Everything you should know about Zeeland
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The history of man in Zeeland goes back about 150,000 years. A Stone Age axe found on the beach at Cadzand in Zeeuwsch-Vlaanderen is proof of this. The land there lies for the most part somewhat higher than the rest of Zeeland. A long, sandy ridge runs from east to west. Many finds have been made on that sandy ridge. So, you see, people have been coming to Zeeland from very, very early times. At Nieuw-Namen, in Oost-Zeeuwsch-Vlaanderen, Stone Age arrowheads have been found. They date from about 9000 BC. Farmers were probably already living in Zeeland from about 4500 BC on. About 1 AD, a row of sand dunes stretched along the coast, interrupted every now and again by a river mouth. Beyond were peat bogs, criss-crossed by creeks extending all the way to the sandy soil of Brabant. Herdsmen lived on the higher-lying peat moors. They made their own pottery or had it brought in from potteries in the Rhine area (around present-day Cologne) and Lotharingen (on the border of France and Germany).

Many Roman artefacts have been found in Aardenburg in Zeeuwsch-Vlaanderen. The Romans came to the Netherlands about the beginning of the 1st century AD and left about a hundred years later. At that time, Domburg on Walcheren was an important town. From Domburg, trade with towns in England and elsewhere in Western Europe was being conducted. After a severe storm in 1647, the remains of a temple dedicated to the goddess Nehalennia emerged from under the dunes. Altarpieces were also found. Sailors once dedicated the stones to the goddess in gratitude for a safe voyage. In 1970 and 1971, even more Roman relics were fished up, once more including Nehalennia altar stones.
For three centuries AD, Zeeland was largely flooded. For the time being, habitation came to an end. Perhaps some people were able to settle in the dunes. The 8th to 10th centuries AD saw another period of brisk trade with England. Once again, Domburg was the main port, only this time it was probably called “Walacria”. Later, the island of Walcheren was named after it. About 850 AD, the Vikings (Danes) had Walcheren in their possession for a while. After they left, castles were built in Oostburg, Oost-Souburg, Middelburg, Domburg and Burgh. The castles were part of a line of defence that stretched from the coast of France to Den Burg on Texel.

Slowly but surely, from the 11th c AD on, the islands were reclaimed from the sea. Flemish abbeys that owned large parts of Zeeland at the time did much of this work. Also, dike reeves regularly had dikes built. Those were enormous jobs, for the people had only simple spades and baskets as their main tools. Small islands grew into larger areas through diking-in. Sheep grazed on the salt marshes and mud flats. There was a thriving wool trade. Abbeys and cloisters, even the 12th c abbey at Middelburg, were very influential. The monks were the ones who laid the foundation for a well-planned system of agriculture. Trade increased and brought prosperity and the population grew. This led to the growth of a large number of villages in the 12th and 13th centuries. A village was only really important if it had a church. Some villages grew into cities. Middelburg was granted city rights in 1217 from a Flemish countess and a Dutch count. In that period the water boards also came into being.

The 16th century showed economic prosperity but decline, wars and floods, as well.

Flood disaster of 1953, Bogerdweg Dreischor.
On November 5, 1530 (Saint Felix's Flood), for example, Noord-Beveland, Borssele and Sint-Philipsland disappeared underwater for decades. And war — it was then the fight against Spain. In 1574, Middelburg fell into the hands of William of Orange. The monks left their Abbey after more than four centuries. Shortly after, the provincial government occupied the Abbey buildings, where it remains to this day. Social and cultural life got a great boost from the fall of Antwerp in 1585 and the arrival of many Flemish. This marked the start of a Golden Age for Zeeland as in the rest of the Netherlands. It can still be seen in the many monuments that have left their imprint on many cities such as Middelburg, Veere, Zierikzee, Tholen, Vlissingen and Brouwershaven.

The 18th century was again a time of decline in prosperity. The rule of Napoleon made it all the worse. French domination (1795-1813) brought considerable changes. Shipping on the Westerschelde came to a virtual halt and the cities of Zeeland decayed. Trade was hardly possible any longer. Only farming could hold its own. When the French left, they left it impoverished. From that period, in almost all the cities, a vast amount of buildings were demolished. The 19th century can with reason be called the century of demolition. The government tried to stimulate the economy but it was difficult.

In 1868, the railway from Bergen op Zoom to Goes was opened. Five years later, it was extended to Vlissingen. At the same time, the Canal through Walcheren and the Vlissingen harbour works were completed. Shortly afterwards, the shipbuilding company "De Schelde" in Vlissingen was established. It created many jobs. Zeeland passed quietly into the 20th century. The most important changes were the appearance of trams on Walcheren and later, also in Zeeuwsch-Vlaanderen and on Schouwen. In 1928, the island of Tholen was connected to Noord-Brabant by a bridge across De Eendracht.

The Second World War (1940-1945) left its marks in Zeeland, traces of which can still be seen. On May 17, 1940, a German bombardment destroyed a large part of the centre of Middelburg. The provincial fleet of ferries was completely destroyed. Vlissingen became the most shelled city in the Netherlands. At the end of the war only one house there had come through the war without a scratch. In October 1944, the Allies bombed Walcheren's sea dikes. Walcheren was flooded. The Germans were pushed out and the shipping lanes to Antwerp were re-opened. Fighting left most of West-Zeeuwsch-Vlaanderen in ruins. During the winter of 1944-1945, Schouwen-Duiveland was still suffering under German terror. Post-war reconstruction got off to a slow start due to the shortage of material and working machines. When things were finally back to about the pre-war norm, the February 1, 1953 flood disaster caused the Province another setback. This disaster caused the deaths of 1835 people in the southwest of the Netherlands and left a major part of Zeeland's islands underwater. The construction of the Delta dikes and dams were a direct result of the flood. In 1986, the Oosterschelde Stormvloedkering was completed.

From the 1960s, industry, trade and transport in Zeeland have grown considerably. They are now the most important source of income.
The province of Zeeland lies in the southwest of the Netherlands. It is criss-crossed by the Ooster- and Westerschelde estuaries. To the west is the North Sea; to the north, the province of Zuid Holland; Noord-Brabant is to its east and Belgium is to the south. The area of Zeeland consists of the former islands of Schouwen-Duiveland, Tholen, Sint-Philipsland, Noord-Beveland and Zuid-Beveland and Walcheren. Zeeuwsch-Vlaanderen, south of the Westerschelde, belongs to the European continent.

The area of the province (land and water) consists of more than 293,000 hectares. Of this, 143,800 hectares are for farming, 2,500 ha for forests, 8,700 ha for nature, 11,100 ha built-on land and almost 114,000 ha of water. The remaining land (13,200 ha) is zoned for industrial, traffic and recreational use. Thus, two-thirds of the province is land and one-third water.

Schouwen-Duiveland, with 48,820 ha, is the largest municipality in area. Kapelle is the smallest, with 4,960 ha. Almost the entire province consists of sea clay, with the exception of the dunes along the coast. A vast stretch of dunes lies in Westerschouwen (de Westhoek). A smaller one is at Oranjezon, between Oostkapelle and Vrouwenpolder. The division between clay and sandy soils runs very close to the border with Belgium in Zeeuwsch-Vlaanderen.
On January 1, 2001, 374,920 people lived in Zeeland; 185,737 men and 189,183 women. Middelburg is the largest municipality with a population of 45,427. Vlissingen is second, with 44,776. Goes, in third place, numbers 35,953 people. Terneuzen is the fourth municipality with 34,498 people.

The municipal consolidation of 1997 resulted in Schouwen-Duiveland becoming the fifth municipality of Zeeland with a population of 34,194. The smallest municipality is Sluis-Aardenburg with 6,560 people, followed by Noord-Beveland with a population of 6,971. A consolidation of municipalities is planned for Zeeuwsch-Vlaanderen (as of January 1, 2003). The intention is to form three municipalities with substantial populations: “west”, “central” and “east”.

As of January 1, 2001, the population distribution over the various areas was: Schouwen-Duiveland, 34,194; Zeeuwsch-Vlaanderen, 107,628; Tholen, 23,763; Walcheren, 112,234; Noord-Beveland, 6,971; and Zuid-Beveland 88,847.

Population growth (or decline) comes about in two ways. First, there is ‘natural growth’ — the difference between the number of children born and the number of people who die. Second, is the difference between the annual number of people coming to live in an area and that of those moving away. There is a positive population shift when more people come to live. On the other hand, of course, when more people move away, we speak of a negative population shift.

The figures on settlement in and departure from an area
clearly show whether an area is an attractive place to live and — especially — whether good and varied jobs can be found there.

For a long time, till 1965, we could speak of a negative population shift in Zeeland. From 1966, this became a positive population shift. This was chiefly thanks to the growth of the seaport industry which created many jobs and also attracted people from outside of Zeeland. Between 1983 and 1990, the global ‘decline in the economy’ was felt: resulting in another negative population shift.

New economic élan has ensured that the population of Zeeland since 1990 again shows annual positive results in settlement.

At the beach.
The highest governmental body is the Provincial Council, the provincial house of representatives. There are 47 members of the Provincial Council of Zeeland — men and women who are chosen directly by the population in elections held every four years. They are elected on the basis of lists of candidates and electoral platforms of the political parties. The next Council elections are Tuesday, March 11, 2003.

In principal, the Provincial Council meets once a month (on Fridays) in the Statenzaal. This hall is in the Abbey at Middelburg, the capital of Zeeland.

The provincial government that has its seat there owns this imposing historic complex of buildings. The Council meetings are open to the public.

Once the members of the Council have been elected, they, in turn, choose from among themselves a daily board: the Executive Council (GS). In Zeeland, this board is made up of six people. The GS members have offices in the provincial government building, the Provinciehuis (Abbey, Middelburg). They meet weekly on Tuesday mornings.
The chairman of the Provincial Council and of the Executive Council is the Queen's Commissioner. For Zeeland, that is Drs. W.T. van Gelder. A Queen's Commissioner is not elected. He is appointed by the central government by Royal Decree. So, although the Commissioner by origin must be considered a government official, he is in the first place, a representative and advocate of the province to which he has been appointed. In contrast to the past, he is now also a member of the Executive Council (GS).

Since the 1999 provincial elections, seats on the Provincial Council have been divided as follows: 10 Christian Democrat Appeal (CDA), 10 People’s Party for Freedom and Democracy (VVD), 8 Labour Party (PvdA), 7 Political Reformed Party (SGP), 4 Green Front (GroenLinks), 3 ChristianUnion Party (ChristenUnie), 3 Party for Zeeland (Partij voor Zeeland), 1 Democrats ’66 (D’66), and 1 Westrate Party.

The daily board of the Executive Council is formed by 2 members from CDA, 2 from PvdA, and 2 from the VVD.
Nature and landscape

Vijfzoo dike, south of Hoedekenskerke.

The surface area for nature is expanding for the first time in years as new nature areas are deliberately being created. How and when that must happen has been set down in the nature conservation policy plan of the province. The province is concentrating on 10 policy items.

Much work is being done to create the main ecological structure (EHS). That is a network of linked nature reserves that preferably have their own water level. This leads to the creation of unbroken areas free of barriers for plants and animals.

Achieving this is turning out to be a big job, for of course, there are lots of privately-owned plots of land everywhere, owned especially by farmers who after all, need their land for other purposes. It is a quite a feat to buy or swap these plots of land. However, nowadays, conservationists and farmers are showing more and more mutual understanding.

In practice, farmers now also manage EHS nature areas and conservationists share their know-how with farmers who want to use their farms for nature conservation. Examples of this ‘agrarian nature conservation’ are meadow bird conservation, nest protection, adapted farming methods, recovery of small landscape elements and the management of edges of fields (seeding the edges of the fields with all different kinds of colourful wildflowers).

In the course of hundreds of years, the ‘face’ of Zeeland has been marked for the most part by the wind and the sea. The
people in Zeeland have had to fight a long and difficult struggle against the water. Sometimes, polders had to be given over to the sea for a while or forever. Sometimes there was talk of a victory: new land could be diked in. Many places still show signs of that struggle: crooked dikes, creeks and pools, refuge mounds, inlets and ‘karrevelden’ or meadows behind the dikes, submerged lands such as the Verdronken Land van Saeftinghe and the ‘broken’ coastline of Noord-Beveland.

Saeftinghe is unique. It is the largest salt marshland in Western Europe with an area of 3,000 hectares. This enormous open-air museum of Zeeland’s natural landscape is now well protected and can only be visited when accompanied by a guide. By the way, the latter is not only necessary for the protection of the plants and animals; it is also for visitors’ safety, as you can easily be surprised by the rising tide.

Deep creeks remained behind on Walcheren and Schouwen-Duiveland after the floods of 1944 and 1953. They are of interest for researchers. The inlets on Schouwen and the Zwin on the border of Zeeuwsch-Vlaanderen and Belgium are important nesting grounds for birds.

As everywhere in recent decades, people have caused damage to many parts of Zeeland’s countryside. Land consolidation, the Delta works, the construction of industrial areas and roads, and the growth of towns and villages have caused the greatest deterioration in the landscape. Recreation has led to changes chiefly in the coastal landscape.

Nowadays, nature cannot be sacrificed to the economy, just like that. If a lovely area must disappear, then a new nature area elsewhere must be created. This is known as ‘nature compensation’. For example, much of this is being done along the Westerschelde. The nature reserves are managed by Het Zeeuwse Landschap, the Vereniging tot Behoud van Natuurmonumenten and Staatsbosbeheer.
After the Golden Age of the 16th and 17th centuries, the economy of Zeeland underwent a period of economic standstill. The end of the 19th century again brought some talk of economic recovery, especially in industry in places such as Middelburg (lamp cap factory) and Vlissingen (shipyard) and in the zone along the Gent-Terneuzen Canal (chemicals, mirror glass and sugar refinery). The major economic recovery came in the 1960s and 1970s. Then Zeeland concentrated on its waterfront: harbour and industrial areas in Vlissingen-Oost were constructed and the Kanaalzone in Zeeuwsch-Vlaanderen was developed. These areas attracted major companies interested in their locations on deep shipping channels. The government vigorously supported these activities as it was recognized that the Dutch economy in the regions outside of the Randstad (the cities of western Holland) needed to be given a strong boost.
This resulted in a broader-based economy in Zeeland and employment became much less dependent on agriculture.

Just how radically Zeeland’s economy has changed is shown by the statistics on the number of jobs — especially if you look at the kind of work that people do.

In 1899, there were 85,357 jobs in Zeeland. They were divided as follows:
- agriculture 46.4%,
- fishing 1%,
- industry 18.4%,
- services 34.2%.

In 1999, there were 163,443 jobs:
- agriculture & fishing 6%,
- industry 23%,
- services 71%.

(The term ‘services’ covers all kinds of commercial activities such as banking, transport companies, small and medium-sized businesses, insurance companies, as well as non-commercial activities such as health care, education and government.)

At the end of 1999 there were 9,800 unemployed, 6% of the work force. This number is below the national average.

The added value for Zeeland’s 1997 production was almost 8 billion euro. This figure stands for the difference between the cost of buying a product or of manufacturing it and what its sale afterward brings in; a kind of ‘gross profit’. Almost 42% of the total added value in Zeeland is for industry. This is an interesting figure when compared with jobs. After all, ‘only’ 23% of the work force is in industry. Evidently there are companies with an enormous production, with comparatively few employees. And that tallies with the facts, too: the chemical industry, especially, plays an important role in Zeeland’s economy.

It is also important for Zeeland’s industry to invest a lot in expanding and improving production.

In comparison to what is happening in the Netherlands on average, Zeeland is at the top.
Industry and services

Industry and the services sector comprise all branches of industry except for agriculture, fishing, recreation and tourism. Approximately 140,000 people work in industry or services.

The added value of industry and services amounts to almost €7 billion, about 90% of Zeeland’s economic worth... This province thus makes an above-average contribution to the Dutch economy.

Zeeland is, looking at the Netherlands as a whole, quite industrialized. The historic image of Zeeland (‘agriculture and recreation’) disappeared decades ago — at least, if you look at it from an economic standpoint.

The harbour and industrial areas of Vlissingen-Oost and the Zeeuwsch-Vlaamse Kanaalzone are the centres of Zeeland’s economy.

The first area has been developed since the end of the 1950s, the Kanaalzone is originally a much older industrial area. The first companies located there in the second half of the 19th century. Strongly represented are the (petro)chemical industry, metal and electrical industries and shipbuilding.

Recent years have shown a clear shift from industry to transport. Well thought-out systems in supply and transport, storage...
and transshipment of goods are becoming more and more important. Also involved is the forming of logical chains in the stream of goods; for example, from ships via inland waterways to distribution centres where the goods are then transported further by train and trucks.

Safety, limiting the burden on the environment and reducing the problem of traffic jams are also being considered.

For Vlissingen-Oost there are the prospects of a huge business, the Westerschelde Container Terminal (WCT). It will be a wharf of international stature where the biggest container ships can moor along its 2.5 km length. The first containers are expected in 2003. The initiator of the WCT is the Antwerp dock industry Hessenatie. The WCT is expected — once fully operating — to certainly create 1500 new jobs. Not all of them will be with Hessenatie itself. Jobs will also be at all manner of companies that will profit from the massive container transport.

Outside the docklands, the food and luxury foods industries, especially near Yerseke/Kruiningen, stand out.

The services sector in comparison to the Dutch average is somewhat lagging although this does not apply to the branches related to recreation and tourism, such as hotels, restaurants and cafés and retail businesses. It is particularly the area of financial services that is slow in Zeeland, though in the last few years it has begun to grow.

There is still enough space for businesses in the province of Zeeland. Mid-year 2000 there were still 500 ha seaport and 350 ha of other areas available. These are newly developed areas. The Province together with the municipalities is carrying out a policy of revitalizing out-dated industrial estates. This must happen in a sophisticated manner. Space is, after all, scarce and it must also get stamped ‘renewable’, which is to say clean and sustainable.
Traditionally, Zeeland is a farming province. For centuries, reclaiming land from the sea has yielded hundreds of hectares of fertile soil. Flemish monks in the Middle Ages diked in much of Zeeland. Farmers in Zeeland have always been interested in new methods of cultivation. Extensive mechanization, especially after the Second World War, significantly increased productivity and quality. Agricultural organizations have made important contributions to development through information programmes and agricultural education. Further, agriculture has benefited greatly from land consolidation. This process is still on-going. Nowadays, there are two forms of land development: consolidation for agrarian areas and reorganization for areas where interests other than agricultural ones weigh as heavily.

In 2000, there were almost 123,000 ha under cultivation: 98,000 ha for arable farming, 14,500 ha land for grass, 8000 ha for outdoor horticulture, almost 100 ha for cultivation under glass, 90 ha for fast-growing trees and 2100 ha were un-tilled. In that same year, the area of the average farm was 29 ha.
The national average was 20.1 ha.
In 2000, there were 4231 businesses in the agricultural sector. Many farms are located in Zuid-Beveland and Zeeuwsch-Vlaanderen. The crops for arable farming are: wheat, barley, peas and beans, marrowfat peas, grass seed, potatoes, sugar beets, caraway seed, grey poppy seed, evening primrose, flax, alfalfa, green maize (fodder) and onions.

The main groups are: grain crops 33.4%, pulses 1.9%, agricultural seed 7.6%, tuber and root crops 37.9%, cash crops 3.5%, green fodder 5.2%, onions 6% and other crops such as chicory, mushrooms, stone fruit and pomes (apples and pears), small fruit, market garden crops, flowers and trees, perennials, flower bulbs and corm 4.7%.

In 2000, of the livestock there were 50,313 head of cattle, 112,584 pigs, 50,701 sheep, 1,954,061 chickens, 8144 other types of poultry, 2071 horses and ponies, 23,783 animals raised for their fur and 240 rabbits.

In that same year, 8110 people were employed more than 10 hours a week in farming. This included family members.

**Rural development**

In 1998, the project Vitaal Platteland Zeeeland began. This project for a vital countryside in Zeeland was an idea of all those involved in the countryside — the farmers, of course, conservationists and environmentalists, municipalities, the Province, water boards, banks, the recreational sector, industry that processes agricultural products and the Ministry of Agriculture and Fisheries...

This idea came about because farming was on the decline. This was the conclusion of all manner of studies as well as from practice. It mainly concerns arable farming. Besides, this is not a problem typical to Zeeland alone. The same is happening elsewhere in the Netherlands and in the countries around us: sale prices are declining and costs are rising; those of land, for example.

However, in Zeeland there are also positive things to report. This province attracts tourists who might be interested in regional products or who would like to camp on a farm. A country tearoom can also attract visitors, etc, etc.

The project Vitaal Platteland was set up to carefully examine this type with its new possibilities. You could say that Vitaal Platteland means keeping the countryside as lovely as it is, or making it even prettier and ensuring that people can still earn a good living there.

The Province puts it into action — it gives subsidies to people with good ideas for projects. For example, in the past years, it has contributed to the planting of trees in farmyards, has helped to pay for the development of organic farming and for a hay hotel.
Zeeland and commercial fishing are tightly knotted together much like the fishing nets. The first detailed descriptions of fishing vessels from Zeeland date from the 14th century. It then comes as no surprise to learn that it was a Zeelander in 1380 — Willem Beukelszoon — who developed a technique that conserved fish longer: the gutting of herring. This technique involved removing their gills and stomach with a knife. After this the fish were salted and stored in small wooden kegs for a few days.

Nowadays, some 900 Zeelanders work in commercial fishing. If we add the people who have something to do with fishing (such as the traders), then 2300 Zeelanders earn a living in this sector.

We can divide fishing into two important branches: ‘real’ commercial fishing for fish and the farming of shellfish.

The image of commercial fishing in Zeeland is mainly determined by the huge, powerful North Sea cutters whose home ports are also where the fish markets are located (the market halls where fish are auctioned): Vlissingen, Breskens and Colijnsplaat.

Fishing at Breskens.
There are approximately 50 working cutters. The most important catches are sole, plaice, cod and whiting. In 2000, the total catch was worth approximately €53 million (Vlissingen, €34 million; Breskens, €11 million; Colijnsplaat, €9 million).

In Zeeland, there are no longer as many shrimp fishermen active as in the past. Commercial fishing for shrimp takes place twice a year off the Dutch and Belgian coasts and in the Waddenzee. Commercial eel fishing takes place in the Oosterschelde and the inland waters.

A few lobstermen go out fishing in the Oosterschelde from 1 April to mid-July. A good 20 vessels fish for cockles from the end of August till the beginning of December, off the coast and in the Ooster- en Westerschelde estuaries. Each year the quota for the catch is adjusted because sufficient food must be left over for the birds.

Zeeland’s mussels and oysters (most come from the Oosterschelde) are world-famous. Yerseke is the centre of shellfish farming. Mussel farming dates back to the 15th century. For a few weeks each year, in the spring and autumn, the seed mussels are fished up. This mainly occurs in the Waddenzee. Afterwards, the fished up seed mussels are planted in special sections in the Waddenzee or the Oosterschelde.

After a long process of re-catching them and re-planting them, the mussels are sold at the only mussel auction in the Netherlands, at Yerseke harbour. The 6000 ha mussel sections in the Waddenzee and the Oosterschelde are rented out by the government to some 80 mussel farmers, all of whom come from Zeeland.

Oyster cultivation is also an important form of aqua farming in Zeeland. And here, too, it is centred in Yerseke.
Tourists and vacationers are well acquainted with Zeeland. They love her beautiful, wide beaches and the many hours of sunshine. Yet, Zeeland has much more to offer and more often than ever, it now seems that tourists and holidaymakers appreciate this.

Attractions are the historic cities of Middelburg, Zierikzee, Veere and Vlissingen.

Middelburg, with some 2500 large and small monumental buildings, deserves special mention. Her Town Hall, the Abbey and the quays with the mercantile houses dating from the time of the United East India Company (VOC) are extremely beautiful.

As a city of monuments and historic buildings, Middelburg has international allure — and the many foreign visitors also bear witness to this.

Vlissingen is attractive for her historic sea fortifications and the views onto the ships in the shipping lanes of the Westerschelde.

Zeeland is becoming more and more a cycle-land. Cycle routes have been set out everywhere. They offer vacationers the chance to explore the countryside.

Characteristic are the low-lying, marshy areas that serve as feeding and nesting grounds for many kinds of birds in great...
numbers. Also special is the Zak van Zuid-Beveland with its
crooked country lanes, orchards and its many big and small
dikes carpeted in lovely wild flowers. Zeeuwsch-Vlaanderen, on
the other hand, looks quite different, with its vast expanses,
though closer to the border with Vlaanderen in Belgium, the
countryside again becomes smaller in scale. The narrow coun-
try roads, often paved with cobblestones called 'kinderkopjes'
as they are about the size of a child's head, and bordered by
pollard willow trees, are eye-catching.
The towns of Hulst and Sluis are very popular shopping centres
for our neighbours to the south, the Belgians.

Every year about 17 million tourist overnight stays are booked
in Zeeland. A little explanation here: 1 person who stays here
for 14 days counts for 14 tourist overnights.
The total tourism sector is good for an annual turnover of
approximately €908 million.
There are 214 hotels/pensions, 23 group accommodations,
65 holiday villages with summerhouses, 182 campgrounds,
350 mini-campsites and 2 landscape campgrounds in Zeeland.
The waters of Zeeland are particularly attractive for water
sports enthusiasts. There is a lot to do, for those on small
boats as well as large, ocean-going yachts. And you can tie up
at one of the 42 marinas with a total of 13,500 moorings.

Every year a good 300,000 people visit the exposition at
Waterland Neeltje Jans (the Oosterschelde Stormvloedkering).
Here, a variety of methods is used to inform you about the
Delta works, Dutch hydraulic engineering and the construction
of the storm surge barrier, in particular.

Some figures on Zeeland: The area of dry beach is about 200
ha (2 million square metres). This is the beach that stays dry
even during high tide. The recreation and nature area at Veerse
Meer encompasses 4,000 ha. The Grevelingenmeer covers
14,000 ha and the Oosterschelde comprises 35,000 ha.
Zealand has a few important east-west and north-south links for motor traffic in and to the province. The connection across the Westerschelde is being maintained by two ferry services until the end of 2003. There is a railway line for passengers (Roosendaal - Vlissingen) with a freight line branching off to the Vlissingen-Oost seaport. In the Zeeuws-Vlaamse Kanaalzone, a railway line for freight runs from Terneuzen to Gent in Belgium.

The most important east-west connection is the A58 motorway from the Noord-Brabant provincial border at Bergen op Zoom to Vlissingen. This 60 km long motorway bridges the Schelde-Rijn link and the adjacent Bath discharge canal and tunnels under a canal, the Kanaal through Zuid-Beveland.

North-south are the routes known as the Zeeland route and the Dammen (dams) route. The Zeeland route stretches from Rotterdam via the islands of Zuid-Holland and Zeeland to Goes. Right up to the 1960’s, you would have had to take a ferry from island to island. Now the connection has been made much easier and faster by the Heinenoord Tunnel, the Haringvlietbrug, the Grevelingendam, the Zeelandbrug and the Zandkreekdam. A second bridge across the locks of the Zandkreekdam is scheduled to be completed in 2002. It will improve the flow of traffic on this route.
The completion of the route across the storm surge barrier in the mouth of the Oosterschelde estuary in 1987 created a second north-south link. This route across the dams, the Dammen route, crosses the heads of the islands of Zuid-Holland and Zeeland.

The Delta works have given Zeeland another two roads, the road over the Oesterdam between Rilland and Tholen and that across the Philipsdam from Sint-Philipsland to the Grevelingendam. The latter connection meant the end of the ferry service between the Anna Jacobapolder and Zijpe.

Both ferry services across the Westerschelde are vital links in the Zeeland and the international highway networks. The Province owns them. The Province has five double-decked ferries in her fleet. Some 3 million cars and 7 million passengers are transported each year between Vlissingen - Breskens and Kruiningen - Perkpolder. The ‘Provinciale Stoombootdiensten’ as the provincial ferry services are known officially, form a considerable business, with approximately 350 employees and a budget of € 36,302,417.

In 1996, the decision was made to construct the Westerscheldetunnel. Work is well underway and the toll tunnel is scheduled to be ready for traffic in 2003. It runs to the west of Terneuzen and to the east of the Dow Benelux chemical plant in West-Zeeuwsch-Vlaanderen. In Zuid-Beveland, it runs west of Ellewoutsdijk where, after discussions with the municipality of Borsele, more room has been left between the road and the sea dike for a nature conservation area. This decision means the end of the scheduled ferry services with the exception of a pedestrian ferry between Vlissingen and Breskens.

The Zeelandbrug between Schouwen-Duiveland and Noord-Beveland was an initiative taken by the Province. In the early 1960s, the Province did not want to wait for the completion of the Oosterschelde dam in order to have a connection between mid-Zeeland and Schouwen-Duiveland. The 5,022 m long Zeelandbrug was officially opened on December 15, 1965. It was then the longest bridge in Europe. The collection of tolls ended in 1993.

If you tally up all the roads in Zeeland, the total length of the road network outside of the towns is a good 4,500 km.
Within the scope of total mobility as in the rest of the Netherlands, public transport in Zeeland plays a modest role. About 3% of the transfers use public transport. All the same, public transport is of two-fold significance:

• the accessibility of important economic, social and recreational centres;
• the opening-up of the countryside, the social significance.

The railway line between Vlissingen and the Randstad, the cities of western Holland, forms the ‘backbone’ of public transport in Zeeland. An Intercity train runs every hour between Vlissingen and Amsterdam. It also makes stops in Zeeland at the stations of Vlissingen-Souburg, Middelburg and Goes. It will also stop at the station of Kruiningen-Yerseke until 2003 when the Westerscheldetunnel opens. Further, there is a local train...
between Vlissingen and Roosendaal every hour that, in addition, serves the stations of Arnemuiden, Kapelle, Krabbendijke and Rilland-Bath.

Local transport over the roads consists of bus routes, regular taxi service and, in a number of areas, the call-up bus service (CVV). The most important bus routes have a reasonably high level of service (2 buses per hour), though on most lines there is 1 bus an hour. In the outlying areas this can be sometimes even less. In the urban district of Vlissingen - Middelburg and in Goes there is special urban transport. Besides the public transport within Zeeland there are a few cross-border bus routes. Thus, there are direct connections with Belgium, such as Breskens - Brugge, Terneuzen - Gent, and Hulst - Antwerpen. An express service (the Interliner) as well as a normal bus route connect Zierikzee and Rotterdam.

Extra public transport is available for special groups such as students and tourists (only during the summer months). There is public transport for tourists in the coastal area of West Zeeuwse-Vlaanderen and in the head of Schouwen-Duiveland. Moreover, there is also special free public transport available from the tourist park and ride transfer station, the transferium at Renesse.
More than 25,000 km of waterways make up a network that services Western and Central Europe. No less than a quarter of that is in the Netherlands and Belgium.

Each year, more than 100 million tonnes per ship are transported to domestic destinations in the Netherlands and Belgium themselves. The largest stream of goods within Europe is waterborne — from the Netherlands and Belgium via the Rhine to Germany, eastern France and Switzerland. The seaports along the Westerschelde in Zeeland are playing an increasingly larger role in that. Furthermore, the Westerschelde is vital as an entrance to the ports of Antwerpen and Gent. The ships — a varied fleet — sail the Westerschelde and take on or unload incredibly diversified types of cargo. The ships, whether sea-going or barges, are getting bigger and bigger in size.

The Westerschelde is a tidal river. Channels and sandbanks are constantly shifting. Maintenance dredging alone is no longer enough to keep the seaways at their proper depth. Right now work on this is well underway. That’s why, for example, it is necessary to clear up a large number of wrecked ships that still lie on the riverbed.
Nature is also lost in the Westerschelde from the dredging. This must be compensated by the realisation of new nature areas.

The Westerschelde is a busy river that has to handle all shipping traffic to Antwerpen, Gent, Terneuzen and Vlissingen. For this reason, much attention is devoted to safety. Shipping traffic is guided with the help of a chain of radar and shipping stations on shore, pilots on board, or at a distance. There are also tugs that can be of assistance.

There are important canals in Zeeland. The Schelde-Rijn-Kanaal runs close to the border with Noord-Brabant and is a direct link for inland shipping between Antwerpen and Rotterdam. The canal is 37 km long, 5 m deep and 120 m wide. The part of the canal on Dutch soil cost € 272,268,129. Of that amount, Belgium paid 85%.

The Kanaal van Gent naar Terneuzen is also a very important one. It is the connection from the Westerschelde to Gent. To be sure, Gent is located inland but it has a huge seaport. The canal is also an economic artery for the Netherlands. It opens up the Terneuzen harbour complex and the Sluiskil industrial area.

It is as if the canal divides Zeeuwsch-Vlaanderen in two. There are bridges crossing it at Terneuzen, Sluiskil and Sas van Gent. The provincial government thinks this is not sufficient; certainly not when the Westerschelde tunnel becomes a reality. With this in mind, plans with a potential for success have been made to dig a tunnel at Sluiskil.

Despite the construction of the Schelde-Rijn Link, het Kanaal door Zuid-Beveland has still managed to be of value to inland shipping between the Westerschelde and the Rijn — especially for higher ships. This canal was markedly improved a few years ago. The only locks are at Hansweert; those at Wemeldinge are no longer used. The Kanaal door Walcheren is used mainly for pleasure craft.
Water is an essential condition for life: as drinking water for man and animal. Agriculture and industry, too, cannot do without water.

However, water is also important for the quality of nature and the countryside and for creating pleasant neighbourhoods in the cities.

These are the satisfying sides of water. However, when there is too much water, it causes problems in our low-lying country, and Zeeland must certainly be included here.

‘Too much water’ can be a two-sided term: particularly, from outside due, to a severe storm at sea and from within, as problems arise with the draining of rain water and the excess water from the rivers that flow into the Netherlands from outside her borders. The flood disaster of 1 February 1953 is still fresh in the memories of many Zeelanders. Large parts of Zeeland disappeared under the waves.

Zoutelande, winter.
Especially Schouwen-Duiveland, Tholen, Sint-Philipsland, Noord-Beveland and parts of Zuid-Beveland suffered greatly. The flood took the lives of 1835 people in the southwest of the Netherlands (Zeeland, the islands of Zuid-Holland and West Brabant). The economic blow fell hard as thousands of head of cattle drowned, many houses and farms were destroyed and the fields and pastures were useless due to the salt water. After the flood the Delta Act was passed in 1958. This act demanded that all Dutch dams be at ‘Delta safety’ level, which meant they must withstand extremely severe storm surges with a chance of flooding of less than 1: 4000 years. Zeeland opted for the principal of ‘shortening of the coastline’, closing off the arms of the sea with one dam to protect the area behind it. The Veersegat was closed in 1961 and the Brouwershavengat in 1971.

Dams such as the Zandkreekdam, the Grevelingendam and the Philipsdam were also constructed at the far reaches of the sea arms for the regulation of the water that flows into the Delta from the rivers as well as for safety’s sake.

According to the original plans, the Oosterschelde was to be closed with a solid dam. However, environmental and fishing organizations were able to change this. The government also recognized that the Oosterschelde was a unique tidal region with an abundance of fish, birds and plants. Moreover, it is the area for mussel and oyster cultivation.

It was decided to protect the Oosterschelde with a storm surge barrier that could let water flow through and that would only be closed if there was a risk of a severe storm surge. The barrier was completed in 1986.
The Oosterschelde Stormvloedkering is a gigantic hydraulic engineering construction that — also because of the enormous technical problems that had to be overcome — must be considered one of the most complicated structures ever made by man.

The barrier consists of 64 piers — each as big as a cathedral — and 62 colossal gates that hang between these piers. They can be lowered from a central control building. One pier weighs about the same as 18,000 cars. These piers were constructed in special dry construction docks. The docks were flooded and the piers had to be lifted one by one, transported and then placed in the deep tideways of the Oosterschelde with millimetre-precision! The whole story is told at the exposition ‘Waterland Neeltje Jans’ on the former construction island of the same name that lies in the middle of the Stormvloedkering.

‘At the back end’, the Oosterschelde is closed off by the Oesterdam, which divides the salt water from the fresh waters of the Zoommeer.

The Westerschelde is not closed off. It cannot be closed, of course, because of the sea-going shipping traffic to Vlaanderen and the Netherlands. All of the dikes along this river estuary, a total of 270 km, have been raised to Delta height. You don’t notice it daily but in the Netherlands excess water is constantly being drained off into the sea. If we were not to do so, we could not keep our country dry. Sometimes, when a lot of rain falls and the Maas and Rijn rivers bring with them large amounts of water, we do notice it. Low-lying areas are then threatened with flooding. The pumps that must carry off the water are then working at full power in the pumping-stations. You see these pumping-stations (gemalen) in all kinds of places by the waterside of Zeeland. They are essential in order to keep the ‘water management’ working. The water boards manage the pumping-stations. We have two of them in Zeeland: the ‘Zeeuwse eilanden’ (the entire area above the Westerschelde) and the water board ‘Zeeuwsch-Vlaanderen’. The water boards have another important job, water purification. Everyone must pay yearly taxes to enable the water boards to do their work. The water boards also manage the rural roads and maintain the dikes and dunes. The government gives them money every year for the latter.

During the past few years, we have come to realize more and
more that we cannot always continue raising the dikes and keep on pumping the water away. For example, one fact is that the sea level is rising (due to the melting of the polar ice caps). That is a slow process, to be sure, but still...

As a result of expanding towns and villages and construction of roads and industrial areas, we also need increasingly more and more land that has to stay dry. This means that there is less and less room for water.

The Province has drawn up a plan, the water management plan titled ‘Let’s Get Smart with Water’ (Samen slim met water). This plan states that we have to take a good look at whether there are areas lying within the dikes that are suitable as temporary holding places for large amounts of water. Such a place is already along the Schelde in Vlaanderen. It is called ‘pot polders’, areas with a low dike (with a higher one behind it) that can flood when the river has risen to an extremely high level.

Furthermore, water management in Zeeland has various water systems, namely large and small fresh water areas; a lot of salt water, of course; and waters that are a mixture: brackish — sometimes saltier and other times, fresher.

This means that when plans involve water, you have to be very sophisticated when working and realize that you have to deal with all kinds of parties, such as water boards, farmers, nature conservationists, etcetera.
Education and cultural activities

There are 245 primary schools and 22 schools for special and secondary special education in Zeeland. The day schools after the primary level offer the following levels of instruction: mavo (lower general secondary education), 11 schools; havo (higher general secondary education), 11; vwo (pre-university secondary education), 11, of which 7 have a grammar school level), lower vocational education, 11; intermediate vocational education, 3; and higher vocational education, 1.

The intermediate vocational level offers education in all the important types of training: the technical sector (with nautical studies, among others), economy (with hotel and catering, tourism and recreation, among others), services and health care (with sports and fitness training) and agriculture.

The Hogeschool Zeeland comprises the following sectors: technical education (with aquatic ecotechnology and nautical education), economics, health care and teacher training. Beyond the higher vocational education level are the Master of Science (MSc) and the Master of Business Administration (MBA) programmes.

Furthermore, part-time programmes and dual training can be followed in many different areas. People living in Zeeuwsch-Vlaanderen can complete a foundation course (propadeuse) in...
The special relationship between America and Zeeland is found in the Roosevelt Study Center. The center, located in a part of the Provincial building in the Middelburg Abbey, is mainly occupied with research and the control and expansion of the source collection. This collection is concentrated on modern American political history and is unique in Europe. The Roosevelt Study Center is named after the American President, F.D. Roosevelt, whose ancestors emigrated to the New World from Zeeland in the 17th century. The Study Center is also involved with the biennial presentation of the Four Freedoms Awards in Zeeland. The Four Freedoms Awards are given to people whose deeds show solidarity with the principles President F.D. Roosevelt considered essential for democracy: freedom of speech and expression, freedom to worship, freedom from want and freedom from fear. These awards are presented on alternate years in New York and Middelburg.

The Province of Zeeland has its own library, located in Middelburg. The Zeeuwse Bibliotheek covers a broad range. There is a department for research, an historical/documentation department, one for public lending and a technical library. There are approximately 35 libraries in Zeeland, of which 12 have a regional function. Five bookmobiles serve the villages and neighbourhoods that have no library branches. Zeeland's museums, small and large, total 35 in all. The largest has already been mentioned — the exposition centred at Waterland Neeltje Jans, which concentrates on the

Tejater Zazot, the delivery bicycle band.
Oosterschelde Stormvloedkering and Dutch hydraulic engineering.

City and regional museums (at Axel, Goes, Hulst, Uzendijke, Sint Annaland, Veere, Zierikzee and Vlissingen) have very diverse collections on their own locations and the region. Sometime soon, the newly-renovated museum in Vlissingen will open its doors to reveal a collection that is completely devoted to maritime Zeeland, past and present.

The Zeeuwse Museum is located in the Abbey at Middelburg. It exhibits valuable collections in the area of cultural history and art. (At the time this brochure went to press, the museum was undergoing major renovation and had been closed for some time.)

Interesting sights are, for example, at Aardenburg (Roman times), Vlissingen (reptiles and amphibians), Breskens and Bruinisse (fishing), Oostkapelle (nature museum), Yerseke (oyster and shellfish cultivation) and Kapelle (fruit-growing).

A fun ‘rolling museum’ is the steam train Goes-Borsele. Another ‘must’ worth mentioning is that Zeeland is a ‘festival-land’ with events that recur every year. For example, the Straatfestival (muziek and theatre in the street) and the Bevrijdingsfestival on Liberation Day, the film festival ‘Film by the Sea’ in Vlissingen and the Nazomerfestival (autumn festival of music, opera and theatre) are held in various locations in Zeeland. Furthermore, we can mention the ‘Zonnemaire-buitengewoon’ (extraordinary music and theatre); jazz festivals in Domburg, Terneuzen and Middelburg; the Festival van Zeeuwsch-Vlaanderen (classical music in Zeeuwsch-Vlaanderen) and pop festivals in different places in Zeeland.

The cultural policy of the Provincial Government has some important characteristics: the content of what is to be seen and heard must be good and varied and as many people as possible must be stimulated to engage in cultural activities. The Province carries out this policy by very conscientious granting of subsidies, among others.

The Provincial Government also feels that attention must be given to the particular cultural identity of Zeeland. That is not meant to put the ‘traditional’ at the forefront (which happens, of course). Rather, it is more to put Zeeland’s headstrong determination and urge for innovation in the spotlight.
Town and country planning is connected to daily life with a look ahead to the future. All of the subjects mentioned in this brochure are related to town and country planning — economy, industry, agriculture, recreation, traffic and housing. We in the Netherlands think it normal to consider beforehand the best location for a factory or a new residential area. For example, it is unthinkable that a factory would be built between the yacht harbours on the Veerse Meer and that its polluted water would flow into the lake others are using for recreation.

There are many countries where that is possible, cities and industrial areas arise there ‘on their own’. There is no thinking ahead. Just over the border, you can see houses under a highway viaduct or hazardous factories in a residential area or on the beach. So, town and country planning is not a matter of course. In the Netherlands we feel it is very important because we want to know what our environment is going to look like in the future.
The Ministry of Housing, Spatial Planning and the Environment has made a broad plan for the further development of the Netherlands.

The ‘Fifth National Policy Document on Spatial Planning’ states, among other things, what part of the Netherlands can be built-up and where it must remain green. Every province then draws up a spatial plan once every ten years, one that considers the wishes of the Ministry. The plan for Zeeland is called Streekplan Zeeland. This regional plan is more detailed than that of the Ministry; it elaborates the further development of the province. The regional plan takes into consideration what the Provincial Government and the citizens want in the areas of housing, industry, recreation, tourism, traffic, transport and nature.

The municipalities draw up zoning plans. A zoning plan can cover a large area or a small part. In the last case, it is called a postage-stamp zoning plan. The zoning plan is more detailed than that of the Ministry or the Province. It is possible to find your own house on the maps or to see what a new residential area is going to look like.

The municipal zoning plans must meet the requirements of the Provincial regional plan. For this reason, the Provincial Executive Council must approve the zoning plans.

In 2000, 17 municipalities in Zeeland submitted 88 zoning plans for approval. More new zoning plans are submitted than old ones are terminated. This is why there are now 1225 zoning plans still valid in Zeeland. The goal of these plans is to make a good environment and living space for all of us. Thus, it is not simply the way in which space is divided. Nature, environment and water quality are also important. In the past, each part had its own plan. The Province is now working more and more with ‘integral views’.
These are long-term plans for Zeeland that go beyond spatial planning alone. Integral environmental policy has at its centre the entire social environment.

For a few areas in Zeeland the regional views are being conceived or have already been planned. A regional view is an implementation plan of an area — it is an attempt to solve all the problems where possible at one time. Most regional views are concerned with improving campgrounds, cycle paths, roads, car and bike parks, and good beach facilities. However, attention is not only given to the sea and beach. Tourists must also have something to do when it is not beach weather. There is a joint effort to solve those problems — all kinds of interest groups such as municipalities, the Ministry of Transport, Public Works and Water Management, the water board, and organizations for farmers, nature and recreation are involved. There are regional views for Walcheren, the Kop van Schouwen and Goes and environs. Regional views are being made for the areas of the Veerse Meer and West Zeeuwsch-Vlaanderen.

Further, it is the task of the Province to look for suitable locations for wind turbines, roads, railways, glasshouse horticulture, dredgings, and pipelines, for example.
As of January 1, there were 160,000 houses in Zeeland that were either permanently-occupied or in use as second homes. The proportion of owned:rented homes is about 60:40%. About 10,000 homes are used for recreation.

It goes without saying that most of the houses are in the cities, but here is where the number of vacancies (especially in the rental sector) is the greatest. The policy of the Provincial Government is to ensure that population growth and thus the increase in the number of houses occur in the cities and medium-sized centres (the term is 'bearer cores'). These cores have facilities available that are important to people (cultural activities, sports, shops, etc.). In the country villages, construction is only allowed to take place for the growth of their own inhabitants.

We want to continue to preserve the countryside for agriculture, nature and recreation. Housing vacancies in the city are tackled by renovation or demolition of housing that offers insufficient comfort by today’s standards and by building new types of houses in which people now want to live. People want quality in the form of sufficient space and luxury.
More and more people want and are able to afford that. The government also wants quality and sustainable construction (among others, in choice of building materials), use of clean energy such as solar panels, the lifetime-durability of houses — that is to say that the house can be designed in such a way that you can continue living in it as you grow older.

The changing composition of the population also plays a role in the choice of housing to be constructed.

Relatively-speaking, the population is greying.

Besides residential care housing for the elderly and lifetime-durable houses, existing houses are also being adapted so that the elderly can continue living in them.

Many municipalities want to bar the use of houses as second homes. A second home is usually a somewhat smaller house that has been bought by people from outside the province for use as a weekend and/or holiday home. Municipalities want to prevent them for they fear for the quality of life of their residential areas when many of the homes are second homes. The Province maintains that outsiders should buy second homes in the city, on the Boulevard in Vlissingen, for example. The quality of life in cities is less subject to stress.

In Zeeland, there are a lot of homes in use for recreation (about 3000). They are holiday homes in resorts. The Province is of the opinion that these homes may not be permanently occupied. Otherwise, you would have to provide facilities such as the collection of refuse, cable connections, and so on, and you would have to create new space for tourism.
Health care is offered at seven locations in Zeeland. There are hospitals in Oostburg and Terneuzen in Zeeuwsch-Vlaanderen, as well as an outpatients’ in Hulst. The hospital in Oostburg has 55 beds, some of which are intended for patients with planned, short-term hospitalisations and for people who can stay there whilst waiting to be sent home, or those who are waiting to be admitted to a nursing home. A family doctors’ post for West Zeeuwsch-Vlaanderen is linked to the Oostburg hospital. The ‘De Honte’ in Terneuzen has a 280-bed capacity. The region of Zuid- and Noord-Beveland/Schouwen-Duiveland has the ‘Oosterscheldeziekenhuis’ in Goes, with 305 beds. In Zierikzee there is a day hospital with ‘day treatment’ and an outpatients’. Walcheren has the regional hospital ‘Streekziekenhuis Walcheren’ with 334 beds. It is located in Vlissingen. There is a so-called external outpatients’ in Middelburg.

There are three rehabilitation centres in Zeeland, ‘De Wielingen’ in Terneuzen is associated with the ‘De Honte’ hospital and is for children and adults; ‘Reigerbos’ children’s policlinic rehabilitation centre is at Goes; and the ‘Lindenhof’ clinical rehabilitation centre for adults is also in Goes. These three centres
belong to the foundation De Stichting Revalidatie Geneeskunde Zeeland, located in Goes.
The area of mental health and substance abuse care in Zeeland is centred in Emergis, in Goes. Aside from the care in the central clinic, Emergis maintains surgery hours at about thirty locations in Zeeland (so-called ‘ambulatory care’). The psychiatric hospital Vrederust in Halsteren provides care for Tholen and Sint-Philipsland. Further, the general hospitals in Vlissingen and Terneuzen have a 24-bed psychiatric department.
The Zeeuwse Consultatiebureau voor Alcohol en Drugs, a clinic for alcohol and drugs abuse, has four branches in Zeeland.

Different organizations offer care to people with mental handicaps in various places in Zeeland. By this we mean housing, care and day-care. Tragel, Stichting Zeeland voor Philadelphia housing and De Okkermoot are busy in Zeeuwsch-Vlaanderen. Above the Westerschelde, Arduin, the GORS, Den Berg, Stichting Philadelphia Zorg Walcheren and De Beukelaar offer care. The Sociaal-Pedagogische Dienst offers social-pedagogical care for all of Zeeland.

There are eleven nursing homes in Zeeland. Further, spread over the entire province are a good fifty homes for the elderly and so-called woonzorgcomplexes (residential care complexes). These 'wozocos' are primarily meant to allow people to live on their own longer and yet ensure them quick assistance if necessary.
In some homes for the elderly, nursing-home care is also offered. The latter is usually employed in order to enable people to stay in familiar surroundings. In the past people had to 'move' for medical reasons from a home for the elderly to a nursing home.
Environment

A Zeeland where it is healthy, safe and a pleasant place to live and work and with a vital nature — that is the Zeeland we picture. Now and later on. That picture comes from Green light, the Province’s environmental policy plan. It is broad, for environmental policy touches all sides of society.

The provincial environmental policy has led to hefty results. The air in Zeeland has been proven to be cleaner as far as a large number of materials are concerned. Odour nuisance has been reduced considerably. Acid rain has been reduced by half. Many environmental problems have become controllable. However, there are still some persistent environmental problems that require new solutions. Those persistent environmental problems are, among others, risks due to climate change (for example, excessive rain water), reduced availability of natural resources, health problems from fine dust and summer smog, traffic noise and continued pressure on the environment by acidification and over-fertilization. They are environmental
problems that are often connected to the consumers’ and the producers’ needs for energy and mobility.

In order to solve the problems, a strong appeal has been made to the sense of responsibility of companies, citizens and authorities. Cooperation between all involved is often the key to success. The area policy is an illustration of this. Within the project Schouwen-West, government, companies and private groups are working together to improve the quality of the landscape, nature and environment and to create better opportunities for recreation and agriculture. Such an approach prevents sub-problems from continuing to be solved without considering the effects that they have in other sectors.

Such an approach is now being applied in ten larger areas in Zeeland.

A turn towards sustainable enterprise is needed in order to solve persistent environmental problems.

‘Sustainable’ is a kind of jargon which can cover much. It is important that we are economical in our use of oil, gas and all kinds of minerals. Using other sources of energy can do this: the sun and the wind. Also, we must be cleverer in using all kinds of material, ‘waste’ from factories, for example. Scrap material can often still be recycled and used instead of dumping it somewhere. And we can also be of influence by being sure to produce ‘new material’ in such a way that we can do something with it later on.

Cooperation is then, naturally, an important condition for success. There are various points of action at the provincial level. Cooperation among companies and with authorities on industrial areas (the realization of sustainable industrial areas) and cooperation between companies in the production chain (what

Wind turbines and biomass.
the one no longer needs can perhaps be of good use to the other). Moreover, the Province turns towards the large as well as the small companies and industrial areas. The Province as initiator and stimulator of sustainable industrial areas recently played a role in the realization of projects in the Sloe area (Vlissingen Oost) and in the Kanaalzone. Further, the Province supports projects on municipal industrial areas, in Zierikzee and Terneuzen, among others.

Between Province, business, authorities and citizens, various forms of information and know-how transfer regarding the environment and environmental policy are being utilized. They concern nature and environmental education, information and communication, directed at the transfer of knowledge, growing commitment, consciousness-raising and behaviour change. The dissemination of information is given shape by means of all manner of publications and via the Internet.

Also, residents are directly involved in the developments on the industrial areas via the organization of public meetings and through a public panel.
The Province publishes a wide range of materials in Dutch in fields for which the Province is responsible. They can be ordered from the information office of:

**Provincie Zeeland**  
Abdij 9, Postbus 6001  
4330 LA Middelburg, The Netherlands  
Telephone #31 (0) 118 - 63 14 00  
e-mail: infocentrum@zeeland.nl

- Van boerenland tot toeristisch product — From farmland to tourist product
- Over natuur en milieu (hulp bij het schrijven van een scriptie) — On nature and environment (help in writing a term paper)
- Veedrinkputten — Waterholes
- Het Zeeuwse zeekleilandschap — Zeeland’s sea clay landscape
- De zin van de Westerschelde — The sense of the Westerschelde
- Het zijn de kleine dingen (landschapselementen) — The little things (landscape elements)
- Zeeland een opvallend gebied — Zeeland a striking area (Also available in English)
- Kop van Schouwen — Tip of Schouwen
- Manteling van Walcheren — Manteling of Walcheren
- Oosterschelde — Eastern Scheldt
- De Zeeuwse havens — Zeeland’s harbours
- De toestand van de Zeeuwse natuur — The state of nature in Zeeland
- Vogelobservatiehutten in Zeeland — Bird-watching huts in Zeeland
- Het grote blauw (natuur Deltawerken) — Big blue (nature at the Delta works)
- Tussendijks (natuur polders) — Between the dikes (nature polders)
- Newsletters and informative folders on regional developments
• a series of pamphlets on the cultural history of Zeeland:
  • Hoog van de toren (kerken) — Tower high (churches)
  • Zeeland in de prehistorie — Zeeland in prehistoric times
  • Zeeuwen te water (maritieme geschiedenis) — Zeelanders at sea (maritime history)
  • Zeeuwen tegen het water (waterstaatgeschiedenis) — Zeelanders against the sea (history of public works)
  • Zilt en Zoet (watergebruik) — Salty and Fresh (use of water)
  • De Romeinen in Zeeland — The Romans in Zeeland
  • Versterkt Zeeland (geschiedenis verdedigingswerken) — Fortified Zeeland (history of defences)
  • Van schandsteen tot straatkapel (kleine monumenten) — From ‘shaming’ stone to wayside chapel (minor monuments)
  • Zeeland in de vroege Middeleeuwen — Zeeland in the early Middle Ages

The booklets in the cultural-historical series, the nature series and the Bird-watching huts and The state of nature in Zeeland vary in price from € 1.82 to € 5.67.