

## **CENTRAL EUROPE 2020 Programme**

### **Annex 01: Bibliography**

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### **Annex 02: Glossary**

#### **Beneficiaries**

Beneficiary means a public or private body responsible for initiating or both initiating and implementing operations (according to Article 2(10) of the CPR benefitting from programme funds).

#### **Capacities**

Capacities are to be understood as the combination of all the strengths, attributes and resources available within a community, society or organization that can be used to achieve agreed goals (UNISDR, 2009: Terminology). They comprise the enabling policy, legal and institutional environment including human resources development and the respective managerial systems. Capacities may include infrastructure and physical means, institutions, societal coping abilities, as well as human knowledge, skills and collective attributes such as social relationships, leadership and management.

#### **Coordination**

Coordination is the synchronization and integration of activities, responsibilities, and command and control structures to ensure that resources are used most efficiently in pursuit of the specified objectives.

#### **Creative industries**

Are those industries which use culture as an input and have a cultural dimension, although their outputs are mainly functional. They include architecture and design, which integrate creative elements into wider processes, as well as subsectors such as graphic design, fashion design or advertising (Working group of EU Member States experts (open method of coordination) on cultural and creative industries, 2012: Policy Handbook).

#### **Cultural heritage and resources**

Cultural heritage is composed of tangible heritage including buildings and historic places, monuments, etc.<sup>1</sup> and intangible cultural heritage which refers to practices, representations, expressions, knowledge, skills etc. (UNESCO 2003: Convention for the safeguarding of the intangible cultural heritage).

Cultural resources comprise both elements, the tangible and intangible cultural heritage, encompassing current culture, including progressive, innovative and urban culture. These resources can be valorised among others in cultural and creative industries.

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<sup>1</sup> UNESCO: <http://www.unesco.org/new/en/cairo/culture/tangible-cultural-heritage/>

## **Cultural industries**

Are those industries producing and distributing goods or services which at the time they are developed are considered to have a specific attribute, use or purpose which embodies or conveys cultural expressions, irrespective of the commercial value they may have. Besides the traditional arts sectors (performing arts, visual arts, cultural heritage - including the public sector), they include film, DVD and video, television and radio, video games, new media, music, books and press (Working group of EU Member States experts (open method of coordination) on cultural and creative industries, 2012: Policy Handbook).

## **Energy efficiency**

Energy efficiency improvements refer to a reduction in the energy used for a given service (heating, lighting, etc.) or level of activity. The reduction in the energy consumption is usually associated with technological changes, but not always since it can also result from better organisation and management or improved economic conditions in the sector ("non-technical factors") (World Energy Council, 2008: Energy Efficiency Policies around the World: Review and Evaluation).

## **Energy planning**

Energy planning at the territorial level provides a framework linked to policies and economic development which considers the specific local/regional patterns of energy needs and resources serving as a tool to mitigate climate change and enhancing sustainability.

## **Entrepreneurship**

Entrepreneurship is to be understood as the mind set and process to create and develop economic activity by blending risk-taking, creativity and/or innovation with sound management, within a new or an existing organisation (European Commission, 2003: Green Paper Entrepreneurship in Europe).

## **Environmental protection**

Any activity that maintains the balance of the environment by preventing contamination and the deterioration of the natural resources, including activities such as: a) changes in the characteristics of goods and services, and changes in consumption patterns; b) changes in production techniques; c) waste treatment or disposal in separate environmental protection facilities; d) recycling; e) prevention of landscape degradation (IUCN, 2011: Definitions).

## **European transport network**

European transport networks are to be understood in the sense of the Trans-European transport network (TEN-T) consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, thereby ensuring the smooth functioning of the internal market and strengthening economic and social cohesion (Regulation (EU) No 1315/2013: Union guidelines for the development of the trans-European transport network). It is developed through a dual-layer approach, consisting of a comprehensive network which constitutes the basic layer and a core network. The core network consists of the strategically most important parts and constitutes the backbone of the multi-modal mobility network. It concentrates on those components of TEN-T with the highest European added value: cross border missing links, key bottlenecks and multi-modal nodes.

## **Functional urban areas**

The OECD, in cooperation with the European Commission and Eurostat, has developed a harmonised definition of functional urban areas which overcomes previous limitations linked to administrative definitions (OECD, 2012: *Redefining Urban: A New Way to Measure Metropolitan Areas*). According to this definition a functional urban area is a functional economic unit characterised by densely inhabited “urban cores” and “hinterlands” whose labour market is highly integrated with the cores. This definition originating from labour market and commuting considerations provides a spatial delimitation beyond administrative borders which is relevant for a multitude of thematic fields, such as for example transport (e.g. commuting, transport flows etc.), economic development (e.g. labour market, strategic positioning, etc.), environment (e.g. air/water quality, soil sealing, urban sprawl, etc.), social (e.g. health care, social housing etc.).

## **Governance**

Governance refers to sustaining coordination and coherence among a wide variety of actors with different purposes and objectives (Pierre, 2000). Such actors may include political actors and institutions, interest groups, civil society, non-governmental and transnational organizations.

## **Innovation**

Innovation is the implementation of a new or significantly improved product (good or service), or process, a new marketing method, or a new organisational method in business practices, workplace organisation or external relations (OECD, Oslo Manual, 2005: Guidelines for collecting and interpreting innovation data).

## **Innovation systems and actors**

An innovation system is to be understood as “*the network of institutions in the public and private sectors whose activities and interactions initiate, import, modify and diffuse new technologies* (Freeman, 1987)”. The actors of the innovation system include stakeholders from the research and business sector, policy makers and public authorities.

## **Integrated environmental management**

Integrated environmental management means a comprehensive approach to natural resource planning and management that encompasses ecological, social, and economic objectives. It considers the interrelationships among different elements and incorporates concepts of carrying capacity, resilience and sustainability.

## **Linkages**

The innovative activities of a firm partly depend on the variety and structure of its links to sources of information, knowledge, technologies, practices, and human and financial resources. Each linkage connects the innovating firm to other actors in the innovation system: government laboratories, universities, policy departments, regulators, competitors, suppliers, and customers (UNESCO, 2009: *Measuring innovation*). It is of crucial importance to build strong links among all elements operating in innovation systems. Countries that top the innovation index have improved linkages among innovation actors, most notably in science and higher education and in the public, private and not-for-profit sectors.

## **Macro-regional strategy**

A macro-regional strategy means an integrated framework endorsed by the European Council, which may be supported by the ESI Funds among others, to address common challenges faced by a defined geographical area relating to Member States and third countries located in the same geographical area which thereby benefit from strengthened cooperation contributing to achievement of economic, social and territorial cohesion (according to Article 2(31) of the CPR).

## **Mobility planning**

Low carbon mobility planning is to be understood as a set of interrelated measures designed to satisfy the mobility needs of people and businesses. They are the result of an integrated planning approach and address low carbon forms of transport.

## **Multimodal transport**

Multimodal transport is understood as the carriage of goods by at least two different modes of transport. Intermodal transport is therefore a particular type of multimodal transport (in accordance with the European Conference of Ministers of Transport (ECMT) definition). Thereby environmentally friendly transport solutions are those allowing a significant reduction of emissions of CO<sub>2</sub>, NO<sub>x</sub> and particulate matter as well as of noise.

## **Natural heritage and resources**

As natural heritage are considered natural features, geological and physiographical formations (including habitats) and natural sites or precisely delineated natural areas. (UNESCO, 1972: Convention concerning the Protection of the World Cultural and Natural Heritage).

Natural resources are produced by nature, commonly subdivided into non - renewable resources, such as minerals and fossil fuels, and renewable natural resources that propagate or sustain life and are naturally self-renewing when properly managed, including plants and animals, as well as soil and water (IUCN, 2011: Definitions).

## **Peripheral region/area**

A peripheral region/area is to be understood as a marginalised or badly accessible territory. It has the opposite characteristics of a core region. A peripheral region has mostly rural characteristics with only few major centres of urbanisation. Most people work in primary activities, while job opportunities and wage levels tend to be lower than in core regions. Consequently those regions often suffer from out-migration.

## **Pilot action**

A pilot action means the implementation of schemes of an experimental nature to test, evaluate and/or demonstrate its feasibility with the aim to capitalise on those results and transfer practices to other institutions and territories.

## **Public infrastructure**

Public infrastructure comprises infrastructure that is owned by the public and/or is for public use, including public buildings.



## **Regional actors**

Regional actors are all main stakeholders operating at regional level in a specific thematic field independently from their legal status, thus comprising the public as well as the private sector. These sectors include different types of entities such as public administrations, infrastructure providers and operators, interest groups, NGOs, research centres, education facilities, enterprises including SMEs etc.

## **Regional passenger transport system**

A regional passenger transport system can be defined as the combination of vehicles, infrastructure, and operations that enable the movements or satisfy the travel demand of people within a defined region.

## **Renewable energy sources**

Renewable energy sources are a diverse group of technologies that capture their energy from existing flows of energy, from on-going natural processes, such as sunshine, wind, flowing water, biological processes, and geothermal heat flows.

## **Smart specialisation strategy**

Smart specialisation strategy means the national or regional innovation strategies which set priorities in order to build competitive advantage by developing and matching research and innovation own strengths to business needs in order to address emerging opportunities and market developments in a coherent manner, while avoiding duplication and fragmentation of efforts; a smart specialisation strategy may take the form of, or be included in, a national or regional research and innovation (R&I) strategic policy framework (according to Article 2(3) of the CPR).

## **Social innovation**

Social innovations are new ideas (products, services and models) that simultaneously meet social needs (more effectively than alternatives) and create new social relationships or collaborations (Murray et. al, 2010: Open Book of Social Innovation). Fields of activity are among others work integration, social services, education and research, culture and recreation, health etc.

## **Sustainable development**

Sustainable development means using natural resources in a way that avoids irreversible damage to ecosystem structure and function, the loss of irreplaceable features or a reduction in ecosystem resilience. Environmental interests must be considered alongside social and economic interests, so as to prevent the irreplaceable loss of natural features, function or processes and to ensure a long-term and dependable flow of benefits from the exploitation of renewable resources. Delivering such sustainable development will involve significant measures to recover ecosystem structure and function, where the flow of benefits is already reduced or impaired, or where ecosystem resilience is at risk (IUCN, 2011: Definitions).

## **Sustainable use**

A usage respecting the principles of sustainability, notably the use of the biosphere by present generations while maintaining its potential yield (benefit) for future generations; and/or the non-

declining trends of economic growth and development that might be impaired by natural resource depletion and environmental degradation (OECD, 2003: glossary).

### **Transnational**

Transnational is understood as the integration of the following principles:

- to ensure joint project development, management, financing and implementation;
- to address topics of shared interest and common benefit;
- to develop transferable results which can be applied by various actors and territories.

### **Target groups**

The target groups concern those individuals and/or organisations directly positively affected by the activities and results of operations. Not necessarily receiving a financial grant and even not directly involved in the operation, the target groups may exploit project outcomes for their own benefits.

### **Vulnerability**

A set of conditions and processes resulting from physical, social, economic and environmental factors, indicating the susceptibility of a community to the impact of hazards (IUCN, 2011: Definitions).

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### Annex 03: List of participating regions - NUTS 2 level

NUTS Code	Name
AT11	Burgenland
AT12	Niederösterreich
AT13	Wien
AT21	Kärnten
AT22	Steiermark
AT31	Oberösterreich
AT32	Salzburg
AT33	Tirol
AT34	Vorarlberg
CZ01	Praha
CZ02	Strední Čechy
CZ03	Jihozápad
CZ04	Severozápad
CZ05	Severovýchod
CZ06	Jihovýchod
CZ07	Strední Morava
CZ08	Moravskoslezsko
DE11	Stuttgart
DE12	Karlsruhe
DE13	Freiburg
DE14	Tübingen
DE21	Oberbayern
DE22	Niederbayern
DE23	Oberpfalz
DE24	Oberfranken
DE25	Mittelfranken
DE26	Unterfranken
DE27	Schwaben
DE30	Berlin
DE40	Brandenburg
DE80	Mecklenburg-Vorpommern
DED2	Dresden
DED4	Chemnitz
DED5	Leipzig
DEE0	Sachsen-Anhalt
DEG0	Thüringen

NUTS Code	Name
HU10	Közép-Magyarország
HU21	Közép-Dunántúl
HU22	Nyugat-Dunántúl
HU23	Dél-Dunántúl
HU31	Észak-Magyarország
HU32	Észak-Alföld
HU33	Dél-Alföld
HR03	Jadranska Hrvatska
HR04	Kontinentalna Hrvatska
ITC1	Piemonte
ITC2	Valle d'Aosta/Vallée d'Aoste
ITC3	Liguria
ITC4	Lombardia
ITH1	Provincia Autonoma Bolzano/Bozen
ITH2	Provincia Autonoma Trento
ITH3	Veneto
ITH4	Friuli-Venezia Giulia
ITH5	Emilia-Romagna
PL11	Łódzkie
PL12	Mazowieckie
PL21	Małopolskie
PL22	Śląskie
PL31	Lubelskie
PL32	Podkarpackie
PL33	Świętokrzyskie
PL34	Podlaskie
PL41	Wielkopolskie
PL42	Zachodniopomorskie
PL43	Lubuskie
PL51	Dolnośląskie
PL52	Opolskie
PL61	Kujawsko-Pomorskie
PL62	Warmińsko-Mazurskie
PL63	Pomorskie
SI03	Vzhodna Slovenija
SI04	Zahodna Slovenija
SK01	Bratislavský kraj
SK02	Západné Slovensko
SK03	Stredné Slovensko
SK04	Východné Slovensko

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### Annex 04: Table on the justification for selection or non-selection of thematic objectives

Thematic objective (TO)	Challenges	Needs	Justification
<b>1. Strengthening research, technological development and innovation</b>	<ul style="list-style-type: none"> <li>- Concentration of R&amp;D on a few growth poles</li> <li>- Low level of R&amp;D activities in rural/ peripheral regions</li> <li>- Brain drain occurrences and deterioration of competitiveness and risk of unemployment</li> <li>- On-going labour market transformation</li> <li>- Disparities in education and employment</li> </ul>	<ul style="list-style-type: none"> <li>- Improved framework for innovation</li> <li>- Economic specialisation based on regional potentials</li> <li>- Enhanced technology transfer between research, education and business</li> <li>- Improved skills and knowledge in the field of innovation throughout central Europe</li> <li>- Stronger links and networks between regions and innovation actors</li> </ul>	<ul style="list-style-type: none"> <li>- There is an uneven distribution of R&amp;D activities over central Europe, significant R&amp;D activities in urban and intermediate regions serve as seed-bed and anchor of innovation in central Europe.</li> <li>- There is a high potential for mobilisation of synergies between business and research and investments in product and process innovations but linkages are not sufficiently established.</li> <li>- The better linkage of advanced regions will support the competitiveness of transnational and regional clusters in central Europe against changes in world market conditions and the inclusion of horizontal challenges (e.g. globalisation, gender issues).</li> <li>- The improvement of framework conditions for R&amp;D and innovation will support the characteristics of the CENTRAL EUROPE programme area being a potential destination for foreign investments and capital flows.</li> <li>- The fostering of links between business and research increases competitiveness and decreases the risk of brain drain in the CENTRAL EUROPE programme area.</li> <li>- The improvement of skills and knowledge of human capital and of entrepreneurs is an important factor for increased innovation capacity in the CENTRAL EUROPE programme area.</li> <li>- The promotion of innovation potentials in rural regions encourages impulses for a sustainable and balanced territorial development and will foster economic and social cohesion.</li> <li>- The promotion of skills and competences in peripheral and shrinking regions - being targeted from long-term (demographic) transformation processes - may reduce the increasing lagging behind of peripheral, badly accessible regions.</li> <li>- Fostering additional knowledge and skills in the field of economic and social innovation (with a specific focus on SMEs) will increase the entrepreneurial spirit within the regions and improve the endogenous economic potential thus reducing out-migration in peripheral regions.</li> </ul>

Thematic objective (TO)	Challenges	Needs	Justification
<b>2. enhancing access to and use and quality of information and communication technologies</b>	<ul style="list-style-type: none"> <li>- Significantly uneven distribution of ICT-availability</li> </ul>	<ul style="list-style-type: none"> <li>- Tackled sectoral and spatial inequalities in the terms of access to high-speed internet and the development of IT (adaption)</li> </ul>	<p>TO was NOT selected, because:</p> <ul style="list-style-type: none"> <li>- Lack of relevance for transnational cooperation programme - the budget size of the programme will not allow for the necessary infrastructure support</li> <li>- Complementarity with other CSF funds/demarcation from other CSF funds - ICT enhancement and quality improvement will be a major objective and task in ERDF and EAFRD, which will be better suited to support infrastructure investments</li> <li>- The support of use of ICT will be regarded as horizontal objective within the CENTRAL EUROPE Programme, as TO1, TO4 and TO7 in their implementation will rely on ICT and thus will contribute to indirectly support this objective</li> </ul>
<b>3. enhancing the competitiveness of small and medium-sized enterprises, the agricultural sector (for the EAFRD) and fisheries and aquaculture sector (for the EMFF)</b>	<ul style="list-style-type: none"> <li>- Lack of competences and skills within SMEs in terms of innovative products and services</li> <li>- Differences in entrepreneurial culture</li> </ul>	<ul style="list-style-type: none"> <li>- Improved industrial networks due to increasing embeddedness of regions into global capital flows</li> <li>- Increased numbers of green employment forms, creative industries and co-operative SMEs</li> </ul>	<p>TO was NOT selected, because:</p> <ul style="list-style-type: none"> <li>- SMEs are tackled through other selected Thematic objectives as specific target groups in the field of innovation, low-carbon economy (green employment forms), environment and culture, etc.</li> <li>- The importance of SMEs for the central Europe area has been recognised, and SMEs have been identified as e.g. regional innovation motors, due to the fact that in some regions SMEs show high levels of innovation; on the other hand also deficits and weaknesses have been identified such as a lack of availability of a sufficiently trained workforce; however it became evident within the analysis, that challenges for SMEs can be tackled within other TOs (in particular TO1). TO1 targets especially an enhancement of SME interactions at transnational level and aims to stimulate innovation and competences of SMEs.</li> <li>- National specific challenges for SMEs are better tackled through ERDF, EAFRD and EMFF.</li> </ul>
<b>4. supporting the shift towards a low-carbon economy in all sectors</b>	<ul style="list-style-type: none"> <li>- High dependency on fossil fuels</li> <li>- Low gross inland consumption of renewable energy</li> <li>- Still increasing energy consumption</li> <li>- Inefficient energy use especially in the housing and the public sector</li> <li>- Not efficiently exploited potential of renewable energy</li> </ul>	<ul style="list-style-type: none"> <li>- Improved energy efficiency in all sectors (public and private)</li> <li>- Reduced increase of the energy consumption</li> <li>- Increased use of the existing renewable energy potentials</li> </ul>	<ul style="list-style-type: none"> <li>- There is a need for increase of renewable energy production, especially in eastern central Europe.</li> <li>- Efficient use of energy can contribute to decreasing central Europe's energy import dependence and mitigating climate change.</li> <li>- The promotion of endogenous resources and energy technologies is a high potential but capacities are often limited.</li> <li>- The sectors housing, public services and transport are among the biggest energy consumers - especially in urban areas. Their energy use is still wasteful in many regions in central Europe.</li> <li>- Potential new green jobs contribute to increase the competitiveness of regions and to reduce unemployment.</li> <li>- The implementation of low-carbon strategies supports the reductions of greenhouse gas emissions and of central Europe's existing dependency on fossil energy.</li> <li>- The use of available knowledge on renewable energy of some central</li> </ul>

Thematic objective (TO)	Challenges	Needs	Justification
			<p>European regions is a great potential for lagging regions</p> <ul style="list-style-type: none"> <li>– There is the need for increasing the capacity of the public sector for energy efficiency measures</li> <li>– Promoting more environment friendly and sustainable low-CO<sub>2</sub> urban transport systems contributes to tackle air quality problems (including high concentrations of particulate matters and ozone) and fosters the regional quality of life as well as economic conditions especially around urban nodes.</li> </ul>
<b>5. promoting climate change adaptation, risk prevention and management</b>	<ul style="list-style-type: none"> <li>– Extent of the vegetation period &amp; more often occurrence of extreme weather events</li> <li>– Increase in mean and maximum air temperatures</li> <li>– The Czech Republic, Austria and Slovakia are most vulnerable to water dependency</li> <li>– Southern and Eastern European regions are most affected in terms of agriculture, forestry &amp; summer tourism</li> </ul>	<ul style="list-style-type: none"> <li>– Transformed water management systems due to on-going desertification &amp; increasing danger of aridity</li> <li>– Adaptation and risk prevention mechanisms</li> <li>– Increased retention capacities of landscapes (risk management for floods)</li> </ul>	<p>TO was NOT selected, because:</p> <ul style="list-style-type: none"> <li>– Climate Change adaptation is rather an issue of geographically limited initiatives and actions. Therefore these challenges will be more effectively tackled within national, Cross-Border Cooperation programmes or Euro-Regions (see e.g. flood prevention infrastructure).</li> <li>– Major challenges and needs can be targeted in a transnational way through other TOs, such as measures for climate change mitigation in terms of the shift towards a low-carbon economy (TO4) or in relation to adaptation and risk prevention measures which will be considered through sustainable management of natural heritage and resources, addressing also resource efficiency (TO6).</li> </ul>
<b>6. protecting the environment and promoting resource efficiency</b>	<ul style="list-style-type: none"> <li>– Natural/semi-natural environment under pressure</li> <li>– Natural and cultural heritage endangered through unsustainable use</li> <li>– Air, water and soil pollution</li> <li>– Conflicting land use</li> <li>– High level of land consumption &amp; fragmentation</li> <li>– Urban sprawl</li> </ul>	<ul style="list-style-type: none"> <li>– Careful use of natural and cultural heritage and resources while maintaining an intact environment</li> <li>– Improved quality of life in urban areas</li> <li>– Reduced land consumption &amp; prevention of further landscape fragmentation</li> </ul>	<ul style="list-style-type: none"> <li>– The richness of central Europe’s natural and cultural resources needs to be preserved and their management improved</li> <li>– The sustainable use of natural and cultural resources serves as important location factor but they are often not sufficiently used.</li> <li>– Pressures on natural and cultural resources endanger the use potentials.</li> <li>– Transnational cooperation can help to coordinate sustainable management of natural and cultural resources.</li> <li>– Natural and cultural heritage sites are not sufficiently linked.</li> <li>– The environmental challenges of air, water and soil pollution, climate, land consumption and land use conflicts and negative spill-over effects in agglomeration areas are development barriers.</li> <li>– Negative external effects of urban areas (agglomeration disadvantages, resulting in e.g. low air quality, etc.) are a major challenge for central Europe’s environment and quality of life of urban residents.</li> </ul>
<b>7. promoting sustainable transport and removing bottlenecks in key network infrastructures</b>	<ul style="list-style-type: none"> <li>– Low accessibility of peripheral regions</li> <li>– New MS transport systems suffer from reduced public transport services</li> <li>– Stronger reliance on individual transport leading to social and environmental problems</li> </ul>	<ul style="list-style-type: none"> <li>– Tackle regional accessibility disparities</li> <li>– Improve accessibility of cities &amp; regions outside the metropolitan areas and TEN-T corridors</li> <li>– Promote environmentally friendly and intelligent public transport systems</li> </ul>	<ul style="list-style-type: none"> <li>– Weak regional and local accessibility exists outside of central Europe’s agglomerations.</li> <li>– There is a notable accessibility gap between peripheral rural regions and economic centres and to the TEN-T network</li> <li>– Disparities in multimodal accessibility lower the competitiveness of many regions in central Europe.</li> </ul>

Thematic objective (TO)	Challenges	Needs	Justification
	<ul style="list-style-type: none"> <li>- Exhausted public transport infrastructure capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Focusing on public transport &amp; multi-modal transport systems</li> </ul>	<ul style="list-style-type: none"> <li>- The promotion of the quality of rural-urban connections (as well as regiopolises and surrounding areas) may reduce the gap between peripheral areas and centres.</li> <li>- Better regional accessibility contributes to increase the involvement of peripheral, regions into the development process and to reduce regional shrinkage.</li> <li>- The implementation of environment-friendly and low-carbon freight transport systems and logistics will contribute to the 2020 targets of reduction of greenhouse gas emissions and increase in energy efficiency.</li> <li>- Increasing transport volumes reinforce the need for environmental-friendly and low-carbon freight transport systems.</li> <li>- Disparities exist in multimodal accessibility for freight transport in central Europe.</li> </ul>
<b>8. promoting employment and supporting labour mobility</b>	<ul style="list-style-type: none"> <li>- Unemployment rates increased massively in some regions, particularly in Italy and Hungary</li> <li>- Transformation of labour markets due to globalisation/division (Eastern Hungarian, Eastern Slovakian and Western Polish regions show highest vulnerability)</li> </ul>	<ul style="list-style-type: none"> <li>- Considering specific geopolitical situation after EU-enlargement &amp; cross-border connections</li> <li>- Supported alternative employment forms</li> <li>- Considered increased flexibility, adaptability and dynamic development of employment</li> <li>- Measures against (youth) unemployment and low activity rates</li> <li>- Support of labour market improvements</li> <li>- Targeting new demands for locations &amp; new challenges for the regional labour market (including training systems)</li> </ul>	<p>TO was NOT selected, because:</p> <ul style="list-style-type: none"> <li>- Complementarity with other CSF funds/demarcation from other CSF funds , the challenges and needs will more effectively be addressed through the ESF.</li> <li>- The challenges of employment are deemed as horizontal issue within the CENTRAL EUROPE Programme, thus the support of specific sectors and targeting the strengthening of competences and skills (as covered within TO1, TO4 and TO7, e.g. renewable energy, eco-innovation, smart specialisation) will contribute to improve their economic performance.</li> <li>- Labour markets are strongly determined by national legislation, thus a transnational cooperation programme will have rather limited leverage compared to nationally/regionally determined CSF Funds.</li> </ul>
<b>9. promoting social inclusion and combating poverty</b>	<ul style="list-style-type: none"> <li>- Spatial diversity of income per capita</li> <li>- Clear east-west divide in social services (health, children, elderly)</li> <li>- Diversity of shrinking and growing regions exists in geographically minor distance</li> </ul>	<ul style="list-style-type: none"> <li>- Resolved economic disparities and reduced segregation</li> <li>- Tackle challenges due to ageing society</li> <li>- Increased efficient social integration and co-operative networks</li> <li>- Secured local and regional basic services</li> <li>- Tackled challenge of increasing (risk of) poverty</li> <li>- Prevent spatial polarisation &amp; ensure gender equality and non-discrimination</li> <li>- Improved situation of ethnicities, minorities, diversified cultures</li> </ul>	<p>TO was not selected, because:</p> <ul style="list-style-type: none"> <li>- Complementarity with other CSF funds/demarcation from other CSF funds, the challenges and needs will more effectively be addressed through the ESF.</li> <li>- Social policy issues are strongly determined by national policies, thus a transnational cooperation programme will have rather limited leverage compared to nationally/regionally determined CSF Funds.</li> <li>- The needs identified - although international in character may not be effectively addressed through a transnational cooperation programme - e.g. Services of General Economic Interest will call for investment support, which may not be covered by TNC budgets.</li> <li>- The issue of equal opportunities and non-discrimination will be regarded as horizontal issue to all TOs selected within the CENTRAL EUROPE Programme and implemented through the selection and monitoring of operations.</li> </ul>



Thematic objective (TO)	Challenges	Needs	Justification
<b>10. investing in education, skills and lifelong learning</b>	<ul style="list-style-type: none"> <li>- Varying educational levels and quality</li> </ul>	<ul style="list-style-type: none"> <li>- Increased participation in education</li> <li>- Improved lifelong learning &amp; guidance</li> <li>- Reduced depopulation tendencies in peripheral regions</li> </ul>	<p>TO was not selected, because:</p> <ul style="list-style-type: none"> <li>- Complementarity with other CSF funds/demarcation from other CSF funds, the challenges and needs will more effectively be addressed through the ESF as well as ERDF and EAFRD, where education and training is to be implemented as horizontal objective</li> <li>- Major challenges, as e.g. in the field of education are targeted through interventions within TO1 such as in the field of strengthening competences and skills for economic and social innovation.</li> </ul>
<b>11. enhancing institutional capacity and an efficient public administration</b>	<ul style="list-style-type: none"> <li>- Low level of cooperation between public entities &amp; public participation</li> <li>- Low level of e-administration in some regions</li> </ul>	<ul style="list-style-type: none"> <li>- Focusing on a cross-sectoral approach to connect the different levels of administrations</li> <li>- Increased efficiency of the public sector</li> <li>- Enhanced level of self-government administration</li> <li>- Increased co-operations on institutional, political and administrative level</li> </ul>	<p>TO was not selected, because:</p> <ul style="list-style-type: none"> <li>- Major challenges or the need to enhance institutional capacity is targeted as an important horizontal issue within all TOs by the CENTRAL EUROPE Programme</li> </ul>

## CENTRAL EUROPE 2020 Programme

### Annex 05: Strengths, weaknesses, opportunities and threats of the central Europe area (per thematic objective)

	Internal factors		External factors	
	Strengths	Weaknesses	Opportunities	Threats
<b>TO 1 Research, technological development and innovation</b>	<ul style="list-style-type: none"> <li>– Growth in business-related services, cross-sectorial and technology-oriented industries</li> <li>– High expenses in R&amp;D in urban regions, attractive labour markets for highly skilled workers</li> <li>– Some rural and intermediate areas show significant R&amp;D activities (“islands of innovation”)</li> <li>– High level of experience and know-how in high-tech services</li> <li>– Support of several clusters by different national strategies</li> </ul>	<ul style="list-style-type: none"> <li>– Low level of R&amp;D in several (rural) regions</li> <li>– Insufficient technology transfer and lack in the access to R&amp;D-results especially for SMEs</li> <li>– Strong economic disparities between central European regions, comparably lower levels of R&amp;D in New Member States</li> <li>– Inequalities in GDP between peripheral and central areas</li> </ul>	<ul style="list-style-type: none"> <li>– Promotion of innovation and an attractive investment climate</li> <li>– Positive influence of growth poles</li> <li>– Policy support for cooperative economic activities, development of clusters and networks</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing gaps between advanced regions and regions with innovation deficits</li> <li>– Brain drain of young and creative talents from peripheral regions</li> <li>– Increasing (labour) market competition with other global regions (China, India) and pressure on economic productivity</li> </ul>
<b>TO 2 ICT</b>	<ul style="list-style-type: none"> <li>– Most of the capital regions in central Europe and the southern Germany boast high levels of high-speed internet connections</li> <li>– Frog-leaping of technological progress in terms of ICT-quality in some regions (broadband implementation)</li> </ul>	<ul style="list-style-type: none"> <li>– Sectorial and spatial inequalities of ICT-infrastructure</li> <li>– Broadband coverage in thinly populated areas generally lags behind that in densely populated ones</li> <li>– Increasing gaps between well connected regions and those with ICT deficits</li> </ul>	<ul style="list-style-type: none"> <li>– Mobile technologies can play a key role in closing the gap of ICT coverage between thinly and densely populated areas</li> </ul>	<ul style="list-style-type: none"> <li>– Expensive infrastructure investments for broadband extension</li> </ul>
<b>TO 3 Competitiveness of SMEs</b>	<ul style="list-style-type: none"> <li>– In some regions local enterprises/ SMEs show high levels of innovation</li> <li>– SMEs are the seedbed for technological innovation and in combination with good education levels, entrepreneurs may act as regional innovation motors</li> </ul>	<ul style="list-style-type: none"> <li>– Strong economic regional disparities</li> <li>– Access to finance still remains fragmented and out of line with current needs, especially for start-ups</li> <li>– Deficits in “green” employment forms, creative industries and co-operative SMEs (clusters, networks)</li> </ul>	<ul style="list-style-type: none"> <li>– Expansion of action radii due to enlargement processes</li> <li>– Enhancement of competitiveness and deregulation for triggering SME development</li> <li>– Globalisation and EU enlargement as a means for accessing new markets and capital</li> </ul>	<ul style="list-style-type: none"> <li>– Over-regulation in some policy fields (e.g. national market protection, social security, labour markets)</li> <li>– Lack of availability of a sufficiently trained workforce as reason for losing the ground in competitiveness in a globalized world</li> </ul>

	Internal factors		External factors	
	Strengths	Weaknesses	Opportunities	Threats
<b>TO 4 Low-carbon economy in all sectors</b>	<ul style="list-style-type: none"> <li>– High level of experience and know-how in renewable energy</li> <li>– Increase of clean energy production (wind, solar, biomass, hydropower, geothermal energy)</li> <li>– High percentage of biomass production in some regions</li> <li>– Existing geothermal energy potentials</li> <li>– Use of energy saving technologies (infrastructure/housing) in some regions</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing energy demand and lack of energy corridors and power lines especially for renewable energy</li> <li>– High level of energy import dependency and imports from countries vulnerable to economic or political instability</li> <li>– Use of renewable energy resources still low in new MS (e.g. Czech Republic, Poland, Slovakia)</li> <li>– Low energy efficiency in regions of Eastern and South-Eastern Europe and in public institutions</li> <li>– High energy intensive transport</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing prices for fossil fuels open up opportunities for the use of renewable energy resources and the creation of new sources of income and employment</li> </ul>	<ul style="list-style-type: none"> <li>– Existing lifestyles in “mature” economies and catching up processes in new MS lead to increased energy demand</li> <li>– Transport is the fastest growing sector in terms of energy use, with the strongest reliance on fossil fuel</li> </ul>
<b>TO 5 Climate change adaptation, risk prevention and management</b>	<ul style="list-style-type: none"> <li>– Existing flood prevention measures and hazard zoning, especially in Alpine regions</li> </ul>	<ul style="list-style-type: none"> <li>– High water dependency of some regions due to intensive agriculture or hydropower use</li> <li>– New MS are more vulnerable to a significant climate change impact on summer tourism</li> <li>– High probability of floods along river basins (most vulnerable: Germany, Western Poland)</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing awareness about climate change effects and adaptation measures</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing occurrences of natural hazards and floods</li> <li>– Increase of average air temperature (e.g. continuous reduction of blanket of snow)</li> <li>– Climate change affecting nature (e.g. extinction of species; geographical shift of crops) and increasing aridity in some regions as well as strongly increasing the number of tropical nights in urban areas</li> <li>– Risk of hydrogeological instability</li> </ul>
<b>TO 6 Environment and resource efficiency</b>	<ul style="list-style-type: none"> <li>– Richness and diversity of landscape, natural and cultural heritage (important location factors)</li> <li>– Use of endogenous potential to strengthen regional identity</li> <li>– Italy, Hungary and Slovenia have a higher share of protected areas than the EU-27 average</li> <li>– Waste water treatment capacity is very high in Slovakia, Slovenia, Austria and Germany</li> </ul>	<ul style="list-style-type: none"> <li>– Fragmentation, loss and diminishing diversity of natural areas, missing ecosystem-networks</li> <li>– Land use pressure leading to user conflicts, landscape fragmentation and biodiversity loss</li> <li>– Low air quality and high particular matter &amp; ozone concentration in cities</li> <li>– Bad water quality of rivers and lakes in some regions (eutrophication)</li> <li>– Lack of quality and quantity of environmental infrastructure in some regions (waste and water treatment)</li> </ul>	<ul style="list-style-type: none"> <li>– Integrated management of natural and cultural resources contributes to sustainable long-term socio-economic development of regions</li> <li>– Establishment of a high proportion of protected areas through EU funds and policies</li> <li>– Cohesion Policy focusing on environmental infrastructure, including clean drinking water supply, waste management and waste water treatment</li> <li>– Growth potential of “green” economy</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing unsustainable use of environmental resources due to economic activities</li> <li>– On-going (sub)urbanisation processes causing land use conflicts and urban environmental challenges</li> </ul>

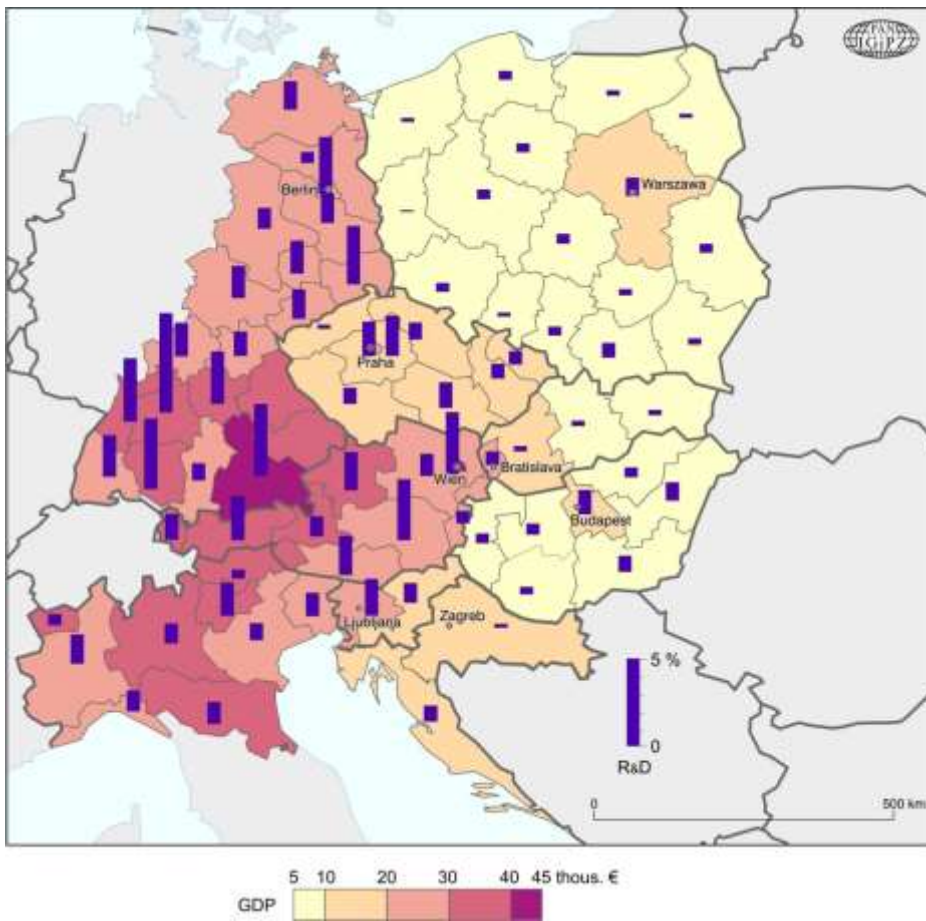
	Internal factors		External factors	
	Strengths	Weaknesses	Opportunities	Threats
<b>TO 7 Sustainable transport and key network infrastructures</b>	<ul style="list-style-type: none"> <li>– High accessibility by rail around city hubs (nodes) and along corridors of high-speed rail lines</li> <li>– Ongoing activities to promote sustainable transport</li> <li>– High-speed projects in Southern Germany led to improved accessibility</li> </ul>	<ul style="list-style-type: none"> <li>– Deteriorating cultural heritage</li> <li>– Lack of integrated transport systems and multimodality especially in the new Member States</li> <li>– Core-periphery disparities in accessibility: Core: regions of Germany, Austria and Northern Italy; periphery: the Eastern and Southern European regions</li> <li>– Weak regional and local accessibility (railways, motorways and airports) especially outside of agglomeration areas and in the New Member States</li> <li>– Low quality of public transport, decreasing share of public transport as well as missing road links and border-crossings in many peripheral regions</li> <li>– Lack of accessibility of urban centres from some peripheral regions</li> </ul>	<ul style="list-style-type: none"> <li>– On-going investments in connections of long-distance transport TEN-T networks/high potential multimodal accessibility in capital regions and in the western central Europe regions</li> <li>– Increasing accessibility in Europe also strengthens accessibility of central European regions</li> <li>– Economic development of industrialised areas is closely linked to the multimodal exchange of goods and efficient freight transport</li> </ul>	<ul style="list-style-type: none"> <li>– Disparities in multimodal accessibility lower the competitiveness of regions</li> <li>– Eastern countries are in a catching up process and motorized individual transport is on the rise</li> </ul>
<b>TO 8 Employment and labour mobility</b>	<ul style="list-style-type: none"> <li>– Economic migration across borders and high quality of cross-border labour markets</li> <li>– Existing labour market cooperation</li> </ul>	<ul style="list-style-type: none"> <li>– Strong economic disparities between regions in old and new MS</li> <li>– Insufficient access to services and employment in regions dominated by small villages and sparsely populated areas</li> <li>– High unemployment rate in eastern German regions, border regions in the north-east of Hungary and Central-Eastern Slovakia</li> <li>– Unidirectional workforce migration from new to old MS</li> </ul>	<ul style="list-style-type: none"> <li>– A more flexible labour market and support of alternative employment through EU legislation</li> <li>– Exchange of knowledge and cultural values promoting a flexible creative workforce</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing (labour) market competition with other global regions (China, India, ...) and pressure on economic productivity</li> <li>– Accelerating brain drain of young and creative talents from peripheral regions</li> <li>– Decrease of employment in the primary and secondary sector due to market transformation</li> </ul>
<b>TO 9 Social Inclusion and combating poverty</b>	<ul style="list-style-type: none"> <li>– Diverse population, as e.g. ethnic diversity and presence of linguistic minorities</li> <li>– Respect of gender equality</li> <li>– Public interventions for the provision of equal opportunities</li> </ul>	<ul style="list-style-type: none"> <li>– High polarisation in terms of income, education, health care, demographics, and employment</li> <li>– Increasing gaps in quality and conditions of public services (east-west divide)</li> </ul>	<ul style="list-style-type: none"> <li>– Equal opportunities as a horizontal theme in the programme lifecycle</li> <li>– Promotion of social innovation can facilitate social inclusion</li> </ul>	<ul style="list-style-type: none"> <li>– Ageing population</li> <li>– Shrinking peripheral regions</li> <li>– Increasing social diversity and polarisation</li> </ul>

	Internal factors		External factors	
	Strengths	Weaknesses	Opportunities	Threats
		<ul style="list-style-type: none"> <li>– Marginalisation of peripheral areas</li> <li>– Risk of poverty for different population groups (e.g. women, migrants)</li> </ul>		
<b>TO 10 Education, Skills and lifelong learning</b>	<ul style="list-style-type: none"> <li>– Higher education levels leading to increased flexibility of people</li> <li>– Increasing female education participation</li> <li>– Employment growth through qualified and flexible workforce</li> <li>– Highest share of population with tertiary education located around major cities</li> </ul>	<ul style="list-style-type: none"> <li>– Education deficits in south-eastern regions</li> <li>– Decrease in the proportion of the population with tertiary education in the old MS</li> </ul>	<ul style="list-style-type: none"> <li>– Exchange of knowledge and cultural values promoting a flexible creative workforce</li> <li>– Increase of knowledge and skills will contribute to respond to manage challenges such as those deriving from demographic change, migration and brain drain</li> <li>– Maturity of European knowledge society (Bologna process; Student exchange programs)</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing competition between regions (labour market and population)</li> </ul>
<b>TO 11 Institutional capacity and efficient public administration</b>	<ul style="list-style-type: none"> <li>– Connected top-down and bottom-up initiatives with the help of multi-level governance including e.g. participatory elements</li> <li>– Tradition of interregional, transnational and cross-border cooperation on institutional, political and administrative level and within projects (e.g. strengthening of identities, economic cooperation, labour market migration)</li> </ul>	<ul style="list-style-type: none"> <li>– Low levels of public e-administration</li> <li>– Lack of a cross sectorial (integrated) approaches</li> </ul>	<ul style="list-style-type: none"> <li>– Connectivity to macro-regional strategies such as the Baltic Sea Strategy, the Danube Strategy and forthcoming strategies</li> <li>– Traditional administration accompanied by e-administration</li> </ul>	<ul style="list-style-type: none"> <li>– Increasing gap between regulation and implementation; capacity needs (know-how, human resources) for administrations</li> <li>– Over-regulation in some policy fields (e.g. national market protection, social security, labour markets)</li> </ul>

## CENTRAL EUROPE 2020 Programme

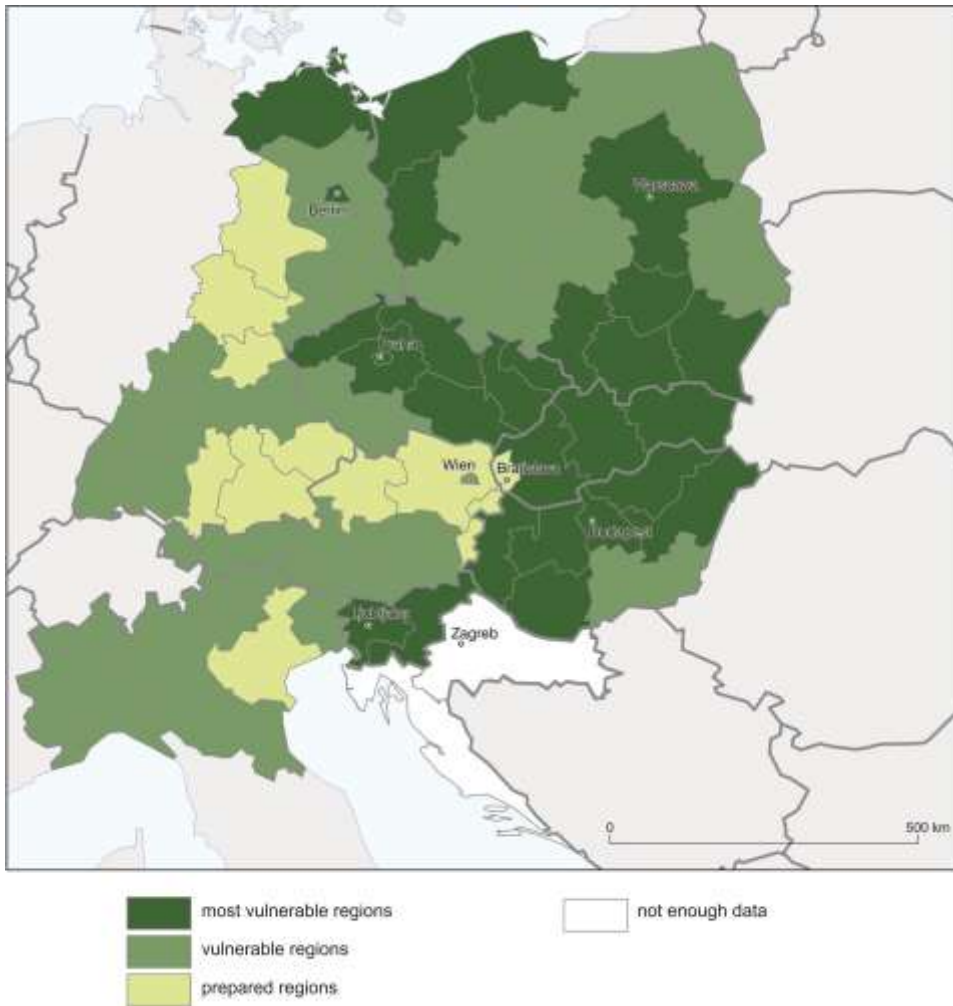
### Annex 06: Maps and figures (section 1)

Map 2: Gross domestic product (GDP) in thousands of EUR per inhabitant - current market prices in 2010 and total intramural R&D expenditure (GERD) in 2009 (%)



Source: IGSO PAS based on Eurostat, 2013

Map 3: Natural hazards. Map of vulnerability



Source: IGSO PAS based on ÖIR et al. (2011) "Regional Challenges in the Perspective of 2020 - Phase 2: Deepening and Broadening the Analysis." Final report. Vienna/Heisdorf/Bonn, May 2011.

Map 4: Natura 2000 areas under the Habitats and Birds Directives, data 2013

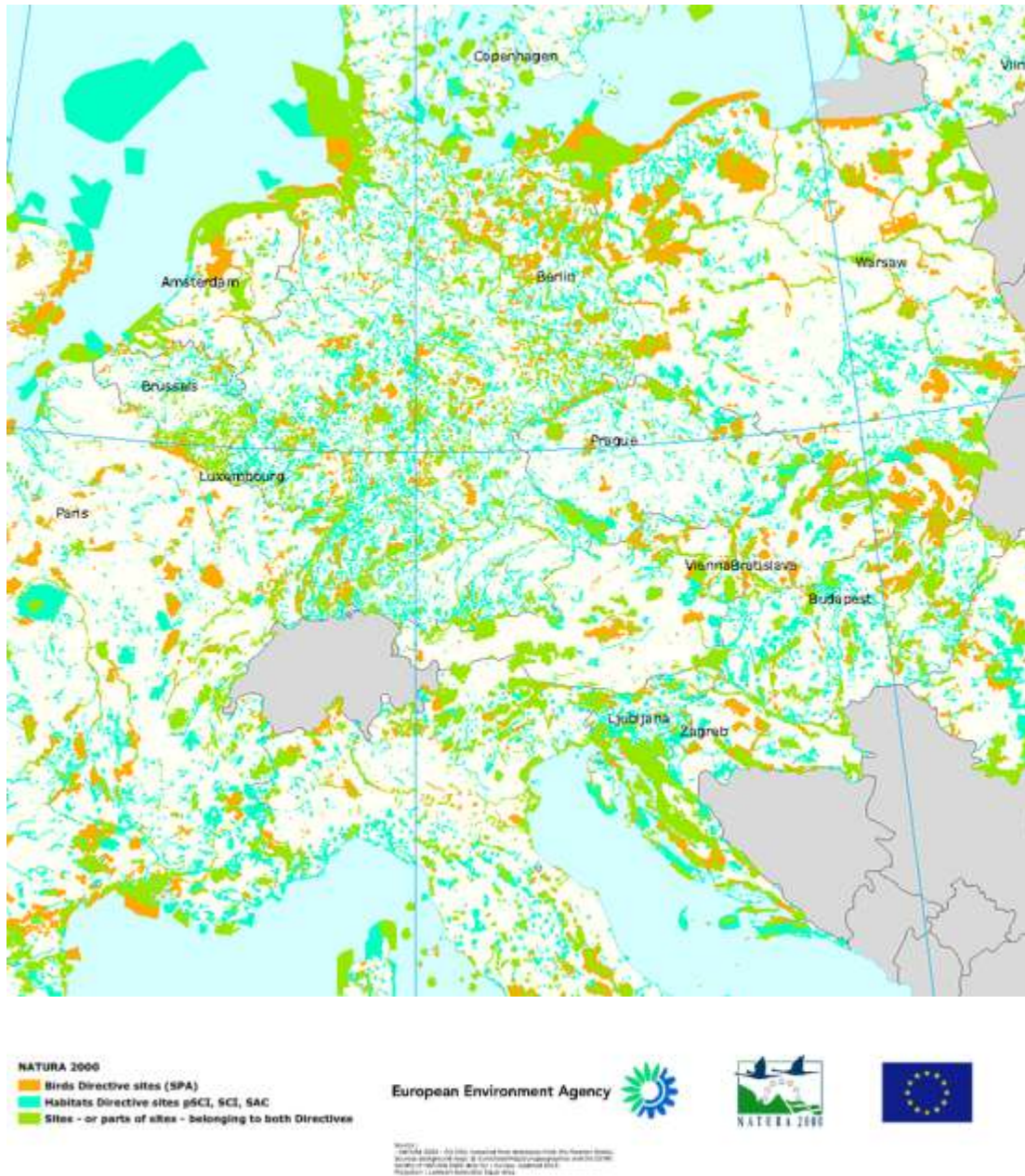
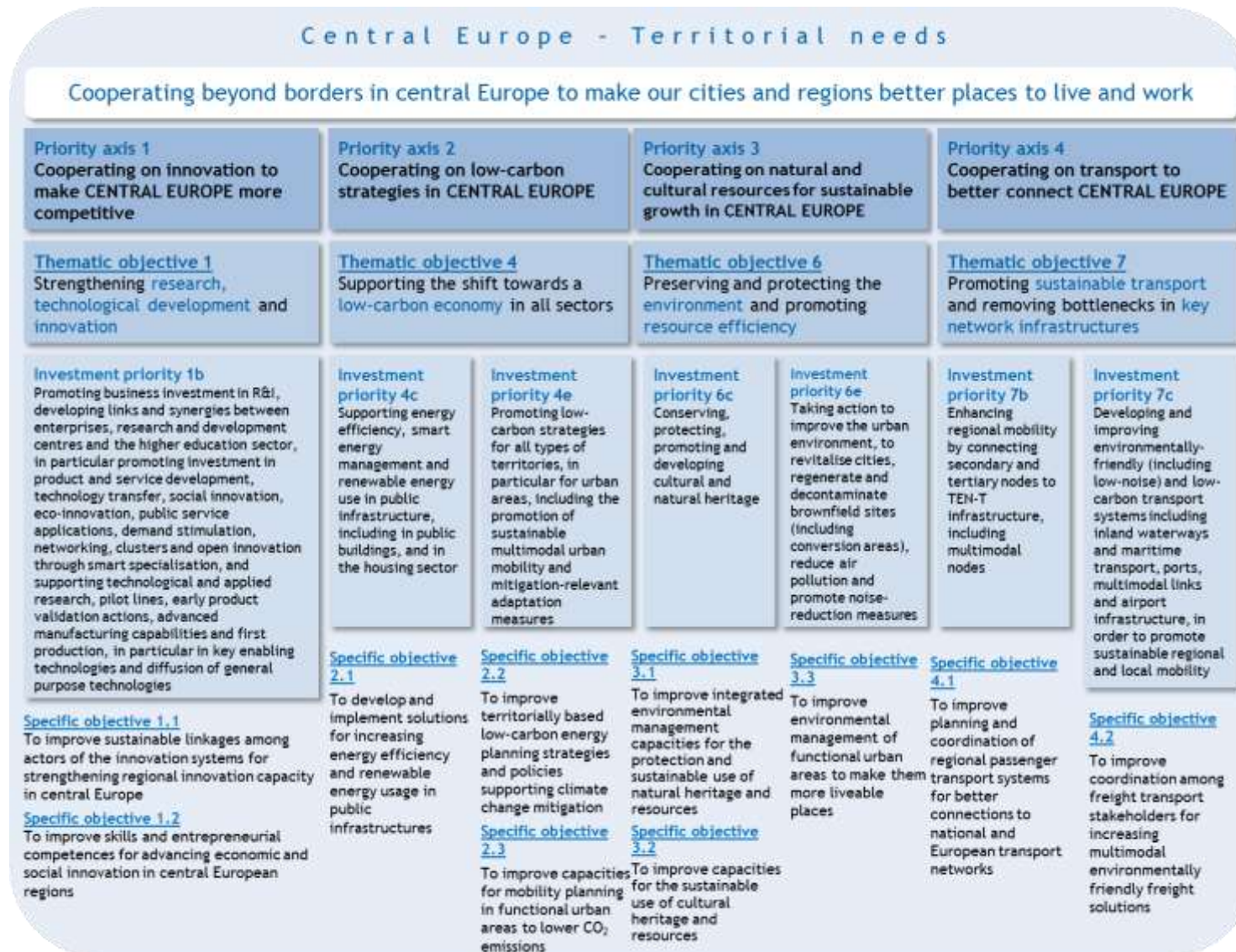
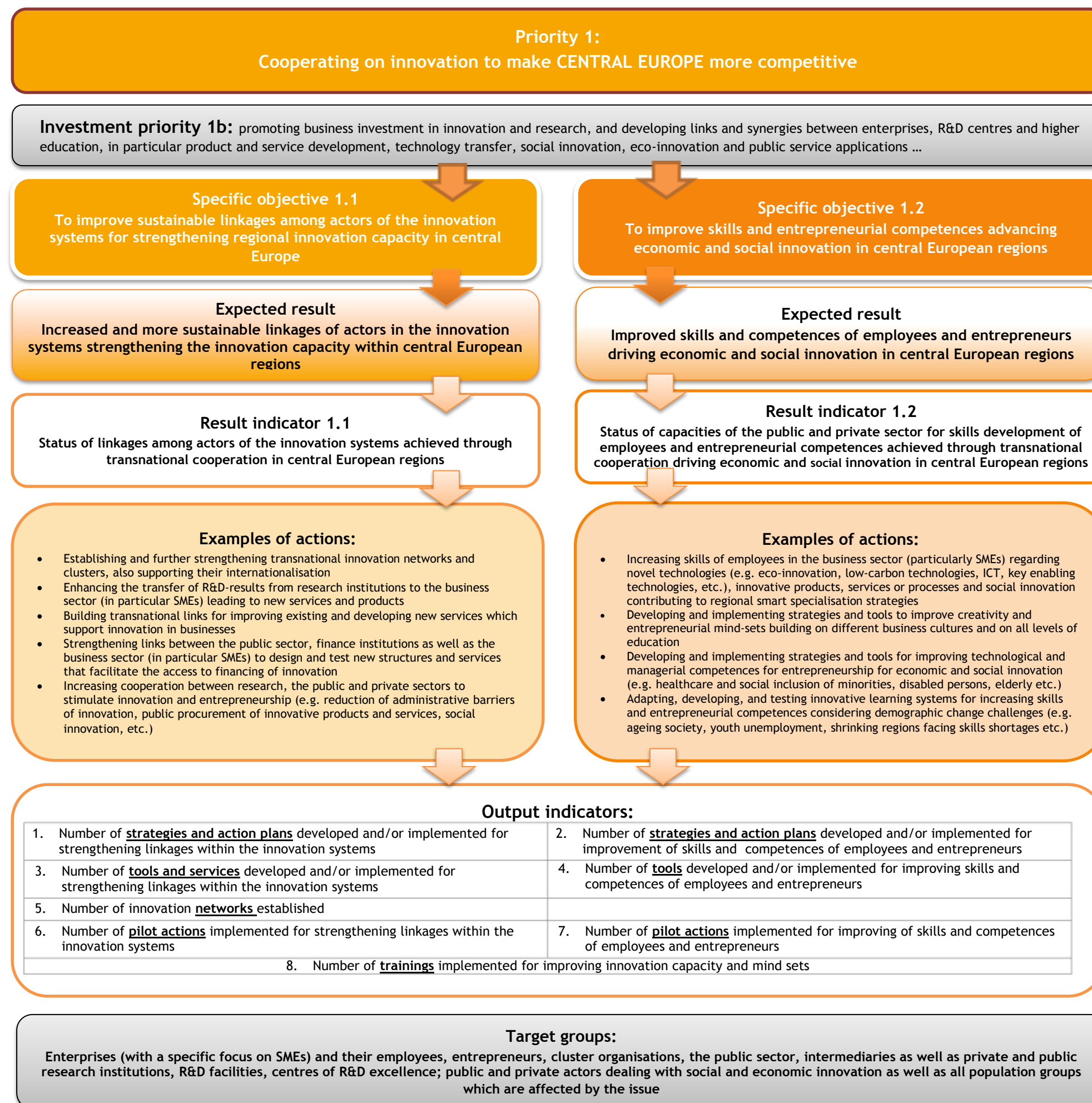




Figure 1: Programme strategy - objective tree





## Priority 2

## Cooperating on low-carbon strategies in CENTRAL EUROPE

**Investment priority 4c:** supporting energy efficiency, smart energy management and renewable energy use in public infrastructures ...

## Specific objective 2.1

To develop and implement solutions for increasing energy efficiency and renewable energy usage in public infrastructures

## Expected result

Improved capacities of the public sector and related entities for increased energy efficiency and renewable energy use in public infrastructures in central Europe

## Result indicator 2.1

Status of capacities of the public sector and related entities for increased energy efficiency and renewable energy use in public infrastructures achieved through transnational cooperation

## Examples of actions:

- Developing, testing and implementing policies, strategies and solutions to improve the energy efficiency in public infrastructures including buildings as well as to increase the use of renewable energies
- Developing and testing innovative management approaches to increase regional capacities for improving the energy performance in public infrastructure including buildings (e.g. energy managers)
- Developing and implementing solutions for the application of novel energy saving technologies that will increase the energy efficiency in public infrastructures including buildings
- Harmonising concepts, standards and certification systems at transnational level to improve the energy performance in public infrastructure including buildings
- Strengthening the capacity of the public sector to develop and implement innovative energy services, incentives and financing schemes (e.g. energy performance contracting, PPP models, etc.)

## Output indicators:

1. Number of **strategies and action plans** developed and/or implemented for improved energy efficiency and renewable energy use of public infrastructures
2. Number of **tools and/or services** developed and/or implemented for improved energy efficiency and renewable energy use in public infrastructures
3. Number of **pilot actions** implemented for improved energy efficiency and renewable energy use in public infrastructures
4. Number of **trainings** implemented for improved energy efficiency and renewable energy use in public infrastructures

## Target groups:

Focus on public institutions, in particular owners and operators of public infrastructure, additionally, all population groups which are benefitting from an improved energy performance of public infrastructure

**Investment priority 4e:** promoting low-carbon strategies for all types of territories, in particular urban areas, including the promotion of sustainable multi-modal urban mobility and mitigation relevant adaptation measures

## Specific objective 2.2

To improve territorially based low-carbon energy planning strategies and policies supporting climate change mitigation

## Expected result

Improved capacities of the public sector and related entities for territorially based low-carbon energy planning and policies in central European regions

## Result indicator 2.2

Status of capacities of the public sector and related entities for territorially based low-carbon energy planning and policies achieved through transnational cooperation

## Examples of actions:

- Developing and implementing integrated territorial strategies and plans to increase the use of endogenous renewable energy potentials and to improve regional energy performance
- Designing and testing concepts and tools for the exploitation of endogenous renewable energy resources
- Developing and implementing territorial strategies to improve the energy management in both the public and the private sector (especially in SMEs)
- Developing demand-focused strategies and policies to reduce energy consumption (e.g. smart metering, distribution of smart consumer applications, etc.)
- Developing and testing solutions for improved interconnections and coordination of energy networks targeting the integration and use of renewable energy sources

## Output indicators:

- |  |  |
|--|--|
| 1. Number of <b>strategies and action plans</b> developed and/or implemented for improving local/regional energy performance | 2. Number of <b>strategies and action plans</b> developed and/or implemented for low-carbon mobility in functional urban areas |
| 3. Number of <b>tools</b> developed and/or implemented for the improving local/regional energy performance                   | 4. Number of <b>tools and/or services</b> developed and/or implemented for low-carbon mobility in functional urban areas       |
| 5. Number of <b>pilot actions</b> implemented for the improving local/regional energy performance                            | 6. Number of <b>pilot actions</b> implemented for low-carbon mobility in functional urban areas                                |
| 7. Number of <b>trainings</b> implemented on low-carbon solutions  |  |

## Target groups:

Public and private actors, such as energy and public transport operators, policy makers and planners, energy distributors, infrastructure providers and other local and regional energy actors as well as enterprises including SMEs, additionally all population groups which are benefitting from improved regional and local energy performance as well as users of improved low-carbon public transport systems in functional urban areas

## Specific objective 2.3

To improve capacities for mobility planning in functional urban areas to lower CO<sub>2</sub> emissions

## Expected result

Improved capacities of the public sector and related entities for low-carbon mobility planning in central Europe's functional urban areas

## Result indicator 2.3

Status of capacities of the public sector and related entities for low-carbon mobility planning in functional urban areas achieved through transnational cooperation

## Examples of actions:

- Developing and implementing integrated mobility concepts, action plans and services for reducing CO<sub>2</sub> emissions
- Setting up and/or adapting governance systems as a basis for integrated low-carbon mobility in functional urban areas
- Developing and testing concepts and strategies (including innovative financing and investment models) to facilitate the introduction of novel low-carbon technologies in the public transport sector in functional urban areas
- Developing and implementing services and products fostering smart low-carbon mobility in functional urban areas (e.g. multimodal services, etc.)

**Priority3**  
Cooperating on natural and cultural resources for sustainable growth in CENTRAL EUROPE

**Investment priority 6c:** conserving, protecting, promoting and developing natural and cultural heritage

**Investment priority 6e:** action to improve the urban environment, revitalisation of cities, regeneration and decontamination of brownfield sites (including conversion areas) and reduction of air pollution and promotion of noise-reduction measures

**Specific objective 3.1**  
To improve integrated environmental management capacities for the protection and sustainable use of natural heritage and resources

**Specific objective 3.2**  
To improve capacities for the sustainable use of cultural heritage and resources

**Specific objective 3.3**  
To improve environmental management of functional urban areas to make them more liveable places

**Expected result**  
Improved integrated environmental management capacities of the public sector and related entities for the protection and sustainable use of natural heritage and resources in central Europe

**Expected result**  
Improved capacities of the public and private sector for the sustainable use of cultural heritage and resources in central Europe

**Expected result**  
Improved integrated environmental management capacities of the public sector and related entities in central Europe's functional urban areas regions for making them more liveable places

**Result indicator 3.1**  
Status of integrated environmental management capacities of the public sector and related entities for the protection and sustainable use of natural heritage and resources achieved through transnational cooperation

**Result indicator 3.2**  
Status of capacities of the public and private sector for the sustainable use of cultural heritage and resources achieved through transnational cooperation

**Result indicator 3.3**  
Status of integrated environmental management capacities of the public sector and related entities in functional urban areas achieved through transnational cooperation for making them more liveable places

- Examples of actions:**
- Developing and implementing integrated strategies and tools for the sustainable management of protected or environmentally highly valuable areas (e.g. biodiversity, landscapes, eco-systems, etc.)
  - Developing and implementing integrated strategies and tools to sustainably use natural resources for regional development, thus avoiding potential use conflicts (e.g. with tourism, transport, industry, agriculture, energy etc.)
  - Developing and testing the application of innovative technologies and tools that facilitate effective integrated environmental management (e.g. remediation technologies, monitoring tools etc.)
  - Developing and testing applications to improve the efficient management of natural resources in public institutions and enterprises (e.g. reduction of natural resource consumption, closed loop systems)
  - Harmonising environmental management concepts and tools on the transnational level for risk prevention and management (e.g. for flood risk management plans) and to reduce negative climate change impacts on the environment and human life (e.g. adaptation measures)

- Examples of actions:**
- Developing and implementing strategies and policies for valorising cultural heritage and resources and/or the potentials of cultural and creative industries
  - Developing and implementing integrated territorial development strategies and concepts building on cultural heritage to foster sustainable economic growth and employment (e.g. in the tourism sector)
  - Developing and testing innovative management tools for the preservation and sustainable use of cultural heritage and resources (e.g. ICT applications)
  - Establishing and strengthening transnational cooperation among relevant actors to foster the sustainable use and the promotion of cultural heritage sites in central Europe

- Examples of actions:**
- Developing and implementing strategies and tools (including innovative financing and investment models) to manage and improve environmental quality (air, water, waste, soil, climate) as well as to tackle natural and man-made risks in functional urban areas
  - Strengthening the capacity for environmental planning and management (e.g. participatory planning mechanisms and decision making processes) at the level of functional urban areas
  - Developing and implementing integrated strategies, policies and tools to reduce land-use conflicts in functional urban areas (e.g. urban sprawl, shrinkage and fragmentation also in the view of social implications)
  - Developing and implementing integrated strategies and pilot applications for the rehabilitation and reactivation of brownfield sites
  - Developing concepts and implementing environmental pilot applications to support the development towards smart cities (e.g. ICT applications, environmental technologies)

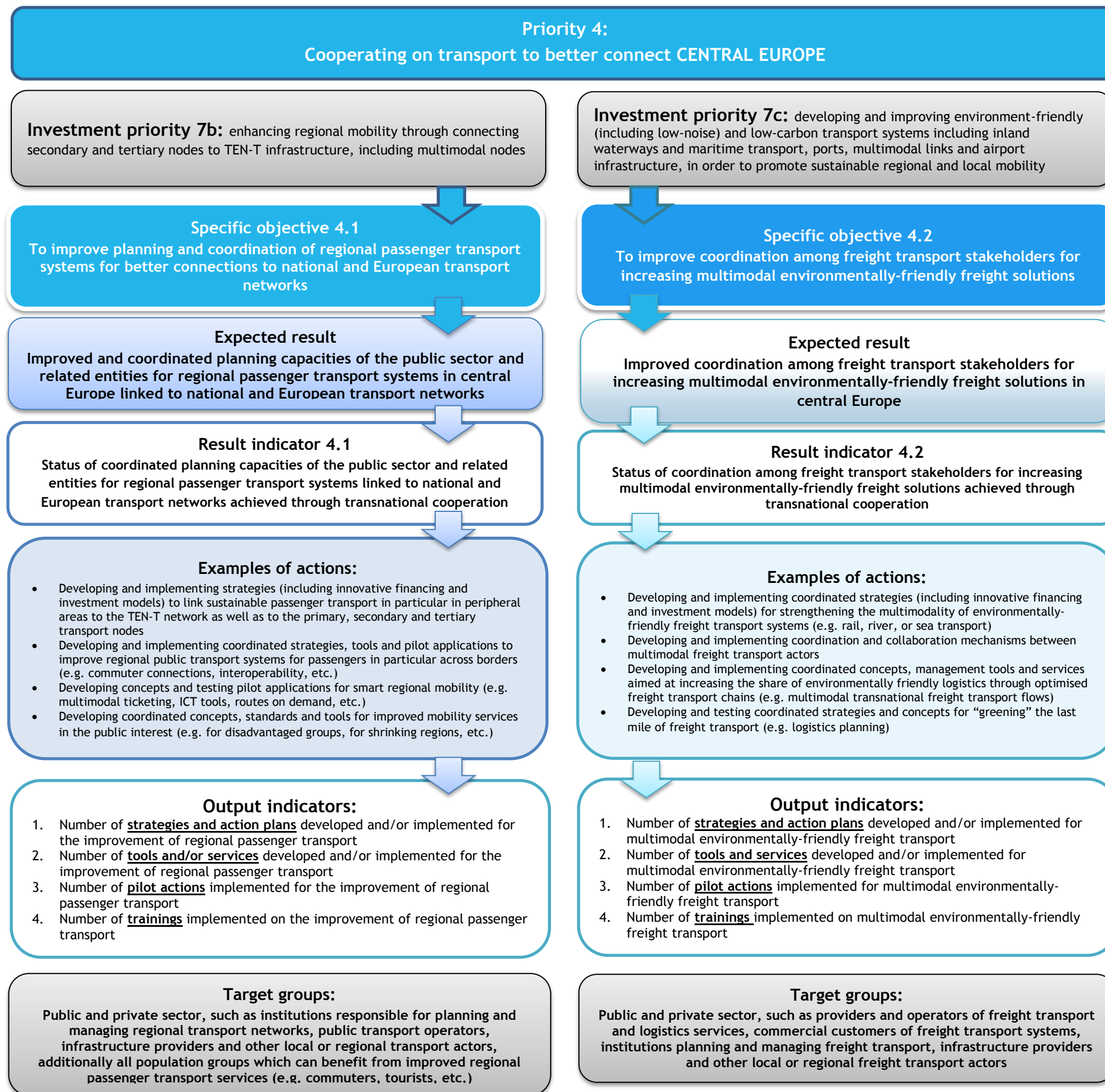
**Output indicators:**

1. Number of <b>strategies and action plans</b> developed and/or implemented for the protection and sustainable use of natural heritage and resources	2. Number of <b>strategies and action plans</b> developed and/or implemented for the sustainable use of cultural heritage and resources
3. Number of <b>tools</b> developed and/or implemented for the protection and sustainable use of natural heritage and resources	4. Number of <b>tools</b> developed and/or implemented for the sustainable use of cultural resources and heritage
5. Number of <b>pilot actions</b> implemented for the protection and sustainable use of natural heritage and resources	6. Number of <b>pilot actions</b> implemented for the sustainable use of cultural heritage and resources
7. Number of <b>trainings</b> implemented on the protection and sustainable use of natural heritage and resources	8. Number of <b>trainings</b> implemented on the sustainable use of cultural heritage and resources

- Output indicators:**
1. Number of **strategies and action plans** developed and/or implemented for the improvement of environmental quality in functional urban areas
  2. Number of **tools** developed and/or implemented for the improvement of environmental quality in functional urban areas
  3. Number of **pilot actions** implemented for the improvement of environmental quality in functional urban areas
  4. Number of **trainings** implemented on the improvement of environmental quality in functional urban areas

**Target groups:**  
Public and private actors, such as policy makers and planners and organisations dealing with the protection, management and valorisation of natural and/or cultural heritage and resources as well as owners and users of natural and/or cultural heritage sites, additionally all population groups which are benefitting from the improved management of natural and cultural heritage and resources

**Target groups:**  
Public and private actors, such as policy makers, planners, environmental facilities, infrastructure owners and operators as well as other organisations influencing the development of functional urban areas, additionally all population groups within functional urban areas which are benefitting from improved environmental management



## **CENTRAL EUROPE 2020 Programme**

### **Annex 08: Methodological document**

#### **PROGRAMME-SPECIFIC OUTPUT INDICATORS, COMMON OUTPUT INDICATORS, PERFORMANCE FRAMEWORK AND RESULT INDICATORS**

#### *Contents*

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## 1. Programme-specific output indicators

In order to allow an aggregation of outputs at programme level, the CENTRAL EUROPE Programme has developed a typology for main project outputs. Emphasis is put on outputs linked to “policy learning” and “implementation-oriented” approaches. This typology, which is based on the experiences of the CENTRAL EUROPE 2007-2013 programme and has been slightly adapted and simplified, differentiates between the following four types of main project outputs:

- Strategy and action plan development (and/or implementation)
- Transnational tool development (and/or implementation)
- Pilot action
- Training

These main project outputs are monitored through programme-specific output indicators which follow the general structure of the typology of outputs. The indicators being based on the output types as indicated above are further tailored and linked to the thematic focus and scope of each priority axis and specific objective covering the main actions as expressed in the intervention logic.

In order to ensure a common understanding the table below explains the scope and meaning of the four main output types.

Type of outputs	
<b>Strategy/ action plan</b>	<p>A strategy should be jointly defined on the basis of problems which are relevant for the participating regions. It should provide a common vision and set objectives and priorities in a mid- to long-term perspective. The formulation of a transnational and/or regional strategy should be carried out with involvement of relevant stakeholders (targeting the policy level) and aim at its subsequent implementation.</p> <p>An action plan should break down the strategy goals and objectives into specific tasks. It should include the sequence of steps to be taken, or activities that must be performed, for a strategy to succeed. Therefore it should include a time line, the financial resources and a definition of the responsible actors.</p> <p>This type of output can relate either to the development of new or further improvement, revision and/or update of existing strategies/action plans as well as their subsequent implementation.</p> <p>Each developed strategy/action plan, whether implemented or not, should be only counted once under the respective output indicator. Project management-related strategies such as e.g. the project communication strategy should not be considered under this output indicator.</p>
<b>Tools</b>	<p>A tool is to be understood as a means for accomplishing a specific task or purpose. Tools should be jointly developed at transnational level and innovative; they can be physical or technical objects, but also methods, concepts or services. They comprise amongst others of analytical tools, management tools, technical tools, software tools, monitoring tools, decision support tools etc.</p> <p>To be effective, a tool must be tailored to user needs and the respective framework conditions and has to be comprehensive and durable.</p> <p>This type of output relates either to the joint development of new or further improvement and/or adaptation of existing durable tools as well as their subsequent operational implementation.</p> <p>Each developed tool, whether implemented or not, should be only counted once under the respective output indicator. Project management-related tools such as standard project websites, internal communication platforms and templates should not be considered under this output indicator.</p>

Type of outputs	
<b>Pilot actions</b>	<p>A pilot action is to be understood as a practical implementation of novel schemes (e.g. services, tools, methods or approaches). An experimental nature is central to a pilot action (or pilot investments, if relevant) which aims at testing, evaluating and/or demonstrating the feasibility and effectiveness of a scheme. Therefore it covers either the testing of innovative solutions or demonstrating the application of existing solutions to a certain territory/sector.</p> <p>The results and practices of pilot actions should be exploited on and transferred to other institutions and territories.</p> <p>A pilot action is limited in its scope (area, duration, scale etc.) and must be unprecedented in a comparable environment.</p>
<b>Training</b>	<p>Training is to be understood as providing persons with the understanding, knowledge, skills, competences and access to information required in particular occupations. Training may encompass any kind of education (general, specialised or vocational, formal or non-formal, etc.).</p> <p>Training measures should be jointly developed at transnational level and tailored according to the needs of the specific territories, target groups and stakeholders addressed by the operation.</p> <p>Implemented training measures such as training seminars, study visits, peer reviews, online training courses, etc. are to be counted under the respective output indicator. Internal project management related trainings such as on reporting requirements, finances etc. should not be considered under this output indicator.</p>

In accordance with the described typology, the following tables present the set of **programme-specific output indicators** for each of the priorities and specific objectives providing explanations<sup>1</sup> and examples.

<sup>1</sup> Specific terminology used is also described in the CP annex 02 Glossary.



## PRIORITY 1: Cooperating on innovation to make CENTRAL EUROPE more competitive

**Specific objective 1.1:** To improve sustainable linkages among actors of the innovation systems for strengthening regional innovation capacity in central Europe

	ID	Output indicator name	Explanation	Examples of outputs
Priority 1	1b.1	Number of <b>strategies and action plans</b> for strengthening linkages within the innovation systems developed and/or implemented	<p>See general explanation on strategy/action plan above.</p> <p>The developed and/or implemented strategies and action plans should target the strengthening of linkages within the innovation system which is to be understood as building and consolidating connections and cooperation between actors in the innovation system, notably the research and business sector (e.g. laboratories, universities, companies, suppliers, customers etc.), policy makers and public authorities.</p>	<ul style="list-style-type: none"> <li>• Strategies for innovation networks</li> <li>• Internationalisation strategy of clusters</li> <li>• Technology transfer action plan from research to business</li> <li>• ...</li> </ul>
	1b.3	Number of <b>tools</b> and services for strengthening linkages within the innovation systems developed and/or implemented	<p>See general explanation on Tools above.</p> <p>Tools and services developed and/or implemented should aim at improving linkages among actors in the innovation systems including enhanced knowledge transfers between research institutions and businesses.</p>	<ul style="list-style-type: none"> <li>• Innovation voucher schemes</li> <li>• Matchmaking instruments</li> <li>• Cooperation models and financing schemes</li> <li>• Collective open innovation platforms</li> <li>• ...</li> </ul>
	1b.5	Number of <b>innovation networks</b> established	<p>In order to measure project contributions to the creation of innovation networks being particularly relevant for the specific objective 1.1, in this exceptional case this additional indicator complements the typology of outputs.</p> <p>Innovation networks are forms of coordinated and stable cooperation relations between enterprises and other players (e.g. training and research institutions, political players, etc.) that serve the exchange of information, knowledge and resources. The aim of the established networks is to join efforts for yielding innovative products, processes and services and gain competition advantage.</p>	<ul style="list-style-type: none"> <li>• Regional or transnational business clusters</li> <li>• Technology sector networks</li> <li>• Networks of entrepreneurs</li> <li>• Networks of business innovation service providers</li> <li>• ...</li> </ul>
	1b.6	Number of <b>pilot actions</b> for strengthening linkages within the innovation systems implemented	<p>See general explanation on Pilot actions above.</p> <p>The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for improving linkages among actors in the innovation systems as precondition for innovation.</p>	<ul style="list-style-type: none"> <li>• Pilot advisory service for innovation support in businesses</li> <li>• Pilot actions on technology transfer</li> <li>• Pilot applications related to product, process, service innovation in business</li> <li>• ...</li> </ul>
	1b.8	Number of <b>trainings</b> for improving innovation capacity and mind sets implemented	<p>See general explanation on training above.</p> <p>Implemented training measures should target relevant actors of the innovation system (public and private sector) aiming at improved competences and skills and enhanced knowledge transfers.</p>	<ul style="list-style-type: none"> <li>• Training on internationalisation of clusters</li> <li>• Training on technology transfer</li> <li>• Training on innovation support</li> <li>• ...</li> </ul>

**Specific objective 1.2: To improve skills and entrepreneurial competences for advancing economic and social innovation in central European regions**

	ID	Output indicator name	Explanation	Examples of outputs
Priority 1	1b.2	Number of <b><u>strategies and action plans</u></b> for improvement of skills and competences of employees and entrepreneurs developed and/or implemented	<p>See general explanation on strategy/action plan above.</p> <p>The developed and/or implemented strategies and action plans should target the improvement of knowledge and skills of employees and entrepreneurs focussing on the development and implementation of innovative products, services or processes for advancing economic and social innovation.</p>	<ul style="list-style-type: none"> <li>• Strategies to improve creativity and entrepreneurship mind sets</li> <li>• Strategies for improving technological and management competences</li> <li>• Strategies on enhanced entrepreneurship for social innovation</li> <li>• Action plan for competence development on eco-innovation</li> <li>• ...</li> </ul>
	1b.4	Number of <b><u>tools</u></b> for improvement of skills and competences of employees and entrepreneurs developed and/or implemented	<p>See general explanation on Tools above.</p> <p>Tools developed and/or implemented should focus on the improvement of knowledge and skills of employees and entrepreneurs for the development and implementation of innovative products, services or processes and building a stronger culture of entrepreneurship.</p>	<ul style="list-style-type: none"> <li>• Innovative learning systems for skills and entrepreneurial competence development</li> <li>• Curricula development</li> <li>• Tools measuring economic and social innovation capacity</li> <li>• ...</li> </ul>
	1b.7	Number of <b><u>pilot actions</u></b> for improvement of skills and competences of employees and entrepreneurs implemented	<p>See general explanation on Pilot actions above.</p> <p>Implemented pilot actions should aim at testing and demonstrating the feasibility of novel solutions the improvement of knowledge and skills of employees and entrepreneurs contributing to advancing economic and social innovation.</p>	<ul style="list-style-type: none"> <li>• Pilot investment on training facility for entrepreneurs</li> <li>• Pilot application and promotion of novel technologies</li> <li>• Pilot services for competence development of employees</li> <li>• ...</li> </ul>
	1b.8	Number of <b><u>trainings</u></b> for improving innovation capacity and mind sets implemented	<p>See general explanation on training above.</p> <p>Implemented training measures should target relevant actors of the innovation system (public and private sector) aiming at improved competences and skills and enhanced knowledge transfers.</p>	<ul style="list-style-type: none"> <li>• Entrepreneurship training</li> <li>• Training on eco-innovation technologies</li> <li>• Social innovation training</li> <li>• ...</li> </ul>

## PRIORITY 2: Cooperating on low carbon strategies in CENTRAL EUROPE

**Specific objective 2.1:** To develop and implement solutions for increasing energy efficiency and renewable energy usage in public infrastructures

ID	Output indicator name	Explanation	Examples of outputs	
Priority 2	4c.1	Number of <b>strategies and action plans</b> for improved energy efficiency and renewable energy use of public infrastructures developed and/or implemented	<p>See general explanation on strategy/ action plan above.</p> <p>The developed and/or implemented strategies and action plans should target the reduction of energy used and an increased renewable energy share in consumption of public infrastructures including buildings.</p>	<ul style="list-style-type: none"> <li>• Strategy for improving energy efficiency of public historic buildings</li> <li>• Strategy for energy relevant restoration of public building stock</li> <li>• Strategy for energy efficient municipal facilities management</li> <li>• ...</li> </ul>
	4c.2	Number of <b>tools</b> and/or services for improved energy efficiency and renewable energy use of public infrastructures developed and/or implemented	<p>See general explanation on Tools above.</p> <p>Tools and services developed and/or implemented should focus on the improvement of energy efficiency and renewable energy use of public infrastructure.</p>	<ul style="list-style-type: none"> <li>• Software for optimising energy consumption</li> <li>• Energy standards and certification systems</li> <li>• Energy services and financing schemes</li> <li>• Database of novel energy saving technologies applied in public buildings</li> <li>• ...</li> </ul>
	4c.3	Number of <b>pilot actions</b> for improved energy efficiency and renewable energy use of public infrastructures implemented	<p>See general explanation on Pilot actions above.</p> <p>The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for energy efficiency and renewable energy use in public infrastructure.</p>	<ul style="list-style-type: none"> <li>• Pilot retrofitting of public buildings achieving higher energy efficiency</li> <li>• Pilot application of innovative energy technologies</li> <li>• Pilot testing of harmonised building energy performance certification method</li> <li>• ...</li> </ul>
	4c.4	Number of <b>trainings</b> for improved energy efficiency and renewable energy use of public infrastructures implemented	<p>See general explanation on training above.</p> <p>Implemented trainings shall target relevant actors enabling them to develop and implement solutions for improved energy efficiency and renewable energy use of public infrastructures.</p>	<ul style="list-style-type: none"> <li>• Training for energy managers of public infrastructures</li> <li>• Training on energy efficient restoration of public buildings</li> <li>• Training on innovative methods for financing energy efficient measures in public buildings (EPC, ESCOs)</li> <li>• ...</li> </ul>

**Specific objective 2.2: To improve territorially based energy planning strategies and policies supporting climate change mitigation**

ID	Output indicator name	Explanation	Examples of outputs
Priority 2	4e.1	Number of <b>strategies and action plans</b> for the improvement of local/regional energy performance developed and/or implemented	See general explanation on strategy/action plan above.  The developed and/or implemented strategies and action plans should focus on energy planning at the territorial level considering the specific local/regional patterns of energy needs and resources with the aim to increase the use of endogenous renewable energy potentials and improve regional energy performance.
	4e.3	Number of <b>tools</b> for the improvement of local/regional energy performance developed and/or implemented	See general explanation on Tools above.  Tools developed and/or implemented should focus on the improvement of the energy performance in both the public and the private sector and the exploitation of endogenous renewable energy resources.
	4e.5	Number of <b>pilot actions</b> for the improvement of local/regional energy performance implemented	See general explanation on Pilot actions above.  The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for exploitation of renewable energy resources as well as for improved local/regional energy performance.
	4e.7	Number of <b>trainings</b> on low carbon solutions implemented	See general explanation on training above.  Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for the improvement of local/regional energy performance.
			<ul style="list-style-type: none"> <li>• Sustainable regional energy action plans</li> <li>• Strategy for increased use of endogenous regional energy potentials</li> <li>• Strategy for better integration of energy produced from renewable energy sources into existing distribution networks</li> <li>• ...</li> </ul> <ul style="list-style-type: none"> <li>• Software model for regional energy planning</li> <li>• Energy management concepts</li> <li>• Handbook for municipality staff to introduce low carbon procurement into applied practise</li> <li>• ...</li> </ul> <ul style="list-style-type: none"> <li>• Pilot application for the exploitation of renewable energy resources</li> <li>• Pilot implementation of demand and supply side solutions</li> <li>• Pilot scheme implementation fostering behavioural changes of energy consumption in households</li> <li>• ...</li> </ul> <ul style="list-style-type: none"> <li>• Training on integrated local and/or regional energy strategies</li> <li>• Training on monitoring and control of energy consumption</li> <li>• Training targeting the skills for better onsite renewable energy potential utilisation</li> <li>• ...</li> </ul>

**Specific objective 2.3: To improve capacities for mobility planning in functional urban areas to lower CO<sub>2</sub> emissions**

ID	Output indicator name	Explanation	Examples of outputs
Priority 2	4e.2	Number of <b>strategies and action plans</b> for low-carbon mobility in functional urban areas developed and/or implemented	See general explanation on strategy/action plan above.  The developed and/or implemented strategies and action plans should focus on mobility planning fostering the reduction of CO <sub>2</sub> emissions in functional urban areas.
	4e.4	Number of <b>tools</b> and/or services for low-carbon mobility in functional urban areas developed and/or implemented	See general explanation on Tools above.  Tools and services developed and/or implemented should aim at fostering smart low-carbon mobility and the reduction of CO <sub>2</sub> emissions in functional urban areas.
	4e.6	Number of <b>pilot actions</b> for low carbon mobility in functional urban areas implemented	See general explanation on Pilot actions above.  The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for low carbon mobility in functional urban areas.
	4e.7	Number of <b>trainings</b> on low carbon solutions implemented	See general explanation on training above.  Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for the improvement of low carbon mobility in functional urban areas.

## PRIORITY 3: Cooperating on natural and cultural resources for sustainable growth in CENTRAL EUROPE

**Specific objective 3.1:** To improve integrated environmental management capacities for the protection and sustainable use of natural heritage and resources

ID	Output indicator name	Explanation	Examples of outputs	
Priority 3	6c.1	Number of <b>strategies and action plans</b> for protection and sustainable use of natural resources and heritage developed and/or implemented	<p>See general explanation on Strategy/action plan above.</p> <p>The developed and/or implemented strategies and action plans should focus on integrated environmental management which is to be understood as a comprehensive approach to natural resource planning and management aiming at the protection and sustainable use of natural heritage and/or resources.</p>	<ul style="list-style-type: none"> <li>• Strategies for the sustainable management of protected high value ecosystems</li> <li>• Strategies for the protection of central Europe's natural heritage</li> <li>• Strategies for the sustainable use of natural resources and avoidance of usage conflicts</li> <li>• Action plans on adaptation to negative effects of climate change</li> <li>• ...</li> </ul>
	6c.3	Number of <b>tools</b> for protection and sustainable use of natural resources and heritage developed and/or implemented	<p>See general explanation on Tools above.</p> <p>Tools developed and/or implemented should aim at integrated approaches for the protection and sustainable use of natural heritage and resources.</p>	<ul style="list-style-type: none"> <li>• Monitoring and assessment tools for the protection of biodiversity</li> <li>• Software tools for integrated environmental planning</li> <li>• Decision support tools for sustainable use of natural resources</li> <li>• ...</li> </ul>
	6c.5	Number of <b>pilot actions</b> for protection and sustainable use of natural resources and heritage implemented	<p>See general explanation on Pilot actions above.</p> <p>The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for the protection and sustainable use of natural resources and heritage.</p>	<ul style="list-style-type: none"> <li>• Pilot implementation of natural heritage protection schemes</li> <li>• Pilot application of novel monitoring systems</li> <li>• Pilot testing of remediation technologies</li> <li>• Pilot application of integrated management approach for increased resource efficiency in public institutions</li> <li>• ...</li> </ul>
	6c.7	Number of <b>trainings</b> on protection and sustainable use of natural resources and heritage implemented	<p>See general explanation on training above.</p> <p>Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for the protection and sustainable use of natural resources and heritage.</p>	<ul style="list-style-type: none"> <li>• Training on the application of novel environmental monitoring systems</li> <li>• Training on innovative remediation technologies</li> <li>• Training on integrated planning tools for sustainable use of natural resources</li> <li>• ...</li> </ul>

**Specific objective 3.2: To improve capacities for the sustainable use of cultural heritage and resources**

ID	Output indicator name	Explanation	Examples of outputs
Priority 3	6c.2	Number of <b>strategies and action plans</b> for protection and sustainable use of cultural heritage and resources developed and/or implemented	See general explanation on Strategy/action plan above.  The developed and/or implemented strategies and action plans should focus on an improved protection, management and sustainable use of the cultural heritage and resources as well as their valorisation (including cultural and creative industries).
	6c.4	Number of <b>tools</b> for protection and sustainable use of cultural resources and heritage developed and/or implemented	See general explanation on Tools above.  Tools developed and/or implemented should target the protection, sustainable use and valorisation of cultural heritage and resources.
	6c.6	Number of <b>pilot actions</b> for protection and sustainable use of cultural resources and heritage implemented	See general explanation on Pilot actions above.  The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for the protection and sustainable use of cultural resources and heritage.
	6c.8	Number of <b>trainings</b> on protection and sustainable use of cultural resources and heritage implemented	See general explanation on training above.  Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for the protection and sustainable use of cultural resources and heritage.
			<ul style="list-style-type: none"> <li>• Strategies for the valorisation of cultural heritage sites</li> <li>• Strategies supporting the creative industries sector</li> <li>• Regional development strategies building on cultural heritage assets</li> <li>• Investment strategies for valorisation of cultural resources</li> <li>• ...</li> </ul>
			<ul style="list-style-type: none"> <li>• ICT tools for increasing the visibility and attractiveness of heritage sites</li> <li>• Management tools fostering the sustainability and efficiency of cultural sites valorisation</li> <li>• Handbook on creative districts development</li> <li>• ...</li> </ul>
			<ul style="list-style-type: none"> <li>• Pilot implementation of innovative management models for historic sites</li> <li>• Pilot implementation of accessibility measures to industrial heritage sites</li> <li>• Pilot implementation of innovative services for the valorisation of traditional knowledge</li> <li>• ...</li> </ul>
			<ul style="list-style-type: none"> <li>• Training on management concepts for efficient historic site preservation and valorisation</li> <li>• Training on good practices for sustainable use of cultural heritage</li> <li>• Training seminar on services for creative industries development</li> <li>• ...</li> </ul>

**Specific objective 3.3: To improve environmental management of functional urban areas to make them more liveable places**

ID	Output indicator name	Explanation	Examples of outputs	
Priority 3	6e.1	Number of <b>strategies and action plans</b> for the improvement of environmental quality in functional urban areas developed and/or implemented	See general explanation on Strategy/action plan above.  The developed and/or implemented strategies and action plans should focus on integrated approaches for improving the environmental quality of functional urban areas.	<ul style="list-style-type: none"> <li>• Strategy for rehabilitation of urban brownfield sites</li> <li>• Action plan for the reduction of air pollution in urban areas</li> <li>• Investment strategy for improved urban waste management</li> <li>• ...</li> </ul>
	6e.2	Number of <b>tools</b> for the improvement of environmental quality in functional urban areas developed and/or implemented	See general explanation on Tools above.  Tools developed and/or implemented should aim at integrated approaches for the improvement of environmental quality in functional urban areas.	<ul style="list-style-type: none"> <li>• Tools for reducing land-use conflicts in functional urban areas</li> <li>• Integrated environmental planning tools</li> <li>• Investment and financing models for improving the urban environment</li> <li>• ...</li> </ul>
	6e.3	Number of <b>pilot actions</b> for the improvement of environmental quality in functional urban areas implemented	See general explanation on Pilot actions above.  The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for the improvement of environmental quality in functional urban areas.	<ul style="list-style-type: none"> <li>• Pilot action on improvement of urban air quality</li> <li>• Pilot implementation of concepts for participatory processes in urban environmental planning and decision making</li> <li>• Pilot rehabilitation of contaminated sites in the urban context</li> <li>• ...</li> </ul>
	6e.4	Number of <b>trainings</b> on the improvement of the environmental quality in functional urban areas implemented	See general explanation on training above.  Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for the improvement of the environmental quality in functional urban areas.	<ul style="list-style-type: none"> <li>• Training on rehabilitation methods and technologies</li> <li>• Training on the usage of innovative methods for monitoring of environmental quality (water, air, soil etc.)</li> <li>• Training seminar on integrated environmental management approaches for functional urban areas</li> <li>• ...</li> </ul>



## PRIORITY 4: Cooperating on transport to better connect CENTRAL EUROPE

**Specific objective 4.1:** To improve planning and coordination of regional passenger transport systems for better connections to national and European transport networks

ID	Output indicator name	Explanation	Examples of outputs	
Priority 4	7b.1	Number of <b>strategies and action plans</b> for the improvement of regional passenger transport developed and/or implemented	<p>See general explanation on Strategy/action plan above.</p> <p>The developed and/or implemented strategies and action plans should focus on the improvement of regional passenger transport allowing a better connection to national and European transport networks.</p>	<ul style="list-style-type: none"> <li>Regional mobility strategy linked to TEN-T network</li> <li>Public transport strategy in peripheral regions</li> <li>Action plans for improved interoperability of transport system</li> <li>...</li> </ul>
	7b.2	Number of <b>tools</b> and/or services for the improvement of regional passenger transport developed and/or implemented	<p>See general explanation on Tools above.</p> <p>Tools developed and/or implemented should aim at improving the regional passenger transport allowing a better connection to national and European transport networks.</p>	<ul style="list-style-type: none"> <li>Real time public transport user information systems</li> <li>Financing and investment models for improving mobility in peripheral regions</li> <li>Planning tools for improved interoperability of public transport systems within and between regions</li> <li>...</li> </ul>
	7b.3	Number of <b>pilot actions</b> for the improvement of regional passenger transport implemented	<p>See general explanation on Pilot actions above.</p> <p>The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for the improvement of regional passenger transport allowing a better connection to national and European transport networks.</p>	<ul style="list-style-type: none"> <li>Pilot implementation of on demand public transport schemes</li> <li>Pilot implementation of cross-border multi-modal ticketing</li> <li>Pilot implementation of improved public transport connections to transport hubs</li> <li>...</li> </ul>
	7b.4	Number of <b>trainings</b> on the improvement of regional passenger transport implemented	<p>See general explanation on Training above.</p> <p>Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for the improvement of regional passenger transport allowing a better connection to national and European transport networks.</p>	<ul style="list-style-type: none"> <li>Training on ICT tools for multimodal transport</li> <li>Training for mobility advisers in shrinking regions</li> <li>Training on sustainable cross border commuter services</li> <li>...</li> </ul>

**Specific objective 4.2: To improve coordination among freight transport stakeholders for increasing multimodal environment-friendly freight solutions**

ID	Output indicator name	Explanation	Examples of outputs	
Priority 4	7c.1	Number of <b>strategies and action plans</b> for multimodal environmentally friendly freight transport developed and/or implemented	<p>See general explanation on Strategy/action plan above.</p> <p>The developed and/or implemented strategies and action plans should focus on the increase of multimodal environmentally friendly freight transport.</p>	<ul style="list-style-type: none"> <li>Coordinated strategy on river freight transport systems</li> <li>Strategy for cooperation between multimodal freight transport terminals</li> <li>Action plan for improved coordination of multimodal terminals</li> <li>Action plan for logistic cooperation along green transport corridors</li> <li>...</li> </ul>
	7c.2	Number of <b>tools</b> and services for multimodal environmentally friendly freight transport developed and/or implemented	<p>See general explanation on Tools above.</p> <p>Tools developed and/or implemented should aim at supporting multimodal environmentally friendly freight transport.</p>	<ul style="list-style-type: none"> <li>Management tools for logistic cooperation</li> <li>Financing and investment models for multimodal freight transport</li> <li>Logistic planning software for the greening of the last mile of transport</li> <li>Cooperation e-platform for multimodal freight transport across borders</li> <li>...</li> </ul>
	7c.3	Number of <b>pilot actions</b> for multimodal environmentally friendly freight transport	<p>See general explanation on Pilot actions above.</p> <p>The implementation of pilot actions should aim at testing and demonstrating the feasibility of novel solutions for the increase of multimodal environmentally friendly freight transport.</p>	<ul style="list-style-type: none"> <li>Pilot implementation of environmentally friendly last mile freight transport approach</li> <li>Pilot application of IT services to “green” logistic providers</li> <li>Pilot application of harmonised freight transport standards</li> <li>...</li> </ul>
	7c.4	Number of <b>trainings</b> on multimodal environmentally friendly freight transport implemented	<p>See general explanation on Training above.</p> <p>Implemented training measures should target relevant stakeholders enabling them to develop and implement solutions for multimodal environmentally friendly freight transport.</p>	<ul style="list-style-type: none"> <li>Training on the use of IT software for multimodal logistic planning</li> <li>Training on coordination requirements for corridor based green freight transport</li> <li>Training on harmonised quality standards for multimodal freight transport</li> <li>...</li> </ul>

## 2. Common output indicators

Out of the list of common output indicators [as defined in the Annex to regulation (EU) No 1299/2013] the following indicators have been selected, since reflecting the characteristics of operations and actions to be supported by the programme as well as building on the experience of the CENTRAL EUROPE 2007-2013 Programme. Additional information on the criteria adopted for the selection and non-selection of common output indicators is provided in the following table.

Common output indicator category	Selected common output indicators	Explanation for selection/non-selection
<b>Productive investment</b>	<ul style="list-style-type: none"> <li>• CO1: Number of enterprises receiving support (priorities 1-4)</li> </ul>	The CENTRAL EUROPE Programme in 2007-2013 demonstrated to be effective in supporting the business sector. The CENTRAL EUROPE 2020 Programme targets regional sustainable development in priorities 1-4, where an active involvement of the private sector is planned, with a specific focus on business-oriented bodies as key players.
	<ul style="list-style-type: none"> <li>• CO41: Number of enterprises participating in cross-border, transnational or interregional research projects (priorities 1-4)</li> </ul>	The CENTRAL EUROPE Programme in 2007-2013 demonstrated to be effective in attracting the business sector in transnational cooperation projects. In line with the sustainable development orientation of the CENTRAL EUROPE 2020 Programme, the direct participation of the business sector in transnational cooperation projects is even more relevant for most of the actions funded under priorities 1-4.
	<ul style="list-style-type: none"> <li>• CO42: Number of research institutions participating in cross-border, transnational or interregional research projects (priorities 1-4)</li> </ul>	The CENTRAL EUROPE Programme in 2007-2013 demonstrated to be effective in attracting research institutions in transnational cooperation projects. The participation of research institutions in transnational cooperation projects will continue and will be further strengthened in all actions funded under priorities 1-4.
<b>Sustainable tourism</b>	-	Category of indicators not applicable, since the programme does not fund large scale tourism investments. Actions supported by the programme on cultural and natural heritage focus on the improvement of capacities and/or include pilot actions having an experimental and/or demonstration character.
<b>ICT infrastructure</b>	-	Category of indicators not applicable, since the programme does not fund investments in ICT infrastructure.
<b>Transport</b>	-	Category of indicators not applicable, since the programme does not fund large scale investments in transport infrastructure.
<b>Environment</b>	-	Category of indicators not applicable, since the programme does not fund large scale investments in environmental infrastructure. Actions supported by the programme focus on the improvement of capacities and/or include pilot actions having an experimental and/or demonstration character.
<b>Research, innovation</b>	<ul style="list-style-type: none"> <li>• CO26: Number of enterprises cooperating with research institutions (priority 1)</li> </ul>	<p>The CENTRAL EUROPE Programme in 2007-2013 demonstrated to be effective in attracting the business sector and establishing links with the research sector in transnational cooperation projects. Within the CENTRAL EUROPE 2020 Programme the strengthening of cooperations between enterprises and research institutions is in particular tackled within priority 1.</p> <p>Other indicators of this category not applicable, since the programme does not fund investments in research</p>

Common output indicator category	Selected common output indicators	Explanation for selection/non-selection
		infrastructure facilities or pure research projects.
<b>Energy and climate change</b>	-	Category of indicators not applicable, since the programme does not fund large scale investments in energy infrastructure. Actions supported by the programme focus on the improvement of capacities and/or include pilot actions having an experimental and/or demonstration character.
<b>Social infrastructure</b>	-	Category of indicators not applicable, since the programme does not fund investments in social infrastructure. Actions supported by the programme focus on the improvement of capacities and/or include pilot actions having an experimental and/or demonstration character.
<b>Urban development specific indicators</b>	-	Category of indicators not applicable, since the programme does not fund large scale urban investments. Actions supported by the programme focus on the improvement of capacities and/or include pilot actions having an experimental and/or demonstration character.
<b>Labour market and training</b>	-	Category of indicators not applicable, since they are only relevant for cross-border cooperation according to the definitions given in the “EC Guidance document on monitoring and evaluation, Concepts and Recommendations - Annex 1, March 2014 as well as in Article 7(1)(a) of regulation (EU) No 1299/2013.

The calculation of targets for the selected common output indicators which are related to the participation of enterprises and research institutions in supported projects, is based on the statistics of the CENTRAL EUROPE 2007-2013 Programme. In particular, the following method has been applied:

**Enterprises:** According to the scope of the respective investment priority a historic average participation rate of private institutions has been calculated which has been extrapolated to the number of projects planned under each investment priority. The target has been set assuming that about 40% of the future private partners will be profit-oriented<sup>2</sup>. This ratio has been defined on the basis of the participation of profit-oriented partners in projects of the 2007-2013 period.

**Research institutions:** Similar to above a historic average participation rate of research institutions has been calculated based on the categorisation of partners as in the application forms which has been extrapolated to the number of projects planned under each investment priority.

<sup>2</sup> According to the definition as stated in the EC Guidance document on monitoring and evaluation, concepts and recommendations, an enterprise is defined as organisation producing products or services to satisfy market needs in order to reach profit.

### 3. Performance framework

The CENTRAL EUROPE Programme has set up its performance framework in accordance with Article 20-22(4) and Annex II of Regulation (EU) No 1303/2013. It is composed of programme-specific output indicators, financial indicators as well as key implementation steps for each priority axis and includes milestones for 2018 as well as targets for 2023.

#### 3.1 Programme specific output indicators

The programme-specific output indicators used for the performance framework are included in an aggregated form covering the key features and main types of outputs to be expected in the frame of operations supported by the CENTRAL EUROPE 2020 Programme, namely strategies and action plans, tools as well as pilot actions being developed and/or implemented (see also section 1 in this document). As a consequence, their inclusion in the performance framework will ensure the capture of essential progress and achievements of the respective priority axis. This is even further underlined by the fact that the financial allocation to operations, which will be delivering these types of outputs, represents the full amount of financial allocations to the respective priority axis.

##### a. Definition of output indicator targets and milestones

The definition of targets for the output indicators within the performance framework are, as described above, based on a mathematical aggregation of the underlying output indicator targets as defined under each specific objective. This aggregated indicator represents the sum of the single output indicators which cover the main three types of outputs which are generated by the supported operations, notably strategies/action plans; tools; pilot actions - see also section 2 of the cooperation programme (CP) under the header “Actions to be supported under the investment priority”, where types of outputs expected are described.

The quantification of targets applied for the underlying single output indicators (i.e. number of strategies, action plans, tools and pilot actions) is based on the following:

- expected size and number of operations to be supported under each investment priority
- allocation of funds as foreseen for each programme priority
- expert advices, notably CENTRAL EUROPE 2020 Steering Group, ex-ante evaluators, managing authority and joint secretariat
- experiences of the CENTRAL EUROPE 2007-2013 Programme, especially with regard to historical data on the average number of outputs generated by operations

Specific information on the assumptions and/or data used to estimate the values of targets for each of the indicators is included in the performance framework overview table at the end of this section. It is to be noted that no milestones for 2018 could be defined, since outputs of fully implemented operations will only represent a minor number in relation to the overall programme output targets. This is due to the following:

- The CENTRAL EUROPE 2020 cooperation programme plans to open its first call for proposals in the first half of 2015 applying a two-step application procedure. According to the experience of the CENTRAL EUROPE 2007-2013 programme and of other transnational programmes, as well as considering the high number of applications to be expected in the 1<sup>st</sup> call, the application and selection process until the issuing and the signature of the subsidy contract is expected to last until spring 2016. Based on this assumption most of the start dates of the first wave of supported operations will consequently be around mid-2016.
- The average project duration of CENTRAL EUROPE operations is of 36 months (up to a maximum of 48 months) meaning that most operations funded within the 1<sup>st</sup> call will last at least until mid-2019. The output indicators included in the performance framework refer to the main achievements of the operations which, especially in the

transnational context, as experience shows, are in most cases only available at a late stage of implementation of operations.

- The reporting of project achievements towards the programme bodies (progress reports and final report) happens on a 6-monthly basis with a gap of two months<sup>3</sup> between the end of the respective reporting period and the submission of the draft progress report. In addition to this time span, the content- and financial monitoring of the reports including the validation of their contents and the reported achievements leading to the processing of the related payment claim requires further months. Consequently, even for the operations supported under the 1<sup>st</sup> call the full documentation of the main outputs and achievements will only be available by the beginning of 2020.

Due to the chronology as described above, it is not feasible for the programme to report any measurable outputs for the 2018 milestone of the performance framework. This is also underlined by the fact that the first operations will not even be fully implemented by the end of 2018, which is however a pre-condition for transmitting the output indicator data within the annual implementation reports (AIR)<sup>4</sup> to the EC. Therefore, the target value for 2018 has been set at “0” and key implementation steps have been introduced<sup>5</sup> (see section 3.3).

The ex-ante evaluation has appraised the indicator system as appropriate and has concluded that “the target values of the programme-specific output indicators seem realistic” (cf. CP annex A: Ex-ante evaluation - Final report, section 10. Feasibility of the choice of the quantified targets).

#### b. Data collection and validation

The data on targets and the achieved progress of operations is collected from the application forms and during the regular monitoring of the implementation of operations (periodic progress reports). Accordingly, no additional administrative burden is imposed to beneficiaries for data collection related to the performance framework.

The validation of output indicator data is ensured through the following process (for further information on the project cycle please refer to CP section 5.3.h):

- Ex-ante assessment of output indicator targets, as defined by project applicants, in the frame of the quality assessment of applications performed by the MA/JS and independent thematic experts
- Thorough checks on reported output indicator values during the monitoring of project progresses performed by the MA/JS, requesting the necessary evidence and background information

#### c. Specification on the share of the financial allocation represented by the output indicators:

The output indicators as included in the performance framework for each programme priority cover three main types of outputs which are generated by the supported operations (notably strategies/action plans, tools and pilot actions) to which all thematic activities and deliveries (including communication activities) are supposed to be contributing. Project management and coordination activities, even though being an essential pre-condition for reaching the project objectives and expected results, are not directly represented in the performance framework. The

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<sup>3</sup> In case of the last reporting period, the last progress report has to be submitted by up to 3 months after project end together with the final report

<sup>4</sup> “The managing authority includes information on progress in achieving the milestones and targets in the Annual Implementation Reports (AIR), beginning from the reports submitted in 2017. The data transmitted relate to values for indicators for fully implemented operations” (EC Guidance Fiche „Performance framework Review and Reserve 2014-2020“, Final Version 14 May 2014)

<sup>5</sup> In accordance with the above mentioned Guidance Fiche „Performance framework Review and Reserve 2014-2020“,

experience of the CENTRAL EUROPE 2007-2013 period has shown that such management and coordination activities account for about 15-20% of the total budget of operations.

Considering these assumptions and experience-based data, the output indicators as included in the performance framework for each programme priority cover at least an 80% share of the financial allocation to projects.

### ***3.2 Financial indicators***

The financial indicators included in the performance framework, namely “Total amount of eligible expenditure certified to EC” for the respective priority axis, are directly linked to the information included in the CP Section 3 (Financing Plan). The values for milestones of 2018 and targets in 2023 are extrapolated from the annual ERDF commitments included in table 15 of the CP. They are split per priority axis through applying the distribution key of the funds described in the justification of the financial allocation in the CP section 1.2. The financial indicator is thus entirely capturing the financial progress per priority axis. It is verifiable and transparent as it is extracted from the regular monitoring of the project implementation progress. The reporting of this indicator therefore does also not generate additional administrative burden on beneficiaries.

### ***3.3 Key implementation steps***

Key implementation steps have been included because by the end of 2018 only few operations will be fully implemented. Therefore, completed and reported project outputs are likely to represent only a minor number in relation to the overall programme output targets. Thus, no milestones for the output indicators have been defined for 2018 (see explanations under chapter 3.1).

A key implementation step foreseen for each priority axis is the number of operations approved by the end of 2018. The calculation base for the milestone is that 70 % of the planned total number of operations to be supported by the programme are expected to be approved by that date. Since approved operations will later deliver the foreseen outputs covered by the output indicators, this is considered to be a relevant reference capturing the progress for the milestone of the respective priority axis. The evidence for this indicator is the respective funding decisions taken by the CENTRAL EUROPE monitoring committee, being a transparent and easily verifiable information source.

Priority axis	Indicator or key implementation step	Measurement unit, where appropriate	Milestone for 2018	Final target (2023)	Explanation on calculation method
1	Number of strategies, action plans, tools and pilot actions developed and/or implemented for strengthening linkages within the innovation systems	Number	0	120	<p><u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen)</p> <p><u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO1.1 (assumption 15 projects approved under SO1.1):</p> <ul style="list-style-type: none"> <li>• 30 innovation strategies and action plans (based on CE 2007-2013 data in average appr. 2 per project)</li> <li>• 40 tools and services for innovation support and technology transfer (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>• 50 pilot actions in the field of innovation support and technology transfer (based on CE 2007-2013 data in average appr. 3-4 per project)</li> </ul>
	Number of strategies, action plans, tools and pilot actions developed and/or implemented for improving skills and competences of employees and entrepreneurs	Number	0	110	<p><u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen)</p> <p><u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO1.2 (assumption 15 projects approved under SO1.2):</p> <ul style="list-style-type: none"> <li>• 20 strategies and action plans for improvement of skills and entrepreneurial competences (based on CE 2007-2013 data in average appr. 1-2 per project)</li> <li>• 40 tools for knowledge and skills improvement (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>• 50 pilot actions knowledge and skills improvement (based on CE 2007-2013 data in average appr. 3-4 per project)</li> </ul>
	Total amount of eligible expenditure certified to EC for priority axis 1	EUR	10.100.000,00	83.183.989,00	<u>Milestone 2018 and target 2023:</u> Calculation extrapolated from the annual ERDF commitment (CP table 15) according to the co-financing rate and applying the distribution key of the funds for priority 1
	Number of approved operations in priority axis 1	Number	21	30	<p><u>Target 2023:</u> Calculation based on the funds allocated for priority 1 (ca. EUR 69 M ERDF) and an average project budget of EUR 2.3 M ERDF</p> <p><u>Milestone 2018:</u> 70 percent of target value (assuming approval of operations of 3 calls for proposals)</p>
2	Number of strategies, action plans, tools and pilot actions developed and/or implemented in the field of improved energy efficiency and renewable energy use of public infrastructures	Number	0	50	<p><u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen)</p> <p><u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO2.1 (assumption 6 projects approved under SO2.1):</p> <ul style="list-style-type: none"> <li>• 15 strategies and action plans for improved energy efficiency and renewable energy use in public infrastructures (based on CE 2007-2013 data in average appr. 2 per project)</li> <li>• 10 tools for low carbon performance of public infrastructures (based on CE 2007-2013 data in average appr. 1-2 per project)</li> <li>• 25 pilot actions for low carbon solutions of public infrastructures (based on CE 2007-2013 data in average appr. 4 per project)</li> </ul>
	Number of strategies, action plans, tools and pilot actions developed and/or	Number	0	59	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is



Priority axis	Indicator or key implementation step	Measurement unit, where appropriate	Milestone for 2018	Final target (2023)	Explanation on calculation method
	implemented for improving local/regional energy performance				foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 2.2 (assumption 8 projects approved under SO 2.2): <ul style="list-style-type: none"> <li>• 25 strategies and action plans for the improvement of energy performance at local/regional level (based on CE 2007-2013 data in average appr. 3 per project)</li> <li>• 10 tools for low carbon performance of public infrastructures (based on CE 2007-2013 data in average appr. 1 per project)</li> <li>• 24 pilot actions for low carbon solutions of public infrastructures (based on CE 2007-2013 data in average appr. 3 per project)</li> </ul>
	Number of strategies, action plans, tools and pilot actions developed and/or implemented for low-carbon mobility in functional urban areas	Number	0	35	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 2.3 (assumption 5 projects approved under SO 2.3): <ul style="list-style-type: none"> <li>• 12 strategies and action plans for low carbon mobility in functional urban areas (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>• 8 tools and/or services fostering low carbon mobility in functional urban areas (based on CE 2007-2013 data in average appr. 1-2 per project)</li> <li>• 15 pilot actions for low carbon mobility in functional urban areas (based on CE 2007-2013 data in average appr. 3 per project)</li> </ul>
	Total amount of eligible expenditure certified to EC for priority axis 2	EUR	6.500.000,00	53.475.422,00	<u>Milestone 2018 and target 2023:</u> Calculation extrapolated from the annual ERDF commitment (CP table 15) according to the co-financing rate and applying the distribution key of the funds for priority 2
	Number of approved operations in priority axis 2	Number	13	19	<u>Target 2023:</u> Calculation based on the funds allocated for priority 2 (ca. EUR 44 M ERDF) and an average project budget of EUR 2.3 M ERDF <u>Milestone 2018:</u> 70 percent of target value (assuming approval of operations of 3 calls for proposals)
3	Number of strategies, action plans, tools and pilot actions developed and/or implemented for protection and sustainable use of natural heritage and resources	Number	0	127	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 3.1 (assumption 14 projects approved under SO 3.1): <ul style="list-style-type: none"> <li>• 45 strategies and action plans for protection and sustainable use of natural resources and heritage (based on CE 2007-2013 data in average appr. 3 per project)</li> <li>• 32 tools protection and sustainable use of natural resources and heritage (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>• 50 pilot actions for protection and sustainable use of natural resources and heritage (based on CE 2007-2013 data in average appr. 3-4 per project)</li> </ul>
	Number of strategies, action plans, tools and pilot actions developed and/or implemented for sustainable use of cultural heritage and	Number	0	127	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 3.2

Priority axis	Indicator or key implementation step	Measurement unit, where appropriate	Milestone for 2018	Final target (2023)	Explanation on calculation method
	resources				(assumption 14 projects approved under SO 3.2): <ul style="list-style-type: none"> <li>45 strategies and action plans for sustainable management of cultural heritage and resources (based on CE 2007-2013 data in average appr. 3 per project)</li> <li>32 tools for sustainable management of cultural heritage and resources (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>50 pilot actions for sustainable management of cultural heritage and resources (based on CE 2007-2013 data in average appr. 3-4 per project)</li> </ul>
	Number of strategies, action plans, tools and pilot actions developed and/or implemented for the improvement of environmental quality in functional urban areas	Number	0	90	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 3.3 (assumption 10 projects approved under SO 3.3): <ul style="list-style-type: none"> <li>25 strategies and action to improve environmental quality in functional urban areas (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>25 tools for environmental planning and management in functional urban areas (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>40 pilot actions for improvement of the environmental quality in functional urban areas (based on CE 2007-2013 data in average appr. 4 per project)</li> </ul>
	Total amount of eligible expenditure certified to EC for priority axis 3	EUR	13.000.000,00	106.950.843,00	<u>Milestone 2018 and target 2023:</u> Calculation extrapolated from the annual ERDF commitment (CP table 15) according to the co-financing rate and applying the distribution key of the funds for priority 3
	Number of approved operations in priority axis 3	Number	27	38	<u>Target 2023:</u> Calculation based on the funds allocated for priority 3 (ca. EUR 88 M ERDF) and an average project budget of EUR 2.3 M ERDF <u>Milestone 2018:</u> 70 percent of target value (assuming approval of operations of 3 calls for proposals)
4	Number of strategies, action plans, tools developed and/or implemented and pilot actions for the improvement of regional passenger transport	Number	0	54	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 4.1 (assumption 8 projects approved under SO 4.1): <ul style="list-style-type: none"> <li>18 strategies and action plans for improved regional passenger transport (based on CE 2007-2013 data in average appr. 2-3 per project)</li> <li>14 tools and/or services for improved regional passenger transport (based on CE 2007-2013 data in average appr. 1-2 per project)</li> <li>22 pilot actions for or improved regional passenger transport (based on CE 2007-2013 data in average appr. 2-3 per project)</li> </ul>
	Number of strategies, action plans, tools and pilot actions developed and/or implemented for multimodal environmentally friendly freight transport	Number	0	30	<u>Milestone 2018:</u> no milestone defined, since only very limited outputs related to fully implemented operations are expected by end of 2018 (instead a key implementation step is foreseen) <u>Target 2023:</u> Calculation based on the aggregation of single output indicator targets of SO 4.2 (assumption 5 projects approved under SO 4.2): <ul style="list-style-type: none"> <li>10 strategies and action plans for multimodal environmentally friendly freight transport (based on CE 2007-2013 data in average appr. 2 per project)</li> </ul>

Priority axis	Indicator or key implementation step	Measurement unit, where appropriate	Milestone for 2018	Final target (2023)	Explanation on calculation method
					<ul style="list-style-type: none"> <li>• 8 tools and/or services for multimodal environmentally friendly freight transport (based on CE 2007-2013 data in average appr. 1-2 per project)</li> <li>• 12 pilot actions for multimodal environmentally friendly freight transport (based on CE 2007-2013 data in average appr. 2-3 per project)</li> </ul>
	Total amount of eligible expenditure certified to EC for priority axis 4	EUR	4.300.000,00	<b>35.650.281,00</b>	<u>Milestone 2018 and target 2023:</u> Calculation extrapolated from the annual ERDF commitment (CP table 15) according to the co-financing rate and applying the distribution key of the funds for priority 4
	Number of approved operations in priority axis 4	Number	9	<b>13</b>	<u>Target 2023:</u> Calculation based on the funds allocated for priority 4 (ca. EUR 30 M ERDF) and an average project budget of EUR 2.3 M ERDF <u>Milestone 2018:</u> 70 percent of target value (assuming approval of operations of 3 calls for proposals)

#### 4. Result indicators

Similar to most European Territorial Cooperation (ETC) programmes, the Interreg CENTRAL EUROPE 2020 Programme primarily develops and improves specific know-how and capacities in different thematic fields through transnational cooperation in the programme area. This will be achieved by creating an enabling environment through improving the policy, legal and institutional frameworks, as well as through developing human resources and strengthening managerial systems. Due to missing data concerning these issues on the level of the entire programme area, neither the state of play, nor their inter-linkages or changes compared to the baseline situation can be expressed in quantitative terms but only through a qualitative appraisal and description. As a consequence, the result indicators covering the programme main results and capturing the desired change<sup>6</sup> in the programme area are based on a qualitative description of the situation.

Each result indicator is composed of a set of four specific components which define the focus and scope of the indicator. The first three components are meant to describe the overall situation of the programme area with regard to the main aspects tackled by the respective result indicator, whereas the fourth one is directly related to the achievement and transfer (“roll-out”) of results of CENTRAL EUROPE transnational cooperation projects<sup>7</sup>. This will allow identifying the changes which are attributable to the programme, considering thereby also potential external effects.

Data collection for the baseline and monitoring of progress will be carried out at the level of the single criteria by applying a semi-quantitative method. This method foresees the establishment of a transnational expert panel per programme priority appraising the situation through structured surveys combined with dedicated focus group discussions collecting expert inputs from all nine central European Member States. The focus groups represent the key step that allows the aggregation and harmonisation of data collected from single national experts to a transnational perspective and at result indicator level.

The expert panel will be addressed (through surveys and thematic focus group discussions) at different stages of the programme implementation:

- Setting up the baseline situation (end 2014/early 2015)
- Measurement of the progress (2018 and 2020)
- Verification of the achievement of the set targets (2023)

The detailed methodology including the procedure for data collection and target setting is described in a separate document (“Concept for establishing result indicator baselines and measuring progress”).

The following table presents an overview of the components and main terminology relevant for each of the result indicators.

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<sup>6</sup> cf. EC Guidance Document on Monitoring and Evaluation (EC DG Regio: The programming Period 2014-2020: Guidance Document on Monitoring and Evaluation – European Regional Development Fund and Cohesion Fund, January 2014)

<sup>7</sup> The criteria related to transfer of project results will be only included for progress monitoring in 2018, 2020 and 2023 since it is linked to the implementation of supported projects (therefore not applicable to the baseline). This applies for the respective criterion as included in all result indicators of P1-4.

Result indicator	Explanation / terminology	Main components
<b>1.1 Status of linkages among actors of the innovation systems achieved through transnational cooperation in central European regions</b>	<p>This indicator measures the <u>degree and quality of linkages achieved through transnational cooperation</u> among the actors in the innovation system at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p>Thereby, <u>linkages</u> are to be understood as: The innovative activities of a firm partly depend on the variety and structure of its links to sources of information, knowledge, technologies, practices, and human and financial resources. Each linkage connects the innovating firm to other actors in the innovation system: government laboratories, universities, policy departments, regulators, competitors, suppliers, and customers. (UNESCO - Measuring innovation, 2009).</p> <p><u>Innovation system</u> is to be understood as “the network of institutions in the public and private sectors whose activities and interactions initiate, import, modify and diffuse new technologies (Freeman, 1987)”.</p> <p><u>Actors</u> of the innovation system include stakeholders from the research and business sector, policy makers and public authorities.</p>	<ul style="list-style-type: none"> <li>• Extent and quality of cooperation between actors in the innovation systems within a region as well as with other central European regions resulting in knowledge and technology transfer between research and the business (in particular SMEs)</li> <li>• Extent and performance of cluster and innovation networks and their degree of internationalisation</li> <li>• Degree of availability of services for innovation support of enterprises (including finance), in particular for SMEs</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders<sup>8</sup></li> </ul>
<b>1.2 Status of capacities of the public and private sector for skills development of employees and entrepreneurial competences achieved through transnational cooperation driving economic and social innovation in central European regions</b>	<p>This indicator measures the <u>capacities of the public and private sector in terms of skills development of employees and entrepreneurs as well as their entrepreneurial competences achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Skills</u> are to be understood as “productive assets of the workforce that are acquired through learning activities (OECD: Workforce skills and innovation, 2011).</p> <p><u>Entrepreneurship</u> is the mind set and process to create and develop economic activity by blending risk-taking, creativity and/or innovation with sound management, within a new or an existing organisation. (European Commission, Green Paper Entrepreneurship in Europe, 2003).</p> <p><u>Innovation</u> is the implementation of a new or significantly improved product (good or service), or process, a new marketing method, or a new organisational method in business practices, workplace organisation or external relations (OECD, Oslo Manual: Guidelines for collecting and interpreting innovation data,</p>	<ul style="list-style-type: none"> <li>• Extent of knowledge of the public and private sector on the adaption of workforce skills to market needs and innovation processes contributing to regional smart specialisation strategies</li> <li>• Extent of expertise of the public sector and private sector for fostering entrepreneurial mind sets and entrepreneurship</li> <li>• Degree of awareness of the public and private sector on opportunities and necessary competences for social innovation</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>

<sup>8</sup> The criterion related to transfer of project results will be only included for progress monitoring in 2018, 2020 and 2023 since it is linked to the implementation of supported projects (therefore not applicable to the baseline). This applies for the respective criterion as included in all result indicators of P1-4.

Result indicator	Explanation / terminology	Main components
	<p>2005).</p> <p><u>Social innovations</u> are new ideas (products, services and models) that simultaneously meet social needs (more effectively than alternatives) and create new social relationships or collaborations (Murray et. al: Open Book of Social Innovation, 2010).</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p>	
<p><b>2.1 Status of capacities of the public sector and related entities for increased energy efficiency and renewable energy use in public infrastructures achieved through transnational cooperation</b></p>	<p>This indicator measures the <u>capacities of the public sector and related entities for increased energy efficiency and renewable energy use in public infrastructures achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Energy efficiency</u> improvements refer to a reduction in the energy used for a given service (heating, lighting, etc.) or level of activity. The reduction in the energy consumption is usually associated with technological changes, but not always since it can also result from better organisation and management or improved economic conditions in the sector ("non-technical factors") (World Energy Council: Energy Efficiency Policies around the World: Review and Evaluation, 2008).</p> <p><u>Renewable energy sources</u> are a diverse group of technologies that capture their energy from existing flows of energy, from on-going natural processes, such as sunshine, wind, flowing water, biological processes, and geothermal heat flows.</p> <p><u>Public infrastructure</u> comprises infrastructure that is owned by the public and/or is for public use, including public buildings.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p> <p><u>Public sector related entities</u> are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure and energy.</p>	<ul style="list-style-type: none"> <li>• Extent of technical knowledge of the public sector and related entities on energy efficiency methods and renewable use in public infrastructure</li> <li>• Degree of awareness of the public sector and related entities on available energy related certification systems and harmonisation of national and European energy standards for public infrastructures</li> <li>• Extent of knowledge of the public sector and related entities on financing schemes for the implementation of energy efficiency measures and renewable energy use in public infrastructure</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>
<p><b>2.2 Status of capacities of the public sector and related entities</b></p>	<p>This indicator measures the <u>capacities of the public sector and related entities for territorially based low carbon energy planning and policies achieved</u></p>	<ul style="list-style-type: none"> <li>• Extent of expertise of the public sector and related entities on local and regional low carbon energy planning</li> </ul>

Result indicator	Explanation / terminology	Main components
<p><b>for territorially based low carbon energy planning and policies achieved through transnational cooperation</b></p>	<p>through <u>transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Energy planning</u> at the territorial level provides a framework linked to policies and economic development which considers the specific local/regional patterns of energy needs and resources serving as a tool to mitigate climate change and enhancing sustainability.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p> <p><u>Public sector related entities</u> are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure and energy.</p>	<ul style="list-style-type: none"> <li>• Extent of knowledge of the public sector and related entities on managerial approaches and strategies for improving energy performance in the public and private sector</li> <li>• Extent of expertise and capacities of the public sector and related entities for the use of regional endogenous energy potentials</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>
<p><b>2.3 Status of capacities of the public sector and related entities for low-carbon mobility planning in functional urban areas achieved through transnational cooperation</b></p>	<p>This indicator measures the <u>capacities of the public sector and related entities for low-carbon mobility planning in functional urban areas achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Low carbon mobility planning</u> is to be understood as a set of interrelated measures designed to satisfy the mobility needs of people and businesses. They are the result of an integrated planning approach and address low carbon forms of transport in cities and their surrounding areas.</p> <p>A <u>functional urban area</u> is a functional economic unit characterised by densely inhabited “urban cores” and “hinterlands” whose labour market is highly integrated with the cores (OECD, 2012). This definition originating from labour market and commuting considerations provides a spatial delimitation beyond administrative borders which is relevant for a multitude of thematic fields.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p> <p><u>Public sector related entities</u> are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure, transport and energy.</p>	<ul style="list-style-type: none"> <li>• Extent of expertise of the public sector and related entities on integrated low carbon mobility concepts in functional urban areas</li> <li>• Degree of suitability of governance systems in functional urban areas for facilitating integrated low carbon mobility approaches</li> <li>• Extent of knowledge and implementation capacity of the public sector and related entities for novel low-carbon technologies in public urban transport</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>
<p><b>3.1 Status of integrated environmental management</b></p>	<p>This indicator measures the <u>integrated environmental management capacities of the public sector and related entities achieved through transnational</u></p>	<ul style="list-style-type: none"> <li>• Extent and quality of integrated management capacities of the public sector and related entities for the protection of high value natural</li> </ul>

Result indicator	Explanation / terminology	Main components
<p><b>capacities of the public sector and related entities for the sustainable use of natural heritage and resources achieved through transnational cooperation</b></p>	<p><u>cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Integrated environmental management</u> thereby means a comprehensive approach to natural resource planning and management that encompasses ecological, social, and economic objectives. It considers the interrelationships among different elements and incorporates concepts of carrying capacity, resilience and sustainability.</p> <p>As <u>natural heritage</u> are considered natural features, geological and physiographical formations (including habitats) and natural sites or precisely delineated natural areas. (UNESCO: Convention Concerning the Protection of the World Cultural and Natural Heritage, 1972).</p> <p><u>Natural resources</u> are produced by nature, commonly subdivided into non - renewable resources, such as minerals and fossil fuels, and renewable natural resources that propagate or sustain life and are naturally self-renewing when properly managed, including plants and animals, as well as soil and water (IUCN definitions<sup>9</sup>).</p> <p><u>Sustainable use</u> is to be understood as a usage respecting the principles of sustainability.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p> <p><u>Public sector related entities</u> are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure, transport and natural resources.</p>	<p>heritage</p> <ul style="list-style-type: none"> <li>• Extent and quality of integrated environmental management capacities of the public sector and related entities for sustainable use of natural resources for regional development</li> <li>• Extent of competences of the public sector and related entities for efficient management of natural resources in public institutions and enterprises</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>
<p><b>3.2 Status of capacities of the public and private sector for the sustainable use of cultural heritage and resources achieved through transnational cooperation</b></p>	<p>This indicator measures the <u>capacities of the public and private sector for the sustainable use of cultural heritage and resources achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Cultural heritage</u> is composed of tangible heritage including buildings and historic places, monuments, etc.<sup>10</sup> and intangible cultural heritage which refers to practices, representations, expressions, knowledge, skills etc. (UNESCO 2003: Convention for the safeguarding of the intangible cultural</p>	<ul style="list-style-type: none"> <li>• Degree of awareness of the public and private sector on economic potentials and available expertise for the development of cultural and creative industries</li> <li>• Extent of knowledge and implementation capacity of the public and private sector for a sustainable use of cultural heritage as a driver for regional development and job creation</li> </ul>

<sup>9</sup> IUCN definitions: [http://cmsdata.iucn.org/downloads/en\\_iucn\\_glossary\\_definitions.pdf](http://cmsdata.iucn.org/downloads/en_iucn_glossary_definitions.pdf)

<sup>10</sup> UNESCO: <http://www.unesco.org/new/en/cairo/culture/tangible-cultural-heritage/>



Result indicator	Explanation / terminology	Main components
	<p>heritage).</p> <p><u>Cultural resources</u> comprise both elements, the tangible and intangible cultural heritage, encompassing current culture, including progressive, innovative and urban culture. These resources can be valorised among others in cultural and creative industries.</p> <p><u>Sustainable use</u> is to be understood as a usage respecting the principles of sustainability.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p>	<ul style="list-style-type: none"> <li>• Extent and quality of transnational linkages between cultural heritage sites as well as between institutions working in culture related fields</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>
<p><b>3.3 Status of integrated environmental management capacities of the public sector and related entities in functional urban areas for making them more liveable places achieved through transnational cooperation</b></p>	<p>This indicator measures the <u>integrated environmental management capacities of the public sector and related entities in functional urban areas achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Integrated environmental management</u> thereby means a comprehensive approach to natural resource planning and management that encompasses ecological, social, and economic objectives. It considers the interrelationships among different elements and incorporates concepts of carrying capacity, resilience and sustainability. In the urban context is also means tackling related issues together such as urban management and governance, integrated spatial planning, economic wellbeing and competitiveness, social inclusion, and environmental stewardship (European Commission, 2005: Integrated environmental management).</p> <p>A <u>functional urban area</u> is a functional economic unit characterised by densely inhabited “urban cores” and “hinterlands” whose labour market is highly integrated with the cores (OECD, 2012). This definition originating from labour market and commuting considerations provides a spatial delimitation beyond administrative borders which is relevant for a multitude of thematic fields.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p> <p><u>Public sector related</u> entities are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure and natural resources.</p>	<ul style="list-style-type: none"> <li>• Extent of competences of the public sector and related entities for integrated management in order to avoid land use conflicts in functional urban areas</li> <li>• Extent of knowledge and implementation capacity of the public sector and related entities for the rehabilitation and reactivation of brownfields in functional urban areas</li> <li>• Extent of knowledge and implementation capacity of the public sector and related entities for integrated strategies to improve the environmental quality (air, water, waste, soil, climate) in functional urban areas</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>

Result indicator	Explanation / terminology	Main components
<p><b>4.1 Status of coordinated planning capacities of the public sector and related entities for regional passenger transport systems linked to national and European transport networks achieved through transnational cooperation</b></p>	<p>This indicator measures the <u>capacities of the public sector and related entities for coordinated planning of regional passenger transport systems linked to national and European transport networks achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p>A <u>regional passenger transport system</u> can be defined as the combination of vehicles, infrastructure, and operations that enable the movements or satisfy the travel demand of people within a defined region.</p> <p><u>European transport networks</u> are to be understood in the sense of the Trans-European transport network (TEN-T) consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, thereby ensuring the smooth functioning of the internal market and strengthening economic and social cohesion<sup>11</sup>. The core network consists of the strategically most important parts and constitutes the backbone of the multi-modal mobility network. It concentrates on those components of TEN-T with the highest European added value: cross border missing links, key bottlenecks and multi-modal nodes.</p> <p><u>Coordination</u> is the synchronization and integration of activities, responsibilities, and command and control structures to ensure that resources are used most efficiently in pursuit of the specified objectives.</p> <p><u>Capacities</u> are to be understood as the enabling policy, legal and institutional environment including human resources development and the respective managerial systems.</p> <p><u>Public sector related entities</u> are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure and transport.</p>	<ul style="list-style-type: none"> <li>• Extent of expertise and planning capacity of the public sector and related entities for linking regional passenger transport systems to national and TEN-T networks</li> <li>• Degree of coordination of passenger transport actors within and between regions thereby contributing to improved regional transport services</li> <li>• Extent of knowledge and implementation capacity of the public sector and related entities for smart mobility solutions and services to connect regions to transport nodes</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>
<p><b>4.2 Status of coordination among freight transport stakeholders for increasing multimodal environment-friendly freight solutions</b></p>	<p>This indicator measures the <u>coordination among freight transport stakeholders for increasing multimodal environment-friendly freight solutions achieved through transnational cooperation</u> at a certain point in time. The territory of reference is the whole CENTRAL EUROPE programme area as defined in Annex 03.</p> <p><u>Multimodal (freight) transport</u> is understood as the carriage of goods by at least two different modes of transport. Intermodal transport is therefore a</p>	<ul style="list-style-type: none"> <li>• Degree of coordination among freight transport stakeholders contributing to more environmentally friendly freight transport systems</li> <li>• Extent of knowledge and implementation capacities of freight transport stakeholders for multimodal environmentally-friendly freight</li> </ul>

<sup>11</sup> Regulation (EU) No 1315/2013 Union guidelines for the development of the trans-European transport network

Result indicator	Explanation / terminology	Main components
<p><b>achieved through transnational cooperation</b></p>	<p>particular type of multimodal transport (in accordance with the European Conference of Ministers of Transport (ECMT) definition). Thereby environmentally friendly freight transport solutions are those allowing a significant reduction of emissions of CO<sub>2</sub>, NO<sub>x</sub> and particulate matter as well as of noise.</p> <p><u>Coordination</u> is the synchronization and integration of activities, responsibilities, and command and control structures to ensure that resources are used most efficiently in pursuit of the specified objectives.</p> <p><u>Public sector related entities</u> are institutions (private or public owned) that undertake (commercial) activities on behalf of the public sector in the fields of public services, infrastructure and transport.</p>	<p>transport systems and logistics</p> <ul style="list-style-type: none"> <li>• Extent of knowledge and implementation capacities of freight transport stakeholders for greening the last mile of freight transport</li> <li>• Degree of transfer of project results (including tested pilot solutions) to concerned stakeholders</li> </ul>



Annex 09

Priorities of the EUSDR	Action Clusters of the EUSDR (as in Action Plan)	P1		P2			P3			P4		Strategically important topics/fields of action suggested by PACs		
		SO 1.1	SO 1.2	SO 2.1	SO 2.2	SO 2.3	SO 3.1	SO 3.2	SO 3.3	SO 4.1	SO 4.2			
<b>A) CONNECTING THE DANUBE REGION</b>														
1) TO IMPROVE MOBILITY AND MULTIMODALITY	Inland waterway transport	Improvement of infrastructure and economic performance of waterway navigation												
		Improvement of the organisational framework and human resources for inland waterway navigation										X	X	
	Multimodal links										X	X		
	Rail, road and air transport	Improvement of access to and connectivity										X	X	
Multimodal links										X	X			
2) TO ENCOURAGE MORE SUSTAINABLE ENERGY	Energy systems: infrastructure													
	Energy systems: markets													
	Energy efficiency and renewable energy										X	X		
3) TO PROMOTE CULTURE AND TOURISM, PEOPLE TO PEOPLE CONTACTS	Cultural heritage											X		
	Tourism										X			
<b>B) PROTECTING THE ENVIRONMENT IN THE DANUBE REGION</b>														
4) TO RESTORE AND MAINTAIN THE QUALITY OF WATERS							X		X					
5) TO MANAGE ENVIRONMENTAL RISKS							X							
6) TO PRESERVE BIODIVERSITY, LANDSCAPES AND THE QUALITY OF AIR AND SOILS	Preservation of biodiversity and landscapes											X		
	Preservation and improvement of the quality of soils											X		
	Improvement of air quality										X	X	X	SO 3.3: strategies and tools to manage and improve environmental quality; strategies and pilots for rehabilitating and reactivating brownfields sites
	Education of people on the value of natural assets, ecosystems and the services they provide										X	X		
<b>C) BUILDING PROSPERITY IN THE DANUBE REGION</b>														
7) TO DEVELOP THE KNOWLEDGE SOCIETY THROUGH RESEARCH AND INNOVATION		X												
8) TO SUPPORT THE COMPETITIVENESS OF ENTERPRISES, INCLUDING CLUSTER		X												
9) TO INVEST IN PEOPLE AND SKILLS		X	X					X			SO 1.1: Strengthening vocational education and training (VET) and work-based learning. SO 1.2: Strengthening competences and entrepreneurship for social innovation in education and training; Coordination of skills supply and demand, to improve the transition from school to work. SO 3.2: Developing and implementing innovative and creative education and training programmes			
<b>D) STRENGTHENING THE DANUBE REGION</b>														
10) TO STEP UP INSTITUTIONAL CAPACITY AND COOPERATION		X	X	X		X	X	X	X					
11) TO WORK TOGETHER TO PROMOTE SECURITY AND TACKLE ORGANISED AND SERIOUS CRIME							X	X	X	X	X	SO 3.1: Security in environmental protection SO 3.2: Prevention and detection of crimes related to cultural heritage SO 3.3: Citizens security in urban areas SO 4.1: Development of border-management systems; setting up of unified records within the River Information Services, containing data on legal entities, vessels and persons for security purposes		

Annex 09

Pillars of the EUSAIR	Fields of action of the EUSAIR (as in Discussion Paper)	P1		P2			P3			P4	
		SO 1.1	SO 1.2	SO 2.1	SO 2.2	SO 2.3	SO 3.1	SO 3.2	SO 3.3	SO 4.1	SO 4.2
1. Driving innovative maritime and marine growth	<b>1. Adapting to a resource efficient seafood production and consumption</b>										
	Marketing of fisheries and aquaculture products										
	Management for sustainable fisheries										
	Profitability and sustainability of fisheries and aquaculture activities										
	Monitoring and control of fishing activities										
	Aquaculture										
	<b>2. Boosting blue research, innovation and skills</b>										
	Interregional collaboration among private, research and public sector (including smart cities)	x							x		
	Technology and innovation capacities	x	x	x		x	x				
	Transnational networks and clusters (maritime clusters and research networks)	x	x								
	Research and Innovation	x									
	Mobility and qualification of the workforce		x								
	Blue biotechnologies, marine and maritime services										
<b>3. Building capacity to implement the EU acquis on fisheries</b>											
Compliance to EU fisheries legislation in candidate/potential candidate countries											
2. Connecting the region	Optimizing interfaces, procedures and infrastructure of the maritime transport space										x
	Governance of corridors and energy networks				x						
	Efficient and low-carbon environment friendly transport systems					x					
	Renewable energies and energy efficiency			x	x						
	Improving hinterland connections of seaports to TEN-T									x	x
	Development of intermodality									x	x
	Maritime traffic information exchange										
	Access of remote areas to transport and energy services				x					x	
	Pollution from ship traffic										
	Maritime clusters, platforms and research networks for innovation in maritime transport	x									
	Financial instruments supporting research, innovation and SME development	x									
	Mobility and qualification of the workforce		x								
	Prevention and management of man-made risks (e.g. oil spills)										
	Capacity building in safety and security matters										
	Decision support systems, accident response capacities and contingency plans										
e-services and e-government solutions							x		x	x	
3. Preserving, protecting and improving the quality of the environment	Addressing eutrophication and enhancing the recycling of nutrients						x				
	Waste and waste water management in urban areas along the coast and rivers								x		
	Preserving biodiversity, habitats and ecosystems						x				
	Protecting cultural heritage							x			
	Sustainable use of natural resources						x				
	Protection of human health								x		
	Interregional cooperation of research and innovation stakeholders on the matter	x									
	Cooperation and exchange among Marine Protected Areas										
	Integrated Coastal Zone Management and Maritime Spatial Planning						x				
	Research on issues regarding impact of climate change on coasts and sea										
	Planning capacity on adaptation to climate change at regional and local level				x		x		x		
	Mobility and qualification of the workforce		x								
4. Increasing regional attractiveness	Sustainable development of coastal, maritime and hinterland tourism							x			
	Reducing tourism footprint					x				x	
	Valorisation of cultural and natural heritage, linking with creative enterprise and services							x			
	Developing common marketing strategies and products for tourism										
	Coordinated governance in the tourism sector among private and public										
	Quality management and sustainability of tourism										
	Linking health tourism and active ageing		x					x			
	Local tourism development for social inclusion for youth in remote areas, tackling demographic changes		x					x			
	Networking and mobility in creative industries							x			
	Education, skill development and lifelong learning		x								

Annex 09

Pillars of the EUSALP	Fields of action of the EUSALP (as in Intervention Document)	P1		P2			P3			P4	
		SO 1.1	SO1.2	SO 2.1	SO 2.2	SO 2.3	SO 3.1	SO 3.2	SO 3.3	SO 4.1	SO 4.2
1. Ensuring growth, promoting full employment, competitiveness and innovation by consolidating and diversifying specific economic activities	New investments in emerging industries	x						x			
	Depopulation of mountain and remote areas		x						x		
	Development of sustainable tourism as key driver for economic growth						x	x			
	Innovation and research-development for high quality of life and the high level of production and services	x									
2. Promoting a territorial organization that is focused on an environmentally friendly mobility, development of services and infrastructures	Improving accessibility (transport)					x				x	x
	Transport in relation to shrinking regions and demographic challenges									x	
	Improving accessibility (Information and Communication Technologies)										
	Public services in peripheral areas								x		
	Relationships between towns and mountain areas								x		
3. Promoting sustainable management of energy and natural and cultural resources and protecting the environment and preserving biodiversity and natural areas	Transition to a green and sustainable economy (internalisation of negative externalities as production costs)	x	x								
	Valorization of the ecosystems and landscapes						x				
	Management of natural risks						x				
	Climate change				x		x				
	Common, smart, integrated and sustainable management of water resources								x		
	Energy efficiency			x							
	Share of renewable energies in final energy consumption			x	x						

## CENTRAL EUROPE 2020 Programme

### Annex 10: Bodies designated to carry out control tasks and bodies designated to carry out audit tasks

#### A. Nationally appointed responsible bodies for centralised and decentralised control systems

MEMBER STATE	Responsible body	Head (post or position)
AUSTRIA	<b>Federal Chancellery</b> Department IV/4 Spatial Planning and Regional Policy Ballhausplatz 2 1010 Wien Austria	Head of Department
REPUBLIC OF CROATIA	<b>Agency for Regional Development of the Republic of Croatia</b> Directorate for Financial Management and Accounting Vlaška 108, HR-10000 Zagreb Republic of Croatia	Assistant Director
CZECH REPUBLIC	<b>Centre for Regional Development</b> Head Office Vinohradská 46 120 00 Praha 2 Czech Republic	Director General
GERMANY	<b>Ministerium für Finanzen und Wirtschaft Baden-Württemberg</b> Referat 55/ Grundsatzreferat EU-Finanzkontrolle (EFK)/Unabhängige Stelle/Prüfbehörde für den Strukturbereich Schlossplatz 4 (Neues Schloss), 70173 Stuttgart Germany	Head of Unit
HUNGARY	<b>Office for National Economic Development</b> József Nádor tér 2-4 1051 Budapest Hungary	
ITALY	<i>In course of appointment</i>	
POLAND	<b>Ministry of Infrastructure and Development</b> Territorial Cooperation Department ul. Wspólna 2/4 00-926 Warszawa Poland	Director of Department
SLOVAK REPUBLIC	<b>Government Office of the Slovak Republic</b> Central Coordination Authority Section Námestie slobody 1 813 70 Bratislava Slovak Republic	Director General of Central Coordination Authority Section
SLOVENIA	<b>Government Office for Development and European Cohesion Policy</b> Control Division - ETC, IPA and IFM Programmes Kotnikova 5 1000 Ljubljana Slovenia	Head of Control Division

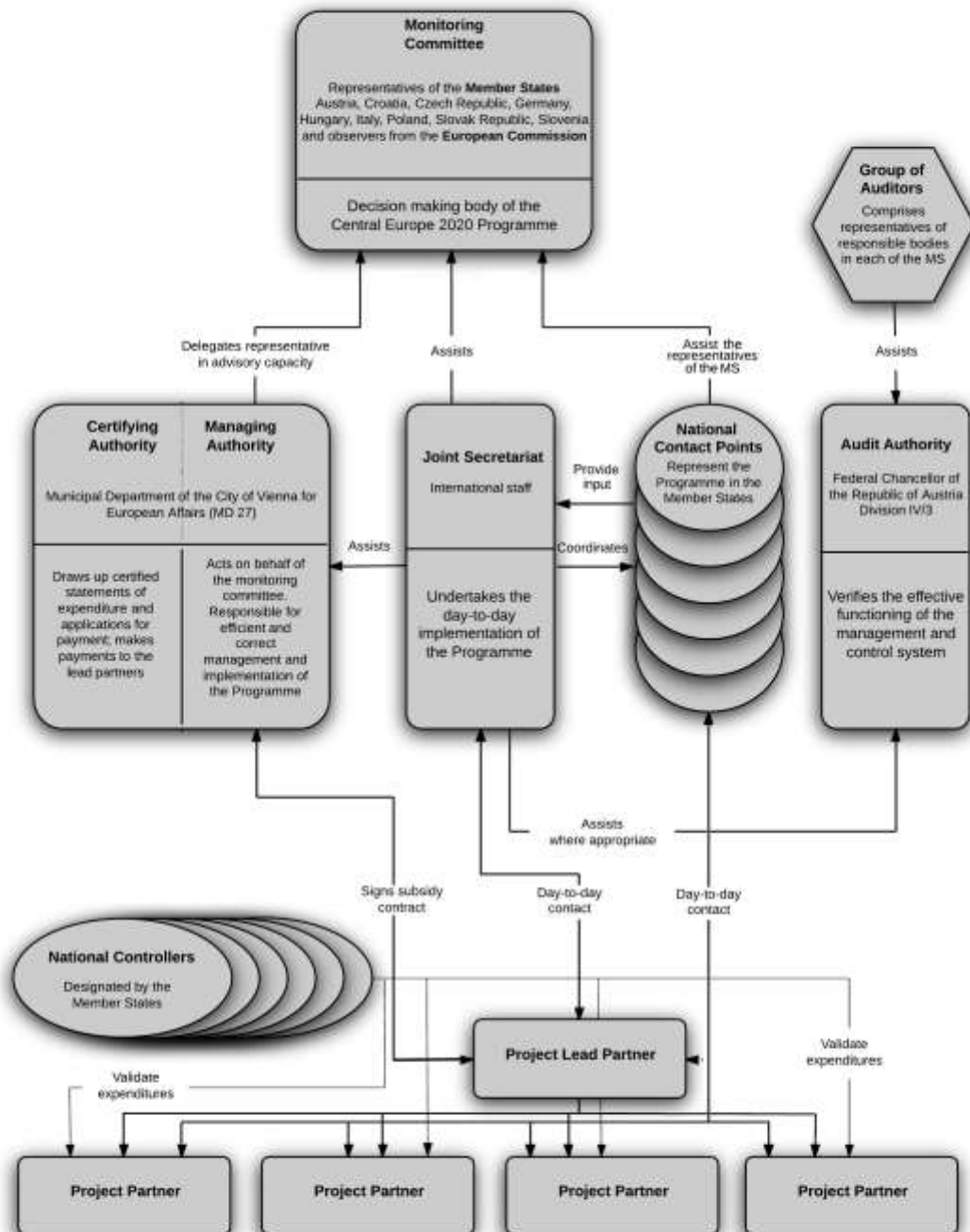


**B. Nationally appointed responsible bodies participating in the group of auditors**

<b>MEMBER STATE</b>	<b>Responsible body</b>	<b>Head (post or position)</b>
<b>AUSTRIA</b>	<b>Federal Chancellery</b> Department IV/3 - ERDF Control Ballhausplatz 2 1010 Wien Austria	Head of Department
<b>REPUBLIC OF CROATIA</b>	<b>Agency for Audit of European Union Programmes Implementation System (ARPA)</b> Service for Audit of European Territorial Cooperation Programmes and IPA component II Alexandera von Humboldta 4/V 10 000 Zagreb Republic of Croatia	Head of Service
<b>CZECH REPUBLIC</b>	<b>Ministry of Finance</b> Audit Authority Department Letenská 15 118 10 Praha 1 Czech Republic	Head of the AA Dept.
<b>GERMANY</b>	<b>Thüringer Aufbaubank</b> Anstalt öffentlichen Rechts Gorkistraße 9 99084 Erfurt Germany	
<b>HUNGARY</b>	<b>Directorate General for Audit of European Funds</b> Kálmán Imre utca 2 1054 Budapest Hungary	
<b>ITALY</b>	<i>In course of appointment</i>	
<b>POLAND</b>	<b>Ministry of Finance</b> Department for Protection of the European Union Financial Interests Świętokrzyska 12 00-916 Warsaw Poland	Deputy Director of Department
<b>SLOVAK REPUBLIC</b>	<b>Government Office of the Slovak Republic</b> Section of control and fight against corruption and Central contact unit for OLAF department Námestie Slobody 1, 813 70 , Bratislava Slovak Republic	Head of Section/Department
<b>SLOVENIA</b>	<b>Ministry of Finance</b> Budget Supervision Office Fajfarjeva 3 1000 Ljubljana Slovenia	Director of Budget Supervision Office

## CENTRAL EUROPE 2020 Programme

### Annex 11: Programme management structure



## **CENTRAL EUROPE 2020 Programme**

### **Annex 12: Functions of the monitoring committee**

The monitoring committee in particular:

- reviews the implementation of the programme and progress towards achieving its objectives and examines any issues that affect the performance of the programme including the conclusions of the performance reviews;
- has regard to the financial data, common and programme specific indicators, including changes in the value of result indicators and progress towards quantified target values, and the milestones defined in the performance framework referred to in Article 21(1) of the CPR, and, where relevant, the results of qualitative analyses;
- examines, issues an opinion and approves any amendment of the programme proposed by the managing authority;
- may make observations to the managing authority regarding implementation of the programme and its evaluation and shall monitor actions taken as a result of its observations;
- examines and approves the evaluation plan and its amendments and examines progress of its implementation and the follow-up given to findings of evaluations in line with Article 56 of the CPR;
- examines and approves the annual and final implementation reports;
- discusses and approves the communication strategy and its amendments in accordance with Article 116 of the CPR and examines its implementation;
- approves all activities related to technical assistance;
- examines and approves the methodology and criteria for selection of operations;
- confirms or objects the information provided by the MA on the declarations submitted by lead partners and project partners on their administrative and financial capacities to fulfil all necessary conditions for project implementation before the approval of the operations. Shall there be no objections, the MSs shall accept to bare the financial responsibility for beneficiaries located on their territories which have proven not being capable of managing ERDF funds;
- selects and approves applications according to set criteria and based on recommendations by the joint secretariat;
- approves major changes in the approved operations;
- establishes eligibility rules at programme level in accordance with Article 18 of the ETC regulation;
- adopts relevant programme manuals/documents and call specific application manuals;
- provides assistance to the MA in carrying out its duties, in particular with regard to modifications of the CENTRAL EUROPE cooperation programme;
- approves measures affecting the programme and operations in order to minimise/reduce de-commitment risk.

## CENTRAL EUROPE 2020 Programme

### Annex 13: Responsible national authorities

MEMBER STATE	Responsible body
AUSTRIA	<b>Federal Chancellery</b> Division IV/4 Spatial Planning and Regional Policy Ballhausplatz 2 1010 Wien Austria
REPUBLIC OF CROATIA	<b>Ministry of Regional Development and EU Funds</b> Račkoga 6 10 000 Zagreb Republic of Croatia
CZECH REPUBLIC	<b>Ministry of Regional Development</b> ETC Department Staroměstské náměstí 6 110 15 Praha 1 Czech Republic
GERMANY	<b>Federal Ministry for Economic Affairs and Energy</b> Unit EB5 - Territoriale Zusammenarbeit Scharnhorststr. 34-37 10115 Berlin Germany  <b>Federal Ministry for Transport and Digital Infrastructure</b> Unit SW14 - Europäische Raumentwicklungspolitik, territorialer Zusammenhalt Invalidenstr. 44 10115 Berlin Germany
HUNGARY	<b>Ministry for National Economy</b> József Nádor tér 2-4 1051 Budapest Hungary
ITALY	<b>Department for Development and Economic Cohesion</b> Via Sicilia 162/c 00187 Roma Italy
POLAND	<b>Ministry of Infrastructure and Development</b> Territorial Cooperation Department Wspólna 2/4 00-926 Warsaw Poland
SLOVAK REPUBLIC	<b>Government Office of the Slovak Republic</b> Central Coordination Authority Section Námestie slobody 1 813 70 Bratislava Slovak Republic
SLOVENIA	<b>Government Office for Development and European Cohesion Policy</b> Kotnikova 5 1000 Ljubljana Slovenia

## **CENTRAL EUROPE 2020 Programme**

### **Annex 14: Responsibilities of Member States**

Member States are responsible for the management and control of the programme in particular through:

- Fulfilling the management, control and audit obligations and assume the resulting responsibilities laid down in the rules on shared management set out in the Regulations. In accordance with the principle of shared management, Member States shall be responsible for the management and control of programme;
- Ensuring that their management and control systems are set up in accordance with Articles 72, 73,74 and 127 of the CPR and in accordance with Articles 21, 23 and 25 of the ETC Regulation and that the systems function effectively and that the necessary follow-up is implemented;
- Submitting, in due time, a description of the control system set up according to the form provided by the MA within three months from the approval of the CENTRAL EUROPE 2020 CP. The MS shall without delay inform the MA of any changes of the control system set up;
- Supporting the MA in preparing the necessary documentation related to the management and control system on Member State level for the designation procedure in accordance with Article 124(1) of the CPR and in line with Annex XIII 3.A of the CPR. This so as to ensure timely submission of the first interim payment and to ensure an unqualified opinion of the independent audit body;
- Ensuring that the recommendations resulting from the quality checks on the control systems are taken into account and leading to improvements of the respective systems;
- Ensuring via the responsible bodies that all supporting documents required for an adequate audit trail are recorded/stored in accordance with Article 140 of the CPR and made available for verifications;
- Ensuring effective arrangements for the examination of complaints where and when applicable. Member States shall inform the Commission of the results of examinations upon the Commission's request;
- Preventing, detecting and correcting irregularities and recovering amounts unduly paid, together with any interest on late payments and notifying these irregularities to the Commission;
- Keeping the Commission informed of the progress of related administrative and legal proceedings;
- Designating the managing authority and audit authority in accordance with Article 123 CPR;
- Designating, in line with Article 23 (4) of the ETC Regulation, the body or person responsible for carrying out verifications covered by Articles 125(4)(a), 125(4)(b), 125(5) and 125(6) of the CPR in relation to beneficiaries on their respective territory;
- Setting up a joint monitoring committee by nominating the MS representatives and informing the MA without delay if the responsibility for representation of the country changes;
- Nominating the members of the group of auditors and informing the MA without delay if the responsibility for representation of the country changes.

The Member State of the managing authority is to:

- Exchange information with the Commission by using an electronic data exchange system established in compliance with the terms and conditions laid down by the Commission;
- Ensure that by no later than 31 December 2015 all exchanges of information between beneficiaries and managing authority, audit authority can be carried out solely by means of electronic data exchange systems.

## **CENTRAL EUROPE 2020 Programme**

### **Annex 15: Functions of the managing authority acting as certifying authority**

- Draws up and submits to the Commission payment applications;
- Certifies that payment applications are based on reliable accounting systems and on verifiable supporting documents and have been subject to verifications by the relevant body;
- Draws up the annual accounts;
- Certifies the completeness, accuracy and veracity of the annual accounts and that the expenditure entered in the accounts complies with applicable Union and national rules and has been incurred in respect of operations selected for funding in accordance with the criteria applicable complying with Union and national rules;
- Ensures that there is a system which records and stores, in computerised form, accounting records for each operation, and which supports all the data required for drawing up payment applications and annual accounts, including records of amounts recoverable, amounts recovered and amounts withdrawn following cancellation of all or part of the contribution for an operation or programme;
- Ensures that for the purposes of drawing up and submitting payment applications that it has received adequate information from the relevant bodies on the procedures and verifications carried out in relation to expenditure;
- Takes into account the results of all audits carried out by or under the responsibility of the audit authority when drawing up and submitting payment applications;
- Maintains accounting records in a computerised form of expenditure declared to the Commission and the corresponding public contribution paid to the project partners;
- Keeps an account of amounts recoverable and of amounts withdrawn following cancellation of all or part of the contribution for an operation. Amounts recovered shall be repaid to the general budget of the Union prior to the closure of the cooperation programme by deducting them from the next statement of expenditure.
- Receives the payments made by the Commission (pre-financing, interim payments and the payment of the final balance as defined in Article 77(2) of the CPR) and making payments to the Lead Partners (Article 21(2) of the ETC Regulation);
- Sends a provisional forecast of its likely payment applications for the current financial year and the subsequent financial year (Article 112(3) of the CPR) to the Commission with the data transmissions of the 31 January and 31 July;
- Ensures that the Lead partners receive the total amount of the public contribution as quickly as possible and in full. No amount shall be deducted or withheld, nor any further specific charge or other charge with equivalent effect shall be levied that would reduce these amounts for the lead partners (Article 132 of the CPR);
- Ensures that any amount paid as a result of an irregularity is recovered from the lead partners (Article 27(2) of the ETC Regulation).

## **CENTRAL EUROPE 2020 Programme**

### **Annex 16: Functions of managing authority**

The managing authority in particular:

- Ensures to manage the cooperation programme in accordance with the principle of sound financial management;
- Supports the monitoring committee and provides it with the information it requires to carry out its tasks, in particular data relating to the progress of the cooperation programme in achieving its objectives, financial data and data relating to indicators and milestones;
- Draws up and, after approval by the monitoring committee, submits to the Commission annual and final implementation reports;
- Makes available to project partners information that is relevant to the execution of their tasks and the implementation of their operations and ensures that the beneficiaries are provided with a document setting out the conditions for support for each operation including the specific requirements concerning the products or services to be delivered under the operation, the financing plan, and the time-limit for execution;
- Establishes a system to record and store in computerised form data on each project necessary for monitoring, evaluation, financial management, verification and audit, including data on individual participants in operations, where applicable;
- Ensures that the data referred to in the point above is collected, entered and stored in the system;
- Draws up for the approval of the monitoring committee, appropriate project selection procedures and criteria that are non-discriminatory and transparent, ensure the contribution of operations to the achievement of the specific objectives and results of the relevant priority axes, and that take into account the general principles set out in Articles 7 and 8 of the CPR;
- Ensures that selected operations fall within the programme scope and objectives and can be attributed to a category of intervention identified in the priority axis or axes of the programme and determines the category of intervention to which the expenditure of an operation shall be attributed;
- Verifies, in close collaboration with the Member State, that the beneficiary has the administrative, financial and operational capacity to fulfil the defined conditions before project approval and sets appropriate measures;
- Verifies that, where the operation has started before the submission of an application for funding to the managing authority, applicable Union and national rules relevant to the operation have been complied with;
- Ensures that an applicant does not receive support from the funds where it has been, or should have been, subject to a procedure of recovery in accordance with Article 71 of the CPR following the relocation of a productive activity within the Union;
- Verifies that the expenditure of each lead partner and project partner participating in the operation has been verified by the designated controller (Article 23(4) of the ETC Regulation);

- Ensures that administrative verifications in respect of each application for reimbursement by beneficiaries and on-the-spot verifications of operations are carried out by the authorised and responsible bodies;
- Puts in place effective and proportionate anti-fraud measures taking into account the risks identified;
- Ensure to set up a procedure that all documents regarding expenditure and audits required to ensure an adequate audit trail are held in accordance with the requirements of Article 72(g) of the CPR;
- Draws up the management declaration and annual summary referred to in Article 59(5) and of the Financial Regulation;
- Transmits financial data in line with Article 112 of the CPR.



## **CENTRAL EUROPE 2020 Programme**

### **Annex 17: Functions of the audit authority**

The audit authority in particular:

- assesses the compliance of the programme designated authorities with the criteria relating to the internal control environment, risk management, control activities and monitoring;
- ensures that audits are carried out on the management and control systems, on an appropriate sample of projects and on the annual accounts;
- ensures that where audits are carried out by a body other than itself, the body carrying out the audits has the necessary functional independence;
- ensures that audit work takes account of internationally accepted audit standards;
- presents an audit strategy to the Commission within eight months of approval of the cooperation programme;
- updates the audit strategy annually as from 2016 until and including 2024;
- draws up an audit opinion on the annual accounts for the preceding accounting year;
- draws up an annual control report setting out the findings of the audits carried out during the preceding accounting year.

## **CENTRAL EUROPE 2020 Programme**

### **Annex 18: Functions of the joint secretariat**

The joint secretariat in particular:

- supports the managing authority in day-to-day management, in fulfilling its tasks for the implementation of the programme and assists the monitoring committee (MC), including the preparation and minutes of meetings and the implementation and follow-up of monitoring committee decisions;
- prepares and provides all necessary information and reports to the managing authority to allow the fulfilment of its responsibilities;
- organises and implements calls for proposals, prepares application packages, standardised forms and contracts for the purpose of assisting/guiding potential applicants;
- receives submitted applications, ensures that operations are assessed in accordance with the criteria applicable to the programme along defined eligibility and selection criteria and submits assessment to the MC for its decision;
- assists/guides the lead applicants during project development;
- receives progress reports submitted by the lead partners, monitors progress made by the operations and provides guidance and assistance to lead partners during project implementation;
- prepares papers and analyses on strategic matters concerning the programme, with the purpose of supporting the monitoring committee in its functions;
- administers and updates the monitoring system of the programme;
- coordinates and implements technical assistance activities approved by the monitoring committee;
- assists the managing authority in ensuring compliance with information and publicity requirements of Article 115 of the CPR;
- drafts and implements the programme communication strategy, in line with Article 116 and Annex XII of the CPR and as approved by the monitoring committee;
- coordinates and cooperates with the network of contact points on the basis of contact point annual work plans (more information on the role and tasks of the contact point network can be found under 5.3.f);
- liaises with stakeholders of the programme on regional, national and European levels to facilitate reaching the objectives of the programme;
- coordinates the exchange between the network of national designated controllers described in section 5.3.h.

## **CENTRAL EUROPE 2020 Programme**

### **Annex 19: Indicative list of tasks of CENTRAL EUROPE national contact points<sup>1</sup>**

#### **1. Provide (including call-specific) information to potential applicants**

- a. Inform potential applicants about the programme through widely accessible, national-language information, thereby ensuring transparency and equal access.
  - Website (integrated part of CENTRAL EUROPE website)
  - *Leaflets (optional, depending on demand and available resources)*
  - *Newsletters (printing optional, depending on demand and available resources)*
  - *Media relations (optional)*
- b. Reach out to potential applicants through general events (programme info days) as well as target-group specific seminars at national level (e.g. bilateral meetings with categories of stakeholders)
- c. Support the JS in organising transnational programme events for applicants (costs of events covered by MA/JS)
- d. Assists and guides applicants during project idea development also providing general feedback especially related to national requirements
- e. Identify potential synergies between project ideas

#### **2. Provide advice to and assist projects partners**

- a. *Support project partners through national and regional trainings and seminars (optional, depending on demand and available resources)*
- b. Support the JS in organising transnational trainings and seminars for project partners (costs of events covered by MA/JS)
- c. Give individual feedback to partners on country-specific implementation-related issues

#### **3. Provide information on achievements of the programme**

- a. Act as ambassadors for the programme at Member State level
- b. Inform relevant stakeholders about programme results through widely accessible, national language information, thereby ensuring transparency about the programme.
  - Website (as part of CENTRAL EUROPE website)
  - *Publications (printing optional, depending on available resources)*
  - *Newsletters (printing optional, depending on available resources)*
  - Media relations
- c. *Collect data and analyse national results of transnational projects in view of programme capitalisation (optional, depending on available resources)*
- d. Engage relevant stakeholders to cooperate with the programme at national and transnational levels (events etc.)
- e. Cooperate and find synergies with other programmes

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<sup>1</sup> Optional tasks highlighted in italic.

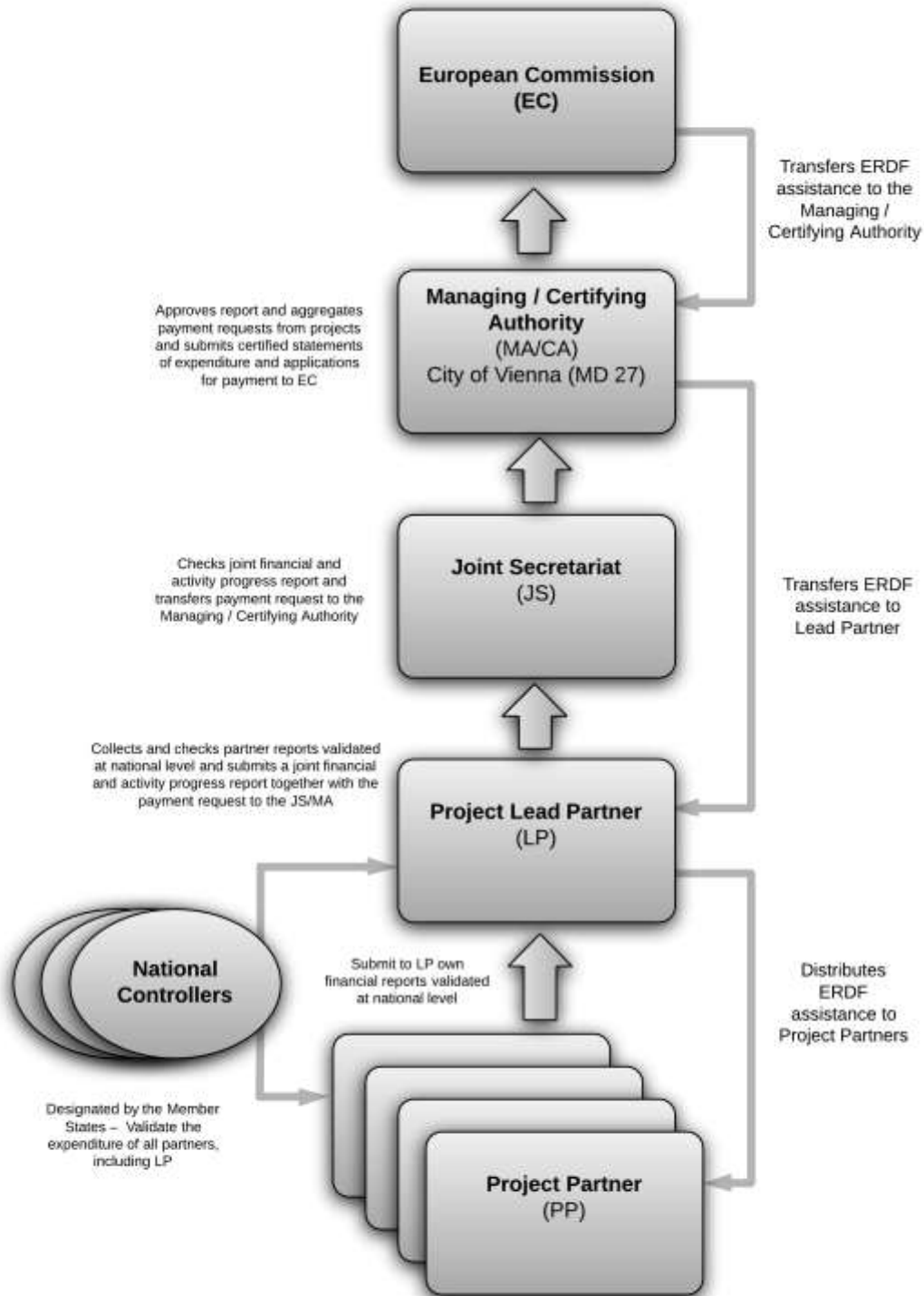
- f. Coordinate and liaise with the national information and communication officers as provided for in Article 117 and Annex XII of Regulation (EU) No 1303/2013 (Common Provisions Regulation - CPR)

#### **4. Support programme management**

- a. Identify potential (existing and new) stakeholders per priority and share contacts with the JS
- b. Assist the selection procedure (e.g. legal status checks on applicants and new project partners and providing country specific input)
- c. Support the JS in identifying and liaising with national experts for the execution of the programme evaluation in compliance with article 56 CPR and in application of the programme evaluation plan
- d. Act as interface between programme bodies:
- Provide feedback to (and coordinate with) the JS as well as national bodies involved in the programme
  - Provide and circulate relevant national and regional documents, strategic papers, etc. to national bodies (esp. national committees)
  - Give feedback to the relevant programme bodies on any problems and difficulties encountered in participation and implementation of the programme
- e. Participate in programme committees (e.g. monitoring committee, steering groups and national committees) as observer

## CENTRAL EUROPE 2020 Programme

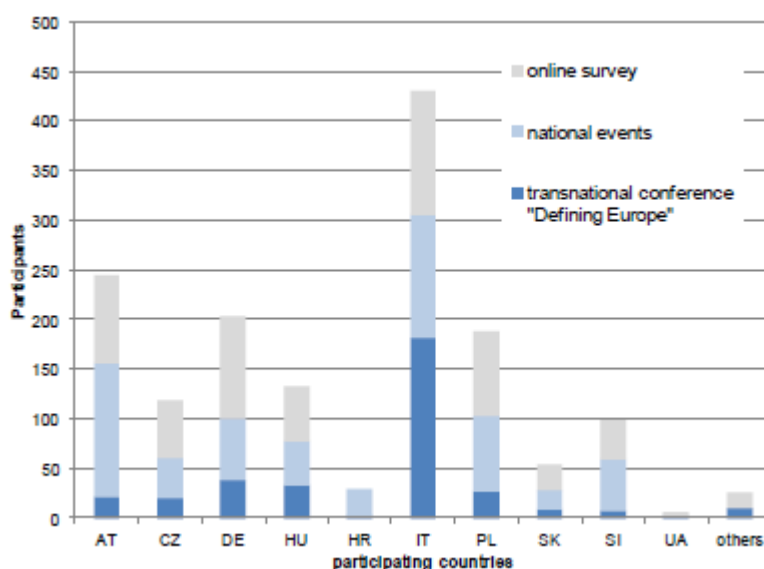
### Annex 20: Financial flows



## CENTRAL EUROPE 2020 Programme

### Annex 21: Figures and tables (involvement of partners - sections 5.6 and 9.3)

Figure 1: Stakeholder consultation CE2020 (online survey, transnational and national events) - participants per country



Source: ÖIR, 2013 based on JTS CENTRAL EUROPE (2013a,b)

Table 1: Participation of partners according to country (online survey, transnational and national events):

<u>COUNTRY</u>	<u>NUMBER</u> (persons)	<u>PERCENTAGE</u> (rounded)
<b>All countries</b>	<b>2596</b>	<b>100%</b>
Austria	414	17%
Czech Republic	216	8%
Germany	338	13%
Hungary	269	10%
Italy	600	23%
Poland	341	13%
Slovakia	165	6%
Slovenia	165	6%
Croatia	40	2%
Ukraine	26	1%
Other countries	22	1%

Table 2: Participation of partners according to type of organisation (survey, transnational and national events):

<u>TYPE OF ORGANISATION</u>	<u>NUMBER</u> (organisations)	<u>PERCENTAGE</u> (rounded)
<b>All types of organisation</b>	<b>747</b>	<b>100%</b>
National, public authority	54	7%
Regional or local public authority	176	24%
Other public or equivalent body (e.g. regional development agency)	93	12%
Non-profit organisation, NGO	71	10%
Private company, private development agency, consultancy	98	13%
Research institution, university, etc.	218	29%
Other types of organisation	37	5%

Table 3: Participation of partners according to thematic focus (survey, transnational and national events):

<u>TYPE OF ORGANISATION</u>	<u>NUMBER</u> (organisations)	<u>PERCENTAGE</u> (rounded)
<b>All organisations</b>	<b>747</b>	<b>100%</b>
Innovation (incl. public authorities, innovation agencies, enterprises, chambers of commerce, research and technology transfer institutions)	264	35%
Low carbon cities and regions (incl. energy suppliers and management institutions, public authorities, enterprises, research institutions)	154	21%
Natural resources and climate change (incl. environmental facilities, environment associations NGOs, enterprises, public authorities, research institutions) and Cultural resources (incl. enterprises, cultural associations, public authorities)	209	28%
Transport and mobility (incl. enterprises, transport operators and infrastructure providers, associations, public authorities)	120	16%