

Proposals for Amendments to the Regulation of the Cohesion Fund

Coalition of NGOs for a sustainable EU Budget

January 2012

Amendments on the

Proposal¹ for a Regulation of the European Parliament and of the Council on the Cohesion Fund and repealing Regulation (EC) No 1080/2006 (COM(2011) 612 final)

NGOs call on MEPs to support the following amendments to effectively contribute to the achievement of Europe 2020 Strategy targets: delivering an EU economy that is:

- smarter and stronger (through eco-innovation and green technologies),
- more resilient and sustainable (through the emphasis on climate protection, biodiversity conservation and sound natural resources management) and
- more inclusive (through the creation of millions of green jobs in Europe and reduced energy bills for consumers).

Amendment 1. Ensure that energy savings in the housing sector are eligible under the Cohesion Fund's scope (article 2)

| Text proposed by Commission | NGO Amendment |
|---|--|
| 2. The Cohesion Fund shall not support: (c) housing. | 2. The Cohesion Fund shall not support: (c) housing. |

Justification: The proposed regulation explicitly excludes housing. At a time when the refurbishment of the housing sector provides THE single biggest opportunity for energy savings and the most cost effective one for carbon mitigation, investing in the housing sector will create massive opportunities for local green jobs and economy in every region of Europe. At a time of hard austerity measures where Member States and regions lack resources for upfront investment costs, the Cohesion Fund should invest in the housing sector, notably in ambitious large scale refurbishment programmes grouping an important number of buildings – that are most cost effective than isolated actions.

Amendment 2. Expend the scope of the investment priorities for the housing sector (article 3)

| Text proposed by Commission | NGO Amendment |
|--|--|
| a) (iii) supporting energy efficiency and renewable energy use in public infrastructures | a) (iii) supporting energy efficiency and renewable energy use in public infrastructures and in the |

¹ http://ec.europa.eu/regional_policy/what/future/proposals_2014_2020_en.cfm

| | |
|--|-----------------------|
| | housing sector |
|--|-----------------------|

Justification: The housing sector shouldn't be excluded from the Cohesion Fund, see above.

Amendment 3. Clarify the scope of the investment priorities for Natura 2000 (article 3)

| | |
|---|--|
| Text proposed by Commission | NGO Amendment |
| c) (iii) protecting and restoring biodiversity, including through green infrastructures | c) (iii) protecting and restoring biodiversity, including through green infrastructures and Natura 2000 |

Justification: Natura 2000 is the priority entry point to protect and restore biodiversity as stated in the investment priority. There is a great potential of large scale restoration programmes of Natura 2000 sites with Cohesion Fund's support.

Amendment 4. Improve the proposed common indicators (annex) – Transport (Railway)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|------|--|----------------|-----------------------------------|--|
| | UNIT | NAME | | UNIT | NAME |
| Railway | km | Total length of new railway line | Railway | km | Total length of new railway line |
| | | of which: TEN-T | | | of which: TEN-T |
| | km | Total length of reconstructed or upgraded railway line | | km | Total length of reconstructed or upgraded railway line |
| | | of which: TEN-T | | | of which: TEN-T |
| | | | Railway | Tons of CO₂ eq. | Contribution of newly built, reconstructed or upgraded railway lines to decrease of GHG emissions |
| | | | | | of which: TEN-T |

Justification: 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. We propose to replace the indicators measuring the length of built or reconstructed infrastructure with measuring of the immediate effect of such support on greenhouse gases (GHG) emissions. Length of infrastructure as an indicator is usually interpreted as positive. But such type of indicator doesn't give information about the effects. This proposed indicator for transport sector would describe the positive immediate outcome of investments. The issue cannot be addressed only in urban transport or inland waterways, but it has to be covered on a more aggregated level. Evaluation of contribution of each infrastructure project to GHG emissions reduction is an obligatory part of environmental impact assessment (EIA), therefore there are data should already be available for each project.

Amendment 5. Improve the proposed common indicators (annex) – Transport (Roads)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|------|---|---------------|-------------------------------|--|
| | UNIT | NAME | | UNIT | NAME |
| Roads | km | Total length of newly built roads | Roads | km | Total length of newly built roads |
| | | of which: TEN-T | | | of which: TEN-T |
| | km | Total length of reconstructed or upgraded roads | | km | Total length of reconstructed or upgraded roads |
| | | of which: TEN-T | | | of which: TEN-T |
| | | | Roads | Tons of CO₂ | Contribution of |

| | | | | | |
|--|--|--|--|--|--|
| | | | | eq. | newly built, reconstructed or upgraded roads to decrease of GHG emissions |
| | | | | | of which: TEN-T |
| | | | | Percentage share of each mode of transport, expressed in passenger-kilometres | Modal split of passenger transport |
| | | | | Percentage share of each mode of transport, expressed in tonne-kilometres | Modal split of freight transport |

Justification: We propose to introduce outcome indicators "Modal split of passengers transport" and "Modal split of freight transport". Modal split is the key results indicator for support in transport sector. Desired outcome is the decrease of use of passengers' car-kilometers and roads and increase of public transport modes (trains, trams, buses) and railways transport.

Amendment 6. Improve the proposed common indicators (annex) – Transport (Public Transport)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|-----------------|---|-------------------------------|-----------------|---|
| | UNIT | NAME | | UNIT | NAME |
| Urban transport | passenger trips | Increase of passenger trips using supported urban transport service | Urban Public transport | passenger trips | Increase of passenger trips using supported public urban transport service |

Justification: Support in passengers transport shall cover rural areas as well, not only urban. This is a very sensitive issue as in the rural areas the public transport is often the only affordable option especially for elderly or socially disadvantaged people.

Amendment 7. Improve the proposed common indicators (annex) – Transport (Inland Waterways)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|------|------|-------------------------|-----------------------------------|---|
| | UNIT | NAME | | UNIT | NAME |
| | | | Inland waterways | Tons of CO₂ eq. | Contribution of improved inland waterways to decrease of GHG emissions |

Justification: Water transport is considered the least polluting therefore it shall easily prove its contribution to GHG emission reduction by replacing the road transport which is the most dependent on use of fossil fuels.

Amendment 8. Improve the proposed common indicators (annex) – Environment (Solid Waste)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|--------|-------------------------------------|---------------|-------------------------------------|--|
| | UNIT | NAME | | UNIT | NAME |
| Solid waste | tonnes | Additional waste recycling capacity | Solid waste | tonnes persons | Additional waste recycling capacity Additional population served by public schemes for waste separation and recycling |

Justification: More than additional capacity for recycling it is important to monitor at the 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 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.

Amendment 9. Improve the proposed common indicators (annex) – Waste Prevention (resource efficiency)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|------|------|---------------|-----------------------------|---|
| | UNIT | NAME | | UNIT | NAME |
| | | | Solid waste | Kilograms per capita | Household waste arising per person |

Justification: This indicator reflects EU's current effort of European to produce less waste (e.g. waste framework directive for mandatory waste prevention plans on member state level) and increase resource efficiency (see resource efficiency roadmap). Waste arising from households is one of the key measures for indicating the effective use of resources at personal level. According to EU legislative waste prevention is the most important step in waste management. Consequently the EU in order to boost waste prevention, has needs an appropriate indicator for waste prevention and a solid financing base for implementation measures. The data on household waste arising per person are collected by Eurostat.

Amendment 10. Improve the proposed common indicators (annex) – Environment (Risk prevention and management)

| Text proposed by Commission | | | NGO Amendment | | |
|--------------------------------|---------|---|--------------------------------|---------------------------------------|--|
| | UNIT | NAME | | UNIT | NAME |
| Risk prevention and management | persons | population benefiting from anti-flood measures | Risk prevention and management | persons Hectares | population benefiting from anti-flood measures Area of land with increased capacity to prevent and mitigate floods and extreme weather conditions |
| | persons | population benefiting from forest fire protection and other protection measures | | persons Hectares | population benefiting from forest fire protection and other protection measures Area of land with increased capacity to prevent and resist forest fires |

Justification: The proposed indicator will be based on the capacity of the landscape to prevent floods and extreme weather conditions (e.g. heats) and will also address the positive effect of such measures on climate. The methodology for such measures are broadly known and available at relevant scientific and water management institutions. In the past the anti-flood measures supported from ERDF and CF were concentrated exclusively on building of dikes and canalisation of riverbeds in order to speed-up the river flows and flood wave. Such measures on middle or upper parts of watersheds move the threat of floods downstream. Data on such landscape capacity are part of EIAs.

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.

Amendment 11. Improve the proposed common indicators (annex) – Environment (Nature and biodiversity)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|------|------|-------------------------|-----------------|---------------------------------|
| | UNIT | NAME | | UNIT | NAME |
| Nature and biodiversity | | | Nature and biodiversity | hectares | New green infrastructure |

Justification: We propose to introduce an indicator on "New green infrastructure". Green Infrastructure is aimed at strengthening ecosystems by developing an integrated land management. It shall protect and restore Europe's rich natural heritage and counter the 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.

Amendment 12. Improve the proposed common indicators (annex) – Energy and Climate Change (Renewables)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|------|------|---------------|------|--|
| | UNIT | NAME | | UNIT | NAME |
| Renewables | | | Renewables | % | Share of renewable energy sources in final energy consumption |

Justification: This is an official headline indicator of the Europe 2020 strategy, with a set target.

Amendment 13. Improve the proposed common indicators (annex) – Energy and Climate Change (Energy Efficiency)

| Text proposed by Commission | | | NGO Amendment | | |
|-----------------------------|----------|--|-------------------|---------------------------------|---|
| | UNIT | NAME | | UNIT | NAME |
| Energy efficiency | kWh/year | Decrease of primary energy consumption of public buildings | Energy efficiency | kWh/year | Decrease of primary energy consumption of public buildings |
| | | | | Tonnes of oil equivalent | Gross energy consumption per sector |

Justification: The energy efficiency criteria shall apply to all construction works financed within projects.

We propose to introduce a new indicator on "Gross energy consumption per sector". Energy consumption is important indicator for energy efficiency and is complementary to indicators on use of renewable energy.

For further information

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