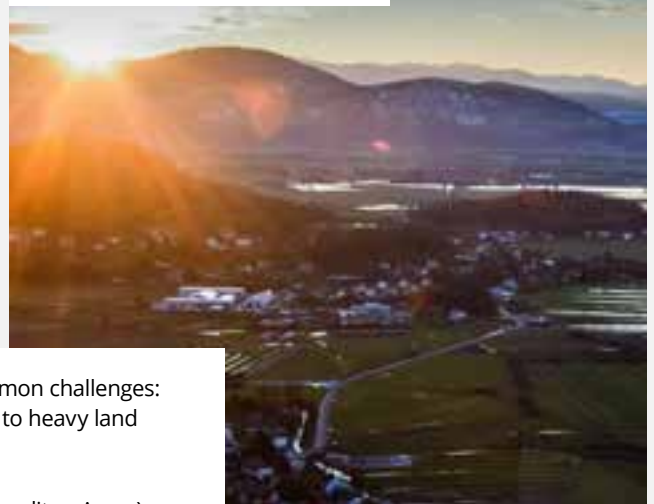
LOS\_DAMA! (Landscape and Open Space Development in Alpine Metropolitan Areas) focuses on these 'unspectacular' Alpine landscapes on our doorsteps. The project aims to protect liveable open spaces in city regions, while also connecting people and green spaces throughout the Alpine region.

The partners are collaborating with stakeholders and citizens of seven pilot areas in urban regions. Together, they are seeking ways to safeguard, enhance and manage peri-urban landscapes.

Only joint efforts can create the powerful voice needed to raise awareness and initiate change for a balanced regional development and a valorisation of these areas. Therefore, the partners founded the Metropolitan Alpine City Network, where cities and city regions even beyond the LOS\_DAMA! partnership commit themselves to promote and enhance peri-urban Green Infrastructure.



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# « TABLE OF CONTENTS

## CaSCo



### Advancing low-carbon timber in the Alpine Space

CaSCo develops transnational low-carbon timber toolkits and policies which strengthen regional added value. By increasing the use of local wood in the Alpine space, limiting transportation and supporting innovation, the project partners foster a shift towards a low-carbon Alpine Space.

### TACKLES

Low-carbon economy



Increasing material flows along processing chains in the timber industry considerably contribute to climate change.

However, there is a great but unexploited potential for the reduction of CO2 emissions. With a unique transnational approach, the CaSCo project provides decision-makers and stakeholders with the right tools to develop such solutions.

The project has developed a transnational toolkit to foster low-carbon timber processing chains in the Alpine Space. Related policy guidelines are being developed for implementation by public authorities, and the partners also conduct tailored training sessions empowering SMEs, professionals and decision-makers.

Pilot approaches are tested as input for long-term strategies in Alpine regions to further foster usage of low-carbon wood in innovative products.



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# « TABLE OF CONTENTS

## CleanAtlantic

### Protecting biodiversity by reducing marine litter

CleanAtlantic aims to protect biodiversity and ecosystem services by improving regional cooperation and capabilities to prevent, monitor and remove marine litter in the Atlantic Area.

#### TACKLES Marine litter



Marine litter is a severe pollution threat with environmental, human health, safety and socioeconomic impacts and demanding regional collaboration.

CleanAtlantic addresses this challenge and aims to protect biodiversity and ecosystem services in the Atlantic Area by improving capabilities to monitor, prevent and remove (macro) marine litter.

A picture of the current situation, existing knowledge, data and initiatives in the Atlantic regions will be drawn and gaps will be defined.

Current systems to monitor and record marine litter will be reviewed, and protocols, tools and indicators will be delivered to fill monitoring needs.

The project will also contribute to raise awareness and change attitudes among stakeholders and to improve marine litter managing systems.



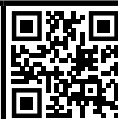
# « TABLE OF CONTENTS

## SEAFUEL

### Integration of renewable fuels in local transport

SEAFUEL demonstrates the feasibility to power local transport networks in isolated regions using fuels produced by the renewable energies available, such as solar, wind and marine.

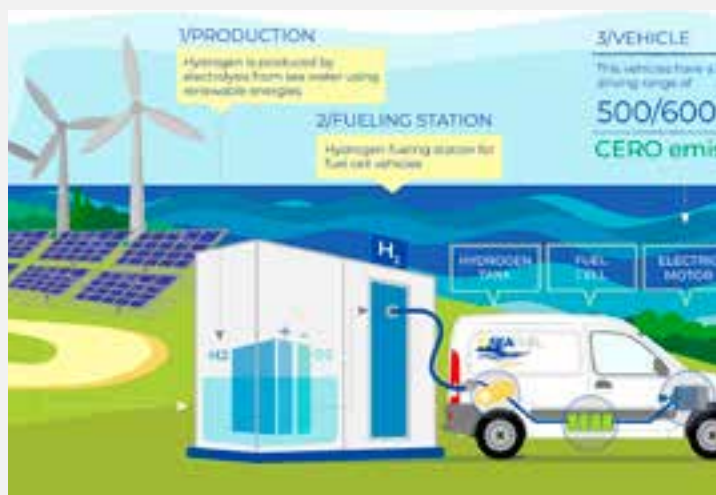
**TACKLES** Low-carbon economy



Isolated areas in the Atlantic Area, such as islands, face the specific challenge of high cost of electricity and fuel and their dependency on mainland infrastructures. SEAFUEL will target these regions where 30% of fuel consumption comes from local transportation.

SEAFUEL aims to provide an alternative fuels model for islands will be developed aimed at low carbon economy and efficient use of marine resources, using fuels produced by the renewable energies available, such as solar, wind and marine. This approach will drastically reduce greenhouse emissions, particulate matter and NO<sub>2</sub> in line with the Clean Air Programme 2008/50/EC, and provide a pathway for isolated regions to become energetically independent, leading to future installations in the other Atlantic regions.

SEAFUEL will focus on enhancing the green growth and blue economy and paving the grounds for common renewable energy policies to promote clean and sustainable transport systems.



# « TABLE OF CONTENTS

## DISARM

### Building resilience to drought and wildfires

The DISARM project uses an integrated transnational approach to build a common prevention/mitigation framework for the vulnerable south-eastern Mediterranean region to address the challenges arising from drought and wildfires.

### TACKLES

Climate change resilience



The project develops, validates, and demonstrates a set of services based on observational and modelling techniques. The aim is to assist authorities in preventing and mitigating adverse impacts of droughts and wildland fires.

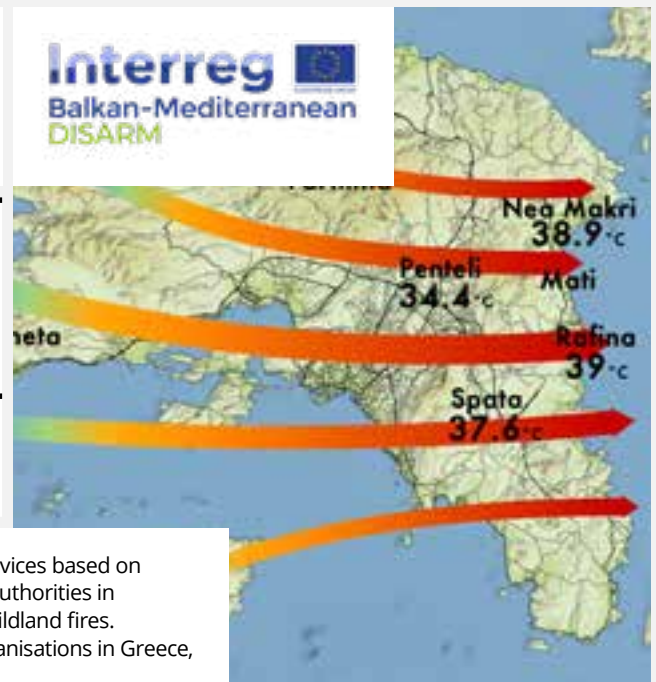
The DISARM transnational collaboration network involves organisations in Greece, Bulgaria, and Cyprus.

#### The network works to develop:

- a wildland fire risk assessment tool that will include long-term and short-term fire danger forecasting;
- a near real-time observatory of wildland fire activity;
- a rapid-response wildland fire modelling tool supporting operational fire suppression activities;
- an observatory and early warning system on droughts that will enable improved drought risk management; and
- a tool for the assessment of climate change impacts on droughts and wildland fires.

These tools form an integrated service that goes beyond existing practices and serves as a common reference in response to the need for climate change resilience and sustainable development.

Interreg  
Balkan-Mediterranean  
DISARM





# « TABLE OF CONTENTS

## EnviSum

### Environmental Impact of Low Emission Shipping

EnviSum evaluates whether the International Maritime Organisation's SECA-Regulation has the desired effects on health and environment, and what the impacts on the economy are.

### TACKLES

Clean shipping and low emissions



The EnviSum project is a flagship of the EU Strategy for the Baltic Sea Region (EUSBSR), addressing measurement and modelling strategies to assess present and future compliance costs, health effects and environmental impact of ship emissions.

The Baltic Sea region is a forerunner in this respect, and acts as a living lab for clean shipping, as it is the first region to be designated as "Sulfur Emission Control Area" (SECA) back in 2005. Thanks to this project, the SECA of the Baltic Sea is used as a case example to indicate how environmental regulations influence the region and its people.

The shipping emission inventory performed in Gdansk/Gdynia was the first such case in Poland. This achievement represents capacity building in a transnational environment in its purest form: methods were exchanged and improved among the countries of the Baltic Sea region. A similar analysis is conducted also in Gothenburg, Sweden.



# « TABLE OF CONTENTS

## ALLIANCE

### Baltic Blue Biotechnology ALLIANCE

ALLIANCE brings together blue biotechnology actors from across the Baltic Sea region to develop innovative marine biotechnology based products and services.

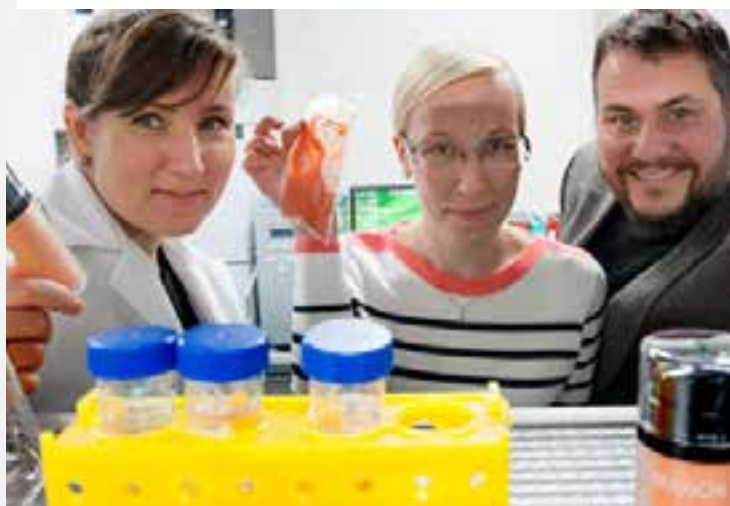
### TACKLES Blue biotechnology



The project ALLIANCE is a flagship of the EU Strategy for the Baltic Sea Region (EUSBSR) and its activities respond to the EU Sustainable Blue Growth Agenda for the Baltic Sea Region - a blueprint for harnessing the region's strengths to boost innovation and growth in the maritime area.

The project empowers the participating research institutes, small and medium sized enterprises and business clusters to increase their competitiveness by systematically pooling the national capabilities.

Through this project the Baltic Sea region's leading marine and biotechnology institutes from Kiel, Stockholm, Gothenburg, Gdańsk, Klaipeda, Helsinki and Copenhagen opened their doors for business. The partners helped 20 clients to advance products and services from an idea to the market entry so far. All were united by the aim of providing a marine bio-based product or service "made in the Baltic Sea region".



# « TABLE OF CONTENTS

## GreenerSites

### Regenerating polluted brownfield sites

GreenerSites develops action plans for regenerating abandoned industrial sites affected by pollution.

**TACKLES** Industrial site pollution



With an estimated three million sites affected by pollution, Europe faces real challenges in improving brownfield areas.

GreenerSites brings together an international partnership to develop nine regional action plans for cleaning up and regenerating unused or underused industrial areas.

The project will also provide a common tool for brownfield regeneration and implement 11 pilot actions to test sustainable and innovative solutions.





# « TABLE OF CONTENTS

## RAINMAN

### Reducing the danger of heavy rains

RAINMAN supports local and regional administrations in bracing themselves for heavy rains induced by climate change.

### TACKLES

Risk of heavy rain



Central Europe is increasingly hit by dangerous flooding caused by heavy rain. RAINMAN develops innovative tools and practical methods helping public authorities in addressing the risks of heavy rains and reducing damages and fatalities in an integrated way.

The project provides guidance, tools and best practice examples enabling local and regional administrations to start, structure and implement an integrated heavy rain risk management in their region. The project will also develop forecasting tools to enhance water management. The main outcome of the project will be the RAINMAN Toolbox guiding managers through all aspects of heavy rain risk management.

The recommendations from the RAINMAN project can be integrated into the EU Floods Directive.



# « TABLE OF CONTENTS

## Coop MDD

### Protecting the 'Amazon of Europe'

The Coop MDD project develops a joint management plan for river landscapes spanning three major rivers in five countries.

### TACKLES

Transboundary management  
of protected areas



The Mura, Drava and Danube rivers form a highly valuable and free-flowing river corridor spanning 700 kilometres and connecting almost one million hectares across Austria, Slovenia, Croatia, Hungary and Serbia.

This area is recognised as a true European treasure, known as the 'Amazon of Europe'. Stunning river landscapes host an amazing biological diversity and are a hotspot of rare species and natural habitats such as large floodplain forests, river islands, gravel and sand banks. Rivers do not know national borders as their waters flow and transport sediment cross borders. Animal species cross national boundaries during their daily search for food and people living along these rivers experience the impacts of upstream and downstream developments first-hand. Therefore, the river management also needs to be done on the transboundary level.

The coop MDD project works towards harmonisation of Protected Areas management and develops a joint management programme for the future 5-country UNESCO Biosphere Reserve 'Mura-Drava-Danube'.



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# « TABLE OF CONTENTS

## DANUBE parksCONNECTED

### Bridging Danube protected areas towards a Danube Habitat Corridor

The DANUBE parksCONNECTED project works to counteract fragmentation of wildlife habitats along the Danube River.

### TACKLES

Wildlife habitat fragmentation



The Danube River is a green lifeline for biodiversity. Whilst the Network of Danube Protected Areas preserves the most valuable sites, habitat fragmentation limits efforts to preserve a cohesive ecosystem.

DANUBE parksCONNECTED has initiated the Danube Habitat Corridor campaign to counteract fragmentation. It offers Danube-wide strategies and exemplary activities aiming to restore and maintain connectivity in all habitat elements: Water, Air, Fire & Land.

The ongoing experience and knowledge exchange of project partners from 10 Danube countries and the cross-sectorial approach between water management, energy, nature conservation and policy drivers enable long-term capitalisation of the Danube Habitat Corridor.

The transnational DANUBE PARKS Network's know-how and experience on the ground ensure that the project is well-equipped to implement an innovative project building on existing policies.





# « TABLE OF CONTENTS

## LOCAL4GREEN



### Mediterran local policies for green energy

LOCAL4GREEN helps municipalities in implementing green fiscal pilot policies to promote renewable energy sources (RES) in Mediterranean regions.

### TACKLES

Greenhouse gas emissions



Although the Covenant of Mayors (CoM), the world's largest movement for local climate and energy actions, has been signed by a great number of Local Authorities in the Mediterranean region, the overall impact stays uneven and the promotion of the renewable energy sources is still a challenge, particularly in islands and rural areas. In these areas, local fiscal policies play a key role in increasing renewable energy sources but municipalities have little capacity to elaborate, implement and monitor consistent and effective Sustainable Energy Action Plans (SEAPs) required by the CoM.

LOCAL4GREEN has been helping 70 local authorities from nine Mediterranean countries, to design, test and implement innovative local fiscal policies, to promote renewable energy sources, both in the public and private sectors and households. The results have been very encouraging - so much so that the Green Fiscal Policy Network constituted by the UN Environment has started disseminating LOCAL4GREEN's handbook worldwide..



# « TABLE OF CONTENTS

## PEFMED



### For a greener Mediterranean agri-food sector

The PEFMED project aims at reducing the environmental footprints and implementing green innovations along the whole agri-food supply chain in the Mediterranean.

### TACKLES

Environmental impacts of the agri-food sector



Agri-food systems are estimated to account for one-third of global greenhouse gas emissions. In this context, most food production systems are no longer sustainable.

The Product Environmental Footprint (PEF) – a new European standard seeking to reduce the environmental impacts of goods and services in the supply chain – could be a game-changer for the Mediterranean economy, where agri-food is the first economic pillar.

PEFMED is developing a new method based on PEF and combined with a set of socio-economic indicators in a specific territorial context. This method has been tested in nine product chains and clusters, such as dairy, cured meat, olive oil, wine, feed, bottled water, located in different Mediterranean regions. This new approach of PEF will then be transferred to further agro-food supply chain across the Mediterranean region, to widen the PEFMED Communities of Practices to new users.



# « TABLE OF CONTENTS

## Building with Nature

### Using the power of nature to build climate resilience

Building with Nature develops and spearheads state-of-the-art climate adaptation approaches – from demonstrating solutions to generating policy and investment uptake.

**TACKLES** Climate change resilience



Building with Nature showcases how natural landscapes can help the North Sea Region build climate resilience in line with the EU Climate Adaptation Policy.

Expanding sand dunes and re-meandering rivers are examples of how nature's own forces can improve the safety of people living in flood-prone areas. The project's 13 living labs in coastal zones, estuaries, rivers and lakes are generating the evidence base that is needed to incorporate nature-based solutions in national policy and investment. Joint transnational monitoring programmes and socio-economic analyses help improve the designs.

Building with Nature offers training for professionals and works with the US Army Corps of Engineers on developing guidance for BwN practitioners. The project was highlighted in the 2018 UN World Water Development report "Nature Based Solutions for Water".





# « TABLE OF CONTENTS

## Sullied Sediments

### Removing chemical contaminants from our waterways

Sullied Sediments develops tools to enable stakeholders to assess, treat, and prevent chemical contamination in rivers and canals.

**TACKLES** Water chemical pollution



Many inland waterways in Europe are under threat from Watch List chemicals that are not yet regulated under the EU Water Framework Directive. These chemicals enter our waterways as a result of daily household activities and through industry, and many have been shown to be harmful to the environment.

Water regulators and managers require support to help them manage these chemicals and the sediments in which they accumulate. Sullied Sediments is therefore developing and testing new tools to better assess, treat and prevent contamination from Watch List chemicals, including identification of “hotspots” and guidance for regulators.

The project has developed a paper-based device that detects selected pollutants in waterways and is using this tool to engage with volunteers and raise awareness to change consumer behaviour. They are also piloting a pollen-based technology to remove unwanted chemicals such as triclosan from sediments.

**Interreg**  
North Sea Region  
Sullied Sediments  
European Regional Development Fund



# « TABLE OF CONTENTS

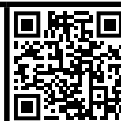
## ASCENT

### Apply Skills And Conserve Our Environment With New Tools

The project ASCENT works to enhance the management of natural areas often visited by tourists.

### TACKLES

Sustainable management of  
natural landscapes



Rapid growth in tourism numbers and the desire to experience and explore the natural environment has brought new challenges in managing the landscape and preserving its qualities for future generations.

ASCENT develops management plans to assist local authorities and other stakeholders to monitor areas of natural beauty and implement innovative measures to ensure their sustainability. The project will create new ways to conserve and sustain natural sites without taking away from the experience they offer, manage mountains and upland areas responsibly, examine habitat damage and restoration needs and introduce site-specific mitigation measures. ASCENT will create living laboratories trialling new approaches, upskilling local communities to respond to future challenges and exploring new concepts for balancing tourism, cultural and economic interests with environmental needs. The project will promote civic pride among communities of their environmental resources and unique local cultural heritage.



Northern Periphery and  
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# « TABLE OF CONTENTS

## APP4SEA

### Preparing for environmental hazards in the Arctic

The APP4SEA project builds an Arctic preparedness platform to tackle oil spill and other environmental accidents.

#### TACKLES

Environmental risk management



The APP4SEA project addresses a growing need for environmental risk management in the Arctic region, due to changes driven by climate change and societal trends. The 21st century has brought unprecedented interest in Arctic resources, turning the region from the world's periphery to a centre of global attention. Driven by global climate change and industrial and economic activities, the habitual environment and traditional lifestyle of Arctic coastal communities are set to undergo severe changes within the next 50 years. By 2025, we expect increased human activity in the Arctic, including amongst others coastal and intercontinental traffic, the fishing, oil and gas industries, maritime tourism, and research.

#### The Northern Periphery and Arctic region will see:

- More oil and gas deposit fields opened for licensing
- More trade and tourism ships crossing the ocean
- More industrial projects.

These activities will bring increased risk of hazardous events. To keep up with this development, there is a clear need to step up risk preparedness.



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APP4SEA





# « TABLE OF CONTENTS

## Food Heroes

### Improving resource efficiency through innovative solutions to reducing food waste

Food Heroes aims to reduce food waste in the first parts of the food chain by developing, testing and implementing at least 15 new solutions for waste reduction.

**TACKLES** Food waste



Interreg  
North-West Europe  
Food Heroes



One third of all food produced worldwide for human consumption is lost or wasted. In Europe this is about 88 million tonnes of food waste each year, of which about 40% in the first parts of the food chain (production – processing).

New solutions and a different approach are needed to change the one-sided focus on the valorisation of food. The Food Heroes project aims to reduce food waste in the first parts of the food chain, by developing, testing and implementing at least 15 new solutions for waste reduction and higher value uses, to be developed in a transnational, cross-sectoral and co-creative approach, at least resulting in:

- Reduction of 468 tons of fish waste
- Reduction of 4,100 tons of fruits & veggies
- Higher value uses for 3,250 male goats 15 000 male chicks and selection processes to prevent the killing of 0,5 M male chicks per year.



# « TABLE OF CONTENTS

## HeatNet NWE

### Transition strategies for delivering low carbon district heat

The HeatNet NWE project aims to develop and test local district heating and cooling networks

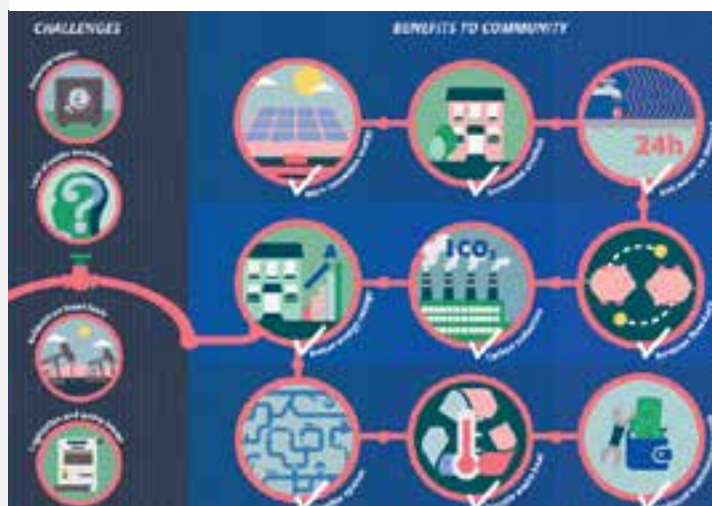
**TACKLES** Low carbon economy



District heating and cooling facilitates energy efficiency, less CO<sub>2</sub> emissions and a greener economy. Despite its many benefits, it currently accounts for just 2-7% of total heat demand in North-West Europe.

The HeatNet NWE project addresses the challenge of reducing CO<sub>2</sub> emissions in North-West Europe by creating an integrated transnational approach to the supply of renewable and low carbon heat (incl. waste heat) to residential and commercial buildings.

The partners are developing a transferable model for the implementation of 4DHC schemes (a low-temperature distribution system that minimises heat loss) in North West Europe which will be tested and demonstrated in 6 living labs through investments to make it robust. To guide public sector organisations in assessing the feasibility of district heating systems in their region, the HeatNet NWE partners will be producing Transition Roadmaps, outlining their experience in developing the 6 pilots. The project will result in 15,000 t CO<sub>2</sub>e saved per annum.





# « TABLE OF CONTENTS

## ClimACT

### Fostering climate-smart schools for a greener Europe

ClimACT improves energy efficiency at schools through smarter management of buildings and awareness raising of children.

**TACKLES** Low-carbon economy



ClimACT promotes the green energy transition by promoting low-carbon management of schools.

By means of smart energy management, use of renewable energy, and behavioural changes, ClimACT improves the energy efficiency of buildings. This reduces the schools' environmental expenses as well as their risks related to health and safety.

Harnessing the potential of the educational sector to raise awareness, ClimACT also carries out educational activities, games and presentations that make youngsters aware of the importance of the low-carbon economy.

Interreg  
Sudoe



ClimACT





# « TABLE OF CONTENTS

## FIRE RS

### Making forest fires fight a reality

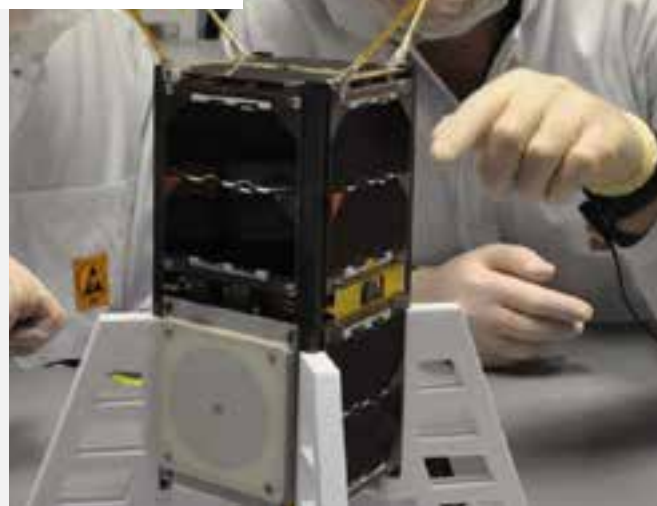
Fire RS allows the early detection of forest fires. Through the use of a nanosatellite and drones, the project gets detailed information- practically in real time- on key aspects of fire seats which are immediately shared with the competent authorities for actions.

### TACKLES Forest fires



In 2017, Forests Fires increased 200% in South-Western Europe, destroying our landscapes, natural resources, habitats and lifes.

FIRE-RS is a system to face forest fires that includes thermic and visible earth sensors. These sensors are provided with cameras covering an area of 2 km. When the cameras detect a fire seat or smoke they sound an alarm and send the first information (extension and time of the fire, among others) to the satellite. This satellite, covering an area of 2500 km, acts like a communication repeater and transmits the information to the control centre, located in Toulouse, France. Having the elevation and local data, the existence of the fire seat is checked and a drone flight plane is launched from Portugal, to check the fire in situ. These drones, provided with high-resolution cameras, collect the information on the location and wind speed at the roof of the trees (between 10-15 meters). From there, the information is transferred to a software to evaluate the potential evolution of the fire and to plan instantaneous action measures.



# « TABLE OF CONTENTS

## RenovRisk



### Improving forecasts of cyclones in the South West Indian Ocean

RenovRisk evaluates the impact of climate change on cyclonic risk in the South West of Indian Ocean.

**TACKLES** Risk of cyclones



This project, piloted by the University of Reunion, studies tropical cyclones developing in the South West Indian Ocean basin, in order to improve forecasting of their impact on the main inhabited islands, starting with the current period and going up to the year 2100.

The project develops innovative measuring tools (drones, buoys etc.). The data obtained will be fed into risk-analysis models deployed on a territorial scale. An important component of this project concerns digital representation of future cyclones in the Indian Ocean, in the context of climate change.

The projections will make it possible to produce estimations of rainfall, wind and swells for 2040, 2080 and 2100, but also to estimate the water resources available for cyclonic recharging in the context of more severe territorial drought.



# « TABLE OF CONTENTS

## ABOUT THIS PUBLICATION

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Whilst all efforts have been made to ensure that the information is correct, we cannot guarantee that there are no errors or omissions.



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