

## OPI: Fostering a competitive and sustainable economy to meet our challenges

### PA7: Shifting towards a more low-carbon transport sector

<b>Investment Priority</b>	<b>7c:</b> Developing and improving environmentally friendly (including low noise) and low carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility
<b>Specific Objective</b>	<b>SO1:</b> Infrastructural investment in collective public transport to increase patronage through: information systems, greening of public spaces in urban areas as well as campaigns earmarked to influence behavioural patterns. Studies linked to the use and introduction of new/improved or additional modes of transport as well as additional complementary investment in this area including sea landing places as well as investment in cleaner public transport will be supported.
<b>Indicator Code &amp; Title</b>	<b>PSR7d:</b> Number of persons reached by campaigns
<b>Type</b>	Output
<b>Unit of Measure</b>	Persons
<b>Definition</b>	The applicant should indicate the estimated number of persons envisaged to be reached with the campaign(s). Once the project is approved the beneficiary will be asked to carry out a study in order to assess the impact the intervention had on the public. Depending on the intervention, a before and after the intervention scenario would need to be assessed.  <i>Source: Guidance Document on Indicators</i>
<b>Guidance</b>	The number of persons reached by the campaign is to be recorded. In addition, BNs are expected to carry out a study prior to the commencement of the campaigns in order to assess the level of awareness of the target audience with respect to the themes dealt with in the campaign. BNs are then expected to carry out a study within 3 months from completion of the intervention, or within timeframes that are deemed to be best suitable (following consultation with the MA), to assess the impact the campaign had on the target audience and to also measure the change in the level of awareness.
<b>Verification Source</b>	Verification sources shall include the following (list not exhaustive), as required: <ul style="list-style-type: none"> <li>• Documents verifying number of persons reached per communication medium</li> <li>• The results of the study or questionnaire undertaken, including the methodology used;</li> <li>• Any documentation related to the study or questionnaire</li> </ul>

	The Beneficiary is to maintain any documentation related to the intervention in line with obligations on document retention. All documents are to be made available to the Managing Authority and other stakeholders upon request.
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<b>Indicator Code &amp; Title</b>	<b>PSO7a:</b> Projects and schemes promoting and/or exploring collective transport methods
<b>Type</b>	Output
<b>Unit of Measure</b>	Number
<b>Definition</b>	If the project targets modal shifts promoting collective transport methods, including through the provision of alternative modes of transport by sea and/or land, in order to reduce road congestion and curb high transport emissions, the Applicant should select this output indicator. The indicator should correspond to the number of approved projects and not interventions within the projects.  <i>Source: Guidance Document on Indicators</i>
<b>Guidance</b>	Each project shall contribute 'one' to the indicator
<b>Verification Source</b>	Verification sources shall include the following (list not exhaustive), as required: <ul style="list-style-type: none"> <li>Any supporting documentation confirming that the project/scheme was carried out</li> </ul> <p>The Beneficiary is to maintain any documentation related to the intervention in line with obligations on document retention. All documents are to be made available to the Managing Authority and other stakeholders upon request.</p>

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<b>Indicator Code &amp; Title</b>	<b>PSO7e:</b> Projects and schemes promoting and/or exploring cleaner transport methods
<b>Type</b>	Output
<b>Unit of Measure</b>	Number
<b>Definition</b>	Projects promoting the use of cleaner transport modes, including through the provision of alternative modes of transport whether by sea and/or land. The indicator should correspond to the number of approved projects and not to number of interventions within the projects.
<b>Guidance</b>	Each project and scheme shall contribute 'one' to the indicator
<b>Verification Source</b>	<p>Verification sources shall include the following (list not exhaustive), as required:</p> <ul style="list-style-type: none"> <li>Any supporting documentation confirming that the project/scheme was carried out</li> </ul> <p>The Beneficiary is to maintain any documentation related to the intervention in line with obligations on document retention. All documents are to be made available to the Managing Authority and other stakeholders upon request.</p>

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<b>Indicator Code &amp; Title</b>	<b>CO34:</b> GHG reduction: Estimated annual decrease of GHG
<b>Type</b>	Output
<b>Unit of Measure</b>	Tonnes of CO <sub>2</sub> equivalent
<b>Definition</b>	<p>This indicator is calculated for interventions directly aiming to increase renewable energy production or to decrease energy consumption through energy saving measures, thus its use is mandatory only where these indicators are relevant. Uses for other interventions with possible GHG impact are optional with methodology developed by the Managing Authority. The indicator will show the total estimated of annual decrease by end of the period, not the total decrease throughout the period.</p> <p>In case of renewable energy production, the estimate is based on the amount of primary energy produced by supported facilities in a given year (either one year following project completion or the calendar year after project completion). Renewable energy is supposed to be GHG neutral and replacing non-renewable energy is estimated through the MS total GHG emission per unit of non-renewable energy production.</p> <p>In case of energy saving measures, the estimate is based on the amount of primary energy saved through in a given year supported operations (either one year following project completion or the calendar year after project completion). Saved energy is supposed to be replacing non-renewable energy production. GHG impact of non-renewable energy is estimated through the MS total GHG emission per unit of non-renewable energy production.</p> <p><b>Source: Guidance Document on Monitoring and Evaluation</b></p>
<b>Guidance</b>	<p>This indicator will show the total estimated annual decrease of greenhouse gasses (GHG) by the end of the project as a result of the measure funded for the sector concerned.</p> <p><b>Source: Guidance Document on Indicators</b></p>

<b>Verification Source</b>	<p>Verification sources shall include the following (list not exhaustive), as required:</p> <ul style="list-style-type: none"><li>• Engineer's declaration, including any sporting documentation confirming reduction in GHG emissions</li></ul> <p>The Beneficiary is to maintain any documentation related to the intervention in line with obligations on document retention. All documents are to be made available to the Managing Authority and other stakeholders upon request.</p>
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