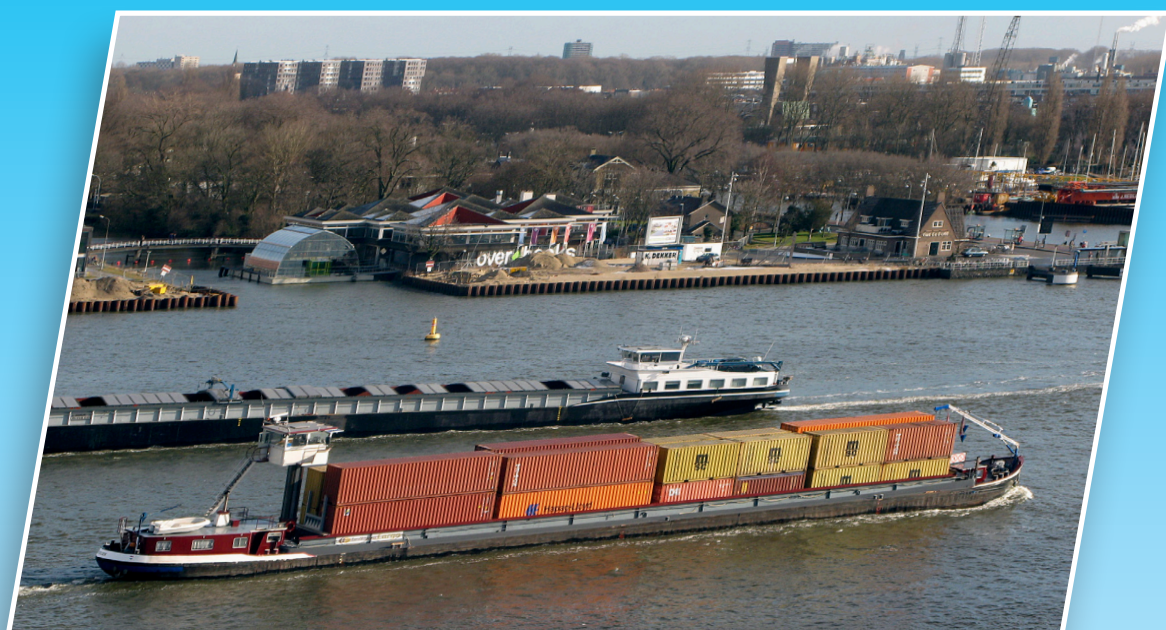


COHESION POLICY: STRATEGIC REPORT 2013

Factsheet: Other transport



Strategic Report 2013 – Programme implementation 2007-2013

Factsheet: Other transport themes

This factsheet has been produced in support of the Commission 2013 Strategic report on cohesion policy programme implementation (2007-2013). It should be read in conjunction with that report (COM(2013) 210) and the accompanying Staff Working Document (SEC(2013) 129) available on this website:

http://ec.europa.eu/regional_policy/how/policy/strategic_report_en.cfm

1. Overview

The overall allocation to other transport themes is EUR 16.3 billion or 4.7% of all Structural and Cohesion Funds, funded from ERDF and the Cohesion Fund (TEN-T and clean urban transport)). It is less than the allocation for roads (EUR 40.8 billion) and rail (EUR 23.2 billion). The Convergence regions allocate the majority of resources (87%). The EU15 to EU12 ratio is 41% to 59%. Only DK and LU do not allocate any Structural and Cohesion funds to "other transport themes".

There are nine categories of intervention used for reporting in this area: Urban transport, Multimodal transport, Multimodal transport (TEN-T), Intelligent transport systems, Airports, Ports, Inland waterways (regional and local), Inland waterways (TEN-T) and Promotion of clean urban transport. The EU wide rate of project selection stood at 64% at the end of 2011.

There is only one core indicator related to any of 'other transport themes' – Additional population served with improved urban transport – with only 10 MS reporting achievements under this indicator by the end of 2011.

2. Project examples

HU	OP	Cohesion Fund	EU: 158 m€
Title: Sofia Metro - section "Road junction Nadejda (MS 5-II) – Cherni vrah boulevard"			
The project plugs the gap in the central section of the metro line in Bulgaria's capital city. The section, in operation since September 2012, involved constructing a 6.5 km section of underground railway and 7 metro stations. It is bringing significant time-savings, compared to public transport above ground as well as substantial relief of traffic congestion. The average travel time in rush hours from the suburbs to the city centre will be reduced from 50 - 60 minutes to 12 - 15 minutes. The reduced travel time will save more than 35.3 million euro per year. Apart from the 1,500 construction jobs 360 permanent jobs are expected.			

PL	Infrastructure and Environment OP	Cohesion Fund	EU: 55 m€
Title: Extending Kraków's Fast Tram line			
Two of three elements of this project have already been completed: a new 4.5 km line of the Kraków Fast Tram (KST), improving transport links between the city centre and the eastern and south-eastern districts, and the reconstruction of Długa Street in the city centre, prioritising pedestrians and public transport. 18 out of 24 new low-floor trams to run on the KST have already been delivered.			

3 Assessment of Implementation

3.1 Tracking EU financial input

The overall allocation for other transport themes is EUR 16.3 billion or 4.7% of EU funds – see **Table 1.1**. While the majority of resources were allocated in convergence regions, the focus is less strong than in the case of roads. A much bigger share went to both the competitiveness regions and the European Territorial Cooperation programmes.

Looking at the specific categories of intervention, urban transport accounts for two out of the three biggest shares of overall allocation, while inland waterways represent two out of the three smallest. The highest rate of project selection was reported for inland waterways (regional and local) – 88%. The lowest rate was reported for multimodal transport (TEN-T) projects – 23%. After inland waterways (regional and local) it is second smallest category in terms of allocation value. The rate of project selection is also markedly lower for categories of intervention that explicitly concern TEN-T (multimodal transport and inland waterways), than for similar intervention outside the Trans European Network.

The project selection rate reported for the whole EU at the end of 2011 – 64% – was closer to the corresponding rate for convergence regions – 63% – than to that for competitiveness regions – 81%. Comparing EU15 with EU12, the project selections rates are further apart – respectively – 79% and 54% - See **Table 1.2**. BG, CY and LV allocated the biggest share EU funds to other transport themes, while IE, AT and FI – the smallest.

PL, the largest recipient of funds in this area (48.4% allocated), CZ (42.7% allocated) and FR (48.8% allocated) ranking sixth and seventh in terms of the absolute size of allocation, influence the delay in the overall project selection rate – **Graph 1**.

The data was reported by Member States as of 31 December 2011 and has normally evolved with on-going selection processes.

3.2 Outputs and results

There is only one relevant core indicator "Additional population served with improved urban transport" (**Tables 2.1 and 2.2**). In view of the high diversity of interventions it was difficult in the case of "other transport" themes to set a limited number of useful indicators that would capture the essence of the many interventions for most programmes. As a result Member States rely almost entirely on programme specific indicators in this area. These cannot be aggregated to the EU level.

ERDF/Cohesion Fund core indicators:

For the ERDF/CF the Commission recommends the use of "core indicators" in addition to the programme specific indicators (that vary according to national and regional practice and the specific objectives of the programmes). Use of core indicators has the advantage of allowing the possibility of aggregation but is not obligatory in this period.

The global aggregate achievements presented below are based on 2011 annual reports or, where possible, on updated values for 2011 and 2012 from the Strategic reports.

Achievements against targets are also analysed. Where no targets were set, the achievements were excluded from the analysis reducing the data available in that analysis. From the available data it is clear that some targets were set too low or too high.

- For 21 MS, which report investment against categories of intervention related to urban transport, 10 MS report under this core indicator and eight also set targets.
- Some Member States which invested significant sums in new or improved urban transport did not choose to report on the total additional population served, or reported the figure in incorrect units, such as number of journeys/tickets rather than additional population served.
- The highest achieved values for this indicator were reported by SE, BG and PT, while half of MS which used this indicator did not report achievements in the correct unit of measurement.
- Among MS, which both reported achievement under the indicator and set targets, the highest achievement ratios were reported by PT (554%), BG (81%) and SE (80%). However, the overall achievement ratio for was 39%, due to three out of eight MS not reporting achievements.
- The PT ratio of achievement is probably the result of too low target setting. If PT data were to be excluded, the ratio for seven MS would decrease to less than 2%, including the three MS (CZ, GR and IT) that reported no achievements.

Table 1.1: 2007-2011 – Overview of codes reported by Member States

Code	Category	Decided Ops - Million € (a)	% Decided OPs of Total Decided (b)	Allocated to selected projects AIR 2011 - million € (c)	% (d=c/a)
25	Urban transport	1,805.9	0.5%	1,405.8	77.8%
26	Multimodal transport	1,633.7	0.5%	909.7	55.7%
27	Multimodal transport (TEN-T)	362.3	0.1%	83.5	23.0%
28	Intelligent transport systems	903.6	0.3%	394.9	43.7%
29	Airports	1,678.7	0.5%	1,161.9	69.2%
30	Ports	3,344.4	1.0%	2,450.0	73.3%
31	Inland waterways (regional and local)	202.6	0.1%	179.1	88.4%
32	Inland waterways (TEN-T)	462.4	0.1%	200.1	43.3%
52	Promotion of clean urban transport	5,942.6	1.7%	3,697.3	62.2%
	Total other transport	16,336.2	4.7%	10,482.4	64.2%
	Total all themes	346,717.2		246,983.9	71.2%

Table 1.2: 2007-2011 – Project selection reported by MS

Other transport themes				
	Decided OPs (a) - in M.€	% of National SF/CF	Allocated to selected projects AIR 2011 (b) - in M.€	Rate of project selection (2011) (c=b/a)
PL	4,138.3	6.2%	2,004.3	48.4%
ES	1,694.5	4.9%	1,697.5	100.2%
HU	1,681.8	6.7%	1,274.8	75.8%
IT	1,422.4	5.1%	1,005.3	70.7%
GR	1,387.8	6.9%	1,357.6	97.8%
CZ	1,024.9	3.9%	437.3	42.7%
FR	702.7	5.2%	342.8	48.8%
BG	691.4	10.4%	431.5	62.4%
CB (ETC)	561.1	7.1%	296.6	52.9%
PT	523.5	2.4%	280.9	53.7%
LV	401.5	8.9%	284.8	70.9%
RO	393.5	2.0%	146.0	37.1%
DE	313.5	1.2%	195.2	62.3%
LT	308.7	4.6%	126.6	41.0%
UK	259.8	2.6%	69.8	26.9%
SK	237.2	2.1%	77.8	32.8%
EE	216.1	6.3%	164.5	76.1%
SI	94.7	2.3%	20.1	21.2%
CY	56.1	9.2%	50.0	89.0%
SE	56.1	3.4%	106.7	190.3%
MT	50.6	6.0%	28.5	56.3%
BE	45.5	2.2%	47.0	103.3%
NL	41.4	2.5%	14.3	34.6%
FI	14.5	0.9%	21.6	148.7%
AT	6.0	0.5%	0.9	15.8%
IE	3.6	0.5%	0.0	0.0%
EU	16,327.1	4.7%	10,482.4	64.2%

Graph 1: Rate of project selection 2007-2011

(ranked left to right according to the size of allocation)

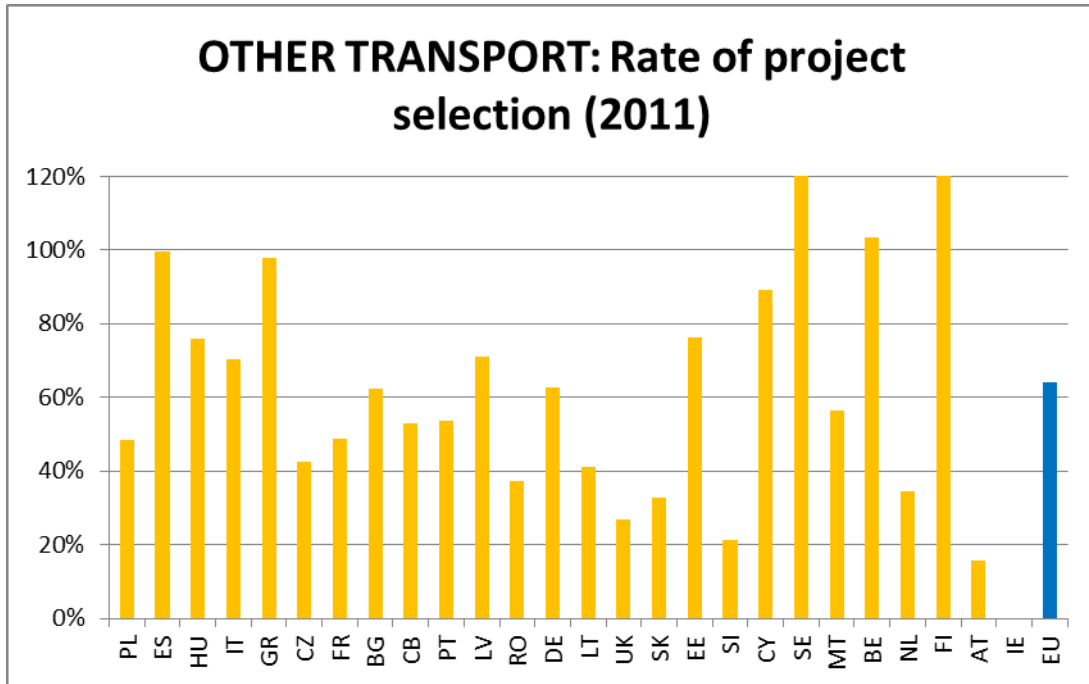


Table 2.1: Additional population served with improved urban transport – overall achievement by end of 2011

MS	Achievement
SE	1,520,000
BG	380,000
PT	174,471
FR	40,138
HU	55
CZ	0
GR	0
IE	0
IT	0
UK	0
EU	2,114,664

**Table 2.2 Additional population served with improved urban transport
– Achievement ratios by Member State**

MS	Target	Achievement	Achievement ratio
PT	31,500	174,471	554%
BG	470,000	380,000	81%
SE	1,900,000	1,520,000	80%
HU	730	55	8%
FR	825,500	40,138	5%
CZ	81,350	0	0%
GR	354,223	0	0%
IT	1,820,753	0	0%
EU	116,947,566	2,114,664	39%