

A system of indicators to measure progress towards respective objectives and targets in EU Cohesion Policy – An essential tool to drive EU countries on a sustainable development path!

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An assessment of European Commission's proposal for common indicators in ERDF and CF

The greatest danger for most of us is not that our aim is too high and we miss it, but that it is too low and we reach it.

Michelangelo

I. Introduction

The current EU commitment to a transition agenda towards building a low carbon and resource efficient economy as enshrined in the Europe 2020 Strategy and its respective Flagship Initiatives have significantly influenced the proposed Cohesion Policy objectives for the 2014–2020 period. Besides the mobilisation of financial resources for the achievement of the Europe 2020 strategy targets, it is important that the Cohesion Policy keeps a strong focus on the results of EU financial support in relation to these targets.

The EU Presidency Conclusions of May 2011 reiterate the Council's 'unanimous support and strong commitment that the effectiveness of Cohesion Policy can and should be further improved' and stress that one way to achieve this is through more results-focused programming and increased emphasis on evaluation and indicators.¹

The new package of regulations proposed by the European Commission² recognizes the need for a more prominent role of the programme indicators: such a set of indicators will serve as a tool for ensuring commitment to and achievement of the CP objectives, and for measuring Member States' progress toward sustainable development. Therefore, in the new proposal for a General Regulation 2014–2020 we welcome Article 19's result-oriented provisions on the spending of the EU funds and the related performance framework review system. Bankwatch has therefore taken a closer look at the proposed common indicators for the ERDF and CF.

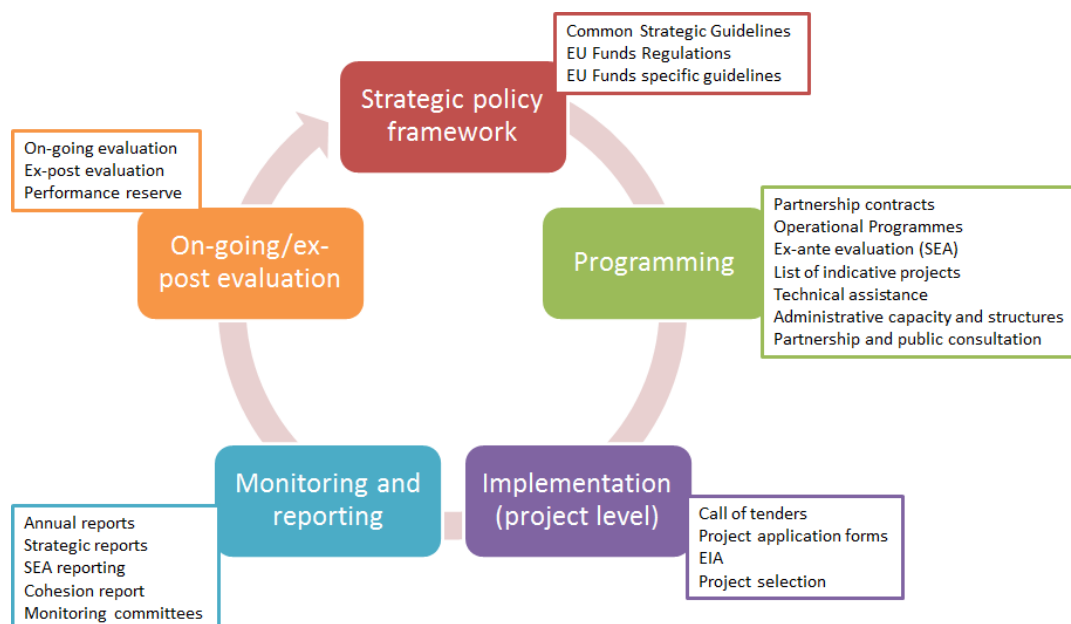
II. Indicators – purpose and emerging good examples so far

Indicators are an important governance tool and therefore they should be considered in the context of a policy life cycle and specific governance structures (Figure 1). On the level of the "Strategic policy framework" a system of sustainable development indicators should be introduced. Partnership Contracts should refer to results and impact indicators in relation to targets set out during the "Programming phase", so that sustainable development indicators can become an effective steering and control tool during "Implementation" and "Monitoring".

¹ EU Presidency (2011) Towards a more effective Cohesion Policy. Presidency Conclusions. Informal meeting of Ministers responsible for Cohesion Policy, Gödöllő, 20 May 2011

² http://ec.europa.eu/regional_policy/what/future/proposals_2014_2020_en.cfm

Figure 1: The role of indicators at various levels in the 2014–2020 CP cycle



Source: Institute for European Environmental Policy: *Developing Sustainable Development Indicators for the Post-2013 Cohesion Policy*

An important function of the indicators is to **provide objective information on the results of policy implementation** for decision makers at the European and national levels. Therefore the indicators need to be designed in a technically sound, feasible and measurable way and clearly linked to the policy objectives and targets. For example in the area of renewable energy sources and energy efficiency the Europe 2020 strategy has set the target to increase the share of renewable energy sources in final energy consumption to 20%. For this goal the strategy itself adopted the indicator “Share of renewables in gross final energy consumption”. This is a clearly result oriented indicator, relevant for measuring the achievement of the policy target. The proposed Regulations on Regional Development and the Cohesion Fund (ERDF and CF) have as the main indicator in this area only “Additional production capacity of renewable energy”. Such an indicator would be correct if the Cohesion Policy was the only financial source for investments in the energy sector. However the portfolio of financial sources for funding of various energy sources is much broader and therefore the otherwise result-oriented indicator “Additional production capacity of renewable energy” which is very much relevant for measuring the contribution of the CP to the broader goal, should be accompanied with another one measuring the achievement in the overall target: “Share of renewables in gross final energy consumption”.

Another function of indicators is to serve as a **communication and steering tool**. If the indicators are well designed and linked to relevant policy goals, this allows for easy communication of the direction the policy is headed in and the results achieved.

The last – but not least – of the indicators’ functions is to **motivate and support the beneficiary countries** to increase their standards in the areas and sectors supported. For example regarding risk prevention, there are already existing examples of good practice in terms of flood prevention measures which are based on resolving the causes of the problem – the retention capacity of the landscape – while the usual solutions applied are aimed at building high dikes along rivers, which



only deteriorates the situation downstream. Good indicators aimed at the roots of problems instead of the usual end-of-pipe solutions can provide a motivation to politicians at the national level as well as the beneficiaries.

In the 2007–2013 period the proposed ‘core’ indicators, arranged in two EC working documents³ and thus indicative for Member States, tend to favour simple ‘output’ indicators (e.g. number of projects supported etc.). This type of indicators is not suitable to measure actual policy results. Social indicators are limited only to job creation and social inclusion while environmental ones tend to focus on basic environmental infrastructure, (estimation of) GHG emissions/energy and risk prevention. There are no indicators concerning important environmental themes such as biodiversity and resource efficiency, nor are there appropriate indicators to link environmental pressures stemming from other non-environmental interventions, for instance transport, industrial development, etc.

Nevertheless, a few positive examples (see Box 1) for the development of more comprehensive indicators on national and regional level are present in the current budgetary period.

Box 1. Emerging good practices in applying environmental indicators in selected EU MS/regions

<p>Energy</p> <ul style="list-style-type: none"> • Energy consumption of households (Basque Country) • Capacity of renewable energy production (Northern Ireland) <p>Nature</p> <ul style="list-style-type: none"> • Ecosystem Services (TIDE INTERREG) • Restoring water surface levels and species reintroduction (Lake Karla) <p>Waste and natural resources</p> <ul style="list-style-type: none"> • Levels of waste management, recycling and recovery (Northern Ireland) • Waste reduction (South West England) <p>Sustainable consumption and production</p> <ul style="list-style-type: none"> • Number of enterprises with certified ISO 14001 or EMAS/ECOLABEL registrations (Spain, Italy, Germany, France) • Green Public Procurement progress indicators (Basque Country) • R&D activities to improve environmental sustainability of production processes (Piemonte)

Source: Hjerp, P., Medarova-Bergstrom, K., Skinner, I., Ten Brink, P., Medhurst, J., Hausemer, P., Peterlongo, G., Kalinka, P., Kettunen, M., Cachia, F., Grubbe, M. and Evers, D. (2011) *Cohesion Policy and Sustainable Development*, A report for DG Regio, 2011

Another example is Austria, where a common Strategic Environmental Assessment (SEA) monitoring system has been developed in which every region is required to collect SEA monitoring data from their regional OPs and related projects and send this to a central database system. All regions use a common format for submitting the data to the central database based on a checklist which includes sections on air, climate change, and energy efficiency issues, and contains indicators and questions including on the use of fossil fuels, project impacts on energy efficiency etc. This SEA monitoring system is integrated in the overall Cohesion Policy monitoring system and once fully operational,

³ EC (2006) *Working Document No 2: Indicative Guidelines on Evaluation Methods: Monitoring and Evaluation Indicators*, DG Regional Policy, European Commission; and EC (2006) *Working document No 7: Reporting on core indicators for ERDF and Cohesion Fund*, DG Regional Policy, European Commission.



should provide the basis for collecting and comparing data related to the climate change impacts of OPs and different projects.⁴

III. Major concerns around the proposed system of indicators

In our understanding the indicators proposed by the European Commission in its package of draft regulations for the next Cohesion Policy cycle (common, output, result, and financial indicators) and further defined according to Art. 24, p.3 of the General Regulation should drive the established policy objectives and targets (and mile-stones) that will be part of the Partnership Contract. However, we believe that the proposed common indicators do not fully fulfil sustainable development criteria and thus need to be expanded.

The new EC proposal makes an important step in establishing a common basis for the development of programme-related indicators, but further improvements in the proposed list of common indicators should be made if they are to serve the purpose of measuring sustainable development and be a driving force toward best practices in the EU.

The set of common indicators that are currently proposed by the EC have several weaknesses which may undermine the policy goals and decrease significantly the desired effect of the CSF investments:

1. Insufficient link to Europe 2020 objectives and milestones (EE/RE, resource use, poverty, research) – http://ec.europa.eu/europe2020/reaching-the-goals/targets/index_en.htm
2. Poor informative value and sometimes missing any results-oriented element
3. Lack of innovation – use of old and outdated indicators that do not take into account the progress made at national level or the proposals made by the European Environmental Agency (EEA). The current EC proposal does not use sufficiently information that could be easily collected at the project level to monitor for example resource use or GHG emissions decreases.

We would like to highlight the following examples related to the proposed list of common indicators:

In general the indicators especially in the **Productive investment** and **Research and Innovation** sections are missing the purpose of the common indicators. “Number of recipients supported” or “Number of innovations introduced” have very little of informative value concerning the effect. If the implementation of the CSF is to be more result-oriented, the indicators need to support this approach. Therefore the emphasis on result indicators must be on effect and impact. In the cases mentioned above, this would be e.g. the number of jobs created and sustained over a certain period after the completion of the projects supported (with a special focus on jobs in the Environmental Goods and Services sector) or the immediate impact of support in the innovation area on GHG emissions.

Some of the relevant indicators are not linked to other EU strategies and there is a threat that measures supported will not contribute or will even contradict other EU objectives. Specifically in the **Transport** section the indicators are not in line with the Europe 2020 strategy, of which one of the most important targets is the 20% reduction of GHG emissions. Transport is one of the main contributors to GHG emissions, therefore this

⁴ ENEA-REC (2009) Improving the Climate Resilience of Cohesion Policy Funding Programmes: An overview of member states’ measures and tools for climate proofing Cohesion Policy funds. ENEA Working Group on Climate Change and Cohesion Policy. November 2009



needs to be reflected in the indicators. Consequently, instead of measuring the number of kilometres of infrastructure built the indicators should monitor the effect of infrastructure construction and operation on GHG emissions.

The **Transport** section is also lacking other indicators that monitor the environmental and social impact of investments. The modal split of passenger and freight transport is the type of indicator which would serve the best this purpose with an emphasis on increasing the share of transport modes which have fewer environmental and social impacts.

In the area of **Solid Waste** it is most important to make sure that people are actually participating in waste sorting and recycling. So instead of measuring the capacity of recycling facilities there needs to be an indicator measuring the degree to which the population is taking part in waste recycling.

Concerning the **Risk prevention and management** the focus should be not on end-of-pipe solutions (population protected by dams and dikes) but rather on prevention (land capacity to prevent and mitigate the floods and fires) and eco-system-based mitigation and adaptation measures.

In the **Energy efficiency and Renewables** section, apart from output indicators it is also important to include basic outcome indicators, such as the share of renewables in the total energy mix.

Concerning **Urban Development**, on one hand the importance of integrated urban development strategies is highlighted, but on the other hand the EC proposal does not introduces indicators which support this goal. Instead it promotes further construction in urban areas regardless of the effect (eg. the indicator on newly built public and commercial buildings). The role of integrated urban development must be to change the current trends of further densification of construction and to challenge them with supporting counter-measures aimed at the enlargement of green areas, preference of public transport in the modal split etc.).

The proposed amendments to the set of common indicators for Cohesion Funds and the European Regional Development Fund are based on the principle of use of indicators and data that are either:

Already monitored by Eurostat or EEA, so that the methodology for the indicators is clear and data are available at the EU as well as national levels.

Available at project level and are part of the existing procedures for the ex-ante project appraisal or project Environmental Impact Assessment and therefore are not creating any additional unnecessary burden on the final beneficiaries or public authorities at national level. This concerns particularly the data related to project impact on employment or GHG emissions.

IV Conclusions

Indicators for the CSF are the main tool for the EU to make the Cohesion Policy deliver on its goals and to achieve the targets set by related EU policies, such as the Europe 2020 strategy. Using indicators that are not properly result-oriented could motivate investments which will not contribute to the achievement of the most urgent EU targets and will just perpetuate the usual ways of thinking



at Member State level without shifting attention to common EU strategies.

While in the short-term GDP appears as a key indicator for measuring economic performance, it needs to be supplemented by environmental, social and institutional indicators within a basket of SD indicators. In the long term, the GDP system can be further adjusted or even replaced by other more holistic and equitable composite indexes.

The system of indicators needs to be embedded into the policy cycle of the Cohesion Policy. The comprehensive set of objectives supporting sustainable development for the Cohesion Policy needs to be accompanied with specific targets (quantified where and as much as possible) and corresponding indicators. Setting out indicators early in the programming process is an important pre-condition for monitoring and reporting to take place during the implementation and evaluation stages of the policy cycle.

Indicators must be designed to measure results and impacts, not only outputs. This will require additional administrative capacities and technical support systems to guarantee the availability, collection, analysis and presentation of data in a format appropriate for the established indicators. Technical assistance needs to be dedicated from the current and future Operational Programmes to help Member States/regions develop their capacity and information base for reporting and evaluation in relation to sustainable development.

Annex: Proposal for indicators of sustainable development of regions in CP 2014-2020

Section	Sub-section	Possible state, output, outcome or impact indicators
ECONOMY	Convergence, competitiveness and productivity	<p>State: Share of production of environmental goods and services including public transport (EGS) on GDP:</p> <p>Result: Changes in Share of green economy sector including public transport on the GDP</p> <p>Justification: If CP shall stimulate the green economy it is crucially important to monitor not just the overall performance of the economy but contribution of selected “green” sectors (environmental goods and services) to the GDP. Production in environmental goods and services is monitored by Eurostat</p> <p>Output: Number of jobs created in assisted SMEs in environmental goods and services sector.</p> <p>Justification: EGS is the area, which should expand, get support and bring increase in employment. It is in line with EU green growth strategy. Data on contribution of supported projects will be available from project applications and monitoring. Overall data on employment in EGS are available from Eurostat</p> <p>State: Gini co-efficient</p> <p>Result: Changes in Gini co-efficient</p> <p>Justification: Concerning the distribution of wealth it is key to monitor how the economy is contributing to diminish the income inequalities. It gives more precise picture on regional and first of all on intra-regional disparities than regional dispersion of GDP. Gini co-efficient is monitored by Eurostat.</p> <p>State: Energy intensity of the economy (gross inland consumption of energy per 1 000 EUR of GDP)</p> <p>Result: Energy intensity by sector</p> <p>Justification: Energy intensity is still very high in CEE countries comparing to EU 15. Therefore it has to be one of the chief indicators along with energy intensity by sector. Both indicators are monitored by Eurostat, energy intensity of the economy is an indicator in Europe 2020 strategy.</p> <p>State: Natural capital / assets base and Economic value of ecosystem and their services</p> <p>Justification/Note: Natural capital and ecosystem services are important non-monetary economic values. It can give us the information on how nature and ecosystems contribute to economy without being accounted in usual statistics. Therefore it will be necessary to develop and implement system of indicators which will measure to what extent natural capital and ecosystem services are contributing to economy and what are the economic values of these services. For the time being there are methodologies developed but the definition of statistical categories and collectable data are missing at the moment. Without it the indicators could not be immediately implemented.</p>

Section	Sub-section	Possible state, output, outcome or impact indicators
	Innovation	<p>Outcome: Changes in the turnover from innovation in RES, EE and public transport Justification: Innovations should not be taken as an universal positive goal. It is important to look in more details at innovations which are helping to achieve other goals, especially the goals defined under Europe 2020 strategy. These are RES, EE and public transport which will help to decrease greenhouse gases emissions. General turnover from innovation is monitored by Eurostat. To monitor innovations more specifically it will be necessary to look at national statistics where the data are available. As an alternative indicator Eurostat's „Effects of innovation on material and energy efficiency (tsdec350)“ could be used.</p> <p>Output: Contribution of supported innovation to decrease of GHG emissions Justification: It is important to look in more details at innovations which are helping to achieve other goals, especially the goals defined under Europe 2020 strategy. These are especially the renewable energy sources, energy efficiency and expansion of public transport which will help to decrease greenhouse gases emissions. Concerning the data, Eurostat monitors the turnover from innovation. To monitor innovations more specifically the beneficiaries shall evaluate the contribution of their innovations to decrease of GHG emission. As an alternative the Eurostat's „Effects of innovation on material and energy efficiency (tsdec350)“ could be used.</p>
SOCIAL	Employment	<p>State: Dispersion of regional employment rates by gender Result: Changes in dispersion of regional employment rates by gender Justification: Regional disparities in employment are one of the key social indicators. It is monitored by Eurostat.</p> <p>State: Proportion of people employed in the environmental goods and services (EGS) sector (including public transport) Result: Changes in proportion of people employed in the environmental goods and services sector (including public transport) Justification: Environmental goods and services is the area which should expand, get support and bring increased employment. Therefore it is important to monitor real contribution of it to employment. Employment in EGS is monitored by Eurostat, public transport is monitored in national statistics.</p>
	Poverty	<p>State: Access of public to: public transportation (including quality/frequency of transport) and waste sorting public systems. Result: Changes in access of public to: public transportation (including quality/frequency of transport) and waste sorting public systems. Justification: Poverty should not be looked at only from the usual perspective (e.g. income), but also from point of view of access to sustainable mobility. That is one of the key conditions when people at risk of poverty are attempting to find jobs. Similarly access to public systems of waste sorting services can alleviate the costs the poor have to pay for treatment of their municipal waste. There exist methodologies for such indicators and have to be implemented at national level.</p> <p>State: Proportion of population in energy poverty Result: Changes in proportion of population in energy poverty Justification: Energy poverty is defined as lack of access to electricity, heating or other forms of energy/power. It closely relates to quality of life and is an indicator for inequality in energy distribution. It is not part of statistical data, but can be part of European Union Statistics on Income and Living Conditions (EU SILC).</p>
	Health	<p>State: Exposure to air pollution and noise. Result: Changes in Exposure to air pollution and noise. Justification: Air pollution and noise are one of the key environmental determinants of health. Currently Eurostat monitors exposure of urban population to PM10 and ozone, which are important air pollutants. More data on pollutants shall be available at national statistics. Eurostat also monitors the “proportion of population living in households considering that they suffer from noise”.</p>
	Education	<p>State: Enrolment rates Result: Changes in Enrolment rates Justification: Enrolment rates is one of the key education indicator monitored by Eurostat.</p>

Section	Sub-section	Possible state, output, outcome or impact indicators
ENVIRONMENT	Nature	<p>State: Land capacity to prevent and resist the impact of extreme weather events and natural risks (Land take) Result: Changes in land capacity to prevent and resist the impact of extreme weather events and natural risks (Changes in Land take) Justification: The capacity of land to prevent and resist the extreme weather events and natural risks is to large extent depending on land cover. In this context uptake by urban and other artificial land development is an indication of negative processes. Therefore as an approximation the Land take monitored by European Environmental Agency (EEA) can be used especially at level of NUTS 2 and lower.</p> <p>State: Fragmentation of habitats Result: Change in Fragmentation of habitats Justification: Land fragmentation is increasing with infrastructure development. Fragmentation of habitats especially of the sites designated under the EU Habitats and Birds Directives is a problem which prevents the natural habitats to perform its ecological functions (e.g. refuges and migration corridors for animal and plant species, water and micro-climate regime of landscape, etc...). EEA performs regularly the evaluation on fragmentation of landscape and habitats.</p> <p>State: <u>Extent of green infrastructure, especially in urban areas;</u> Output: <u>Increase of share of areas of green infrastructure, especially in urban areas</u> Justification: Green Infrastructure as promoted by EEA is aimed at strengthening ecosystems by developing an integrated land management. It shall protect and restore Europe's rich natural heritage and counter loss and fragmentation of the natural environment. Developing Green Infrastructure will enhance the land's permeability for migrating species and re-connect habitats which had been separated by intensive land use, transport routes and urban sprawl. Data will be provided by beneficiaries and reported by national authorities. .</p> <p>Output: <u>New green space in urban areas</u> Output: <u>Urban population benefiting from new open and green spaces</u> Justification: Population living in cities is exposed to immediate impacts of climatic extremes (especially heats) and impacts of intensive transport. To mitigate these negative impacts it is necessary to enlarge quiet, safe, clean and green urban zones. Data will be also provided by beneficiaries at level of projects. Share of green urban areas is monitored by EEA. The indicator can be complemented with "Urban population benefiting from new open and green spaces " to measure the scale of the positive impact to population</p>
	Risk prevention and management	<p>Output: <u>Area of land with increased capacity to prevent and mitigate floods and extreme weather conditions (hectares)</u> Justification: In past the anti-flood measures supported from ERDF and CF were concentrated exclusively on building of dikes and channelization of riverbeds in order to speed-up the river flows and lead off the flood wave. Such measures if adopted in middle or upper parts of watersheds are only moving problem of floods down the rivers where it deteriorates the situation. However such situation is perfectly in line with indicator "population benefiting from anti-flood measures", as it doesn't take into account the negative impact on population downstream. Such indicator also misses the effect of sped-up river flow on climate. On the other hand the indicator based on capacity of landscape to prevent floods and extreme weather conditions (e.g.heats), will also address the positive effect of such measures on climate (through the capacity of landscape to delay the water runoff and store the rainfall water). Methodology for such measures are broadly known and available at relevant scientific and water management institutions. Data on such landscape capacity are part of EIA for every project of such kind. At</p> <p>Output: <u>Area of land with increased capacity to prevent and resist forest fires (hectares)</u> In case of forest fires there are (besides urban areas) ecosystems under threat of destruction or serious deterioration. Prevention and increase landscape resistance to fires will as well protect the urban areas but will bring about additional value of protection of the ecosystems.</p>

Section	Sub-section	Possible state, output, outcome or impact indicators
	<p>Sustainable consumption and production</p>	<p>Domestic material consumption (DMC) per inhabitant Result: Changes in Domestic material consumption (DMC) per inhabitant Note: DMC is defined as the annual quantity of raw materials extracted from the domestic territory of the focal economy, plus all physical imports minus all physical exports. Justification: It is important to monitor overall consumption of resources to evaluate to what extent is the society on its way towards more sustainable development. The best indicator from this angle of view is raw material consumption, but its measuring is not enough developed, yet. Domestic material consumption and number of inhabitants are already monitored by Eurostat. Therefore DMC can be used till RMC will be ready to replace it.</p> <p>State: Proportion of Green Public Procurement (GPP) of total procurements Result: Increase in proportion of Green Public Procurement of total procurements Justification: Green Public Procurement is playing the key element in mainstreaming the environmental issues in every days work of public administration at all levels. DG Environment is performing surveys to monitor the uptake of GPP in the EU. This shall be the indicator of horizontal priorities</p> <p>Output: Additional capacity for recycling (tones/year) Output: Additional population served by public schemes for waste separation and recycling Justification: We propose to measure properly the immediate output of the support. Additionally to capacity for recycling it is important to monitor at level of outcome the effect on population as the capacity is not necessarily fully used. Therefore analogically to waste water treatment the indicator shall measure how many people will benefit from these additional waste separation and recycling capacities. Equally to water sector beneficiaries of the financial support shall be also able to evaluate what number of population will be served by supported projects, so data are available already in the stage of project preparation (EIA or project application) and than more precisely after the project completion</p> <p>State: Household waste arising per person Result: Changes in Household waste arising per person Justification: waste arising from households is one of the key measures for indicating the effective use of resources at personal level. Eurostat is collecting the data on household waste arising per person.</p> <p>State: Resource use Impact: Changes in Resource use Justification: Promoted by Friends of the Earth Europe, the Resource Use indicator consists of four elements (land: the total area used in hectares, materials: the total tonnage of materials used, divided into biological and mineral materials, water: water footprint, measured in litres, climate: carbon footprint, including the carbon emissions associated with imported products). All of those elements are separately monitored either by Eurostat, EEA or national statistics. The only problem is therefore to integrate the data from the three sources.</p>

Section	Sub-section	Possible state, output, outcome or impact indicators
	Climate change and energy	<p>State: Greenhouse gases (GHG) production by sector Result: Change (decrease) in greenhouse gas emissions (% of a baseline) Justification: Emissions of GHG are monitored at detailed level and data are provided by Eurostat and EEA.</p> <p>Output: New renewable energy sources (RES) capacities (MW of installed output) Justification: New RES capacities shall be the output indicator for all programs and projects dealing with energy and energy policy. Data are very easily collectible based on project reporting.</p> <p>Result: RES share in final energy consumption (Europe 2020 indicator) Justification: Share of RES in gross final energy consumption is well established Europe 2020 indicator. Data are provided by EEA and Eurostat.</p> <p>Result: Change (decrease) in absolute energy consumption Justification: Apart from energy efficiency (see Economy section) from the point of view of environment it is important to measure overall energy consumption. Data are provided at detail level by Eurostat.</p> <p>Output: Decrease of primary energy consumption of buildings (kWh/year) Justification: The energy efficiency criteria shall apply to all construction works financed within projects. Decrease of primary energy consumption shall be made a condition for financing of all projects involving construction or reconstruction of buildings both public and private.</p> <p>State: Gross energy consumption per sector – Result: change in gross energy consumption per sector Justification: Apart from Energy intensity of the economy (see Economy section) from the point of view of environment it is important to measure overall energy consumption. Data are provided at detail level by Eurostat</p> <p>Further context indicators: share of zero energy buildings (relating to EPBD directive) share of buildings with installed RES (promoting small scale RES in urban areas, beneficial for the grid, preventing land grab) number of virtual power plants – RES clusters number of users connected to smart grid</p>

Section	Sub-section	Possible state, output, outcome or impact indicators
	Sustainable transport	<p>State: Modal split of passenger transport Result. Changes in modal split of passenger transport</p> <p>State: Modal split of freight transport Result. Changes in modal split of freight transport</p> <p>Joint justification: Modal split of both passenger and freight transport is the important indicator on sustainability of transport. Clearly with increasing share of roads the transport becomes less sustainable. For both modal splits of freight and passengers transports are data available from Eurostat.</p> <p>State: GHG emissions by transport mode Impact: Change in GHG by transport mode</p> <p>Justification: Emissions of greenhouse gasses from transport is currently the main challenge for transport policies. The EEA performs very detailed monitoring providing reliable data.</p> <p>Output: Contribution of newly built, reconstructed or upgraded transport infrastructure to GHG emissions. Similarly to the area of water supply where the indicator is the number of people served by improved water supply and sanitation services, there should be an indicator in place in transport sector, which would describe the positive immediate outcome of investments. One of the main goals of the Europe 2020 strategy is the reduction of GHG emissions by 20 %. Transport sector is alongside with energy the key to its achievement. While in energy sector there are indicators related to consumption of fossil fuels and GHG emissions in place, in transport sector such indicators are lacking. The issue cannot be addressed only in urban transport or inland waterways, but it has to be covered on more complex level. Evaluation of contribution of each infrastructure project to GHG emissions reduction is an obligatory part of environmental impact assessment (EIA). For projects where EIA is not obligatory, but are exceeding certain threshold of total costs (e.g. 3 mil. EUR) there should be simplified GHG emission impact performed as part of project application. Therefore there will be data available already in the stage of project preparation. Railways have very detailed and precise information on number of vehicles/ton/km and therefore there are enough data available to calculate GHG emissions after the completion of projects. Concerning roads, similar data are available from electronic toll collection systems and transport intensity surveys performed by national authorities.</p> <p>Output: Increase of passenger trips using supported public transport service Output: Increase of passenger trips using supported public urban transport service Justification: Support in passengers transport shall not be limited to urban areas but it shall cover rural areas as well. This is very sensitive issue as in the rural areas the public transport is often the only affordable option especially for elderly or socially excluded people. There fore there shall be total</p> <p>Other indicators: Ratio of people commuting by public and individual transport Public passenger km to individual passenger/km</p>
INSTITUTIONAL & GOVERNANCE	Partnership	Connection to be drawn to the Code of Conduct for Partnership , should include rules which could be used as indicators (including assistance to partners to enable them to participate)
	Administrative capacities	Need to further develop mainstreaming of environmental/SD agenda