SMARTSET UPDATED SET OF COMMON PERFORMANCE INDICATORS | D6.1

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1.1. List of tables

This list provides an overview on all tables used in this document.

1.2. List of abbreviations

This table provides an overview on all abbreviations used in this document.

Abbreviation	Full name | Explanation
CO_2	Carbon dioxide
GWh	Gigawatt hour
toe	Tonne of oil equivalent
UFT	Urban Freight Terminals
IEE	Energy – Europe programme of the European Union

Table 1: Abbreviations used in this document

2. ABOUT SMARTSET

Transport of goods, both over long distances and within cities, contributes to a substantial part of the total emissions generated from the transport sector, as well as congestion. Up to 20% of traffic, 30% of street occupation and 50% of greenhouse-gas emissions are generated by freight.

The SMARTSET project will develop demonstration schemes to show how freight transport in European cities and regions can be made more energy-efficient and sustainable by a better use of freight terminals. To reach this overall goal, the project will provide examples of good practice that can support cities, regions and countries to contribute to the European Union „20-20-20" targets[1] for reduction in carbon dioxide emissions and improvement in energy-efficiency.

SMARTSET targets	Reduction by 2016	Reduction by 2020
Reduction of CO_2 emissions in tonnes	9,422 tonnes per year	29,193 tonnes per year
Reduction of energy consumption in tonnes	1,310 toe per year	4,819 toe per year
Reduction of energy consumption in GWh	15 GWh per year	56 GWh per year

Table 2: SMARTSET targets during project duration (by 2016) and beyond (by 2020)

SMARTSET is structured around three core aspects for creating successful and attractive terminals:

- **Market based business models** provide a framework for various strategies and distribution solutions to be implemented through organizational structures, processes and systems.
- In order to make city centres more attractive, the **introduction of clean and energy-efficient vehicles** for last mile distribution and the use of intermodal transports is facilitated as well.
- **Incentives and regulations** improve the possibility to make the business models profitable and financially sustainable.

SMARTSET is a project, co-funded by the Intelligent Energy – Europe programme of the European Union (IEE) and is composed of 14 partners, coming from Austria, Germany, Italy, Sweden and the United Kingdom. It will run from 01.05.2013 until 30.04.2016.

[1] The climate and energy package is a set of binding legislation which aims to ensure the European Union meets its ambitious climate and energy targets for 2020. These targets, known as the "20-20-20" targets, set three key objectives for 2020:

- A 20% reduction in EU greenhouse gas emissions from 1990 levels
- Raising the share of EU energy consumption produced from renewable resources to 20%
- A 20% improvement in the EU's energy efficiency

3. UPDATED SET OF COMMON PERFORMANCE INDICATORS

As first task of the WP6 Evaluation - Task 6.1, a Common Evaluation Plan for the complete project is currently being developed, covering both effect evaluation and process evaluation of local and project outcomes. The common evaluation plan will form a framework for the local evaluation plans which will later be developed by each city to ensure that common conclusions can be drawn from the project.

As part of this work the key performance indicators listed in chapter 4 of the project Annex I has been reviewed and, where necessary, updated.

A framework for the Common Performance Indicators was build in an excel file format to report whether, to what extend and how SMARTSET has achieved (or not) the following project specific, strategic and IEE Common objectives and its planned outputs/outcomes in the cities and overall as a project. This excel file will be further developed into a framework for the Common Evaluation Plan and delivered as part of D6.3 Common and Local Effect Evaluation Plans.

The SMARTSET Project Specific Objectives:

- Reduce the energy consumption and environmental impact of freight distribution.
- Develop business models and business cases for freight terminals for both last mile freight delivery and shift from road to rail for longer distances.
- Develop incentives and regulations which may shift transport demand in favour of UFT distribution schemes
- Increase the number of freight vehicles using clean and energy-efficient fuels.
- Capacity building within the consortium and creation of networks with stakeholders in the project and external actors to improve dialogue and acceptance of proactive freight schemes.
- Transfer of knowledge on various aspects of UFTs including business models to develop more sustainable distribution networks.

The SMARTSET Strategic Objectives:

- 1. Increase the use of clean vehicles for freight distribution in urban areas.
- 2. To identify and implement a more sustainable way of freight transports to and from the city that means less traffic volume from goods distribution, to the same or lower cost and on time with the same amount of deliveries and goods volume. Thus develop and adopt a sustainable business model for freight transports.
- 3. Stimulate the introduction of clean vehicles for urban freight.
- 4. Implement methods for operational train management that ensure reliability and freight path preservation (priorities) on mixed traffic lines.

IEE Common Objective:

- To contribute to the EU 2020 targets on energy efficiency and renewable energy sources (more detail can be found in D8.1).

As a result of this review work, we have created an excel spreadsheet which presents not only the updated set of the common indicators but also refers these to

- The SMARTSET and Strategic Project and Common IEE Objectives
- Targets made (both short term and long term)
- Source to be used (where it is measured eg Local Evaluation Plans etc)
- Means of monitoring (how it is measured)
- Key outputs, results, conclusions etc to be made

An overview of the Common Performance Indicators is shown in Figure 1 below. A full list of the updated common performance indicators for the project can be found in detail in accompanying excel file.

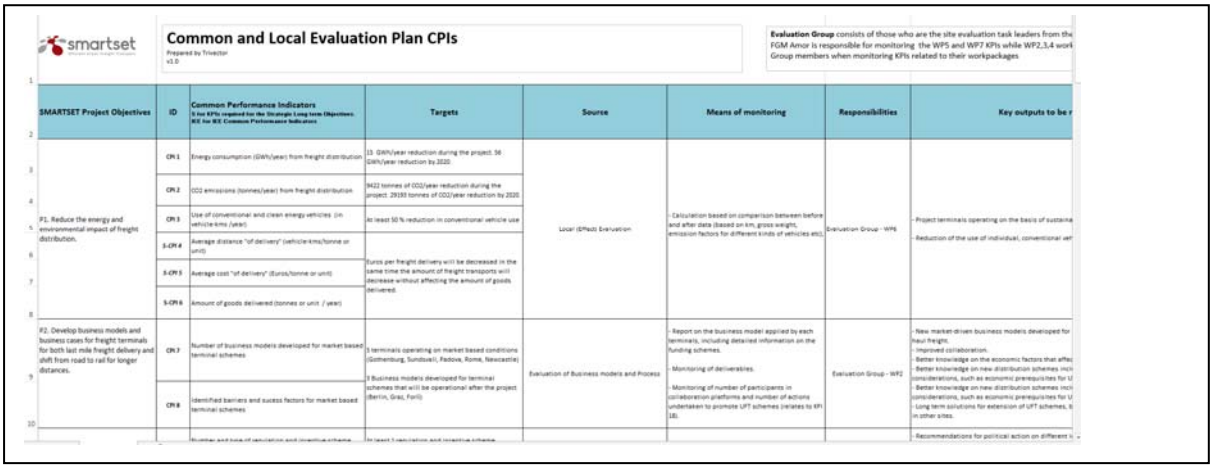

Figure 1 Overview of the Updated Common Perforce Indicators Framework

However, we envisage that there may be some further updates necessary to this list as a result of the finalised Common and Local Effect Evaluation Plans deliverable (D6.3 due in M9 -January 2014) and Common Process Evaluation Plan (D6.2 due in M6 -October 2013).