# OUTPUT INDICATOR GUIDANCE

## INTERREG VA

Cross-border Programme for Territorial Co-operation 2014-2020, Northern Ireland, Border Region of Ireland and Western Scotland

**Thematic Objective 7**
**Promoting sustainable transport and removing bottlenecks in key network infrastructures**

**Priority Axis 3**
**Sustainable Transport**

**Investment Priority 3a**

Developing and Improving Environmentally-friendly and low carbon transport systems

Cross-Border Greenways and Electric Vehicle Network

# Document Control

| Document History | | |
|---|---|---|
| **Version** | **Date** | **Changes** |
| **1.0** | January 2016 | Drafted by Carly Gordon (NISRA) |

**INTRODUCTION**

INTERREG VA - United Kingdom - Ireland is a European Territorial Cooperation programme that aims to promote greater economic, social and territorial cohesion. The eligible region for this programme comprises Northern Ireland, the Border Region of Ireland, and Western Scotland.

Ireland and Northern Ireland share a land border, whilst the border between Ireland and Scotland is a maritime border. Northern Ireland and Scotland are also separated by the North Channel. In all cases the regions concerned are peripheral to the main economic centres of their respective Member States. The contrasting nature of the borders within the eligible area means that different approaches to promoting cross-border co-operation need to be adopted, depending on the nature of the border and the sector involved.

The following strategic areas of investment have been prioritised by the Member States for the 2014-2020 period:

- Smart Growth Priority: Thematic Objective 1 – Strengthening Research, Technological Development and Innovation - The programme will contribute to the objective within EU2020 of increasing the spend on Research and Development (R&D) to 3% of GDP by 2020, by establishing increased cross-border R&D competence building, for Life and Health Sciences and Renewable Energy. Additionally, R&D into renewable energy technologies may contribute to EU2020 targets and lead to reductions in the use of carbon resources and emissions.

- Sustainable Growth Priority: Thematic Objective 6 – Preserving and Protecting the Environment and Promoting Resource Efficiency- The inclusion in the programme of the protection and preservation of habitats and species, an emphasis on water and marine management will contribute to enhancing the region's sustainability and is congruent with the priority for sustainable growth outlined in strategy EU2020.

- Sustainable Growth Priority: Thematic Objective 7 – Promoting Sustainable transport and removing bottlenecks in key network infrastructures – The promotion of electric vehicles; greenways; and multimodal transport links have the purpose of reducing the reliance upon carbon forms of transport in the region and underpins the EU2020 strategic objective of creating sustainable growth.

- Inclusive Growth Priority: Thematic Objective 9 – Promoting Social Inclusion, Combating Poverty and any discrimination. The needs analysis of the region has

identified inequalities in health care provision for those citizens living in the border area. The inclusion of improved access to cross-border health services is in line with the EU 2020 strategy to generate inclusive growth.

This document provides descriptions and definitions for the  output indicators under priority axis 3, presented in the new INTERREG VA Programme 2014 – 2020.

Priority axes (PA) are the building blocks of programmes; the PAs are defined as follows: PA *1 – Research and Innovation*, *PA 2 – Environment*, *PA 3 – Sustainable Transport*, and *PA 4 – Health.* This document includes a diagram highlighting the investment priorities, specific objectives, result and output indicators, as well as descriptions and definitions of the relevant priority axis 3 output indicators in detail.

## GENERAL DEFINITIONS

The Programme's impact will be monitored through the use of output and result indicators[1]. This section provides a definition of output and result indicators. Projects receiving funding through INTERREG VA will be expected to report progress against output indicators only, as such this document goes on to outline definitions and guidance relating to output indicators only.

**Output Indicators**: Link to activities of operation. They are measured in physical or monetary units (e.g. length of road constructed, number of firms financially supported) and contribute to result indicators.

*Output indicators* cover all investment priorities of a programme (art. 27.4(b), 96.2(b) CPR). They should be derived from the intervention logic of the programme, expressing its actions. Output indicators from the list of common indicators may be insufficient to reflect the actions of a certain programme; in this case it was necessary to also identify programme specific output indicators.

The programme shall set *cumulative targets* for output indicators for 2023 (art. 6, ERDF regulation; art. 5, CF regulation; art. 16, ETC regulation). Baselines for output indicators are not required.

**Result Indicators**: Relate to specific objectives and capture the expected change.

Each priority axis includes one or more investment priorities according to their specific needs and context. The specific objective is the expression of what each investment priority aims to achieve (see art.2.34, CPR for legal definition of a specific objective). The change sought by the specific objective is expressed in one *result indicator*, or as few as possible.[2]

Result indicators shall meet certain quality criteria. They should be:

a) responsive to policy: closely linked to the policy interventions supported. They should capture the essence of a result according to a reasonable argument about which features they can and cannot represent;

---

[1] Ecorys Academy. (2014). Training to Managing Authorities: Intervention logic - Explaining the result orientation of 2014-2020.

[2] EC (2014). The programming period 2014-2020: Guidance document on monitoring and evaluation. Retrieved from: http://ec.europa.eu/regional_policy/sources/docoffic/2014/working/wd_2014_en.pdf

b) normative: having a clear and accepted normative interpretation (i.e. there must be agreement that a movement in a particular direction is a favourable or an unfavourable result);

c) robust: reliable, statistically validated;

d) timely: available when needed, with room built in for debate and for revision when needed and justified.

**GUIDANCE FOR MEASURING AND RECODING ACHIEVEMENT FOR INDICATORS**

The following is some general advice to take into account when recording achievement against output indicators on the database in relation to project monitoring for the 2014-2020 Programme (DB2014). The purpose of this is to ensure that all projects record accurately and consistently; ensuring that Programme level reporting on progress against indicators is reflective of each of the projects that have received funding and are contributing to Programme aims and objectives.

- The lead partner is the source of data for all indicators, as they should collect and/or collate relevant data from project partners and managers to report against each of the output indicators relevant to their project.

- Achievement should be updated on a quarterly basis, even if there is nothing to report (in this case a '0' should be entered).

- Please note, when collecting data relating to individuals (e.g. numbers trained, numbers treated, numbers participating etc…) a breakdown by gender should also be collected and recorded.

- In addition to indicators and targets, Lead Partners will also have to agree milestones, where relevant. These will be project specific, included in the Letter of Offer and will have to be reported against regularly to show progress towards achieving an output indicator.

- Level of recording - Activity/achievement should only be entered at one level i.e. preferably only the lead partner will enter any achievement against their project, to avoid any possibility of duplicate recording and ensure consistency. Entries will then be quality assured by the Joint Secretariat and the Financial Control Unit in SEUPB. Where monitoring data is being collected by, for instance, service providers as opposed to the lead partner; the lead partner should take responsibility for collating monitoring data from the various sub-projects/project managers/service providers, and record activity on DB2014 on a quarterly basis.

- Cumulative within year - Entries of achievement against a project can be made several times over the course of a calendar year; however new entries will overwrite

previous entries so they should be on cumulative basis for each year i.e. each new entry should include all achievement so far that year even if a report has already been made. However, between years, achievement should be on a non-cumulative basis.
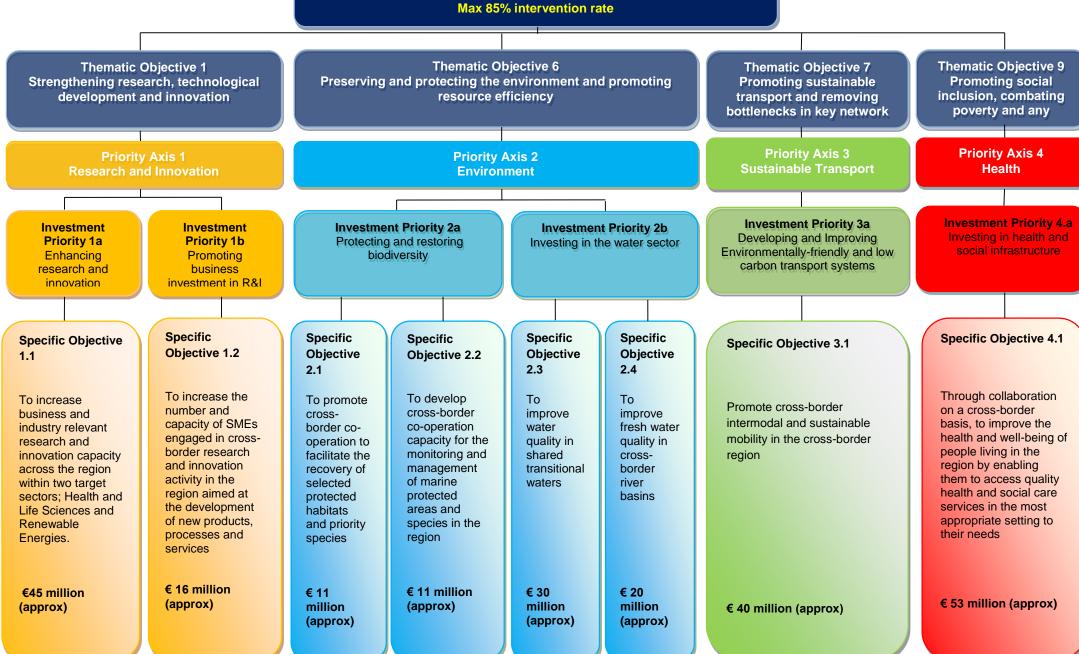
*For example*: Creation of a cross-border electric vehicle network to connect to the existing TEN-T EV network – there could be 3 entries against this indicator in the 2015 calendar year, so if in the first 3 months 20 rapid charges were installed the project lead partner should record 20; then if another 10 rapid chargers are installed in the following 6 months, a total of 30 should be reported; and if another 30 rapid chargers are installed in the last 3 months of 2015, an entry of 60 rapid charges installed or upgraded should be made in the last quarter. That will make a total achievement of 60 chargers in 2015, and the counter should reset to 0 for 2016.

Projects should also note that activity should be recorded in the year to which it relates, rather than the date it was entered, i.e. if an activity took place in December of 2017 but not recorded until January 2018, the entry should be made under 2017.

- Record achievement as information becomes available - Achievement against output indicators at the Interreg Programme level is reported on at several times during the year (including Spring and Autumn Programme Monitoring Committees and the Annual Implementation Report that is produced by calendar year). Ideally, projects should not wait until the year end to enter all achievement in one go. It would be more beneficial to report achievement at regular intervals, ideally not later than the end of each quarter, to ensure that Programme level reports are as accurate and up to date as possible, reflecting the output achievement of all projects at that point in time. Projects should note that even if there is no achievement against certain output indicators there is still the need to update monitoring entries. In this case projects, should enter zero.

- Check wording and definitions - this document contains a list of the relevant indicators and associated definitions and units. Please ensure you are reporting accurate, relevant information, avoiding double counting and using the correct unit (e.g. enterprises, patients, percentage etc).

*For example*, 'number of enterprises engaging an intern'; the unit here is enterprises, so you should not record the number of interns as this may lead to double counting if an enterprise employs more than one intern.  It should be the number of enterprises and each enterprise should only be counted once.

## INTERREG Cross-Border Programme 2014-2020
## €240 million ERDF (plus 15% match funding)
## Max 85% intervention rate

### Thematic Objective 1
Strengthening research, technological development and innovation

### Thematic Objective 6
Preserving and protecting the environment and promoting resource efficiency

### Thematic Objective 7
Promoting sustainable transport and removing bottlenecks in key network

### Thematic Objective 9
Promoting social inclusion, combating poverty and any

### Priority Axis 1
Research and Innovation

### Priority Axis 2
Environment

### Priority Axis 3
Sustainable Transport

### Priority Axis 4
Health

**Investment Priority 1a**
Enhancing research and innovation

**Investment Priority 1b**
Promoting business investment in R&I

**Investment Priority 2a**
Protecting and restoring biodiversity

**Investment Priority 2b**
Investing in the water sector

**Investment Priority 3a**
Developing and Improving Environmentally-friendly and low carbon transport systems

**Investment Priority 4.a**
Investing in health and social infrastructure

**Specific Objective 1.1**

To increase business and industry relevant research and innovation capacity across the region within two target sectors; Health and Life Sciences and Renewable Energies.

€45 million (approx)

**Specific Objective 1.2**

To increase the number and capacity of SMEs engaged in cross-border research and innovation activity in the region aimed at the development of new products, processes and services

€ 16 million (approx)

**Specific Objective 2.1**

To promote cross-border co-operation to facilitate the recovery of selected protected habitats and priority species

€ 11 million (approx)

**Specific Objective 2.2**

To develop cross-border co-operation capacity for the monitoring and management of marine protected areas and species in the region

€ 11 million (approx)

**Specific Objective 2.3**

To improve water quality in shared transitional waters

€ 30 million (approx)

**Specific Objective 2.4**

To improve fresh water quality in cross-border river basins

€ 20 million (approx)

**Specific Objective 3.1**

Promote cross-border intermodal and sustainable mobility in the cross-border region

€ 40 million (approx)

**Specific Objective 4.1**

Through collaboration on a cross-border basis, to improve the health and well-being of people living in the region by enabling them to access quality health and social care services in the most appropriate setting to their needs

€ 53 million (approx)

**Thematic Objective 7
Promoting sustainable transport and removing bottlenecks in key network infrastructures**

⇩

**Priority Axis 3 – Sustainable Transport**

⇩

**Investment Priority 3a**
Developing and Improving Environmentally-friendly and low carbon transport

⇩

**Specific Objective 3.1**

Promote cross-border intermodal and sustainable mobility in the cross-border region

*Result Indicator:*

- Number of passenger journeys utilising cross-border public transport services
- Number of cross-border journeys by walking/cycling in the region
- Number of EV registrations across the region

*Output Indicators:*

- Cross-border multimodal public transport hub encompassing cross-border integrated services
- New cross-border greenways to facilitate cross-border mobility
- Creation of a cross-border electric vehicle network to connect to the existing TEN-T EV network

**Specific Objective 3.1: Promote cross-border intermodal and sustainable mobility in the cross-border region**

The specific objective of this investment priority will be to improve the environmentally friendly transport infrastructure in the region to promote the utilisation of low carbon transport, including a shift to public transport, cycling and use of electric vehicles.

The region is highly reliant on car based transport, with resulting high carbon emissions. Increases in population and economic growth will further increase carbon emissions in the absence of steps taken to modify the pattern of transportation. The investment by the programme will assist in facilitating a move away from a transport system dominated by car use to a more balanced and integrated system, in which public transport and non-motorised transport are attractive options.

**SPECIFIC INDICATORS**

The following is a list of the indicators relevant to this call, with associated targets, definitions and reporting details.

The aim of this call is to capture the move towards more sustainable journeys facilitated by the investment of the Programme.

**OUTPUT INDICATORS**

| Indicator 3.121 | New cross-border greenways to facilitate cross-border mobility |
|---|---|
| **Measurement Unit** | Kilometres |
| **Target Value (2023)** | 80 |
| **Definition** | • Greenways<br><br>Greenways are "traffic-free routes which are attractive, generally well separated from traffic and continuous over obstacles and through road junctions"[3]<br><br>Typically greenways are used by cyclists and pedestrians for commuting.<br><br>The development of cross-border greenways and cycle networks to reduce car journeys in cross-border transportation should include strategic planning of cross-border routes utilised by commuters; addressing access issues; meeting environmental and heritage requirements; route design; planning; construction; signage; promotion; and monitoring.<br><br>The following cross-border greenways have been identified for potential investment:<br><br>- Integration of NW Corridor and multimodal hub:<br>   o  Londonderry-Lifford-Strabane;<br>   o  Derry-Letterkenny;<br>   o  Dundalk-Newry;<br>   o  Manorhamilton- Enniskillen;<br>   o  Belco-Blacklion;<br>   o  Monaghan-Armagh;<br>   o  Cairnryan-Belfast |
| **Achievement** | - Only the new length of greenway should be counted, even if joining together two existing lengths of greenway to form a cross-border route<br>- Greenways should meet with national recommended standards such as those outlined by Sustrans[3] and the National Transport Authority[4].<br>- Infrastructure should be completed and a system for monitoring use should be in place before achievement can be reported. |

---

[3] http://www.sustrans.org.uk/sites/default/files/images/files/migrated-pdfs/guidelines%202.pdf
[4] https://www.nationaltransport.ie/downloads/national_cycle_manual_110728.pdf

| Indicator 3.131 | Creation of a cross-border electric vehicle network to connect to the existing TEN-T EV network |
|---|---|
| **Measurement Unit** | Number of new and upgraded existing electric vehicle rapid chargers |
| **Target Value (2023)** | 73 |
| **Definition** | • TEN-T EV network<br>The Trans-European Transport Networks (TEN-T) are a planned set of road, rail, air and water transport networks in the [European Union](European Union).<br><br>TEN-T envisages coordinated improvements to primary roads, railways, inland waterways, airports, seaports, inland ports and traffic management systems, providing integrated and intermodal long-distance, high-speed routes.[5]<br><br>Any new or upgraded chargers in Northern Ireland or the Border Region of Ireland should contribute to a cross-border network, and should ideally be located on contributory routes or feeder roads to the existing TEN-T EV network. |
| | • Electric vehicle rapid chargers<br>One aspect is to expand the electric vehicle network by establishing more rapid charging points throughout Europe in order to promote a greater shift to electric vehicles.<br><br>Fast charge points can deliver higher power to electric cars resulting in a much shorter charging time than domestic charging. Fast charge points are installed mainly along inter-urban routes to facilitate nationwide electric car travel. Fast charging can be done using 3-phase, 63A AC (44kW) or 120A, 400V DC (50kW). A 50kW DC fast charge point can charge a suitable electric car up to 80% in 20-30 minutes[6].<br><br>A key factor in limiting the uptake of electric vehicles is the lack of confidence among vehicle owners about the availability of a fully operational rapid charging network. Actions will be supported that establish new and enhance existing networks; these will include:<br><br>- Development of the existing cross-border infrastructure for electric vehicles including upgrading/ establishing rapid transport chargers and battery storage units;<br><br>- Development of the existing cross-border infrastructure for electric vehicles including inter-operability and management systems to ensure it aligns with and complements the Rapid Charger Network and enhances connectivity and cross-border mobility; and<br><br>- Research into charging infrastructure, specifically more sustainable approaches to charging electric vehicles including the use of EV chargers on ferries. |
| **Achievement** | Achievement can be recorded as each unit is installed/upgraded to a fast charge point and becomes operational. To evidence this, projects should ensure that a system is in place to monitor use of charge stations. |

---

[5] The current network of chargers in Ireland and Northern Ireland can be found at [https://www.esb.ie/electric-cars/electric-car-charging/charge-point-rollout.jsp](https://www.esb.ie/electric-cars/electric-car-charging/charge-point-rollout.jsp)
[6] https://www.esb.ie/electric-cars/electric-car-charging/electric-car-charge-point-categories.jsp