



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 24.11.1999
SEC(1999) 1942 final

COMMISSION WORKING DOCUMENT

**Report on Environment and Integration Indicators
to Helsinki Summit**

COMMISSION WORKING DOCUMENT

Report on Environment and Integration Indicators to Helsinki Summit

Introduction

In its conclusions, the Cardiff European Council (June 1998) requested the identification of indicators as a basis for monitoring progress with the environmental integration strategies to be developed for different sectors. The Vienna European Council specifically called on the Commission to present a report on environment and integration indicators. This report is the response to that request.

Indicators can supplement regular state-of-the-environment reports to assist in the process of monitoring progress with Environment Policy and in integrating environmental concerns into different sectoral policies. This allows for a regular review of progress towards the achievement of policy targets and for the communication of results to all stakeholders and the wider public. Indicators are especially important tools for accountability and transparency. This requires that they are limited in number, relevant, responsive, simple and policy-related.

Coherent indicator reporting systems, both for environmental policy and integration into other policies, will support decision-making by providing an overview of policy-relevant facts and trends on a regular basis.

The annexes 1 and 2 to this report present some of the results for environmental headline indicators and for the transport/environment interface. These reports confirm the continuing presence of worrying environmental trends reported more substantially in the European Environment Agency's latest State-of-the-Environment Report¹. The Transport sector report for example is showing a continuing and growing domination of those transport modes – private motor car, road freight and civil aviation - most damaging to the environment at the expense of public transport and sea and rail freight movements.

'Architecture' of overall indicator system

Different policy requirements necessitate a range of indicator products. Two kinds of indicators are foreseen: Environmental indicators, and Sectoral Integration indicators. Together, they should answer the following questions:

- Is there a general improvement in the state of the environment?
- Do key sector policies take environmental concerns into account?
- Can Sustainable Development be achieved in sectoral policies and for the society as a whole?

The requirement of policy relevance should ensure that areas selected for indicators are areas of primary environmental concern.

¹ Environment in the European Union at the turn of the century - Environment assessment report n°2, European Environment Agency, European Environment Agency 1999.

1. Environmental Indicators

With respect to specifically environmental indicators, two new, complementary products are foreseen, an annual indicator report from the European Environment Agency (EEA) and a more focused set of environmental headline indicators.

The first is a fairly substantial report from the EEA, which will cover a wide range of environmental topics and include some 60-70 indicators. The publication of such a report is foreseen in the revised EEA Regulation. It will be targeted principally at environment decision-makers. The first version of this is planned for late 1999.

The second product is a more limited set of headline indicators aimed at presenting a more general picture of the trends in key environmental areas. A possible set of indicators has been prepared by an expert working group made up of representatives of Member States, Eurostat and the European Environment Agency. Related information is provided in Annexe 1 of this report.

2. Indicators for integration into sectoral policies

The definition of sectoral integration indicators has been set as a priority alongside the preparation of integration strategies in the key policy areas identified in the Cardiff, Vienna and Cologne Summits. These indicators should link environmental concerns with the activities in the sector. They should provide a tool for monitoring and benchmarking the implementation of the integration strategy.

The work in preparing these indicators is progressing in a number of working groups and international fora towards a coherent approach. The results of the Transport & Environment Reporting Mechanism (TERM), where the linkages between the environment and the sector determinants are well developed, and the Energy Indicator Pocket Book are good examples for further work. The following criteria should be met by all sectoral indicator sets:

- Policy relevant: reflecting the interface between the sectoral policies concerned and environmental as well as broader sustainable development issues. Indicators should represent the trends in respect to the pressures and beneficial effects on the environment, the driving forces underlying these trends and the key levers related to policy responses;
- analytical soundness;
- easy to understand;
- based as far as possible on existing data; and
- properly interpreted at the appropriate geographical level.

The application of these common guidelines will help in achieving a coherent overall system.

For transport a list of indicators has been compiled, which has been subject to consultation with Member States and international organisations. A methodological framework of the reporting system, including a feasibility study and a proposal for a multi-year action plan has been established by the European Environment Agency. Eurostat has proposed to Member States a programme to reinforce transport statistics to complete the coverage of the areas which are most critical for the long-term reporting system. Initial key results from this report are attached as Annex 2.

The energy sector indicators are addressing security/diversity of supplies, energy efficiency, prices and competitiveness, as well as the impact of the sector on the environment. A related preliminary list of indicators has been set up, covering groups similar to the TERM indicator list. A publication presenting these indicators, and compiled from existing data sources will be published by the end of 1999.

In the agricultural sector, ongoing work by Member States and the Commission in the OECD has provided an agreed list of agri-environment indicators, which reflects the multi-functional role of agriculture. This takes into account both the harmful and beneficial environmental effects of agriculture. An initial list of indicators has been agreed by the Commission and the Member States in the OECD. This has been further developed to provide a more comprehensive indicator system. A Communication to the Council and Parliament which proposes an indicator framework to monitor the integration strategy agreed by the Agricultural Council is foreseen by the end of 1999. (See Annex 3)

The development of indicators that are able to monitor progress with the integration in industry will need to take into account the three pillars of sustainable development, environmental protection, economic development and social development and follow a bottom-up approach and consider the “micro-macro” link. Such work should take into account the results of activities and initiatives for the development of indicators at micro level or for specific industrial sectors, such as environmental performance indicators and eco-efficiency indicators. The Commission has launched a study that will address these issues, identify the availability of data and propose a set of indicators. The final results will be available end of 2000. The work carried out by the Commission in order to identify a preliminary set of eco-efficiency indicators for core industrial branches and to compile the necessary statistics will be taken into account.

As stated in the Commission Communication on integrating environment and sustainable development into EC economic and development co-operation, the OECD Development Assistance Committee’s Working Set of Core Indicators, integration indicators presented in the Communication as well as independent evaluations will be used to monitor progress in this field (see Annex 4).

The Internal Market Council has invited the Commission to report to the Council, in second half of 2000, on the areas that can be monitored on the basis of already available statistical data in order to provide indicators for the Internal Market.

As yet, the other sectors requested to produce integration strategies have not started the preparation of indicators. Application of the general framework described above could provide the basis for a common approach.

3. Sustainable development indicators

This report focuses exclusively on environment and the related sectoral integration indicators. While this covers part of the issue of sustainable development, it falls far short of representing the full substance of this concept. The Environment Council in its conclusions of 12th October 1999 has called for consideration being given to the need for a broader sustainable development strategy. This might include the development of a more EU-specific set of sustainable development indicators applicable to sectoral integration strategies. A new version of Eurostat’s publication ‘Indicators of Sustainable Development’² will be produced for the UNSCD Work Session on indicators in March 2001. This will make a contribution to such an objective.

Another relevant exercise is the current work of the European Commission, the European Environment Agency and the Expert Group on the Urban Environment, to develop a “Common Set of Indicators for Local Sustainability”. This will provide objective and comparable information on progress towards sustainability at the local level across Europe. Formal adoption on a voluntary basis of a first generation of local sustainability indicators by European local authorities is envisaged in early 2000. This initiative reflects not only the need for sustainability indicators, but also the need for local indicators to complement EU-level indicators. Close linkages should be established between this and the proposed new EU-level initiative.

4. Data availability and scientific knowledge

² Eurostat 199

The long-term availability of data of reasonable quality is crucial for the full development of a system of indicators at Community level. If this objective is to be pursued, commitment by Member States to extend or modify their existing data collection to fit within a harmonised European system will be essential. This may require, for the different sectors, specific proposals from the Commission covering both the technical aspects of data collection as well as the financing of data collection and data analysis. These proposals should define specific actions to be carried out by the European Environment Agency, by Eurostat and by Member States.

In addition, it may be necessary for the system of environmental indicators to be accompanied and supported by research at Community and sectoral level, within the 5th Framework Programme and the Joint Research Centre, aimed at improving the reliability of the indicators.

Timetable

1999

- Indicator Report from the EEA
- Environmental headline indicators first compilation based on available data
- Sectoral indicators:
 - Transport & Environment Reporting Mechanism: zero-version draft TERM Statistical Compendium (linked to TERM-zero report)
 - Energy : Integration-indicators for energy
 - Agriculture: Report on Agriculture, Environment and Rural Development: Facts and Figures. Commission Communication to the Council and the European Parliament on agri-environment indicators

2000

- Environmental Headline Indicators: zero version based on available data
- Sectoral indicators
 - Annual TERM Report
 - Energy Indicators pocket book
 - Commission Communication on Information Needs for Sustainable Agriculture and Rural Development
 - Internal Market report from the Commission to the Council
- Start of five-year programme to reinforce transport statistics to complete the coverage of the areas which are most critical for the long-term reporting system

Conclusions

While progress has been made towards the achievement of an environmental and sectoral indicator system, considerable effort is still required to complete the system described in this report.

The European Council is asked to confirm their support for the development of the system explained in the report and to commit the Member States' administrations to actively contribute to its completion and on-going operation.

The Heads of State are also asked to instruct the different Council formations to accelerate progress on sectoral indicators, seeking to ensure co-ordination between the sectors.

Glossary for annexes 1 and 2

CO₂, CH₄, and N₂O emissions are infrared absorbers contributing to the greenhouse gases effect.

- CO₂ (Carbon Dioxide) is a gas formed by the combustion processes and decomposition of organic substances.
- CH₄ (Methane) is the most common gas formed in coal mines and a main component of natural gas
- N₂O (Nitrous Oxide) is derived from intensive agricultural practices (fertilisers) and a number of industrial processes

NO_x and NMVOC react together in the presence of sunlight to produce ozone, responsible of the so-called summer smog.

- NO_x (Nitrogen Oxides) grouping of compounds of nitrogen and oxygen produced by combustion and involved in photochemical reactions.
- NMVOC (Non Methane Volatile Organic Compounds) derived from economic activities and particularly energy related activities, industrial process and non industrial use of solvents.

PKM and TKM represent Passenger-Kilometres and Tons-kilometres.

ANNEX 1

IS THERE A GENERAL IMPROVEMENT IN THE STATE OF ENVIRONMENT ?

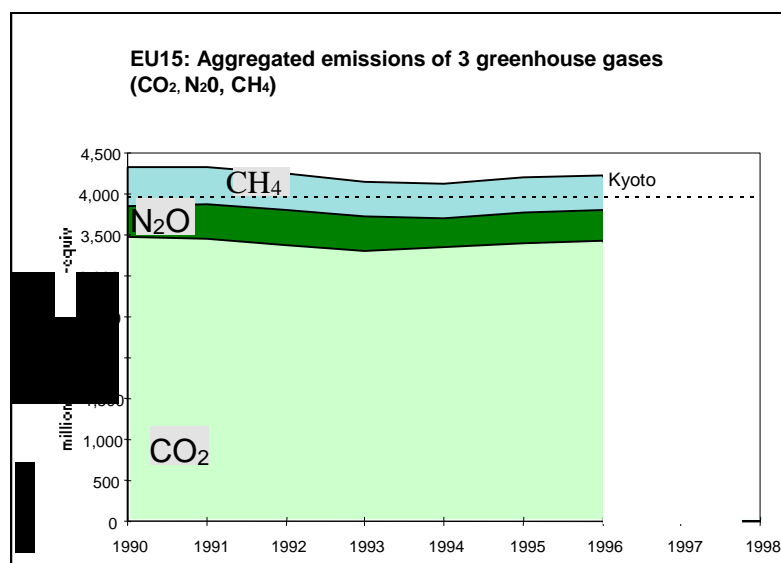
Environmental headline indicators for the EU

The Commission, in collaboration with Member States and the EEA, is preparing a first publication on Environmental Headline Indicators.

These indicators can be considered as a kind of « flashing light » to alert policy makers to the need for specific changes/improvements in environmental policy measures and to raise public awareness of specific environmental problems.

The indicators will cover 9 to 10 environmental issues³, chosen for their policy relevance and data availability. This annex presents some key messages related to three of these indicators, which are strongly interrelated, i.e. climate change, energy use and mobility.

Question 1 : Are we reducing our emissions of greenhouse gases?

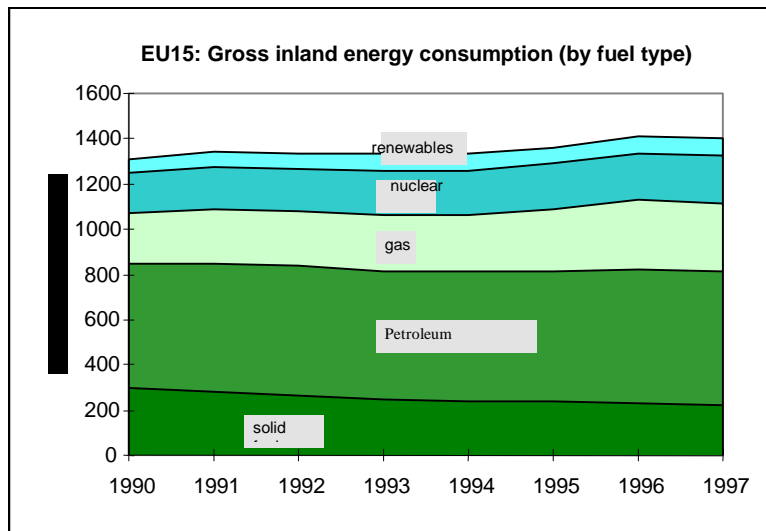


In 1996 emissions of the three major greenhouse gases were down 2% on 1990. This was mainly due to a small reduction in CO₂ emissions and a small decrease in other greenhouse gas emissions. However CO₂ emissions bottomed in 1993 and are now on their way back up.

Emissions of the six greenhouse gases covered by the Kyoto Protocol are projected to increase by 6 % between 1990 and 2010 unless new measures are undertaken. Because of the switch to less carbon-intensive fuels, CO₂ emissions are expected to increase by less than total energy use.

³ Climate change ; air quality ; water quality ; nature and biodiversity ; land use ; chemicals ; resource use (including waste and water quantity) ; urban areas ; fragile eco-systems.

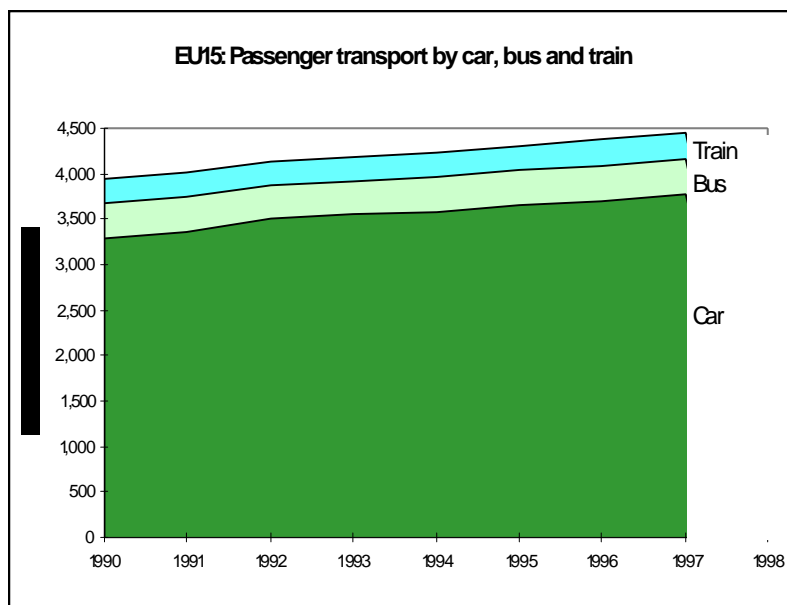
Question 2 : Are we moving towards less harmful sources to meet our energy needs?



The total amount of energy required to meet the needs of the EU increased by 7 % between 1990 and 1997. Fossil fuels (the main source of CO₂ emissions) still dominate although the fuel mix has changed over the period.

Solid fuels now supply less than 16 % of total energy needs, whereas the use of gas has increased to over 21% and petroleum continues to cover 42 % of needs. Renewable energy sources, predominantly hydro, have not moved much and remain below 6 %.

Question 3 : Are we becoming less dependant on our cars?



Mobility, measured in passenger-kilometres travelled, has increased significantly between 1990 and 1997.

Travel by car has increased at a steady rate of 2 % per year, whereas bus transport increased by 0.9 % and train transport by 0.4 % per year over the same period.

This indicates a continuing shift towards the car if we look at land transport only. If we include air transport, car dependency, expressed in % of all passenger-kilometres, is decreasing.

This sample of three indicators shows how the different questions are interrelated and why the signals coming from environmental indicators need to be integrated into energy and transport policies to meet, in this case, the Kyoto requirements, or other environmental issues.

Implementation of specific monitoring tools, such as the Transport & Environment Reporting Mechanism will be useful in developing strategies and setting up new policy measures for transport as well as other sectors.

Preliminary list of environmental head line indicators

Issue	“Actual” indicator(s)	“Ideal” environmental headline indicator	Work to be done	Time frame
Climate Change	Aggregated index of 3 Greenhouse Gas emissions (CO ₂ , CH ₄ , N ₂ O)	Aggregated index of 6 Greenhouse Gas emissions (CO ₂ , CH ₄ , N ₂ O, HFCs, PFCs, SF ₆)	Aggregate of 3 main GHG available (approx. 98-99% of total GWP). Data collection of HFCs, PFCs and SF ₆ has to be improved	short- to mid-term
Air Quality	A) Number of days of pollution exceeding standards for different sites or B) Aggregated index of 3 or 4 pollutants (SO ₂ , NO _x , NH ₃ , NMVOCs) presented as Aggregated emissions of main pollutants (by main environmental problems)	A) Number of days of pollution exceeding standards or B) Aggregated index of 4 pollutants (SO ₂ , NO _x , NH ₃ , NMVOCs)	Emission data of main pollutants available. Weighting factors (used for problem of acidification and problem of tropospheric ozone) have to be scientifically accepted. Need for better data on (small) particulates.	short- to mid-term hort- to mid-term
Water Quality:				
inland water	A) Proportion of inland water that comply the EU and national water quality standards of Nitrates Directive or B) N and P concentration in large rivers	A) Proportion of inland water that comply the EU and national water quality standards or B) European “river quality index” (to be defined)	Selection of parameters needed Has still to be developed	long-term long-term
- marine water	Eutrophication: index of nitrogen and phosphorus discharges in coastal and marine zones- indicator to be defined	indicator to be defined	Has still to be developed	long-term
Water Quantity	Total fresh water abstraction	Intensity of fresh water use (ratio, relating total water abstraction to water availability in terms of renewable water)	Partially available. Relevant improvements to be done concerning time coverage and data availability at national and local level (regional water balances)	mid-term
Nature & Bio-diversity		- Bio-diversity index based on genetic and habitat variety - Agri-environment programme	Has still to be developed	long-term
Land-Use	Growth of built up area	Changes in different uses of land, including the change from natural to built up area and erosion and desertification aspects	Indicator has to be defined and to be developed	long-term
Chemicals	Index of production and imports of hazardous chemicals/chemicals of concerns	Toxicity weighted index on consumption of toxic chemicals	Further research needed for: assessment of chemicals risk to human health and the environment; identification of toxic chemicals to be covered in the index; improvement in data quantity and quality	long-term
Waste	Volume of landfilled waste presented as Municipal and hazardous waste landfilled	- Volume of landfilled and incinerated waste (with and without energy recovering) - Recycling of selected waste streams	Data collection has to be improved	short- to mid-term
Resource Use	Gross inland energy consumption	Total Material Requirement (TMR)	Data collection has to be improved	short- to mid-term
Urban Areas	Passenger transport by means of transport	To be identified, possible indicators related first to transport, (air quality and land-use as related themes)	Has still to be developed	short- to mid-term
Fragile Eco-Systems		To be identified, possible indicators related to marine water quality and land-use	Has still to be developed (2 or 3 indicators to address this issues)	long-term

ANNEX 2

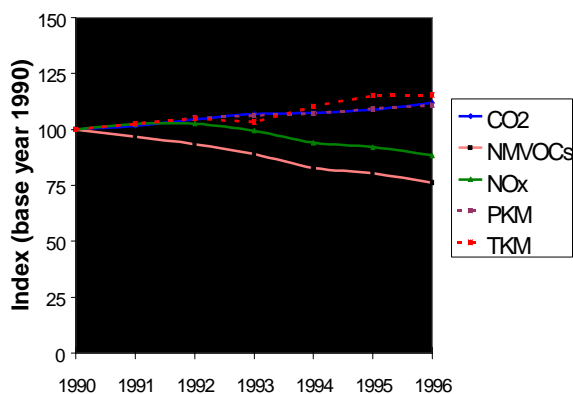
Are we moving in the right direction?

Indicators on transport and environment integration in the EU

The EEA is currently finalising the first issue of its indicator based report on transport and environment integration in the EU. At the core of the report are 29 indicators (see table below), dealing with the various aspects of the transport and environment system chain. The indicators were chosen to provide answers to 7 integration-relevant policy questions. This paper summarises some of the report's key-messages. A key indicator has been selected to illustrate the most important trends in each policy domain.

Integration question 1: Is the environmental performance of the transport sector improving?

Key indicator: Emissions from transport (EU)



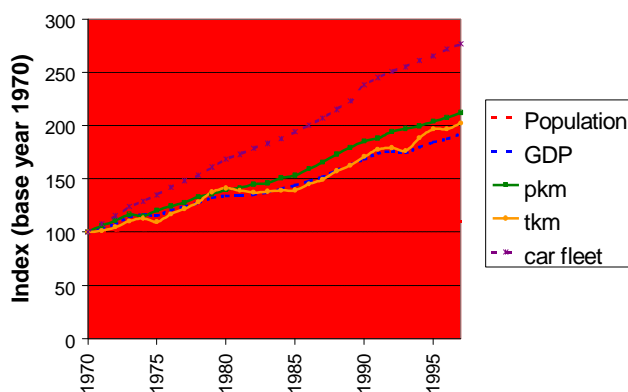
Transport's growing CO₂ emissions jeopardise the EU meeting its targets under the Kyoto Protocol, while NO_x and NMVOC emissions are decreasing.

.0

Source: EEA/ETC-AE/Eurostat

Integration question 2: Are we getting better at managing transport demand and at optimising the modal balance?

Key-indicator: Passenger and freight transport demand (EU15)

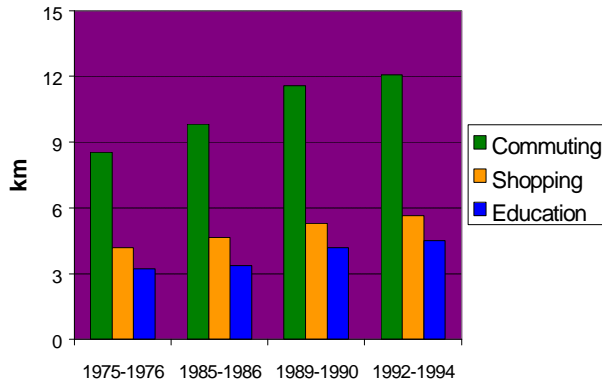


Growth of transport performance (pkm and tkm) has in the past outstripped both economic and population growth. However, passenger transport growth rates have considerably declined in the last decade.

Source: Eurostat, DG II

Integration question 3: Are spatial planning and transport sufficiently co-ordinated so as to match mobility demands to access needs?

Key-indicator: Average journey lengths by purpose (United Kingdom and other countries)

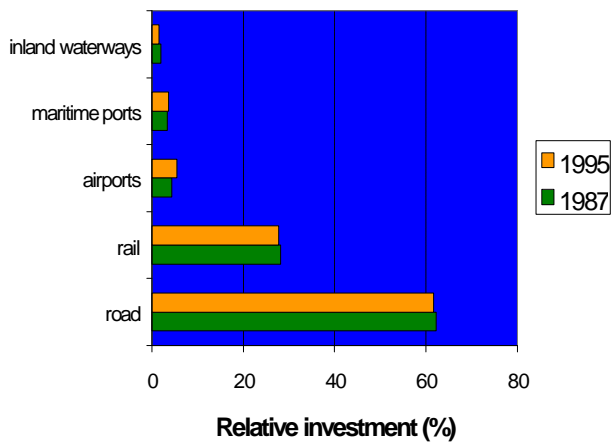


Source: DETR (United Kingdom)

The graph shows that travel distances increase for all purposes. The reasons are complex. If people move to suburbs, shops have to move too. Spatial planning measures are not necessarily key drivers of unsustainable patterns, often spatial planning tries to restrain the dispersion of facilities and the connected mobility growth, however mostly without success..

Integration question 4: Are we optimally using the existing transport infrastructure capacity and achieving a well balanced and intermodal transport infrastructure system?

Key-indicator: Investments in transport infrastructure (EU)

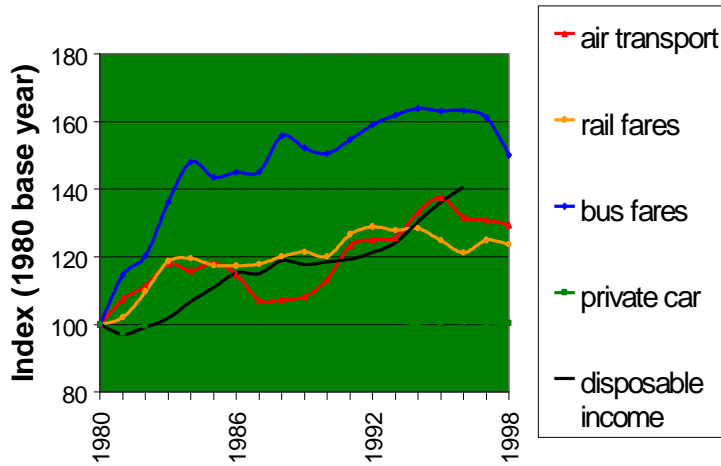


Source: Eurostat

Higher investment in roads infrastructure relative to rail and other modes have been driven in part by spatial planning objectives and increased car transport demand over other modes. The picture changes if the investments are compared to the modal shares of each mode. In such an analysis investments don't favour road any more.

Integration question 5: Are we moving towards a more fair and efficient pricing system, which also accounts for external costs?

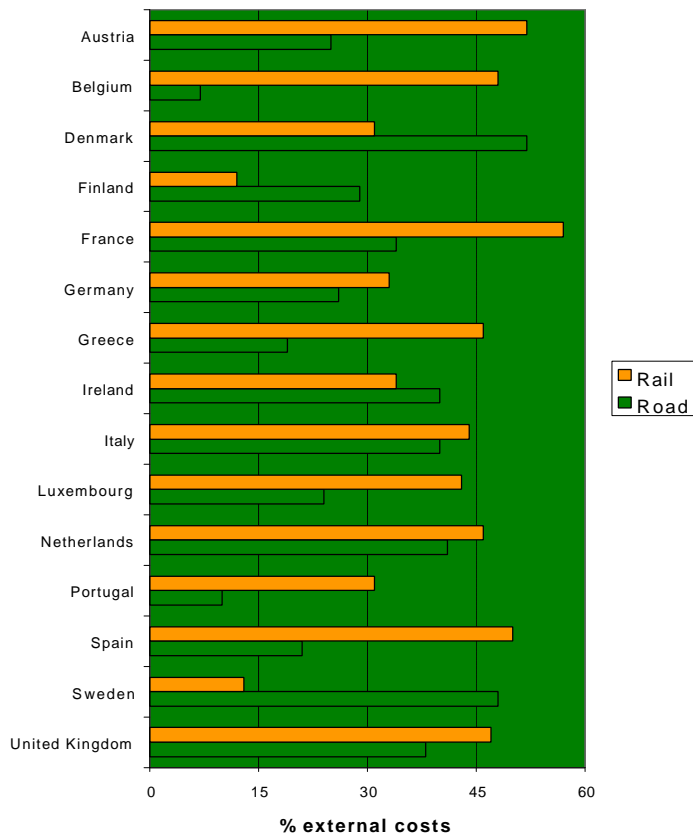
a) Key-indicator: Real changes in the price of transport (Denmark)



Car transport is much cheaper relative to disposable income and public transport than it was 20 years ago.

Source: Statistics Denmark / Eurostat

b) Internalisation of externalities



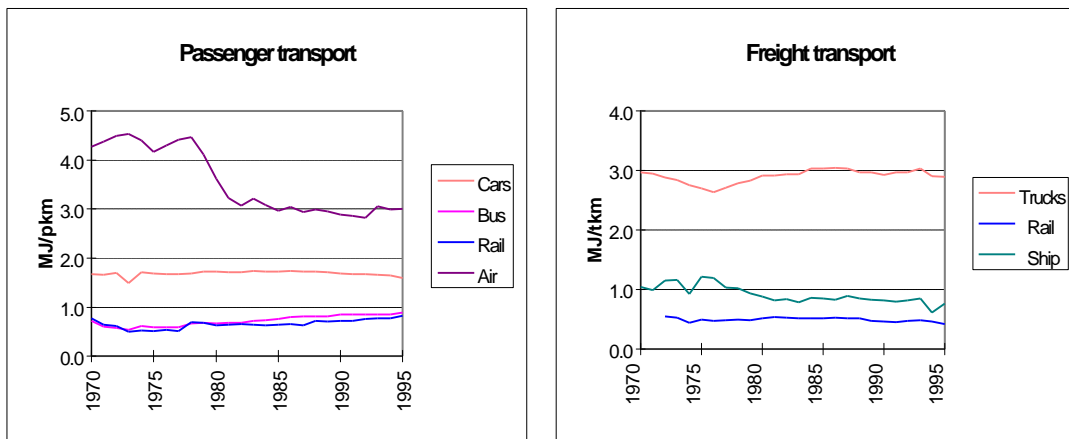
Less than half the external environmental costs of road and rail transport (tentatively estimated at some 4% of EU GDP) are internalised by the market prices people pay for these services. This means the transport sector receives a substantial subsidy which encourages unsustainable transport demand patterns across the EU, in particular for road transport.

“Getting the prices right” requires full internalisation of environmental costs in market prices.

Integration question 6: What is the progress in the use of improved technologies and how efficiently are vehicles being used?

Key indicator: Energy intensity of passenger and freight transport (EU 8)

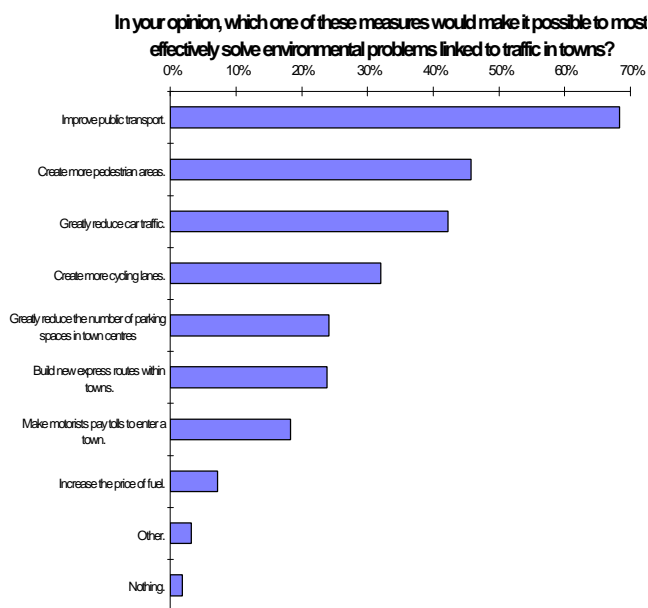
The energy efficiency of passenger and freight transport has shown little or no improvement over the past decade. Technology improvements have made all vehicles more fuel efficient, but the increasing penetration of heavier and more powerful vehicles, together with decreasing occupancy rates and load factors have offset these gains.



Source: International Energy Studies, Lawrence Berkeley Laboratory, as compiled from recognised national sources

Integration question 7: Are environmental management and monitoring tools used sufficiently to support policy and decision making?

Key-indicator: Public opinion regarding solutions to transport problems (representative sample of 16.000 Europeans)



People see the possibilities for improvements in public transport, restrictions on cars or increased provision of cycling paths and walkways. They are much more reluctant to pay the costs of meeting these objectives: fuel price rises, road tolls.

Source: Eurobarometer, 1999

Preliminary list of transport and environment indicators

GROUP	INDICATORS
ENVIRONMENTAL PERFORMANCE OF TRANSPORT	
ENVIRONMENTAL CONSEQUENCES OF TRANSPORT	1. Transport final energy consumption and primary energy consumption, and share in total (fossil, nuclear, renewable) by mode 2. Transport emissions and share in total emissions for CO₂, NO_x, NMVOCs, PM₁₀, SO_x, by mode 3. Exceedances of air quality values 4. Exposure of population to traffic noise 5. Habitat fragmentation and proximity of transport infrastructure to designated sites 6. Land take for transport by mode 7. Number of transport accidents, fatalities, injured, polluting accidents (land, air and maritime)
DETERMINANTS OF THE TRANSPORT SYSTEM	
LAND USE AND ACCESS TO BASIC SERVICES	8. Average passenger journey time and length per mode, purpose (commuting, shopping, leisure) and territory (urban/rural) 9. Access to transport services e.g.: number of motor vehicles per household % of persons in a territory having in e.g. 500m distance access to a public transport station
TRANSPORT DEMAND AND INTENSITY	10. Passenger transport (by mode and purpose): total passengers total pkm pkm per capita pkm per GDP 11. Freight transport (by mode and group of goods) total tonnes total tkm tkm per capita tkm per GDP
TRANSPORT SUPPLY	12. Length of transport infrastructure by mode and by type of infrastructure (e.g. motorway, national road, municipal road etc.) 13. Investments in transport infrastructure/capita and by mode
PRICE SIGNALS	14. Real passenger and freight transport price by mode 15. Fuel price 16. Taxes 17. Subsidies 18. Expenditure for personal mobility per person by income group 19. Proportion of infrastructure and environmental costs (including congestion costs) covered by price
EFFICIENT USE OF TRANSPORT	20. Overall energy efficiency for passenger and freight transport per km travelled (per vehicle type) 21. Emissions per pass-km and emissions per ton-km for CO₂, NO_x, NMVOCs, PM₁₀, SO_x by mode 22. Vehicle occupancy 23. Uptake of cleaner fuels (unleaded petrol, electric, alternative fuels) and numbers of alternative fuelled vehicles 24. Load factors for road freight transport (LDV, HDV) 25. Average age of the vehicle fleet 26. Proportion of vehicle fleet meeting certain air and noise emission standards (by mode) 27. Public awareness

ANNEX 3

Indicator Framework for Agricultural Integration Strategy

Theme	Specific objectives of the strategy	What policy measures are being undertaken to improve the situation?	What improvements in farming practices are taking place?	To what extent beneficial processes increased and harmful processes decreased
Water	<ul style="list-style-type: none"> - pollution into ground and surface water should be reduced - inappropriate use of water for irrigation should be reduced - leaching of nitrates and phosphates should be reduced 	<div style="border: 1px solid black; padding: 20px; width: fit-content; margin: 0 auto;"> <p>Monitoring of Rural Development Programmes Market Organisations and Environmental policies.</p> </div>		<ul style="list-style-type: none"> - Improvement in soil surface nitrogen balance - Reduction in ground abstraction - Reduction in water
Agro-chemicals	<ul style="list-style-type: none"> - the environmental risks of pesticide use should be reduced 			<ul style="list-style-type: none"> - Reduction in pesticide contamination
Land use and soil	<ul style="list-style-type: none"> - degrading physical, chemical and biological pressure on the soil should be reduced - erosion should be reduced, adequate farming systems should be promoted 			<ul style="list-style-type: none"> - Reduction in soil erosion - Improvement in soil surface nitrogen balance - Reduction in land cover destruction
Climate change	<ul style="list-style-type: none"> - reduction of CH₄, N₂O and other GHG emissions - non-food production should be increased - use of renewable energy from biomass and biofuels should be promoted 			<ul style="list-style-type: none"> - Reduction in CH₄ emissions
Landscape and biodiversity	<ul style="list-style-type: none"> - Landscapes, habitats and biodiversity should be maintained - preservation of genetic material of crops and domestic animals 			<ul style="list-style-type: none"> - Land cover destruction - Increase in agricultural genetic diversity - Preservation of semi-natural habitats

ANNEX 4

OECD DEVELOPMENT ASSISTANCE COMMITTEE WORKING SET OF CORE INDICATORS

Goals	Indicators	
Economic well-being		
Reducing extreme poverty The proportion of people living in extreme poverty in Developing countries should be reduced by at least one-half by 2015. (Copenhagen)	1. Incidence of Extreme Poverty: Population Below \$1 Per Day 2. Poverty Gap Ratio: Incidence times Depth of Poverty 3. Inequality: Poorest Fifth's Share of National Consumption 4. Child Malnutrition: Prevalence of Underweight Under 5 years	
Social development		
Universal primary education There should be universal primary education in all countries by 2015. (Jomtien, Beijing, Copenhagen)	5. Net Enrolment in Primary Education 6. Completion of 4th Grade of Primary Education 7. Literacy Rate of 15 to 24 Year-Olds	
Gender equality Progress towards gender equality and the empowerment of women should be demonstrated by eliminating gender disparity in primary and secondary education by 2005 . (Cairo, Beijing, Copenhagen)	8. Ratio of Girls to Boys in Primary & Secondary Education 9. Ratio of Literate Females to Males (15 to 24 Year-Olds)	
Infant & child mortality The death rates for infants and children under the age of five years should be reduced in each developing country by two-thirds the 1990 level by 2015. (Cairo)	10. Infant Mortality Rate 11. Under 5 Mortality Rate	
Maternal mortality The rate of maternal mortality should be reduced by three-fourths between 1990 and 2015. (Cairo, Beijing)	12. Maternal Mortality Ratio 13. Births Attended by Skilled Health Personnel	
Reproductive health Access should be available through the primary health-care system to reproductive health services for all Individuals of appropriate ages, no later than the year 2015. (Cairo)	14. Contraceptive Prevalence Rate 15. HIV Prevalence in 15 to 24 Year-Old Pregnant Women 1	
Environmental sustainability & regeneration		
Environment 2 There should be a current national strategy for sustainable development, in the process of implementation, in every country by 2005, so as to ensure that current trends in the loss of environmental resources are effectively reversed at both global and national levels by 2015. (Rio)	16. Countries with National Sustainable Development Strategies 17. Population with Access to Safe Water 18. Intensity of Freshwater Use 19. Biodiversity: Land Area Protected 20. Energy Efficiency: GDP per Unit of Energy Use 21. Carbon Dioxide Emissions	
General Indicators		
Other selected indicators of development For reference: Population Gross National Product	GNP per Capita Adult Literacy Rate Total Fertility Rate Life Expectancy at Birth	Aid as % of GNP External Debt as % of GNP Investment as % of GDP Trade as % of GDP
<p>This list is neither exclusive nor comprehensive and some elements (e.g. environment) remain under discussion. It reflects progress to date in identifying core indicators that are relevant to the development goals selected from the series of UN Conferences held in the 1990s, and which now form a wide consensus on development priorities. The goals were selected because they were important in their own right and as meaningful proxies for broader development goals. The selection does not imply any diminished commitment to other goals accepted by the international community, at international conferences or elsewhere. The list reinforces other indicator initiatives, such as the Minimum National Social Data Set of the United Nations Statistics Division, and the General Data Dissemination System of the IMF.</p> <p>Like the goals, the indicators are inter-related and should be seen as a whole. It constitutes a core set reflecting key aspects of economic and social well being and environmental sustainability. Thus some indicators address more than one goal, but for brevity are shown only once; for example: child malnutrition is also an indicator of health status; attended births also indicate access to reproductive health services; literacy is a key determinant of economic well-being and health; while freshwater is an environmental resource, access to it directly affects the quality of women's lives and the health of their children. Moreover, the majority of the indicators can be disaggregated by gender to measure the extent of inequality.</p> <p>There are many sources for indicators. This set will be published annually in the OECD's <i>Development Co-operation Report</i>, and put in the context of other indicators in the <i>Human Development Report</i> published by the United Nations Development Programme and <i>World Development Indicators</i> published by the World Bank. Those interested in more detail of development issues and indicators are referred to these publications or to the following website: http://www.oecd.org/dac/Indicators/htm/list.htm</p> <p>1 Until satisfactory data coverage is achieved on this indicator, the prevalence of HIV infection in all adults will be used. 2 Indicators for land use, marine environment and air quality will be added to the list later.</p>		

SET OF INTERNAL PERFORMANCE INDICATORS

Objective	Result	Indicators
1. Coherence among EC policies with external effects and consideration of environmental issues in this context	All relevant EC policy formulation processes take impacts on developing countries into account	
2. Integration of environment into EC policies in the field of economic and development co-operation	All Commission Working Documents and Communications consider the integration of environmental issues	
3. Integration of environmental dimensions into policy dialogue, regional and country strategies, programmes and reviews	Component addressing environmental integration incorporated into all: <ul style="list-style-type: none"> • Regional and country strategies, • Indicative programmes, • Country reviews and • Country reports by the end of 2002.	<ol style="list-style-type: none"> 1. Number of regional and country strategies, programmes and reviews with an explicit environmental component 2. Number of Annual Country Reports with a brief environment chapter (First Environment Chapters will be prepared centrally in order to reach a uniform approach. The chapter will be updated by the EC delegations annually).
4. Integration at project level	Environmental screening and assessments of co-operation programmes and projects systematically undertaken: <ul style="list-style-type: none"> • Screening of all EC co-operation programmes • EIA or SEA of all EC co-operation projects that meet the criteria for "High environmental risk" of environmental screening conducted 	<ol style="list-style-type: none"> 1. Number and percentage of projects in A, B and C categories 2. Number of EIA or SEA on category A EC co-operation projects 3. Number of public consultations in connection with EIA or SE
5. Improved capacity to integrate environmental aspects	Commission staff trained in environmental integration procedures: <ul style="list-style-type: none"> • Training Needs Assessment conducted by the end of 2000 • Every official in key policy areas or geographical responsibility in headquarters and Delegations, identified in a training needs assessment, will have attended environmental training by 2002 • Specific technical support for environmental assessments provided and utilised 	<ol style="list-style-type: none"> 1. Number of officials in key policy areas or geographical responsibility in headquarters and Delegations that have attended environmental training 2. Number of contacts annually to the Helpdesk 3. Number of assignment made by the Environment Helpdesk annually
6. Increased transparency and visibility of EC actions in the field of environment	Real-time access by the end of year 2000 to: <ul style="list-style-type: none"> • EC commitments and disbursements on primary environment projects Public access by the end of year 2000 to: <ul style="list-style-type: none"> • All environmental screening results • One page summaries of EIA and SEA OECD/DAC Marker System for accounting expenditure on environmental agreements introduced	<ol style="list-style-type: none"> 1. Expenditure on primary environmental projects 2. Expenditure on major multilateral environment agreements
7. Quality control of environmental integration	Five-yearly independent evaluations of environmental performance of EC aid	Indicators identified above will be used in the evaluation.