

EUROPEAN UNION



**Committee of the Regions**

**Summary of a survey on the  
Europe 2020 Flagship Initiative  
“A resource-efficient Europe”**

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# 1 Basic information

In the second quarter of 2013, the Committee of Regions conducted a study on the flagship initiative “**A resource-efficient Europe**”<sup>1</sup>, through its Europe 2020 Monitoring Platform, providing the current status on this topic from the viewpoint of Local and Regional Authorities.

This survey is part of a broader monitoring exercise on Europe 2020, which was launched by the Committee of the Regions (CoR) in December 2012 and will last until November 2013. The results of these individual assessments have been providing the backdrop for seven conferences – one for each flagship initiative assessment – and will subsequently feed into the contribution of the Committee of the Region to the EU Commission’s mid-term review of the Europe 2020 strategy due in 2014. The present survey report is based on **55 responses from 20 EU member states and Turkey** (Figure 1.1 below). The findings will be presented at the CoR conference on 2<sup>nd</sup> and 3<sup>rd</sup> September 2013 in Vilnius.

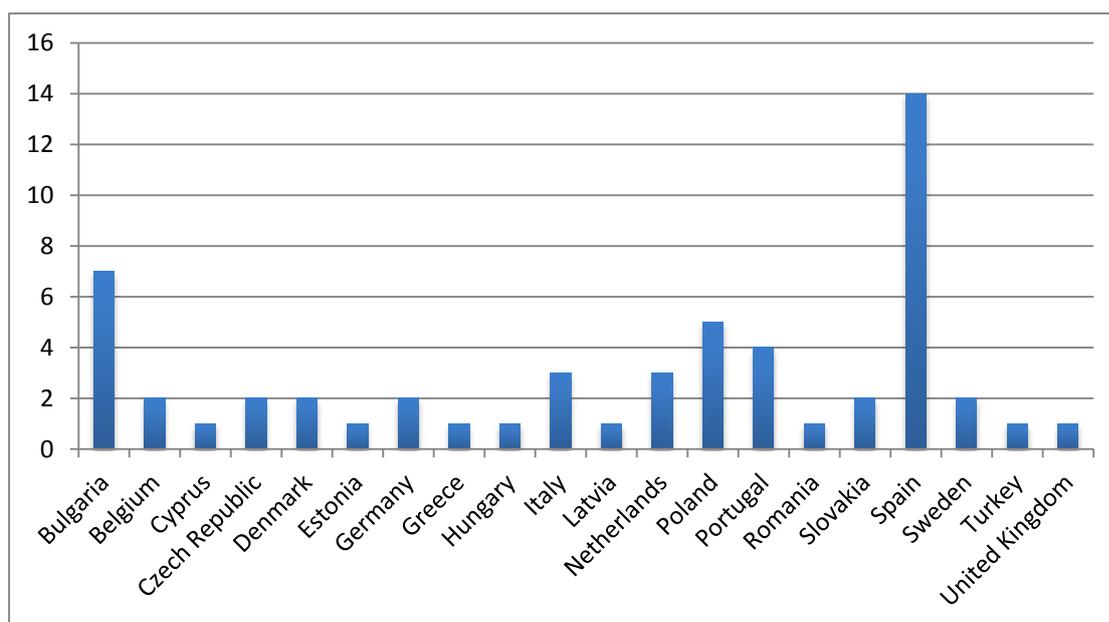


Figure 1: The number of survey responses received, by EU Member State

The majority of responses were provided by – or on behalf of – Cities (56%), followed by Regions (27%), Counties, Associations of Cities and Regions and European Grouping of Territorial cooperation - each (4%), Provinces (3%), and Others (2%) as depicted in Figure 1.2. Out of the 55 participants 27 are members of the Committee of the Region’s Monitoring Platform for the Europe 2020 Strategy.

<sup>1</sup> The survey was open between 30 April and 11 July 2013; the questionnaire and basic background can be found at: <https://portal.cor.europa.eu/europe2020/Surveys/Pages/A-Resource-Efficient-Europe.aspx>

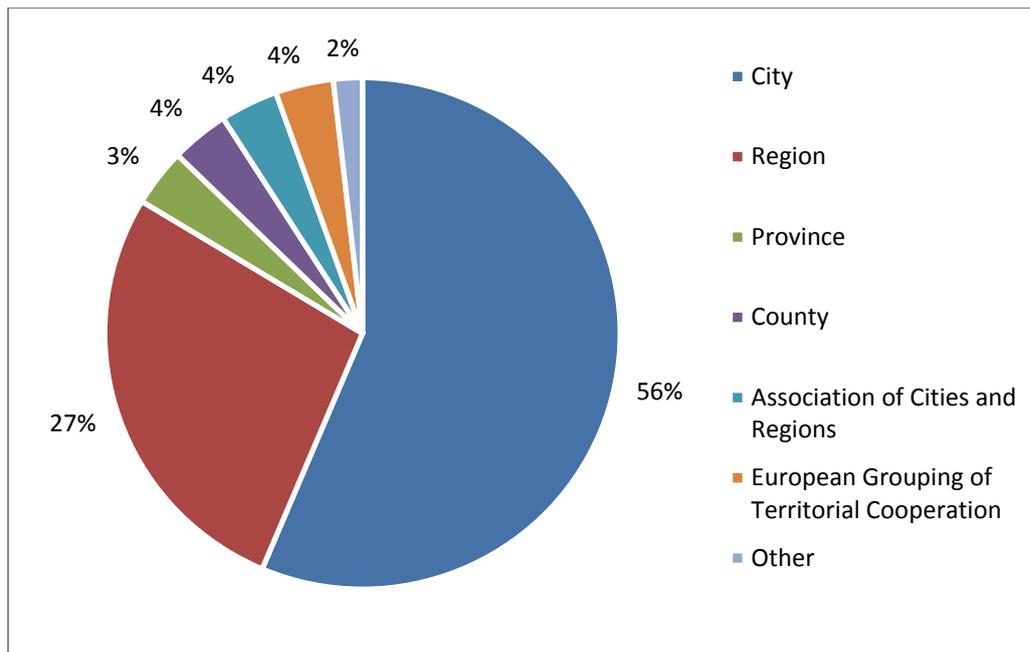


Figure 2: Survey responses, by type of authority

This report is divided into four sections in accordance with the blocks of questions included in the survey questionnaire. These sections are:

- Policy challenges and responses at regional and local level;
- Relevance of the “A resource-efficient Europe” for local authorities;
- Relevance of national policies for local authorities;
- Policy and funding issues.

Each section summarises the main trends emerging from the responses and highlights particular perspectives as well as unique comments. These four sections are preceded by an introductory section, which provides information on the flagship initiative itself as well as on current issues and challenges in the related policy fields.

## 2 Current issues and challenges in the policy fields

The flagship initiative “A resource-efficient Europe” was set up in order to provide guidance on EU-level policies in the fields of energy, low carbon economy, transport, raw materials and commodities, sustainable consumption and production of goods and services, waste management, land and ecosystem use, agriculture, fisheries, biodiversity and regional development. The flagship initiative was adopted in 2010 under the sustainable growth pillar of the Europe 2020 strategy, with the objectives of decoupling economic growth from the use of resources, supporting the shift towards a low carbon economy, increasing the use of renewable energy sources as well as modernising the EU transport sector and promoting energy efficiency.<sup>2</sup>

The flagship initiative aims to provide a framework for policies that support the shift towards a resource-efficient and low-carbon economy, thus addressing four key goals:

- To boost economic performance while reducing resource use;
- To identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness;
- To ensure security of supply of essential resources;
- To fight against climate change and limit the environmental impacts of resource use;

The **Roadmap to a Resource Efficient Europe**<sup>3</sup> has been adopted as a means to implement the flagship initiative. It serves as a guideline as to how to reach a sustainable status of the EU economy by the year 2050, providing a high standard of living with lower environmental impacts. As the need for fossil fuel and material resources is steadily rising, its costs are of damaging consequences on the European economy. Demand for natural resources, like food, fiber and feed are most likely to increase by 70% while ecosystems, providing these supplies, are progressively decreasing.

To this end, the roadmap calls for a conversion of policy frameworks that boost innovation on resource efficiency, hence ensuring a sustainable management of resources, making the European Union ready for decoupling economic growth from dependency on resources. In order to realize this kind of shift, firstly a transformation of the economy is of utmost importance. This means that

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<sup>2</sup> [http://ec.europa.eu/resource-efficient-europe/pdf/resource\\_efficient\\_europe\\_en.pdf](http://ec.europa.eu/resource-efficient-europe/pdf/resource_efficient_europe_en.pdf)

<sup>3</sup> [http://ec.europa.eu/environment/resource\\_efficiency/pdf/com2011\\_571.pdf](http://ec.europa.eu/environment/resource_efficiency/pdf/com2011_571.pdf)

sustainable consumption and production, waste management, research and innovation and the diminishment of environmental harmful subsidies need to be fully enforced. Secondly, it is crucial that the EU's natural capital is in a proper shape and form in order to ensure a sufficient supply of natural commodities, from fresh water to fruitful soil, being of essential use for the EU's population. The roadmap foresees milestones to be reached in all the policy fields concerned with resource efficiency. To reach these milestones – hence achieve a sustainable economy by 2050 – a range of policies, dealing with the expected restrictions in the access to resources will be necessary to ensure the supply of the EU for the future.<sup>4</sup>

The **Roadmap for moving to a competitive low carbon economy** in 2050 provides guidelines on how to develop a competitive economy that is able to reduce its emissions by 80% by 2050 compared to 1990 levels. For this to be reached, a milestone of a 20% GHG emissions reduction is set for 2020. The transition in the electricity sector will be of importance in terms of creating a low carbon economy, whereas the goal is to implement 100% renewable energy by 2050. Further focussing on sustainable mobility is crucial due to its potential to be fuelled with clean energy. Emissions in this sector could be reduced by 2030 below the 1990 levels, if each transport sector is given its own fuel efficiency plan (e.g. biofuels used in aviation). The largest share of emissions that could be saved is stemming from the built environment; according to the Commission's analysis 90% of emissions can be reduced by 2050 by introducing nearly zero energy buildings. The analysis further shows that emissions from the industry sector can be reduced by 83-87% by 2050, in a way where more efficient industrial equipment such as carbon capture & storage, better recycling and abatement technologies could be the key solution. Another sector that is foreseen to reduce its emission is the agriculture sector, where the implementation of organic fertilisers and improved manure management would lead to a reduction of 42-48% of the emissions. However in order to realize all these aspects of transition, the costs for the latter should be kept in mind. Investments needed over the next 40 years will amount approximately to €270 billion per year, which is equivalent to 1.5% of EU GDP. Moving from fossil fuels would not only be of benefit for the environment, but the EU could also diminish its dependency on oil, raise jobs by a factor of three in the respective sector as well as improving air quality and reducing mortality rates caused by poor air quality.<sup>5</sup>

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<sup>4</sup> COM(2011) 571 final "Roadmap to a Resource Efficient Europe".

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0571:FIN:EN:PDF>.

<sup>5</sup> COM(2011) 112 final "A Roadmap for moving to a competitive low carbon economy in 2050".

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0112:FIN:EN:PDF>.

In the end of 2011 the EU Commission adopted the **Energy Roadmap 2050**. In view of the EU's attempt to reduce its GHG emissions by 80% by 2050 (compared with 1990 levels), the roadmap serves as a plan how to achieve the set goals whilst securing energy supply and competitiveness in a long term. The importance of decarbonisation of the energy system is essential, keeping in mind that it can be less costly than current policies in the long run due to exclusion of fossil fuel price volatility, hence lower fuel costs through higher capital expenditure. Further decarbonisation of the transport and heating/cooling sector, hence the implementation of electricity in this matter, would be manifested by covering 65% of energy demands of passenger cars and light duty vehicles. However such a scenario, with a 97% share of implemented renewable sources in electricity consumption, would implicate a rise in energy prices until 2030. Pivotal roles in the transformation of the energy systems will be held by carbon capture and storage systems as well as nuclear energy, providing an important contribution. For the proper transformation of the energy system, the Energy Roadmap 2050 foresees a focus on energy efficiency by boosting innovation in the EU, increasing renewable energy shares beyond the 2020 goal of 20% as well as including natural gas as being an intermediate commodity which helps to break from fossil fuels in an environmental friendly way. Moreover a rightful approach in carbon pricing should be deployed, pushing for low carbon technologies as well as the integration of the public<sup>6</sup>.

The **Roadmap to a Single European Transport Area** describes the scenario on how to reach a sustainable transport sector within the EU and beyond whilst at the same time decrease dependency on fossil fuels. New technologies for traffic management will be the key to lower transport emissions. The goal for 2050 is it to decrease emissions caused by transport by 60%. Halving the use of conventionally fuelled cars (respectively phasing the out by 2050), creating high speed rail networks which are all connected, deploying a single air policy as well as the implementation of the polluter pays principle are only a couple approaches as to how the this Roadmap foresees to achieve a GHG reduction. In order to eliminate residual barriers in the transport sector of the EU, a Single European Transport Area is planned to be adopted where rail networks, air and maritime ways are connected and sustainably operated<sup>7</sup>.

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<sup>6</sup> COM(2011) 885 final "Energy Roadmap 2050"

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0885:FIN:EN:PDF>.

<sup>7</sup> COM(2011) 144 final "WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system":

<http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:en:PDF>.

Regarding these four roadmaps with a 2050 horizon, the following issues can be considered important from the viewpoint of LRAs:

- Firstly, it needs to be mentioned that the success of the Europe 2020 strategy is mostly accountable to actions undertaken on the local and regional level, whereas creating multilevel partnerships between all spheres of governments will be inevitable for the latter's further success.
- Another form of ensuring that the flagship initiative on resource efficiency is fully triggered is to integrate the Covenant of Mayors agreement in the Roadmap to a Resource Efficient Europe, due to its wide ranged application and support mechanisms which take place amongst countries on local and regional level. If the latter would be also included in the key areas, such as water management, air pollution and bio-diversity of the flagship initiative itself, cooperation and good practice sharing could lead to a higher and more successful result. With around 3000 municipalities, over 100 regions, in more than 40 countries, the signatories of the Covenant of Mayors engage in experience sharing within and beyond the EU borders.
- Further to foster cooperation not only between regional levels of different countries but as well amongst all spheres of policy makers a “multi-actor transition platform on resource efficiency” should be created in order to create interlinkages between useful policies identifying successful completion of resource efficiency targets.
- The need for indicators measuring resource use should be mainly focused on land footprint, use of raw materials, water footprint and GHG-footprint, due to the fact that those four indicators are more easily measurable and serve as a proper indication on resource use and efficiency. Further those indicators should be made a part of reporting system for Europe 2020 and its Flagship initiatives.
- One of the utmost important issues that need to be raised concerning the undertaking of the flagship initiative Resource Efficient Europe is the fiscal reform that needs to be taken into account if the set goals are deemed to be achieved. Insufficient funds, be it on national or EU level are reported by the LRAs in recent survey, when talking about the projects that are to be conducted in the matter of the Europe 2020 strategy.
- In order to properly decouple economic growth from the dependency on fossil fuel, supporting the local and regional level in the construction of smart grids is necessary to ensure green energy supply to businesses in regional areas.

- Putting the aspect of circular economy in the foreground, in order to be more resource- independent, it is essential for LRAs to continue playing a key role in the establishment of reuse and recycling markets. As some regions have already demonstrated that they can overachieve the EU targets on recycling and waste separation, it is up to the European Union and its Member States to make an effort to promote those high achievers, hence make their approach applicable for other regions. Not only would the achievement of the EU waste targets be beneficial for the environment, but half a million new jobs could be created in Europe as well.
- For pushing sustainable consumption and production, it would be feasible to focus the attention on green public procurement that could be set as target on national level in order to lower environmental harmful products which would be of negative consequences in a circular economy.



### 3 Policy challenges and responses at regional and local level

This section addresses the following seven questions of the survey:

1. *What are the main challenges currently facing your region/city in terms of (i) the more efficient use of resources, (ii) the shift towards a low carbon economy, (iii) energy efficiency and use of renewable energy sources, (iv) the modernisation of the transport sector, (v) the change in producers' and consumers' behaviour (see **Box 1**)??*

2. *Which of the aims of the Resource Efficient Europe flagship initiative (listed in **Box 1**) are most relevant in view of the challenges currently facing your city/region?*

3. *The CoR opinion<sup>8</sup> on Resource Efficient Europe focuses on i) low-carbon, resource-efficient transport and energy systems; ii) sustainable consumption and production; iii) zero-waste economy; iv) efficient use of raw materials (minerals, forests and biomass); v) biodiversity, ecosystem services and land use.*

*Has your city/region adopted **policies** in the following fields of resource efficiency? Which actions has it applied (innovation/investments, regulations, modifying subsidies, others as identified by EREP in **box 1**)?*

4. *The Resource Efficient Europe flagship initiative recognises and promotes the **interdependency** of environmental, economic and social policies. Have the policies adopted by your city/region (as stated in your answer to question 3), been interlinked as part of **an integrated framework**? If yes, please describe in brief, **highlighting their mutual interlinks and potential synergies**.*

5. *The **Resource Efficient Europe** Flagship Initiative contributes to the process of reaching the headline targets set under the sustainable growth pillar of the Europe 2020 Strategy for energy and climate change:*

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<sup>8</sup> CdR 140/2011 fin "A Resource-efficient Europe – flagship initiative under the Europe 2020 Strategy"; <http://toad.cor.europa.eu/corwipdetail.aspx?folderpath=ENVE-V/011&id=20970>.

- Greenhouse gas emissions 20% lower than 1990 (or even 30% if the conditions are right)
- 20% of energy from renewables
- 20% increase in energy efficiency

*To what extent are these targets feasible based on your local situation?*

6. *The **Covenant of Mayors**<sup>9</sup> – currently counting over 4,500 signatories – is a voluntary commitment by local and regional authorities to meet and exceed the EU 20% CO2 reduction objective through increased energy efficiency and the development of renewable energy sources.*

*Beyond energy and climate change, regions and cities have an important role to play in fostering resource efficiency. They can invest in green buildings, sustainable water and waste management, reduce greenhouse gas emissions by promoting cleaner modes of transport and oversee the protection of ecosystems.*

*Do you consider this type of dissemination and networking platform to be a useful initiative? If yes, would your city/region be in favour of expanding the approach of the **Covenant of Mayors framework** to other key areas of the Resource Efficient Europe flagship initiative, such as biodiversity and land use, waste and water management or air pollution, provided that relevant EU targets are identified?*

7. *The **Roadmap to a Resource Efficient Europe** (see **Box 1**) sets out the following milestones to be reached by 2020 for the three key sectors which are responsible for 70-80% of all environmental impact:*

- *Food - 20% reduction in the food chain's resource inputs,*
- *Buildings – all new buildings to be nearly practically zero-energy and highly material efficient; 2% renovation rate per year for existing building stock; 70% of non-hazardous construction and demolition waste to be recycled.*
- *Mobility - an average 1% annual reduction in transport GHG emissions starting from 2012.*

*To what extent are these milestones appropriate to your local situation?*

**Table 1: List of questions included in the first thematic block of the survey**

<sup>9</sup> [http://www.covenantofmayors.eu/index\\_en.html](http://www.covenantofmayors.eu/index_en.html).

### 3.1 General Findings

71% of the LRAs perceive energy efficiency and use of renewable energy sources as the main challenge their region/city is facing, whilst 58% of respondents consider a more efficient use of resources as the main issue. Another 44% of respondents mention the challenge of shifting towards a low carbon economy as well as the challenge of a modernization of the transport sector as equally important (44%).

Creating new opportunities at local level for economic growth and greater innovation as well as boosting the EU's competitiveness are considered as the most relevant aims of the flagship initiative by 67% of the respondents. Another 58% points to the fight against climate change and limiting the environmental impacts of resource use as the most consequential goal. An additional 56% of the participants rank the aim of boosting economic performance while reducing resource use as highly important.

53% of the participants to this survey have adopted policies pertaining to resource efficiency in the field of 'low-carbon, resource efficient energy systems'. 44% of respondents have put in place both 'sustainable consumption and production' as well as 'low-carbon, resource-efficient transport' related policies. Another 35% have implemented 'efficient use of raw materials (minerals, forests and biomass)' policies on a regional basis, while 29% have adopted policies in the field of 'zero-waste economy' and 'biodiversity, ecosystem services and land use'.

65% of the LRAs indicate that they have adopted mutually complementary policies as part of an integrated framework, whereas only 15% negate adopting policies in this matter. 20% of the respondents did not answer this question.

44% of the respondents state that a 20% reduction of GHG emissions below the 1990 baseline level is fairly realistic. 35% of them estimate that the achievement of the target is highly likely. Concerning the goal of reaching a 20% share of renewable energy, 56% of the respondents consider this target as fairly realistic, whilst 33% of the respondents indicate that this would be highly likely. Furthermore, in terms of reaching 20% improvement in energy efficiency, 56% respond that this is fairly realistic, and 31% consider the achievement of this goal to be highly likely.

65% of respondents would expand the Covenant of Mayors framework to cover the key area of waste management. Another 55% would also like to see the inclusion of water management, and 53% of participants point to biodiversity and land use as important areas to be covered by the framework. Additionally,

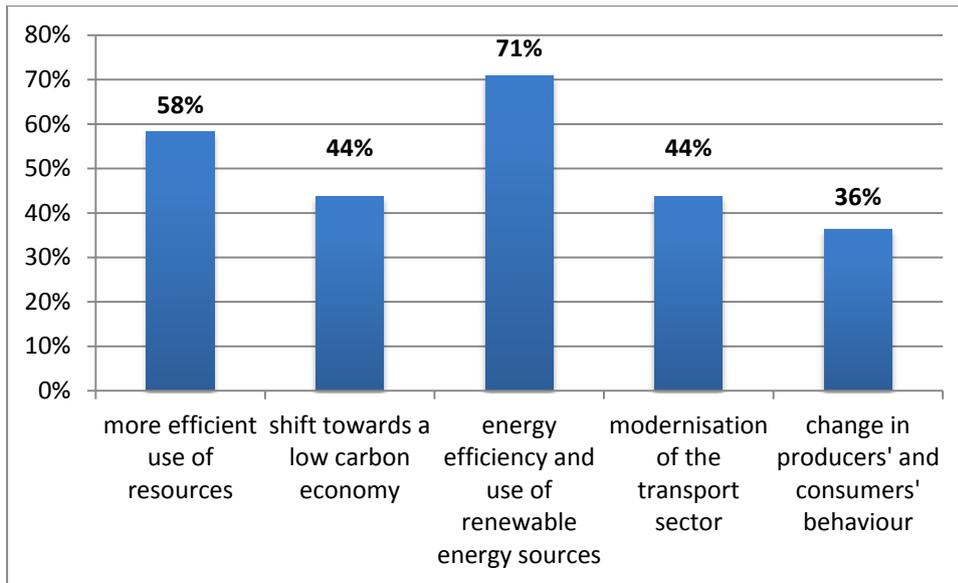
51% of the respondents wish to see air pollution subsumed under the Covenant of Mayors.

Finally, almost 46% of the participants consider the goal of 20% reduction in the food chain's resource inputs as fairly realistic, while 27% consider this goal to not be achievable. 45% of the respondents consider the goal of near 100% of new buildings conforming to zero-energy standards and a high level of material efficiency to be fairly realistic. 42% consider this highly achievable. Concerning mobility, 44% of the respondents indicate that a 1% annual reduction in transport-related GHG emissions is very achievable, while 36% of them consider this goal as fairly realistic.

## 3.2 Specific Findings

*Q1 What are the main challenges currently facing your region/city in terms of (i) the more efficient use of resources, (ii) the shift towards a low carbon economy, (iii) energy efficiency and use of renewable energy sources, (iv) the modernisation of the transport sector, (v) the change in producers' and consumers' behaviour (see Box 1)?*

The main challenge for LRAs, as depicted in Figure 3.2.1, is **energy efficiency and use of renewable energy sources** (ranked most relevant by 71% of respondents). The Barcelona Provincial Council (Spain) as well as the Extremadura Regional Government (Spain) argued that this challenge is important to be addressed in order to boost the economy, and hence, to create jobs. Furthermore, the Veneto Energy Consortium (Italy) argues that the deployment of renewable energy sources would tremendously support municipalities in reducing their CO<sub>2</sub> emissions. The Marshal's Office of the Lodzkie Region (Poland) mentions that its region is dependent on a brown coal power plant and will have to cope with a 15% target for renewable energy, seeking opportunities in wind and geothermal energy. A similar problem is faced by the Olomouc Region (Czech Republic) where the need of transitioning from fossil energy to renewables is seen as the hardest goal to be achieved.



**Figure 3: Main challenges**

**58%** of the participants consider a *more efficient use of resources* their main challenge. For instance, the Municipality of Canyelles (Spain) promotes the use of the “green dot” system in order to facilitate waste separation and reuse. The City of Amsterdam (Netherlands) calls for a switch from linear to a circular economy, adapting to the ecosystem, in order to save resources.

**44%** of the respondents argued that *shifting to a low carbon economy* is a significant challenge as well. For instance, the Marshal's Office of the Lodzkie Region (Poland) argues that the reduction of CO<sub>2</sub> emissions is rather difficult due to the fact that the region is relying on energy from its brown-coal power plant. The Gdynia City Council (Poland) mentions that their biggest challenge regarding the shift to a low carbon economy concerns the difficulty of implementing the transition from solid to liquid fuels.

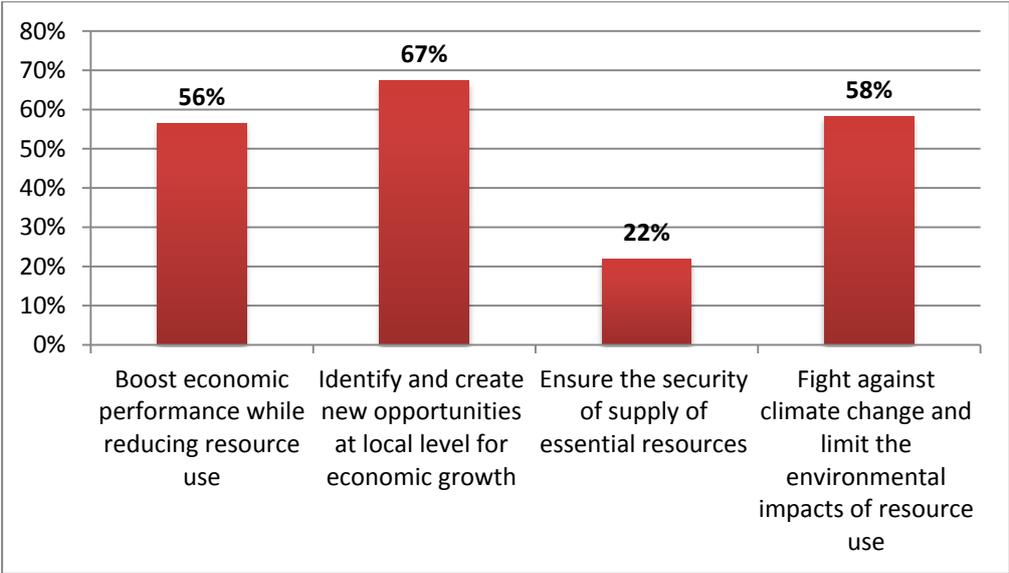
Finally, **44%** of the LRAs mention the *modernisation of the transport sector* as a major challenge, while **36%** of respondents mention *changing consumer and producer behaviours* equally relevant.

*Q2 Which of the aims of the Resource Efficient Europe flagship initiative (listed in **Box 1**) are most relevant in view of the challenges currently facing your city/region*

**67%** of the respondents to this survey state that to *Identify and create new opportunities at local level for economic growth and greater innovation and boost the EU's competitiveness* is the most relevant aim in view of the challenges currently faced (Figure 3.2.2). For instance, the Aberdeen City Council (United Kingdom) indicates that since the city is the oil capital of Europe, it needs to benefit of its oil reserves by boosting employment through

the “wide range of transferable skills from the oil and gas industry which can be used to support the development of a thriving low carbon economy” as well as by making public and private investors aware of the profit that can be made. The Ferreira do Alentejo Municipal Council (Portugal) said that this goal is the key to overcome the aftermath of the economic crisis. The Marshal's Office of the Lodzkie Region (Poland) as well as the Gdynia City Council (Poland) introduced science parks with the purpose of boosting the innovation needed to enhance the local and domestic economy.

Another **58%** mention that to *Fight against climate change and limit the environmental impacts of resource use* is the main aim under current circumstances. For instance, the Marshal's Office of the Lodzkie Region (Poland) has introduced a number of provisions into local urban development plans limiting the construction of new individual heat sources. The Municipality of Breda (Netherlands) has pushed for reaching CO<sub>2</sub> neutrality by the year 2044. The Municipality of Canyelles (Spain) considers a more efficient resource usage and the reduction of waste production as important steps towards reducing the region’s CO<sub>2</sub> emissions.



**Figure 4: Most relevant aims**

**56%** of the participants indicate that *Boosting economic performance while reducing resource use* is the most relevant aim considering current challenges. For instance, the City of Mülheim an der Ruhr (Germany) reports that support for local businesses in implementing measures to promote energy and resource efficiency with "green profits" could be a way of accomplishing this aim. The European Grouping of Territorial Cooperation of Duero-Duero (Portugal & Spain) reports the on-going implementation of a public-private cooperation agreement between some 100 town halls and energy service companies, where authorities have set up a single energy consumption centre with the aim of

improving their competitiveness and attracting suppliers. The programme is expected to enable them to install state-of-the-art, hyper-efficient technology and to realise savings of over 75% compared with current electricity consumption.

Finally, only **22%** of the respondents to this survey state that *Ensuring the security of supply of essential resources* is their most important aim.

*Q3 The CoR opinion<sup>10</sup> on Resource Efficient Europe focuses on i) low-carbon, resource-efficient transport and energy systems; ii) sustainable consumption and production; iii) zero-waste economy; iv) efficient use of raw materials (minerals, forests and biomass); v) biodiversity, ecosystem services and land use.*

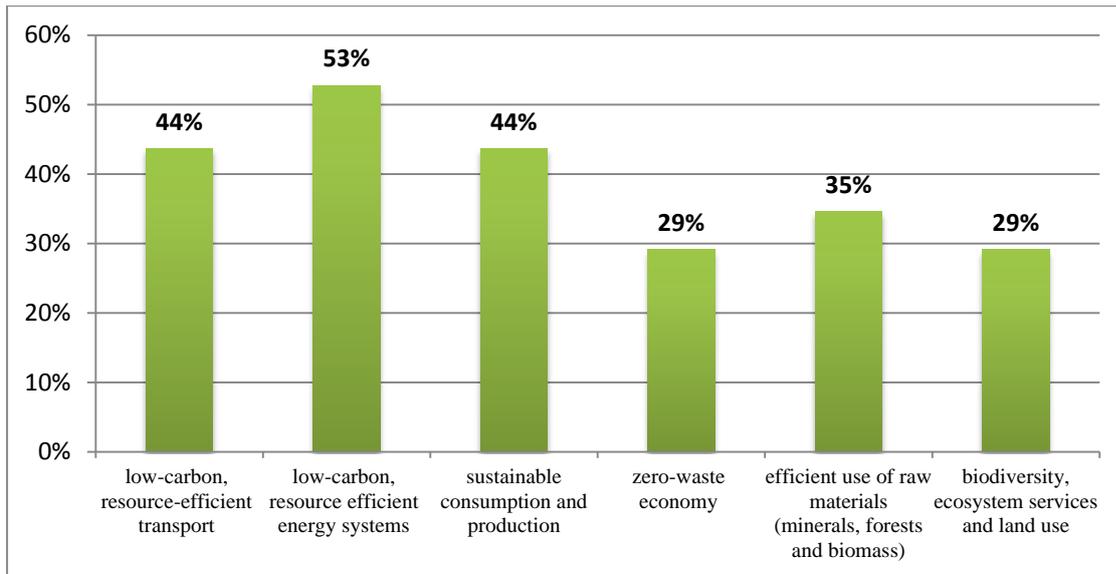
*Has your city/region adopted **policies** in the following fields of resource efficiency? Which actions has it applied (innovation/investments, regulations, modifying subsidies, others as identified by EREP in **box 1**)?*

**53%** of the respondents indicate that *low carbon, resource efficient energy systems* part of their policies. For instance, the Central Denmark Region has set its goal to reach a 50% share of renewable energy by 2025, going on 100% in the long term. The Aberdeen City Council (United Kingdom) reports large investments to the tune of £ 230 million in a wind farm project, which is co-financed by the EU with £ 40 million.

**44%** of the respondents report the inclusion of *sustainable production and consumption* in their policies (Figure 3.2.3). The Sardinia Autonomous Region (Italy) explains the particular relevance of this issue in terms of their island status, making sustainability in consumption and production highly important. This is also reflected in investments in recycling and differentiated collection of waste.

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<sup>10</sup> [CdR 140/2011 fin "A Resource-efficient Europe – flagship initiative under the Europe 2020 Strategy"](#).



**Figure 5: Adopted policies in the fields of resource efficiency**

Also, **44%** of the LRAs have responded that they adopted *low carbon, resource efficient transport* policies. The Aberdeen City Council (United Kingdom) has a project running that involves the use of hydrogen energy in the area of public transportation, for example by introducing 12 buses running on hydrogen into the city’s transport infrastructure. The Gdynia City Council (Poland) reported the implementation of the TRISTAR Integrated Traffic Management System in Gdańsk, Gdynia and Sopot, which aims at reducing emissions by improving traffic flow on local roads. A similar approach is reported by the Municipality of Topolcany (Slovakia) where public transport is promoted in order to reduce individual transport emissions.

**35%** of the respondents state that the *efficient use of raw materials* is included in their policies. As explained by the Ferreira do Alentejo Municipal Council (Portugal) various projects are being implemented to increase energy efficiency and decrease raw material consumption.

Lastly, **29%** of respondents adopted policies either in the field of *zero waste economy* or in the field of *bio diversity in eco systems*.

*Q4 The Resource Efficient Europe flagship initiative recognises and promotes the **interdependency** of environmental, economic and social policies.*

*Have the policies adopted by your city/region (as stated in your answer to question 3), been interlinked as part of **an integrated framework**? If yes, please describe in brief, **highlighting their mutual interlinks and potential synergies**.*

**65%** of the participants report having adopted the mentioned policies outlined in response to question 3 as part of an integrated framework. For instance, the Sardinia Autonomous Region (Italy), the Gdynia City Council (Poland) and the

Aberdeen City Council (United Kingdom) are using the Sustainable Energy Action Plan under the Covenant of Mayors framework as guideline and have introduced binding targets that help achieving sustainability in their regions. The Municipality of Topolcany (Slovakia), the City of Amsterdam (Netherlands), the Municipality of Breda (Netherlands) and the Gdynia City Council (Poland) report regional sustainability and resource efficiency plans that serve as the main policy documents for them.

Only **15%** of LRAs indicate not having integrated individual policies. 20% of respondents did not answer this question.

*Q5 The **Resource Efficient Europe** Flagship Initiative contributes to the process of reaching the headline targets set under the sustainable growth pillar of the Europe 2020 Strategy for energy and climate change:*

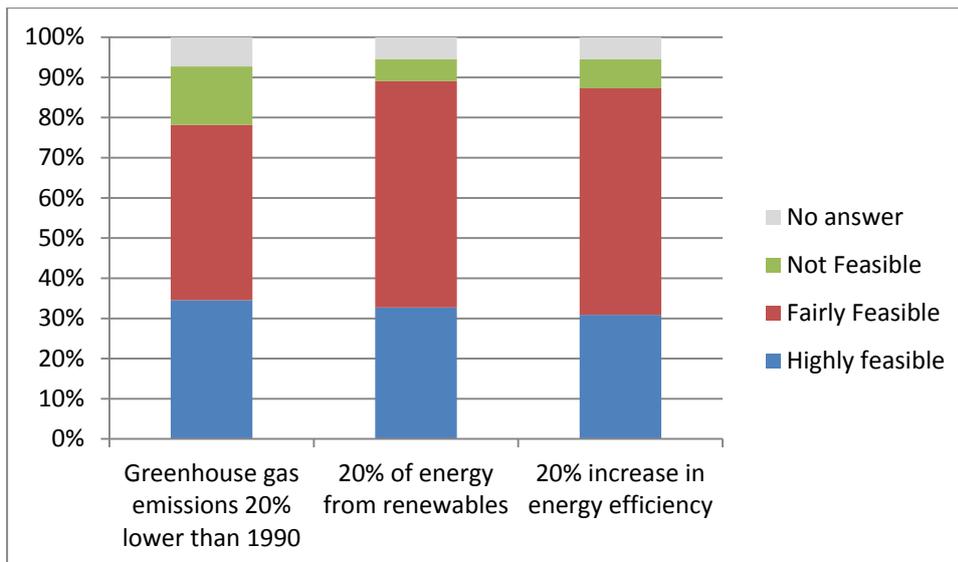
- *Greenhouse gas emissions 20% lower than 1990 (or even 30% if the conditions are right);*
- *20% of energy from renewables;*
- *20% increase in energy efficiency.*

*To what extent are these targets feasible based on your local situation?*

As regarding the achievement of a 20% GHG emissions reduction by 2020 by 20% compared to 1990 levels, **44%** of the respondents consider this goal to be fairly realistic. The Marshal's Office of the Lodzkie Region (Poland) mentions that emissions are steadily increasing due to the CO<sub>2</sub> emitted by its brown-coal power plant. However, they also report that carbon capture and storage systems would support the reduction of the total CO<sub>2</sub> released into the atmosphere. The City of Bialystok (Poland) and the Barcelona Provincial Council (Spain) state that the absence of legal instruments and the lack of political power of LRAs in general, do not provide sufficient opportunities to fully interact in order to achieve these goals.

**Secondly, 35%** of respondents believed that reaching a 20% reduction of GHG levels is feasible. The Gdynia City Council (Poland) reported about not having any problems in achieving this goal, but it considers the baseline data for these calculations as unreliable. The Aberdeen City Council (United Kingdom) has even increased its target to 42% reduction of GHGs by 2020.

Only **15%** of the respondents consider this goal to be not feasible (please refer to Figure 3.2.4). 7% of respondents did not reply to this question.



**Figure 6: 20-20-20 targets feasibility**

**56%** of the respondents report a 20% increase in the deployment of renewable energy sources is fairly realistic. The Aberdeen City Council (United Kingdom) reports installing solar panels on roofs of schools to help increase the share of renewables. Energy Cities (Belgium) notes a vast difference in rural and urban areas where renewable energy sources are concerned.

**33%** of respondents deem this goal to be highly realistic. For instance, the Extremadura Regional Parliament (Spain) states that the target of 20% of energy from renewables is perfectly feasible in Extremadura, since it is one of the regions that produces the most photovoltaic and solar thermal energy. Also, the Veneto Energy Consortium (Italy) mentions that this goal is feasible because investments and financing are more easily acquired for renewable energy undertakings than for other fields of sustainability. Only **5%** state that this objective is not feasible. **5%** did not answer at all.

**56%** of respondents reply that a 20% increase in energy efficiency is fairly realistic. The Autonomous Community of Valencia (Spain) mentions that in view of the latest data and the Community of Valencia's new production model, it will be possible to meet this target. The Central Denmark Region (Denmark) cautions that the fulfilment of the energy efficiency goals will require severe changes in the renewable energy sector. The Gdynia City Council (Poland) replies that this goal will be reached by means of solar panels and heat pumps implemented by SMEs and individuals.

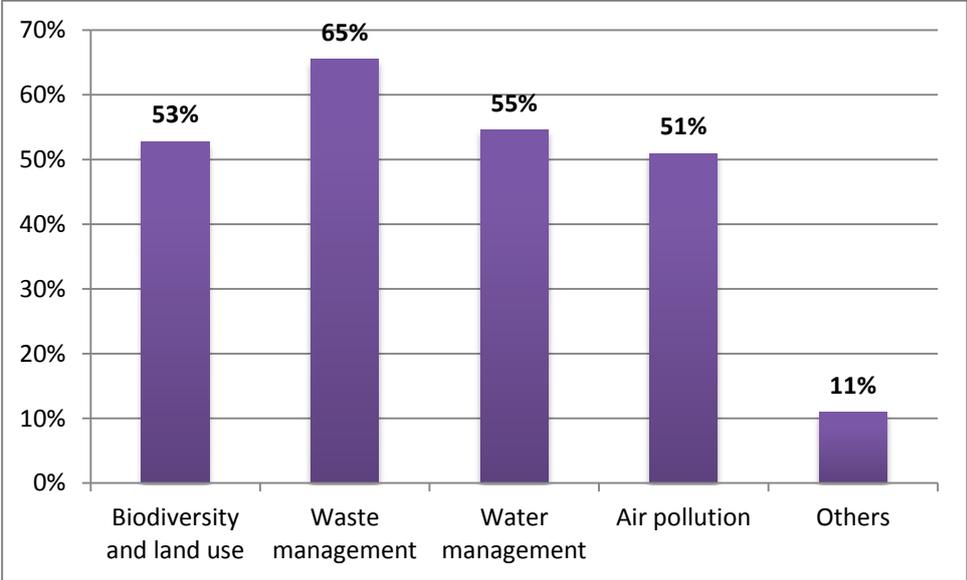
**31%** of the participants mention this goal to be highly realistic, arguing that, as in the case of the City of Växjö (Sweden) the national way of interpreting this efficiency target is related to energy use per GDP, which means that it would

have good possibilities in reaching this target. Only **7%** of the respondents view this goal to be not feasible at all. Again, **5%** of participants did not reply.

*Q6 The Covenant of Mayors. – currently counting over 4,500 signatories - is a voluntary commitment by local and regional authorities to meet and exceed the EU 20% CO2 reduction objective through increased energy efficiency and the development of renewable energy sources.*

*Do you consider this type of dissemination and networking platform to be a useful initiative? If yes, would your city/region be in favour of expanding the approach of the Covenant of Mayors framework to other key areas of the Resource Efficient Europe flagship initiative, such as biodiversity and land use, waste and water management or air pollution, provided that relevant EU targets are identified?*

All respondents, except the Aberdeen City Council, stated that the Covenant of Mayors (CoM) framework is a useful initiative. For **65%** respondents, the area of *waste management* should be included in the framework of the CoM (Figure 3.3.5). For instance, the Barcelona Provincial Council (Spain) argues that waste management is a municipal competence and could therefore be implemented directly by municipal authorities. The City of Bialystok (Poland) stresses the importance of including waste management under the CoM in order to be able to facilitate the process of establishing contacts with partners from other cities.



**Figure 7: Key areas to be expanded under Covenant of Mayors**

**55%** of the respondents wish to include *water management* under the CoM. For instance, the Barcelona Provincial Council (Spain) mentions that IPCC's forecasts indicate that water may become a scarce resource and its proper management will therefore be crucial to guarantee its availability in the future.

Another **53%** of the respondents suggest *biodiversity* to be included in the Covenant of Mayors. For example, the Sardinia Autonomous Region (Italy) mentions that with an inventory approach (water footprint, waste footprint, etc.) baselines could be established and real improvements monitored.

**51%** of the respondents also wish for *air pollution* to be included under the CoM. The Extremadura Parliament (Spain) stated that even though air quality is not an issue in the region's undertakings, it wishes nevertheless to include this under the CoM in order to keep its environment free from air-pollution. Finally, **11%** of the respondents mention that *Other* topics should be included under the CoM, without further specification.

*Q7 The Roadmap to a Resource Efficient Europe (see Box 1) sets out the following milestones to be reached by 2020 for the three key sectors which are responsible for 70-80% of all environmental impact:*

- *Food - 20% reduction in the food chain's resource inputs,*
- *Buildings – all new buildings to be nearly practically zero-energy and highly material efficient; 2% renovation rate per year for existing building stock; 70% of non-hazardous construction and demolition waste to be recycled.*
- *Mobility - an average 1% annual reduction in transport GHG emissions starting from 2012.*

*To what extent are these milestones appropriate to your local situation?*

Regarding the **20% reduction in the food chain's resource inputs**, almost **46%** of the respondents deem this goal to be fairly appropriate (Figure 3.2.6). For instance, the Autonomous Community of Valencia (Spain) calls for reducing emissions caused by food imports by “decreasing long distance economy”. The Marshal's Office of the Lodzkie Region (Poland) underlines the fact that it is important to introduce a bottom-up approach making the population aware of the current food consumption that leads to enormous amounts of waste. The Municipality of Breda (Netherlands) as well as the Marshal's Office of the Lodzkie Region (Poland) mention that there is no defined policy on the issue of food waste. However, **27%** of the respondents consider the goal of a 20% reduction in the food chain's resource inputs inappropriate in their current situation. For instance, the Municipality of Sant Hipòlit de Voltregà (Spain) reports that there is no competence on behalf of its authority to act in this matter. The Aberdeen City Council mentions that the impacts related to resource use in the food chain are unknown, and much of this resource input may well include the transportation of goods, from rural areas into city areas where the marketplace is more likely to be. Another **20%** consider this goal highly appropriate. For example, Energy Cities (Belgium) deem local and regional

procurement of food products as an appropriate way of leading by example, especially in schools, and show a general willingness to support the development of local distribution networks. 7% of participants did not reply to this question.

Concerning the goal of *zero energy buildings*, almost **46%** of respondents see this goal is as fairly appropriate. For instance, the Aberdeen City Council mentions that ambitious energy standards are much easier to implement in new buildings since the cost of energy efficient renovations is hard to justify in many cases. Additionally, they suggest that payback periods need to be shortened and new financing mechanisms need to be developed to promote better energy performance in the existing building stock. The Marshal's Office of the Lodzkie Region reports that the incidence of passive housing is still low in the region, even though renovation and recycling of C&D waste is advanced. Nevertheless the need for more technological innovation in the construction sector is felt in order to be able to achieve this goal.

**42%** of respondents see this goal as highly appropriate. The Autonomous Community of Valencia (Spain) argues that changes in the law prioritise existing urban fabrics over building energy certificates. Energy Cities (Belgium) is in favour of a 3% renovation target for the existing building stock and for all new buildings to be zero-energy, thus supporting the Renovate Europe Campaign. Only **7%** deem this goal to be inappropriate. **5%** of participants did not reply to this question.

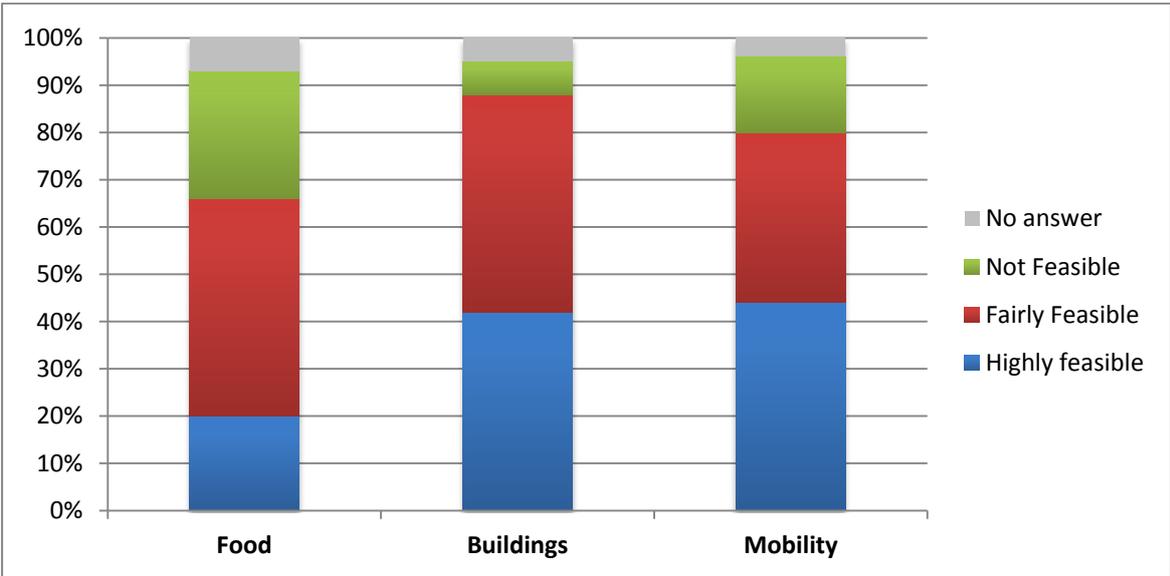


Figure 8: Milestones' feasibility

**44%** of the respondents state that *reducing GHG emissions from transport by 1%* is highly appropriate. For instance, the Aberdeen City Council explains that electric charging points for vehicles, deployment of hydrogen fuelled busses, a

park and ride system and a number of charging points at harbours powered by renewables are all already supporting this target across the north east of Scotland. The Autonomous Community of Valencia (Spain) affirms its commitment to a compact urban model that should lower personal travels and reduce GHG emissions. Energy Cities (Belgium) considers that in addition to the GHG emissions target, other indicators such as the share of soft modes of mobility should be introduced.

**36%** of the participants argue that this goal is fairly appropriate. The Municipality of Sant Hipòlit de Voltregà (Spain) complains about not having sufficient competence in order to influence the achievement of the goal of reducing transport related GHG emissions. The City of Białystok (Poland) states that it is taking action to curb levels of pollution, especially from public transport. It is also trying to influence public attitudes by encouraging people to use public transport. Another **16%** of the participants consider this goal to be inappropriate. Finally, **4%** of the participants did not reply to this question.

# 4 How is the “Resource Efficient Europe” relevant for your city or region?

This section addresses the following four questions of the survey:

<p>8. Which of the policies of the <b>Roadmap to Resource Efficient Europe</b> (presented in <b>Box 1</b>) are most relevant to your specific local/regional situation?</p>
<p>9. Which of the actions under the <b>European Resource Efficiency</b> flagship initiative, as identified in the <b>EREP's</b> manifesto (set out in <b>Box 1</b>), are the most difficult to achieve in your city/region?</p>
<p>10. Overall, what are the <b>strong</b> and <b>weak</b> points of the <b>Resource Efficient Europe</b> Flagship Initiative, as seen from your regional/local standpoint?</p>
<p>11. Would you recommend <b>any specific changes</b> to the <b>Resource Efficient Europe</b> Flagship Initiative, in the context of the mid-tem review of the <b>Europe 2020</b> strategy in 2014?</p>

Table 2: List of questions included in the second thematic block of the survey

## 4.1 General Findings

64% of the LRAs report that promoting better management of water resources is the most relevant policy challenge for their region/city. Another 55% of respondents point to promoting sustainable consumption and production while another 53% mention waste recovery as most relevant to their current situation. Additionally, 45% highlight supporting more research an innovation as a relevant challenge.

51% of the respondents report that innovation and investment is the hardest action to achieve under the European Resource Efficiency flagship initiative. Another 47% regrets that subsidies are also hard to receive.

When asked about the strengths and weaknesses of the Resource Efficient Europe Flagship Initiative, from their regional/local perspective LRAs give very diverse answers that converge on two main positive points: on the one hand, LRAs appreciate the intention of the flagship initiative of providing goals, and

on the other hand, of giving more weight to environmental policy in Europe. In terms of weaknesses, LRAs agree on the necessity and intention for improving their performance in regard to the flagship’s goals. Finally, only 27% of respondents would recommend changes to the Resource Efficient Europe Flagship Initiative.

### 4.2 Specific Findings

*Q8 Which of the policies of the Roadmap to Resource Efficient Europe (presented in Box 1) are most relevant to your specific local/regional situation? 64% of respondents identify promoting better management of water resources as the most relevant policy. The Sardinia Autonomous Regions state that it must work towards a lighter economy centred on an ecosystem-based management approach. Its natural and environmental resources are unique but underutilised and ill-protected. Another 55% deem the promotion of sustainable consumption and production as most relevant policy to the LRAs specific local and regional situation (Figure 4.2.1). For instance, the Aberdeen City Council (United Kingdom) states that a key aim for the city is to support the development of a low carbon economy in the area, by promoting sustainable consumption.*

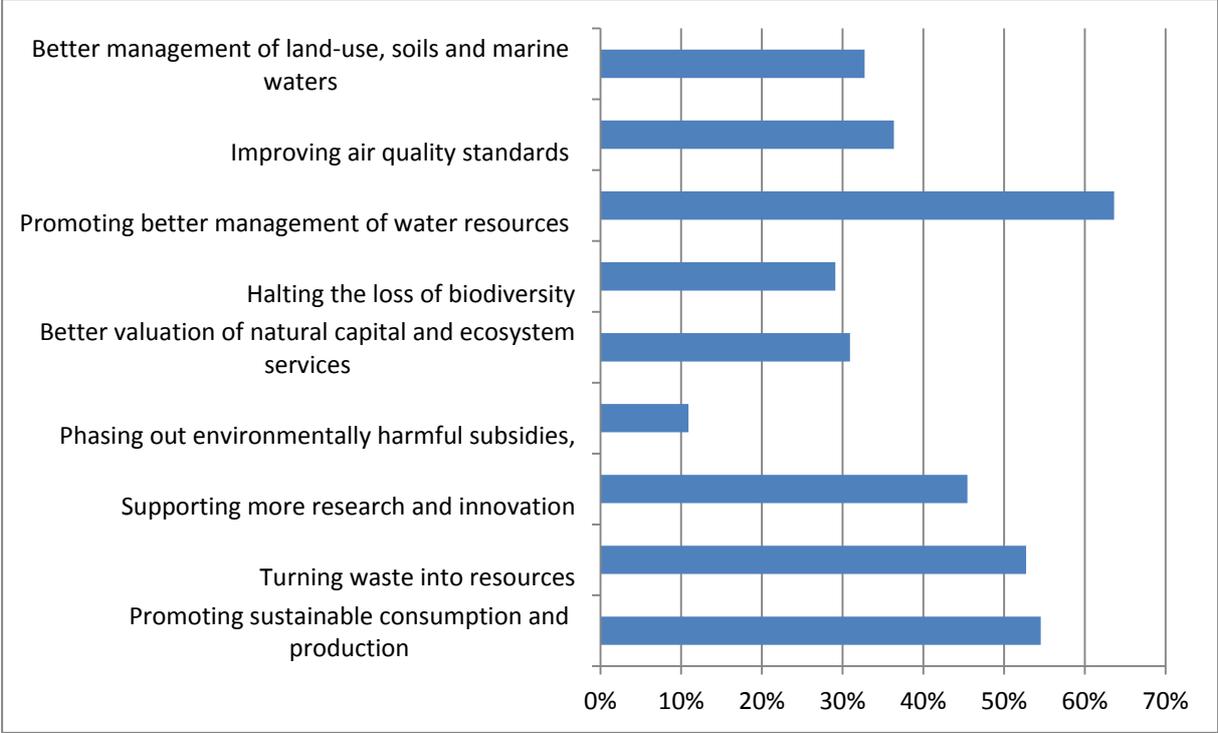


Figure 9: Most relevant Resource Efficient Europe policies to LRAs

**53%** of LRAs respond that *turning waste into resources* is most relevant to them. For instance, the City of Prague (Czech Republic) indicates that waste management constitutes the key area for interventions due to difficulties experienced in its urban area. The City of Bialystok (Poland) explains that it is implementing an Integrated Waste Management System project in the Bialystok urban area: in this way, it plans to tackle not only problems in the City of Bialystok but also in its neighbouring municipalities. Another **45%** of the respondents consider *support research and innovation* as the most relevant policy. For instance, the Aberdeen City Council explains that supporting more research and innovation in the area of resource efficiency is equally important to the other goals; especially the upscaling of innovative products and market development are currently posing a challenge. 36% of the participants to the survey mention *improving air quality standards*. Another **33%** of the respondents claim that a *better management of land-use, soils and marine waters* is important to them. **31%** of respondents chose *better valuation of natural capital and ecosystem services*. A further **29%** point to *halting the loss of biodiversity*, keeping in mind that 3% of the EU GDP is lost annually due to loss of biodiversity<sup>11</sup>. Only **11%** of respondents consider *phasing out of environmentally harmful subsidies* to be relevant.

*Q9 Which of the actions under the European Resource Efficiency flagship initiative, as identified in the EREP's manifesto (set out in Box 1), are the most difficult to achieve in your city/region?*

As can be seen in Figure 4.2.2., the most difficult action to achieve under the European Resource Efficiency flagship initiative is *innovation and investment* with **51%** of responses. For instance, the Barcelona Provincial Council (Spain) mentioned that high investment efforts represent a significant obstacle for local authorities, whereas new funding and organizational formulae are needed. The Municipality of Canyelles (Spain) explained that there is insufficient budget provided for investments and improvements that are needed. The same problem is shared by the Marshal's Office of the Lodzkie Region where raising funds (especially private funds) to develop innovation to the level set out in the initiative is posing difficulties. The City of Amsterdam (Netherlands) claims that there is a challenge of attracting private investments that are needed to deliver innovation.

Another **47%** of the respondents consider difficult to get granted *subsidies*. For instance, the ENERGAIA - Energy Agency South of Oporto Metropolitan Area (Portugal) stated that it is hard to achieve the set priorities while being under

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<sup>11</sup> <http://ec.europa.eu/environment/nature/biodiversity/comm2006/2020.htm>

fiscal constraints. The City of Växjö calls for the possibility to influence financial steering mechanisms, rather than the level of tax on work.

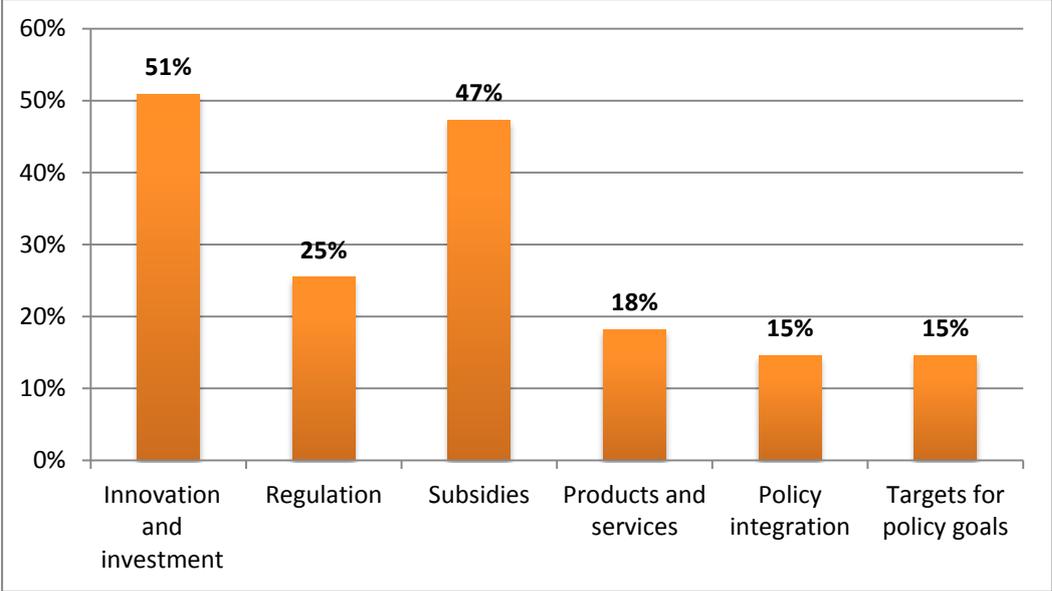


Figure 10: Most difficult actions to achieve under Resource Efficient Europe

25% of the participants talked about *regulations* to be hard to achieve under the Resource Efficient Europe. Lastly, 18% of responses were attributed to *products and services*, and 15% both to *targets for policy goals* as well as *policy integration*.

*Q10 Overall, what are the strong and weak points of the Resource Efficient Europe Flagship Initiative, as seen from your regional/local standpoint?*

Although a quantitative analysis cannot be provided for this question due to the variety of answers given, consensus emerged on a few strong points. LRAs are welcoming the intention of the “A resource-efficient Europe” flagship initiative of providing goals, which encourage sustainability by all means of actions, specifically mentioning the improvement of air quality and renewable energy implementation as well as energy efficiency undertakings. The importance of this policy attempt can be described by the weight that it provides to environmental policy that is not only restricted to one theme, but also underlines the importance of including the aspect of education and awareness on the natural environment.

As for the strengths, no quantitative results can be shown on the weaknesses; however, LRAs agree on the necessity and intention for improving their performance in regard to the flagship initiative’s goals. Some LRAs mention having difficulties emerging from the economic crisis, and, at the same time, achieving the goals set under the flagship initiative. Additionally, it has been

mentioned that not all countries started from the same position, leaving some countries disadvantaged in the process of achieving those objectives. Furthermore, the missing full involvement of LRAs in the Resource Efficient Europe flagship initiative is considered as a major obstacle for accomplishing sustainable actions on the local level. Therefore, respondents call for indicators to measure their achievements. Finally, vast difficulties are encountered on changing people's behaviours toward more environmental friendly and sustainable behaviours.

*Q11 Would you recommend any specific changes to the Resource Efficient Europe Flagship Initiative, in the context of the mid-term review of the Europe 2020 strategy in 2014?*

Even though **42%** of respondents did not answer this question, **27%** replied that they would recommend specific changes to the flagship initiative. For instance, the Municipality of Breda (Netherlands) suggests that the EU should continue to give preference to investments in sustainable energy-production and all other CO<sub>2</sub>-reduction activities. Furthermore, the Autonomous Community of Valencia (Spain) identifies the need to measure the share of reduced rates of consumption attributable to Member States' policies and to the current economic slowdown in order to analyze indicator trends that relates to a changed scenario for greater economic growth. The Municipality of Sant Just Desvern (Spain) as well as Energy Cities (Belgium) call for more involvement of LRAs in the flagship initiative, improvements in funding, and more binding targets. The City of Delft (Netherlands) also perceives challenges due to insufficient funding.

**31%** of the respondents did not have any recommendation on how to improve the Resource Efficient Europe flagship initiative.



## 5 Are your countries' policies relevant to your city or region?

This section addresses the following two questions of the survey:

*12. Does your country's 2013 (current) National Reform Programme<sup>12</sup> (NRP) for Europe 2020 adequately respond to your regional/local needs in the policy areas covered by the Resource Efficient Europe flagship initiative (e.g. environmental taxation, phasing-out environmentally harmful subsidies, pricing mechanisms)?*

*13. Would you suggest any changes in your country's National Reform Programme for 2014 in the area of resource efficiency?*

Table 3: List of questions included in the third thematic block of the survey

### 5.1 General Findings

For 36% of LRAs, their NRP does adequately respond to their local/ regional needs in the policy areas covered by the Resource Efficient Europe flagship initiative (e.g. environmental taxation, phasing-out environmentally harmful subsidies, pricing mechanisms). When asked whether or not they would suggest any changes to their country's NRPs, only 25% of respondents would recommend changes to their NRP.

### 5.2 Specific Findings

*Q12 Does your country's 2013 (current) National Reform Programme (NRP) for Europe 2020 adequately respond to your regional/local needs in the policy areas covered by the Resource Efficient Europe flagship initiative (e.g. environmental taxation, phasing-out environmentally harmful subsidies, pricing mechanisms)?*

**36%** of the respondents report that their NRP does respond to their regional/local needs. For example, the Municipality of Topolcany (Slovakia)

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<sup>12</sup>All available here: [http://ec.europa.eu/europe2020/making-it-happen/country-specific-recommendations/index\\_en.htm](http://ec.europa.eu/europe2020/making-it-happen/country-specific-recommendations/index_en.htm).

mentions that the most effective mechanisms in place are environmental taxes and the financial incentive they provide.

Another **27%** indicate that they do not know whether their NRP adequately responds to their regional/local needs. The ENERGAIA - Energy Agency South of Oporto Metropolitan Area (Portugal) reports that there are new laws being developed to address the Europe 2020 objectives at the time of writing.

**20%** of the participants criticise that their NRP does not adequately respond to their local/regional needs. For instance, the Sardinia Autonomous Region (Italy) points out that the State should do more to address difficulties of islands. The Duero-Douro EGTC (Portugal& Spain) mentions that the NRP is not designed to maintain minimum living conditions and services for people living in rural areas. **16%** of the participants did not answer the question.

***Q13 Would you suggest any changes in your country's National Reform Programme for 2014 in the area of resource efficiency?***

When asked whether or not they would suggest any changes to their country's NRPs, **29%** of respondents answered that they did not know. For instance, the Aberdeen City Council (United Kingdom) states that their NRP was solely designed to be functioning on the national level. **27%** do not feel a need to suggest changes.

On the other hand, **25%** of respondents would like to suggest changes to their respective NRPs. For instance, the Gdynia City Council (Poland) points out a lack of clear rules for supporting renewable energy sources as well as long-term policies setting out the principles and rules for resource efficiency. The Municipality of Breda (Netherlands) suggests an extension of the subsidies for sustainable energy production (i.e. re-use of biomass in bio-plastics instead of burning/transforming it for (sustainable) energy). **20%** of respondents did not provide any answer to this question.

# 6 Policy and funding issues

This section addresses the following five questions of the survey:

<p>14. What sources of funding are used to finance <b>your actions</b> under the <b>Resource Efficient Europe</b> flagship initiative? In particular: what is the role of the EU Structural Funds and programmes (e.g. ELENA, LIFE, Intelligent Energy-Europe Programme, JESSICA) in funding actions related to <b>Resource Efficient Europe</b>? Are any other <b>policy/financial instruments</b> involved?</p>
<p>15. Are any of the actions you have undertaken to implement the <b>Resource Efficient Europe</b> flagship initiative (as stated in your answer to question 6) carried out <b>in partnership with different tiers of government</b>? If yes, please state (a) which administrative levels are involved and (b) which practical arrangements are taken to manage these actions jointly.</p>
<p>16. Do you consider that the existing EU policy framework has established <b>sufficient links with local level</b> in order to achieve the targets of the <b>Resource Efficient Europe</b> flagship initiative? Do you have any suggestions in this respect?</p>
<p>17. The policy goals under <b>Resource Efficient Europe</b> require an <b>integrated, multi-sectoral approach</b>, however they are often more effective if <b>relevant stakeholders</b> are also involved.</p> <p>Do you have a strategy for involving these various actors, such as the different institutions, economic operators (especially SMEs) and citizens? If yes, what kind of involvement have you pursued (e.g. information campaigns, dedicated events, assistance to citizens on resource efficiency investments, PPPs)?</p>
<p>18. Please add <b>any further comments</b> you wish to make on the issues covered in this questionnaire.</p>

Table 4: List of questions included in the fourth thematic block of the survey

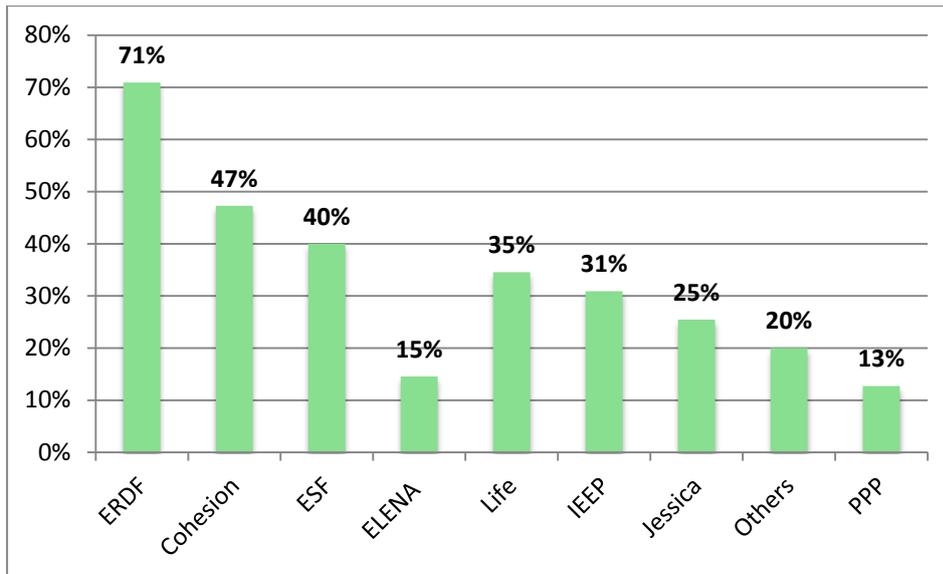
## 6.1 General Findings

When looking at the most implemented finance tool, the ERDF with 71% seems to be the most valued instrument, followed by the Cohesion fund (47%), the ESF with 40%, and LIFE with 35%. Furthermore, 49% of the respondents include other tiers of government in their actions in the matter of the flagship initiative, conducting projects that contribute to sustainability. However, 40% of the participants mention that existing links to local/regional levels are insufficient, calling for more consideration of LRAs in the matter of EU policies connected to the Resource Efficient Europe flagship initiative. Finally, 73% of LRAs highlight that they have a strategy to involve various actors in order to achieve the policy goals set under Resource Efficient Europe. Out of those 73%, a fifth is implementing information campaigns in order to involve and engage the public. Only 10% are actively involving SMEs in the multi-sectoral approach.

## 6.2 Specific Findings

*Q14 What sources of funding are used to finance **your actions** under the **Resource Efficient Europe** flagship initiative? In particular: what is the role of the EU Structural Funds and programmes (e.g. ELENA, LIFE, Intelligent Energy-Europe Programme, JESSICA) in funding actions related to **Resource Efficient Europe**? Are any other **policy/financial instruments** involved?*

With the **71%** of the respondents, the **ERDF** appears as the most used source of funding for those actions related to the Resource Efficient Europe flagship initiative, as illustrated in Figure 6.2.1. For example, the Flemish Government (Belgium) states that the initiatives, in which Flemish organizations are involved, represent a mobilized project budget of 415 million Euros, including 190 million Euros of ERDF funding for projects concerning the knowledge-based economy and innovation, the environment and energy, connectivity and transport, and inhabitable cities and communities. The Sardinia Autonomous Region reports about 35 million Euros granted by the ERDF for establishing an urban development plan entailed in the SEAP of the CoM. Also, the Marshal's Office of the Lodzkie Region (Poland) states that it has managed the framework of the regional operational programme with ERDF fiscal support.



**Figure 11: Most favoured finance tools**

With **47%** of the responses, the *Cohesion* fund is the second most favoured finance tool, followed by the *ESF* (**40%**) and *LIFE* with **35%**. The Extremadura Regional Parliament (Spain) reports being the region having implemented the most of LIFE projects (20 million euro), including very substantial resource management projects. Another **31%** of the participants to this survey identify the *Intelligent Energy Europe Programme* to be of fiscal support to their undertakings under the flagship initiative. As mentioned by Energy Cities (Belgium), the Intelligent Energy Europe Programme should broaden its focus within Horizon 2020.

**25%** of respondents mention the financial instrument **JESSICA**, which is highlighted for example by the Sardinia Autonomous Region as a financial help for fulfilling its SEAP. Additionally, **20%** is given to **Others**, which comprises the finance tools INTERREG as well as the EAFRD.

Finally, **15%** mention the finance tool **ELENA** and **13% Public Private Partnerships (PPPs)**.

*Q15 Are any of the actions you have undertaken to implement the **Resource Efficient Europe** flagship initiative (as stated in your answer to question 6) carried out **in partnership with different tiers of government**? If yes, please state (a) which administrative levels are involved and (b) which practical arrangements are taken to manage these actions jointly.*

With regard to the question whether actions to implement Resource Efficient Europe flagship initiative were carried out in partnership with different tiers of government, **49%** of respondents answered positively. For instance, the Zealand Region (Denmark) states that a central automated waste treatment plant is

currently being developed in cooperation with the Danish Environmental Protection Agency. The Sardinia Autonomous Region reports that regional authority, regional in-house companies and government agencies, provincial and municipal administrations are involved in a project called “Smart City project”. The City of Bialystok (Poland) argues that cooperation platforms and committees of experts are absolutely vital for achieving the objectives set out in such documents. The Aberdeen City Council (United Kingdom) presents the case of its “Hydrogen Bus Project” that includes local government and Scottish Government as well as Scottish Enterprise and a number of private partners.

Only **15%** of the respondents replied negatively to this question. However, **36%** of respondents did not answer this question.

*Q16 Do you consider that the existing EU policy framework has established sufficient links with local level in order to achieve the targets of the Resource Efficient Europe flagship initiative? Do you have any suggestions in this respect?*

**40%** of the participants to this survey answer that there are not sufficient links with the local level established by the existing EU policy framework in order to achieve targets of the Resource Efficient Europe flagship initiative. For instance, the Barcelona Provincial Council indicates that links with European levels for authorities are difficult due to a lack of human and financial resources, although the CoM is a pioneering initiative. The City of Växjö mentions that local levels must be active in using the framework. The Aberdeen City Council (United Kingdom) as well as the City of Amsterdam (Netherlands) proposes to include case studies in policy documents to promote good examples. The City of Bialystok (Poland) criticises that funding is too low and that there is a need for agreements between local and regional authorities at national level.

**29%** of the participants to this survey consider existing linkages with local levels as sufficient, whereas **31%** did not provide an answer to this question.

*Q17 The policy goals under Resource Efficient Europe require an **integrated, multi-sectoral approach**, however they are often more effective if **relevant stakeholders** are also involved.*

*Do you have a strategy for involving these various actors, such as the different institutions, economic operators (especially SMEs) and citizens? If yes, what kind of involvement have you pursued (e.g. information campaigns, dedicated events, assistance to citizens on resource efficiency investments, PPPs)?*

**73%** of the respondents indicate that they have a strategy to involve various actors in order to achieve the set policy goals. Out of those 73% a fifth is implementing information campaigns in order to enable public participation. Only 10% are actively involving SMEs in the multi-sectoral approach, especially by including SMEs in designing and establishing operational programmes, for which they are contracted once the projects are starting. Further cooperation is envisaged amongst the different tiers of government as in the case of the City of Amsterdam (Netherlands) where dialogue between governments and businesses is fostered in order to integrate the companies' ideas into regional undertakings. The Flemish Government (Belgium) reports on the Flemish Materials Programme, which is a partnership between the government, NGOs, research institutes and industry. Finally, whilst **18%** of the participants of this survey did not provide an answer, **9%** point out that they are not applying a multi-sectoral approach at present.

*Q18 Please add **any further comments** you wish to make on the issues covered in this questionnaire.*

Participants to this survey did not have any further comments that could be reported about.



## 7 Summary & conclusions

The survey was based on 18 questions clustered in four sections. In the following the main results are summarised, followed by the conclusions that can be drawn from the answers received:

- **71%** of the LRAs perceive **energy efficiency and use of renewable energy sources** as the **main challenge** their region/city is facing, whilst **58%** of responses see it in a **more efficient use of resources**. This is followed by the challenges **shifting towards a low carbon economy** and **modernization of the transport sector**, which are mentioned by **44%** each.
- **67%** of the respondents view **identifying and creating new opportunities at local level for economic growth and greater innovation and boost the EU's competitiveness** as the **most relevant aim** in view of challenges currently faced by their region. Another **58%** point to the **fight against climate change and limit the environmental impacts of resource use** as the most important goal, while an additional **56%** of participants mention the aim of **boosting economic performance while reducing resource use**.
- **53%** of the participants to this survey have adopted policies in regard to resource efficiency in the field of **low-carbon, resource efficient energy systems**. **44%** of the respondents have implemented both **sustainable consumption and production** and **low-carbon, resource-efficient transport** related policies. Another **35%** have implemented **efficient use of raw materials (minerals, forests and biomass)** policies on a regional basis, while **29%** have adopted policies in the field of **zero-waste economy and biodiversity, ecosystem services and land use**.
- **65%** of the LRAs answer that they have **adopted policies that are interlinked as a part of an integrated framework**, whereas **only 15%** **negate the adoption of integrated policies** and **20%** did not answer this question.
- **44%** of the respondents state that a **20% reduction of GHG emissions below 1990 levels** is **fairly realistic**. **35%** answer that this target is **highly appropriate**. Concerning the goal of **reaching 20% share of renewable energy**, **56%** of the respondents consider this is **fairly realistic**, whilst for **33%** this would be **highly likely**. Furthermore, in terms of **reaching a 20% improvement in energy efficiency**, **56%** respond that this is **fairly realistic**, and **31%** consider the achievement of this goal to be **highly likely**.

- **65%** of respondents would **expand the Covenant of Mayors framework** to the key area of **waste management**. Another **55%** would also like to see the inclusion of **water management**, and **53%** of participants point to **biodiversity and land use**. Additionally, **51%** of the respondents wish to see **air pollution** being a part of the Covenant of Mayors.
- **Almost 46%** of the participants consider the goal of achieving a **20% reduction in the food chain's resource inputs** as **fairly realistic**, while for **27%** this goal is **not feasible**. In terms of the milestones of all **new buildings to be built to quasi zero-energy standard with a high degree of material efficiency**, **45%** of the respondents see this as **fairly realistic**, and **42%** consider this **highly likely to be achieved**. Concerning mobility, **44%** of the respondents consider the likelihood of achieving an annual **1% reduction of transport-related GHG emissions** as high, while **36%** of them consider this goal as **fairly realistic**.
- **64%** of the LRAs report that **promoting better management of water resources** is the **most relevant** policy to the situation in their region/city. Another **55%** point to **promoting sustainable consumption and production** while another **53%** mention **turning waste into resources**. Additionally, **45%** highlight the importance of **supporting more research an innovation**.
- **51%** of the respondents report **innovation and investment** to be the **hardest action to achieve** under the resource efficiency flagship initiative. Another **47%** regret that **subsidies** are also **hard to receive**.
- When asked about the strengths and weaknesses of the 'A resource-efficient Europe' flagship initiative, from their regional/local perspective LRAs give very diverse answers that converge on two main positive points: on the one hand, LRAs appreciate the intention of the flagship initiative of providing goals, and on the other hand, of giving more weight to environmental policy in Europe. In terms of weaknesses, the LRAs point to the insufficient adjustment of the 'A resource-efficient Europe' flagship initiative to the economic crisis, slowing down the progress towards resource efficiency on a regional level. Other remarks indicate an inadequate involvement of the local players as well as loose guidelines on set goals.
- **27%** of respondents **would recommend changes** to the 'A resource-efficient Europe' flagship initiative.
- **For 36%** of the participants, their **National Reform Programme (NRP)** **responds to their local/regional needs** in relation to the policy areas

covered by the ‘A resource-efficient Europe’ flagship initiative. On the contrary, **20%** of the participants feel that their NRP does not adequately respond to their local/regional needs concerning the respective resource efficiency policy areas.

- When asked whether or not they would suggest any changes to their country’s NRPs in the area of resource efficiency, only **25% of respondents would recommend changes to their NRP.**
- With **71%** of the respondents indicating reliance for financing, the **ERDF** appears to be the most used source of funding for actions related to the resource efficiency flagship initiative. However, LRAs also make use of the **cohesion fund (47%)**, followed by the **ESF (40%)**, and **LIFE (35%)**.
- **49%** of respondents have carried out action to implement the resource efficiency flagship initiative in partnership with different tiers of government.
- **40%** of the respondents point out that there are **not sufficient links between the EU policy framework and the local levels.**
- **73%** of LRAs highlight that they **have a strategy to involve various actors in order to achieve the policy goals set under ‘A resource-efficient Europe’**. Out of those 73%, a fifth is implementing information campaigns in order to involve and engage the public. Only 10% are actively involving SMEs in the multi-sectoral approach.

## 7.1 Conclusions

Overall, LRAs seem to be on their way to fulfilling set goals of the “A resource-efficient Europe” flagship initiative. However, some challenges need to be overcome in order to achieve certain objectives. For instance, as described above, energy efficiency and the use of renewable energy sources are the main challenges perceived by LRAs. This can be argued by the fact that the transition from common energy systems to renewable ones is posing issues in its implementation, be it due to financial or technological constraints.

Moreover the need for innovative energy systems that are cost-cutting and hence boosting the economy is underlined by the high importance LRAs attribute to the identification and creation of new opportunities for economic growth and greater innovation. A trend emerging in the context of reducing GHG emissions by 20% that is reported by LRAs is the promotion and expansion of public transport, aiming at reducing traffic emissions.

LRAs also describe difficulties in the matter of reducing food chain's resource inputs, due to missing predetermined guidelines by respective national governments. Further emerging issues include obtaining investment for resource efficiency-related projects, be it through EU- or private financing.

Concerning the proposed changes related to the flagship initiative, LRAs mention similar arguments, in particular the need for an extended budget as well for clear binding targets. Moreover a clear call for better links of LRAs with the European policy framework is needed, illustrating the low involvement of LRAs in this matter.

## **8 Annex I – List of Respondents**

Number	Country	Organisation	Name	Mail	Level
1	Hungary	Mayor of Hajdúböszörmény (Hajdúböszörmény város polgármestere)	Attila Kiss	<a href="mailto:polgarmester@hajduboszormeny.hu">polgarmester@hajduboszormeny.hu</a>	city
2	Netherlands	Municipality of Breda (Gemeente Breda)	Frits Raaphorst	<a href="mailto:f.raaphorst@breda.nl">f.raaphorst@breda.nl</a>	city
3	Spain	Barcelona Provincial Council (Diputació de Barcelona)	Carme Melcion Fontbernat	<a href="mailto:rabellapr@diba.cat">rabellapr@diba.cat</a> ; <a href="mailto:melcionfc@diba.cat">melcionfc@diba.cat</a>	province
4	Sweden	City of Växjö (Växjö kommun)	Henrik Johansson	<a href="mailto:henrik.johansson@vaxjo.se">henrik.johansson@vaxjo.se</a>	city
5	Denmark	Central Denmark Region (Region Midtjylland - Regional Udvikling )	Henning Laursen	<a href="mailto:henning.laursen@ru.rm.dk">henning.laursen@ru.rm.dk</a> ; <a href="mailto:Pia.fabrin@ru.rm.dk">Pia.fabrin@ru.rm.dk</a> ; <a href="mailto:Per.Christensen@RU.RM.DK">Per.Christensen@RU.RM.DK</a>	region
6	Spain	Autonomous Community of Valencia (Generalitat Valenciana)	José Alberto López	<a href="mailto:Jlopez@delcomval.be">Jlopez@delcomval.be</a>	region
7	Spain	Municipality of Pla del Penedès (Ajuntament del Pla del Penedès)	Gracia Sánchez	<a href="mailto:pla@diba.cat">pla@diba.cat</a> ; <a href="mailto:sanchezsg@elpladelpenedes.cat">sanchezsg@elpladelpenedes.cat</a> ; <a href="mailto:santi.soler@outlook.com">santi.soler@outlook.com</a>	City
8	Italy	Veneto Energy Consortium (Consorzio CEV)	Gaetano Zoccatelli, Elena Mingardo	<a href="mailto:emingardo@consorziocev.it">emingardo@consorziocev.it</a> ; <a href="mailto:info@consorziocev.it">info@consorziocev.it</a>	association of cities and regions
9	Spain	Municipality of Sant Just Desvern (Ajuntament de Sant Just Desvern)	Ferran Rueda Aguilera, Carme Melcion Fontbernat	<a href="mailto:ruedaaf@santjust.cat">ruedaaf@santjust.cat</a> ; <a href="mailto:melcionfc@diba.cat">melcionfc@diba.cat</a>	city

Number	Country	Organisation	Name	Mail	Level
10	Denmark	Zealand Region (Region Sjælland)	Sidse Lillebæk Veje	<a href="mailto:slve@regionsjaelland.dk">slve@regionsjaelland.dk</a>	region
11	Spain	Municipality of Canyelles (Ayuntamiento de Canyelles)	Rosa Huguet i Sugranyes, Mireia Olivella Montserrat	<a href="mailto:canyelles@canyelles.cat">canyelles@canyelles.cat</a> ; <a href="mailto:olivellamm@canyelles.cat">olivellamm@canyelles.cat</a>	city
12	Poland	Marshal's Office of the Lodzkie Region (Urząd Marszałkowski Województwa Łódzkiego)	Małgorzata Zakrzewska, Marek Gajewski, Gosia Wochowska	<a href="mailto:marek.gajewski@lodzkie.pl">marek.gajewski@lodzkie.pl</a> ; <a href="mailto:podgorsk@lodzkie.pl">podgorsk@lodzkie.pl</a> ; <a href="mailto:malgorzata.wochowska@lodzkie.pl">malgorzata.wochowska@lodzkie.pl</a> ; <a href="mailto:pr@lodzkie.pl">pr@lodzkie.pl</a>	province
13	Spain	Municipality of Sant Hipòlit de Votregà (Ajuntament de Sant Hipòlit de Votregà)	Meritxell Llopart Rius	<a href="mailto:llopartmrt@diba.cat">llopartmrt@diba.cat</a> ; <a href="mailto:st.hipolit@diba.cat">st.hipolit@diba.cat</a>	city
14	Czech Republic	Olomouc Region (Olomoucký kraj)	Hana Brožková, Michaela Vráželová	<a href="mailto:vrazelova@ok4eu.cz">vrazelova@ok4eu.cz</a> ; <a href="mailto:m.novotna@kr-olomoucky.cz">m.novotna@kr-olomoucky.cz</a> ; <a href="mailto:rudolf@ok4eu.cz">rudolf@ok4eu.cz</a>	County
15	Italy	Sardinia Autonomous Region (Regione Autonoma della Sardegna)	Patrizia Lombardo, Marco Onnis	<a href="mailto:rlombardo@regione.sardegna.it">rlombardo@regione.sardegna.it</a> ; <a href="mailto:monnis@regione.sardegna.it">monnis@regione.sardegna.it</a>	region
16	Belgium	Flemish Government (Vlaamse Overheid)	Ludo Vanongeval	<a href="mailto:ludo.vanongeval@lne.vlaanderen.be">ludo.vanongeval@lne.vlaanderen.be</a> ; <a href="mailto:pieter.lietaer@dar.vlaanderen.be">pieter.lietaer@dar.vlaanderen.be</a> ; <a href="mailto:joeri.deblauwer@dar.vlaanderen.be">joeri.deblauwer@dar.vlaanderen.be</a>	region
17	Germany	City of Mülheim an der Ruhr (Stadt Mülheim an der Ruhr)	Nina Brakmann	<a href="mailto:Nina.Brakmann@muelheim-ruhr.de">Nina.Brakmann@muelheim-ruhr.de</a> ; <a href="mailto:ulrike.marx@muelheim-ruhr.de">ulrike.marx@muelheim-ruhr.de</a>	city
18	Poland	Gdynia City Council (Urząd miasta Gdyni)	Łukasz Dąbrowski, Joanna Ciereszko	<a href="mailto:l.dabrowski@gdynia.pl">l.dabrowski@gdynia.pl</a> ; <a href="mailto:sekr.e@gdynia.pl">sekr.e@gdynia.pl</a>	city

Number	Country	Organisation	Name	Mail	Level
19	UK	Aberdeen City Council	Stuart Bews	<a href="mailto:StBews@aberdeencity.gov.uk">StBews@aberdeencity.gov.uk</a>	city
20	Portugal	ENERGAIA _ Energy Agency South of Oporto Metropolitan Area	João Encarnação	<a href="mailto:joaoencarnacao@energaia.pt">joaoencarnacao@energaia.pt</a>	other
21	Portugal	Ferreira do Alentejo Municipal Council (Câmara Municipal de Ferreira do Alentejo)	Sérgio Seco	<a href="mailto:s.seco@cm-ferreira-alentejo.pt">s.seco@cm-ferreira-alentejo.pt</a>	city
22	Netherlands	City of Amsterdam (Gemeente Amsterdam)	Eveline Jonkhoff, Paulien Hartog	<a href="mailto:e.jonkhoff@dro.amsterdam.nl">e.jonkhoff@dro.amsterdam.nl</a> ; <a href="mailto:Paulien.Hartog@waternet.nl">Paulien.Hartog@waternet.nl</a>	city
23	Bulgaria	Blagoevgrad Municipality (Община Благоевград)	Mitodi Dimitrov (Методи Димитров)	<a href="mailto:mdimitrov@blgmun.com">mdimitrov@blgmun.com</a>	city
24	Portugal and Spain	Duero-Douro EGTC (Agrupacion Europea de Cooperacion Territorial Duero – Douro EGTC)	Jose Luis Pascual Criado	<a href="mailto:directorgeneral@duero-douro.com">directorgeneral@duero-douro.com</a>	egtc
25	Czech Republic	City of Prague (Hlavní město Praha)	Vaclav Novotny, Petr Mocek	<a href="mailto:Petr.Mocek@praha.eu">Petr.Mocek@praha.eu</a>	city
26	Poland	Marshal's Office of the Mazowsze Region in Warsaw (Urząd Marszałkowski Województwa Mazowieckiego w Warszawie)	Adam Struzik, Agnieszka Rypińska, Katarzyna Mańska	<a href="mailto:katarzyna.manska@mazovia.pl">katarzyna.manska@mazovia.pl</a> ; <a href="mailto:agnieszka.rypinska@mazovia.pl">agnieszka.rypinska@mazovia.pl</a>	region
27	Slovakia	Municipality of Topolcany (Mesto Topoľčany)	Peter Baláž, Vladimír Grežo	<a href="mailto:primator@topolcany.sk">primator@topolcany.sk</a> ; <a href="mailto:vladimir.grezo@topolcany.sk">vladimir.grezo@topolcany.sk</a>	city

Number	Country	Organisation	Name	Mail	Level
				<a href="mailto:stanik@zmos.sk">stanik@zmos.sk</a>	
28	Poland	City of Bialystok (Urząd Miejski w Białymstoku)	Tadeusz Truskolaski, Kamil Waligóra	<a href="mailto:prezydent@um.bialystok.pl">prezydent@um.bialystok.pl</a> ; <a href="mailto:kwaligora@um.bialystok.pl">kwaligora@um.bialystok.pl</a>	city
29	Spain	Extremadura Regional Government (Gobierno de Extremadura)	Ana Atanet	<a href="mailto:aatamet@gobex.es">aatamet@gobex.es</a> ; <a href="mailto:dgiyae.presidencia@gobex.es">dgiyae.presidencia@gobex.es</a> ; <a href="mailto:jcmartinez@gobex.es">jcmartinez@gobex.es</a> ; <a href="mailto:tania.mico@gobex.es">tania.mico@gobex.es</a>	region
30	Italy	Umbria Region (Regione Umbria)	Claudio Tiriduzzi	<a href="mailto:progcomunitaria@regione.umbria.it">progcomunitaria@regione.umbria.it</a>	region
31	Romania	Prahova County Council	Vasile Crisitna	<a href="mailto:crisina.vasile@cjph.ro">crisina.vasile@cjph.ro</a>	county
32	Spain	Extremadura Regional Parliament (Parlamento de Extremadura)	María Eugenia Romero Vazquianez	<a href="mailto:meromero@asambleaex.es">meromero@asambleaex.es</a>	region
33	Estonia	Municipality of Antsla (Antsla vald)	Kurmet Müürsepp	<a href="mailto:kurmetster@gmail.com">kurmetster@gmail.com</a>	city
34	Spain	Basque Government (Gobierno Vasco)	Amaia Barredo Martin	<a href="mailto:a-barredomartin@ej-gv.es">a-barredomartin@ej-gv.es</a> ; <a href="mailto:Sofia-Orue@ej-gv.es">Sofia-Orue@ej-gv.es</a>	region
35	Spain	Andalusia autonomous community (Junta de Andalucía)	Manuel Granados Corona, Alicia Portillo Navarro	<a href="mailto:aportillo@agenciamedioambienteyagua.es">aportillo@agenciamedioambienteyagua.es</a> ; <a href="mailto:manuelm.granados@juntadeandalucia.es">manuelm.granados@juntadeandalucia.es</a> ; <a href="mailto:asuntoseuropeos.capma@juntadeandalucia.es">asuntoseuropeos.capma@juntadeandalucia.es</a>	region
36	Slovakia	Bratislava Self-Governing Region (Bratislavský samosprávny kraj)	Martin Hakel, Marek Dvorsky	<a href="mailto:martin.hakel@region-bsk.sk">martin.hakel@region-bsk.sk</a> ; <a href="mailto:marek.dvorsky@region-bsk.sk">marek.dvorsky@region-bsk.sk</a>	region

Number	Country	Organisation	Name	Mail	Level
37	Spain	Autonomous Government of Catalonia (Generalitat de Catalunya)	Susanna Rivero Baughman	<a href="mailto:sriverob@gencat.cat">sriverob@gencat.cat</a> ; <a href="mailto:mireia.canelles@gencat.cat">mireia.canelles@gencat.cat</a> ; <a href="mailto:ingrid.vives@gencat.cat">ingrid.vives@gencat.cat</a> ; <a href="mailto:montserrat.farriol@gencat.cat">montserrat.farriol@gencat.cat</a> ;	region
38	Spain	Municipality of Vacarisses (Ayuntamiento de Vacarisses)	Josep M <sup>a</sup> Ortiz Prat	<a href="mailto:josep.m.ortiz@cetib.cat">josep.m.ortiz@cetib.cat</a> ; <a href="mailto:melcionfc@diba.cat">melcionfc@diba.cat</a>	city
39	Turkey	Karşıyaka Municipality (Karşıyaka Belediyesi)	Duygu Kumlu, Engin Emre İleri	<a href="mailto:emreileri1@windowlive.com">emreileri1@windowlive.com</a>	city
40	Spain	Municipality of san Vicente del Raspeig	Jorge Carbonell	<a href="mailto:jcarbonell@raspeig.org">jcarbonell@raspeig.org</a>	city
41	Latvia	Municipality of Valmiera (Valmieras pilsētas pašvaldība)	Kristīne Melece	<a href="mailto:kristine.melece@valmiera.lv">kristine.melece@valmiera.lv</a>	region
42	Netherlands	City of Delft (Gemeente Delft)	Johan van Reenen	<a href="mailto:jvreenen@delft.nl">jvreenen@delft.nl</a>	city
43	Belgium	Energy Cities	-	-	association of cities and regions
44	Germany	City of Arnsberg (Stadt Arnsberg)	Karin Glingener	<a href="mailto:bmreferat.glingener@arnsberg.de">bmreferat.glingener@arnsberg.de</a>	city
45	Greece	EGTC EFXINI POLI - Network of European Cities for Sustainable Development	Dr Nikos Krimniantis	<a href="mailto:epolis@efxini.gr">epolis@efxini.gr</a>	egtc

Number	Country	Organisation	Name	Mail	Level
46	Poland	Łódź city council (Urząd Miasta Łodzi)	Piotr Niewinowski	<a href="mailto:p.niewinowski@uml.lodz.pl">p.niewinowski@uml.lodz.pl</a>	city
47	Portugal	Lisboa.doc Lisbon City Council (Câmara Municipal de Lisboa)	Equipa de Missão Lisboa	<a href="mailto:lisboa.europa2020@cm-lisboa.pt">lisboa.europa2020@cm-lisboa.pt</a>	city
48	Bulgaria	Rousse Municipality (Община Русе)	Strahil Karapchanski	<a href="mailto:karapchanski@gmail.com">karapchanski@gmail.com</a>	city
49	Bulgaria	Vratsa Municipality (Община Враца)	Sylvia Ganeva,Ralitza Geshovska	<a href="mailto:obshtinavr@b-trust.org">obshtinavr@b-trust.org</a>	city
50	Bulgaria	Vidin Municipality (Община Видин)	Gergo Guergov	<a href="mailto:kmet@vidin.bg">kmet@vidin.bg</a>	city
51	Bulgaria	Pazardijk Municipality (Община Пазарджик)	-	-	city
52	Bulgaria	Dobrich Municipality (Община град Добрич)	Detelina Nikolova	<a href="mailto:dobrich@dobrich.bg">dobrich@dobrich.bg</a>	city
53	Bulgaria	Shvishtov Municipality (Община Свищов)	Stanislav Petrov Blagov	<a href="mailto:obshtina@svishtov.bg">obshtina@svishtov.bg</a>	city
54	Cyprus	Agios Athanasios Municipality (δημος αγιου αθανασιου)	Kiriakos Chatzittofis	<a href="mailto:demos.agios.athanasios@cytanet.com.cy">demos.agios.athanasios@cytanet.com.cy</a>	region
55	Sweden	Trollhättan Municipality (Trollhättans stad)	Johan Andersson	<a href="mailto:johan.andersson@trollhattan.se">johan.andersson@trollhattan.se</a>	city



## **9 Annex II – Local/ Regional initiatives reported in the contributions**

Country	Organisation	Initiative
Belgium	Flemish Government	<p><b>Flanders in Action:</b> The Flemish government has identified thirteen major social challenges in its future project 'Flanders in Action.' is Flanders' ambitious project for the future. In 2020, Flanders wants to assume a leading position among the best performing European regions, economically, socially and ecologically. Therefore the Government of Flanders, the social partners and the representatives of the civil society signed the Pact 2020, that consists of twenty ambitious objectives with a set of corresponding target figures.</p>
Belgium	Energy Cities	<p><b>Energy transition of cities and towns:</b> Energy Cities has developed 30 practical proposals to accelerate the energy transition of cities and towns. They are built upon 5 strategic pillars that represent a source of inspiration for tackling the challenges listed above:</p> <ul style="list-style-type: none"> <li>- Empowering local actors so as to give local and regional authorities the power to decide on energy issues and to act accordingly;</li> <li>- Knowing our territories' resources and flows for a more efficient use of the local potential (e.g. natural resources, wasted heat, synergies between players, etc.);</li> <li>- Rethinking finance in general to ensure local and regional authorities have the means to achieve their objectives;</li> <li>- Inventing a new local governance to involve all local players in sustainable policies;</li> <li>- Using urban planning as a way to reduce energy use especially from the mobility and building sectors.</li> </ul>
Belgium	Flemish Government	<p><b>Flemish sustainable procurement action plan:</b> aims to provide the process around sustainable public procurements with a novel dynamic and to have it conducted in a more coordinated manner. The Action Plan's objective is to achieve 100% sustainable public procurement by the year 2020.</p>

Country	Organisation	Initiative
Belgium	Flemish Government	<b>Flemish Climate Policy Plan 2013-2020</b> : to help combat the causes and consequences of global warming a Flemish Climate Policy Plan 2013-2020 (VKP) is currently being prepared.
Belgium	Flemish Government	<b>The Flanders Mobility Plan</b> : The Flanders Mobility Plan's aim is an integrated, comprehensive and systematic approach to mobility policy within the guidelines sketched out by the European Transport White Paper.
Belgium	Flemish Government	<b>Flemish Energy Efficiency Action Plan</b> : On the energy efficiency front a start has been made with the preparation of the third Flemish Energy Efficiency Action Plan (see the new European directive on energy efficiency).
Belgium	Flemish Government	<b>sustainable building and living</b> : This agenda of this transition network contains DuWoBo's vision, structured in 5 task groups: 'saving energy', 'sustainable materials', 'sustainable living', 'education & training' and 'innovation & building processes'.
Belgium	Flemish Government	<b>Flemish Materials Programm</b> : The aim of the Flemish Materials Programme is to move towards sustainable materials management, where account is taken of the environment, the economy and social policy. The programme is a partnership between the government, NGOs, research institutes and industry.
Denmark	Central Denmark Region	<b>Regional development plan</b> : The Central Denmark Region has stated in its regional development plan that in 2025, 50% of the region's total energy consumption (by geographical area) is to come from renewable sources. In the longer term, the region is to be 100% supplied by renewable energy.

Country	Organisation	Initiative
Netherlands	Municipality of Breda	<b>Climate-program 2013-2016:</b> The citywide Climate-program 2013-2016 has been implemented by the local council, as part of the Municipal Environment Policy for the city of Breda.
Netherlands	City of Amsterdam	<p><b>Amsterdam Beslist Duurzaam 2011 - 2014:</b> The urban sustainability programme "Amsterdam Beslist Duurzaam 2011 - 2014" [Amsterdam chooses sustainable"]. This focuses on four interrelated themes: energy, mobility/air quality, sustainable innovative economy, commodities and consumers. Monitoring is done through a sustainability index and reporting through annual municipal accounts. Demonstrating links in the following areas:</p> <ul style="list-style-type: none"> <li>- energy savings and sustainable energy provide new business;</li> <li>- commitment to electric vehicles delivers new business models such as Car2Go and infrastructure with charging stations;- raw materials, the closure of phosphate recycling in the port area. Construction of a demonstration plant for the regional recovery of phosphates from waste streams;</li> <li>- Sustainable procurement as a tool for steering the market in right direction.</li> </ul>
Netherlands	City of Delft	<b>Delft 2008-2012 Sustainability Plan:</b> The still in progress Delft 2008-2012 Sustainability Plan is based on four themes: Energy and Climate, Environment, Nature and Water in and around the city of Delft and Innovative Sustainable Knowledge City
Poland	City of Bialystok	<b>2011-2020+ strategy:</b> The City of Bialystok is currently implementing its 2011-2020+ strategy, requiring significant action in terms of infrastructure and the preparation of an appropriate investment base. Moreover, this will also involve a period of intense work to improve cooperation between the academic and business worlds. The public sector has a key role to play in this respect.

Country	Organisation	Initiative
Poland	Marshal's Office of the Lodzkie Region	<b>Łódzkie Region Development Strategy:</b> Work on the updated Łódzkie Region Development Strategy (SRWŁ), which lasted for two years, has led to the development of a document consistent with the principles of the Europe 2020 strategy and with the principal national documents.
Poland	Gdynia City Council	<b>2020 Sustainable energy action plan:</b> The document focuses on measures to limit CO2 emissions while the second forecasts changes in energy use and needs in the city. In addition, the Broad Outlines identify possible sites for energy installations which produce renewable energy sources with a power of over 100 kW.
Portugal	Ferreira do Alentejo Municipal Council	<b>Sustainable Ferreira Programme:</b> The policies adopted form part of an overall programme entitled "Sustainable Ferreira", involving the following measures: <ul style="list-style-type: none"> <li>- Implementation of Local Agenda 21;</li> <li>- Municipal plan for replacing/modernising waste-water treatment plants;</li> <li>- Public information campaigns to increase environmental awareness;</li> <li>- Promotion of sustainable building techniques;</li> <li>- Solar-energy parks;</li> <li>- Guide to sustainable consumption;</li> <li>- Efficient lighting;</li> <li>- Collection of recyclable waste</li> </ul>
Spain	Extremadura Regional Government	<b>Climate Change Strategy 2013-2020:</b> Extremadura also subscribes to the European and national commitments to fight climate change, as shown by the new Climate Change Strategy 2013-2020 to be presented this year when the previous strategy expires, which will set standards and guidelines in this area at regional level, and the many plans for adapting to climate change presented over recent years in Extremadura.

Country	Organisation	Initiative
Spain	Extremadura Regional Government	<b>Plan 2000 ESE:</b> The Plan is set to become the trigger for the growth and viability of the emerging market for energy services in Spain, thus contributing to job creation and the introduction of the culture of energy efficiency.
Spain	Extremadura Regional Government	<b>Strategy E4:</b> The Spanish Saving and Energy Efficiency Strategy (E4) identifies the strategic objectives, as well as the route that energy policy should take to achieve the objectives of same: security of supply in terms of quantity and price with some basic levels of self-sufficiency, taking into consideration the environmental impact.
Spain	Municipality of Vacarisses	<b>2012-2020 Energy Plan:</b> The 2012-2020 Energy Plan has been created, setting out energy policies to be followed in order to achieve the objectives under discussion.
United Kingdom	Aberdeen City Council	<b>Sustainable Urban Mobility Plan:</b> This plan is helping to shape work at the moment to develop a local Hydrogen Transport Strategy.

## **10 Annex III – Box of good practices**

Country	Organisation	Good examples
Czech Republic	The City of Prague	<b>Blanka tunnel:</b> For road traffic, the City of Prague has completed the Blanka tunnel, which is designed to cut traffic and exhaust fumes in the city centre.
Netherlands	Municipality of Breda	<b>CO<sub>2</sub> neutrality:</b> With an extensive repetitive 4-year program (80 projects) Breda aims at reaching a new in-between goal towards the final goal in 2044; the city-wide CO <sub>2</sub> -neutrality status.
Poland	Gdynia City Council	<b>Subsidies for solar panels:</b> the city supports local residents who wish to install renewable energy sources (solar panels and heat pumps) through a subsidy programme.
Poland	City of Bialystok	<b>Improving the Quality of the Functioning of the Public Transport System:</b> The City is implementing a multi-stage project on "Improving the Quality of the Functioning of the Public Transport System." Under the project, the municipality is involved in modernising particularly busy sections of local roads, replacing the public transport fleet (with safer, more comfortable and low emission vehicles), introducing bus lanes, investing in low-energy street lighting, promoting the use of public transport by local people.
Poland	Gdynia City Council	<b>Greening the public transport:</b> In total, 34% of the public transport fleet runs on green fuel (electricity or CNG). There has been an improvement in terms of air quality thanks to action in this area; moreover, the per-kilometre cost of vehicles that run on CNG or electricity is lower than that of diesel vehicles.

Country	Organisation	Good examples
Poland	Gdynia City Council	<b>Pomorskie Science and Technology Park:</b> It is cooperation between science institutes, research centres, financial institutions and businesses representing a multitude of economic and industrial sectors. They were established in order to search for new technological solutions and their practical applications in economic development.
Poland	City of Bialystok	<b>TRISTAR Integrated Traffic Management System:</b> The system enables traffic to be controlled automatically throughout the Tri-City (Gdańsk, Sopot, Gdynia) area thanks to use of Intelligent Transportation Systems (ITS) technology.
Portugal & Spain	Duero-Douro EGTC	<b>Energy consumption center:</b> implementing a public-private cooperation agreement between some 100 town halls and energy service companies, with the authorities all having set up a single energy consumption centre with the aim of making themselves competitive and attractive to suppliers. This will enable them to install state-of-the-art, hyper-efficient technology which will allow savings of over 75% compared with current electricity consumption.
Slovakia	Olomouc Region	<b>Teplárna Olomouc:</b> The cogeneration plant produces heat and electricity from biomass. The heat it produces is channelled via a connecting pipe to the town's existing hot water system. This undertaking has been granted a district energy award in 2009.
Spain	Municipality of Canyelles	<b>Info campaigns on sustainability:</b> Carrying out public awareness campaigns on reducing energy consumption, as well as changes to municipal buildings and public lighting. Projects to increase use of the "green dot" and to make it more effective, and to facilitate waste separation. Efforts are also under way to start a campaign on reuse of waste.

Country	Organisation	Good examples
Turkey	Karşıyaka Municipality	<b>Expansion of underground network:</b> The district of Karsiyaka expanded its underground network and made underground travelling cheaper and comfortable to make people choose that and added new stations.
Turkey	Karşıyaka Municipality	<b>Bicycle project:</b> The municipality added a bicycle project for making transportations easier and with less CO <sub>2</sub> emissions to create more environmental district. In order of this work we added 7 stations and 55 bicycles for now and looking way to improve it.
United Kingdom	Aberdeen City Council	<b>The Aberdeen Hydrogen Project:</b> A number of key industry and public sector players have joined forces to demonstrate the EU's largest integrated renewable hydrogen project. Utilising Scotland's abundance of wind energy, the project will both allow the greater development of renewable energy (by easing grid constraints) and the fuelling of Europe's largest fleet of hydrogen fuel cell buses, in the city of Aberdeen.