European and Macro-regional monitoring tool
What is the ambition?
What can a territorial monitoring tool deliver?
Ambition

• Offer territorial monitoring system for 4 macro-regions plus an European module

• Tailor-made modules with links to the European module and to the ESPON database and web-services to other databases

• Maintain and update macro regional territorial monitoring systems developed
Structure of the tool

The information in the tool is organised on three main axes for each of the Macro-Regions and on European level:
Territorial monitoring of strategies for EU macro-regions

1. Continuous territorial monitoring
   - Regional development context
   - Use of predefined territorial indicators
   - Include European context indicators
   - Benchmark the macro-region in wider context

2. Progress on the implementation of the Strategy
   - Capture policy objectives according to the targets of the Strategy
   - Provide evidence in support of internal action

3. Possible information or insights on the possible contribution of the Strategy to changes in the macro-region
   - Provide basis for reporting on progress
   - Monitoring implementation actions
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Contents of the tool
Indicators

Indicators are first proposed and then debated with the stakeholders

- EU module → 54 indicators grouped in 9 thematic areas
- EUSBSR → 41 indicators grouped in 3 pillars and 12 objectives
- VASAB → 29 indicators in 5 thematic areas
- EUSDR → 119 indicators grouped in 12 priority areas and 48 objectives
- EUSAIR → 68 indicators grouped in 4 pillars and 16 objectives
- EUSALP → 74 indicators grouped in 4 pillars and 9 objectives

- Total of 276 unique indicators, of which half come from ESPONDB and EUROSTAT
- Some indicators available for FUAs/Cities/LAU2
Data challenge: gaps

Data gaps for non-EU member states in the EUSDR

- Ukraine: 64%
- Moldova: 64%
- Serbia: 54%
- Bosnia & Herzegovina: 61%
- Montenegro: 67%
- Strong East-West divergence. Central and eastern countries continued to be net emigration poles during the 2010 – 2018 period, whereas western countries continue to be net recipients.
- Persisting urban-rural migrations: countryside continues to drain towards capital cities.
- Deepest challenges in SPA and Inner Peripheries related to the demographic change (e.g. even in Scandinavia, Lappland continues to drain towards more accessible regions in the south).
Monitoring objectives

Priority Area 9 of the EUSDR "To invest in people and skills"

1. Contribution to a higher employment rate in the Danube Region, especially through tackling youth and long-term unemployment
Monitoring activities and contribution to changes

Territorial Cooperation in the Framework of Interreg EUSDR programme

Total Programme Budget: 2.700 M €/A

Projects related to PA1A of EUSDR and their relation to the targets

- 5. Solve the shortage of qualified personnel
- 4. Implement harmonised River Information Services
- 3. Develop multimodal terminals
- 2. Solve navigability obstacles
- 1. More cargo on river

Concentration of Lead Partners
- Only Project Partner
- 1 - 5 Leads
- 6 - 10 Leads
- 11 - 20 Leads
- > 50 Leads

Magnitude of Project Budget
- 0 - 200,000 €
- 200,000 - 400,000 €
- 400,000 - 1,000,000 €
- 1,000,000 - 2,000,000 €
- 2,000,000 - 5,000,000 €
- 5,000,000 - 10,000,000 €
- > 10,000,000 €
3

The online tool
Modular structure

Adriatic & Ionian Region

The EU Strategy for the Adriatic and Ionian Region covers eight countries: four EU Member States (Croatia, Greece, Italy, Slovenia) and four non-EU countries (Albania, Bosnia and Herzegovina, Montenegro, Serbia).
Target 1 – Increase the cargo transport on the river by 20% by 2020 compared to 2010.

Transport by IWWM by NUTS0 region, 2007

**Geographical level:** NUTS0

**Year:** 2007

**Variation for:** Please select

**Benchmarking:**
- Home
- Custom: Enter value
- Average: EU/USD

**Definition (Source: Eurostat)**

Inland waterway transport statistics provides information on the volume and performance of freight transport on EU inland waterway network. They are reported on the basis of the “Territoriality principle” which means that each country reports the loading, unloading and movements of goods that take place on its national territory, irrespective of the countries of origin or destination, or place of first loading and final unloading. Data is measured according to the “N” unit: Thousands of Tonne-kilometers (Transport of one tonne by inland waterways over one kilometre) as a unit of measure.

**Description**

Inland waterway transport concerns any movement of goods using inland waterways network, which is undertaken wholly or partially in navigable inland waterways (IWWM). The assessment of goods using shipping worth not unless wholly navigable inland waterways are considered as inland waterway transport.

For inland navigation, the Danube River is clearly not used to its full potential. The potential of cargo volumes transported on the Danube is low compared to those carried on the Rhine. Priority Area 1 of the ESPON Action Plan seeks to overcome this potential by, e.g., improved multimodality, improved infrastructure, improved logistics management or better equipment. Over the last decades, there has been a lack of investments and little innovation in the river fleet. The target is to increase the cargo transport on the river by 20% by 2020 compared to 2010.

In 2007, before the adoption of the ESPON Action Plan, Germany was by far leading inland transport by inland waterways. It transported a total of 80,711 million tonne-kilometers (Transport of one tonne by inland waterways over one kilometre) and Romania the second most important country. The transport by inland waterways in Romania has been increasing significantly since 2000.
Thank you

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