



GUIDELINES FOR ENVIRONMENTAL MONITORING OF ERDF OPERATIONAL PROGRAMMES 2014-2020

February 2016

*Dirección General de Fondos Comunitarios
Secretaría de Estado de Presupuestos y Gastos
Ministerio de Hacienda y Adm. Públicas*

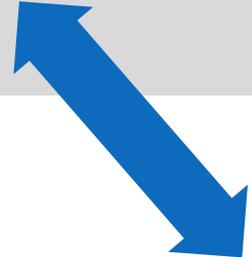
ENVIRONMENTAL MONITORING OF:

OPERATIONS



STRATEGIC ENVIRONMENTAL ASSESSMENTS (SEA)

SEA IN OP REPROGRAMING



Programing

- ERDF Operational Programs approved.
- REGIO comments . Answers incorporated.
- Strategic Environmental Statements approved for each OP.

Implementation

- Selection Criteria for Operations.
- Annual reports.
- Monitoring Committees.
- Communication Strategies.

Monitoring and Evaluation

- Monitoring of Strategic Environmental Statements
- SEA Monitoring Indicators.

Article 51. Monitoring the Strategic Environmental Assessment (SEA) and the Environmental report.

Article 52. Monitoring Environmental Impact Assessment (EIA) and the Environmental study.

- Regional OP ERDF. The monitoring process must be performed by the regional competent authorities of each Autonomous Region.

Operations included in more than one Program.

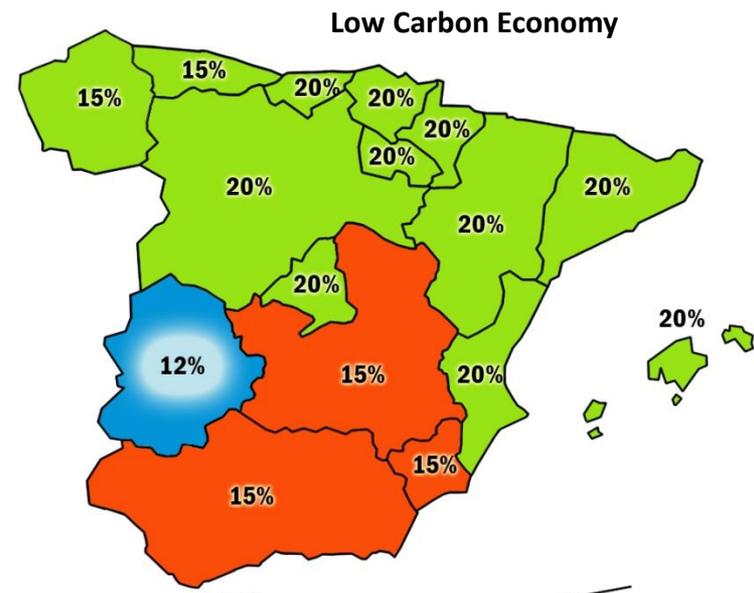
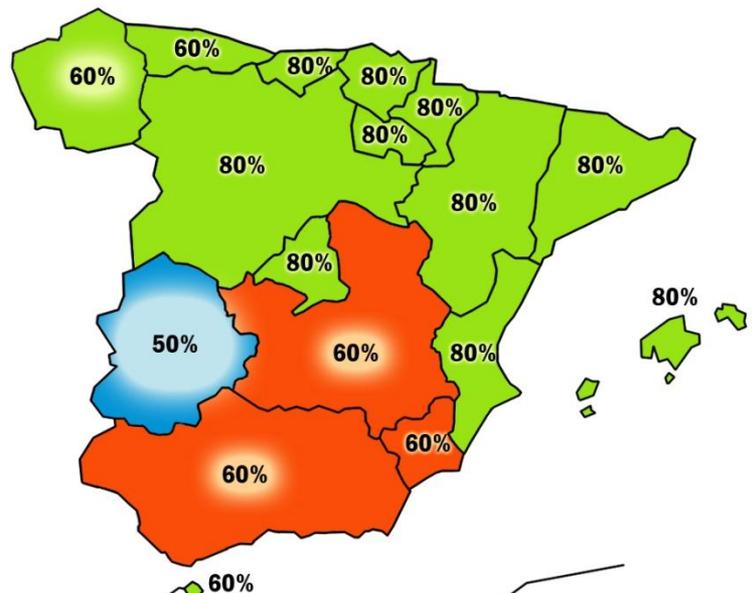
- It is necessary to coordinate the processes in case of different SEA applied to different Programs when they include one or more coincident operations. The aim is to avoid overlapping and reduce administrative burden.

- **Indicators** : Output - Result – Financial.
- **Performance framework** and performance reserve.
- **Thematic Concentration** .
- Amount of support envisaged for **Climate Change** objectives.

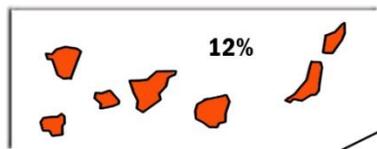
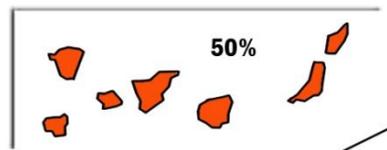
THEMATIC CONCENTRATION



R&D
ICT
SME
LCE

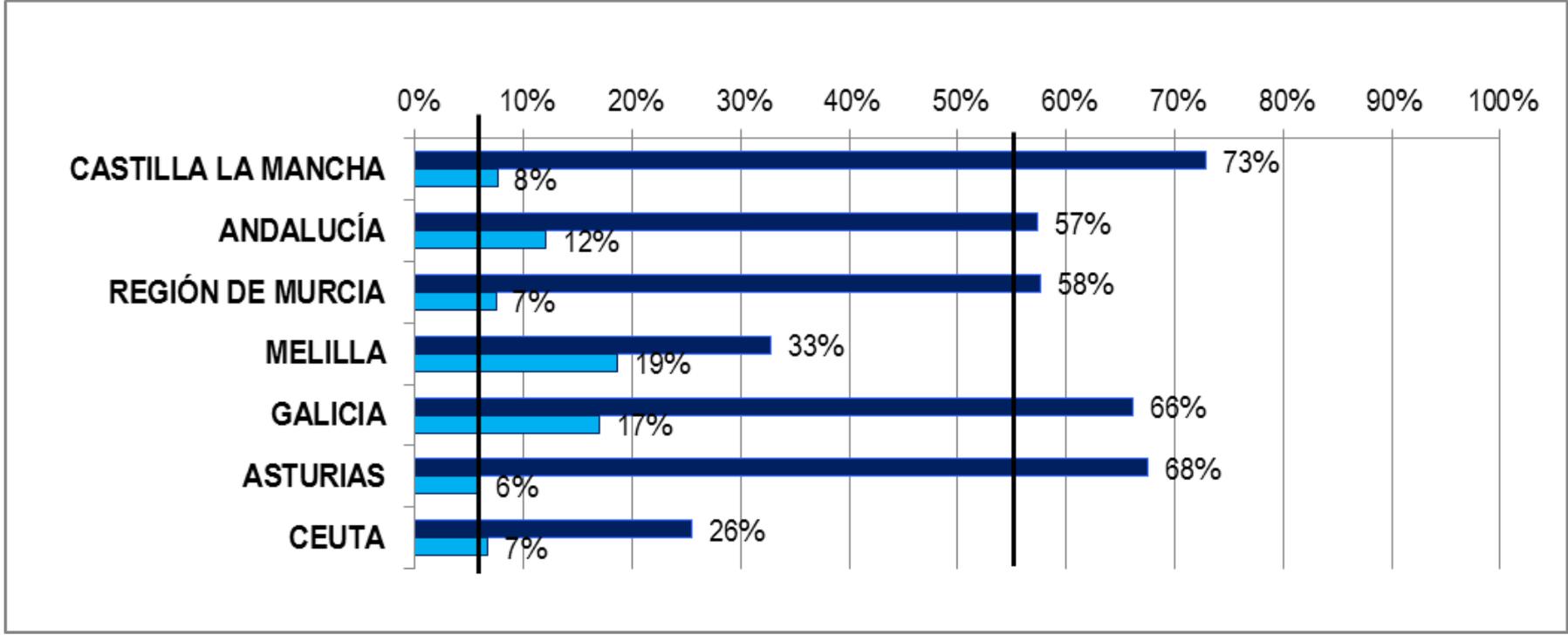
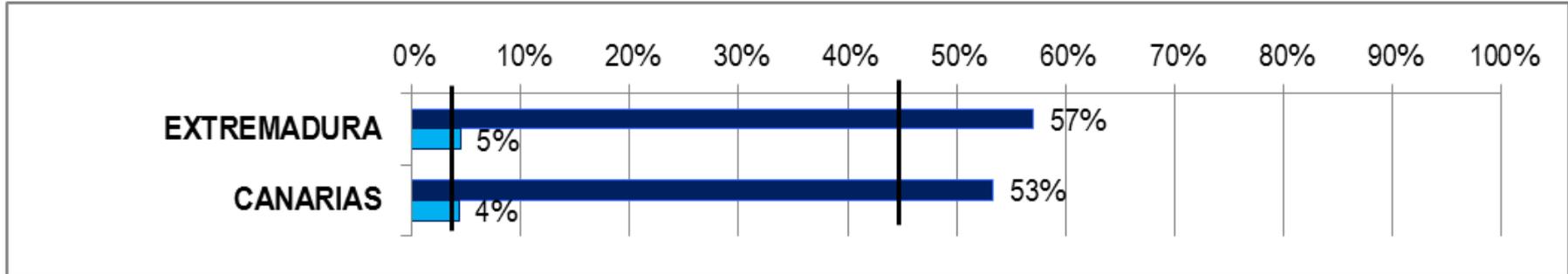


■ More developed
■ Transition
■ Less developed

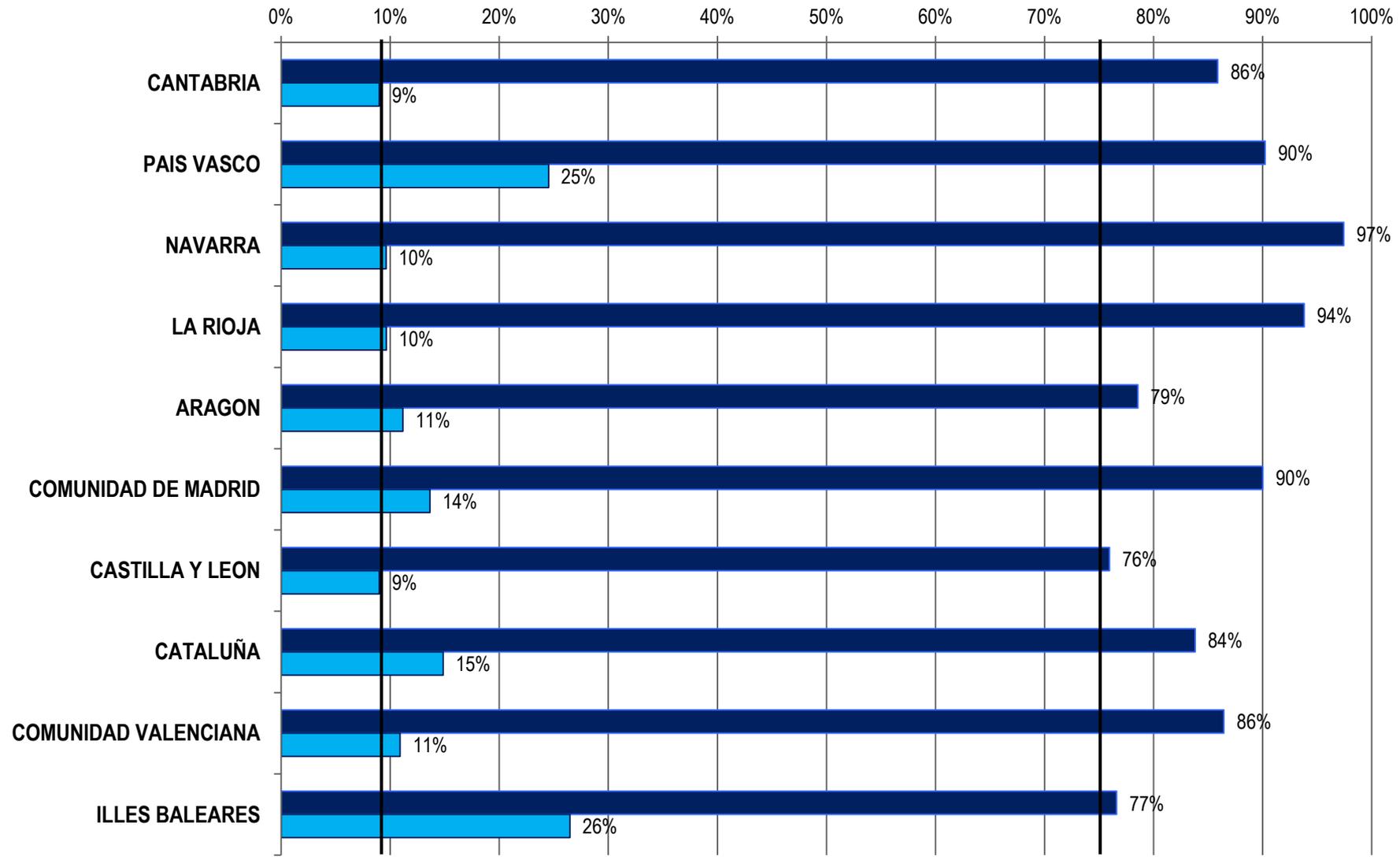


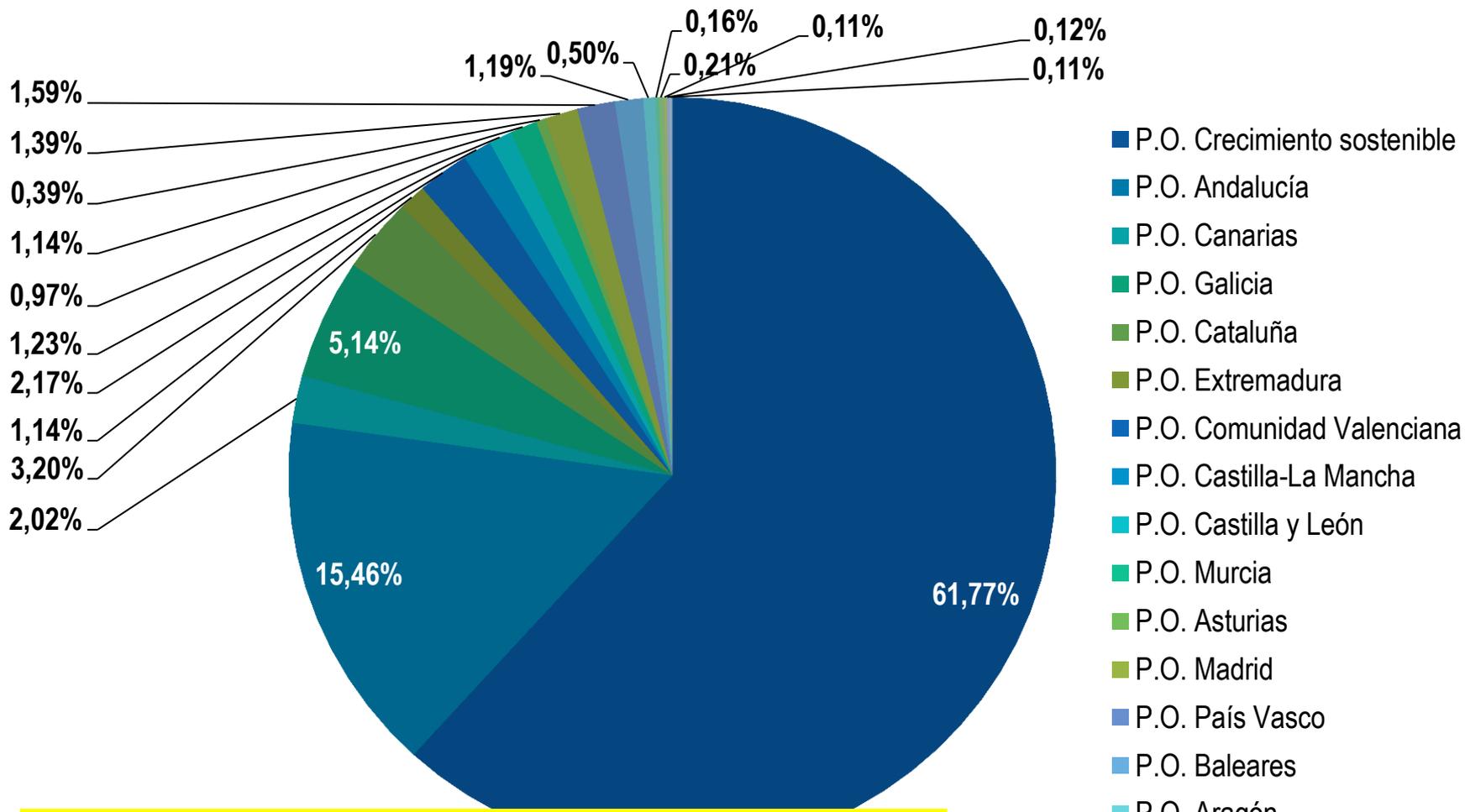
	TOTAL	REGIONS	CENTRAL	LOCAL
Less developed and Outermost regions*				
R&D, ICT, SMEs y LCE	50%	45%	55,3%	50%
LCE	12%	4%	9%	50%
Transition, ex-convergence and ex-phasing out regions:				
R&D, ICT, SMEs y LCE	60%	55%	66%	50%
LCE	15%	6%	16,9%	50%
More developed regions and others				
R&D, ICT, SMEs y LCE	80%	75%	93,6%	50%
LCE	20%	9%	32,5%	50%

THEMATIC CONCENTRATION



THEMATIC CONCENTRATION





18,33% CLIMATE CHANGE CONTRIBUTION

It consists on the achievement of the goals set out for each priority in the performance framework (**milestones by 2018 and targets by 2023**)

Priority	Indicator/Unit	Milestone by 2018	Target by 2023

Milestones set for 2018 shall include **financial indicators, output indicators or Key implementation steps**. COM shall, when a serious failure of the performance framework occurs, decommit the corresponding allocations committed to the programmes concerned as part of the performance reserve (5 to 7%) (6% of the total amount).

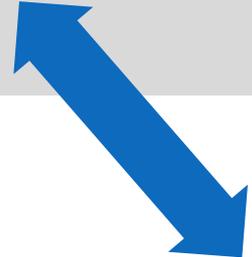
ENVIRONMENTAL MONITORING OF:

OPERATION



STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

SEA IN OP REPROGRAMING



Article 18. Application for initiating the SEA procedure.

Define the initial information necessary to initiate the SEA procedure:

- a) The **objectives** of the planning.
- b) The **scope and content of the proposed plan or program** and its reasonable, technically and environmentally viable alternatives.
- c) The **foreseeable development of the plan** or program.
- d) The **potential environmental impacts**, taking into account climate change.
- e) The **foreseeable impact** on concurrent sectoral and territorial plans.

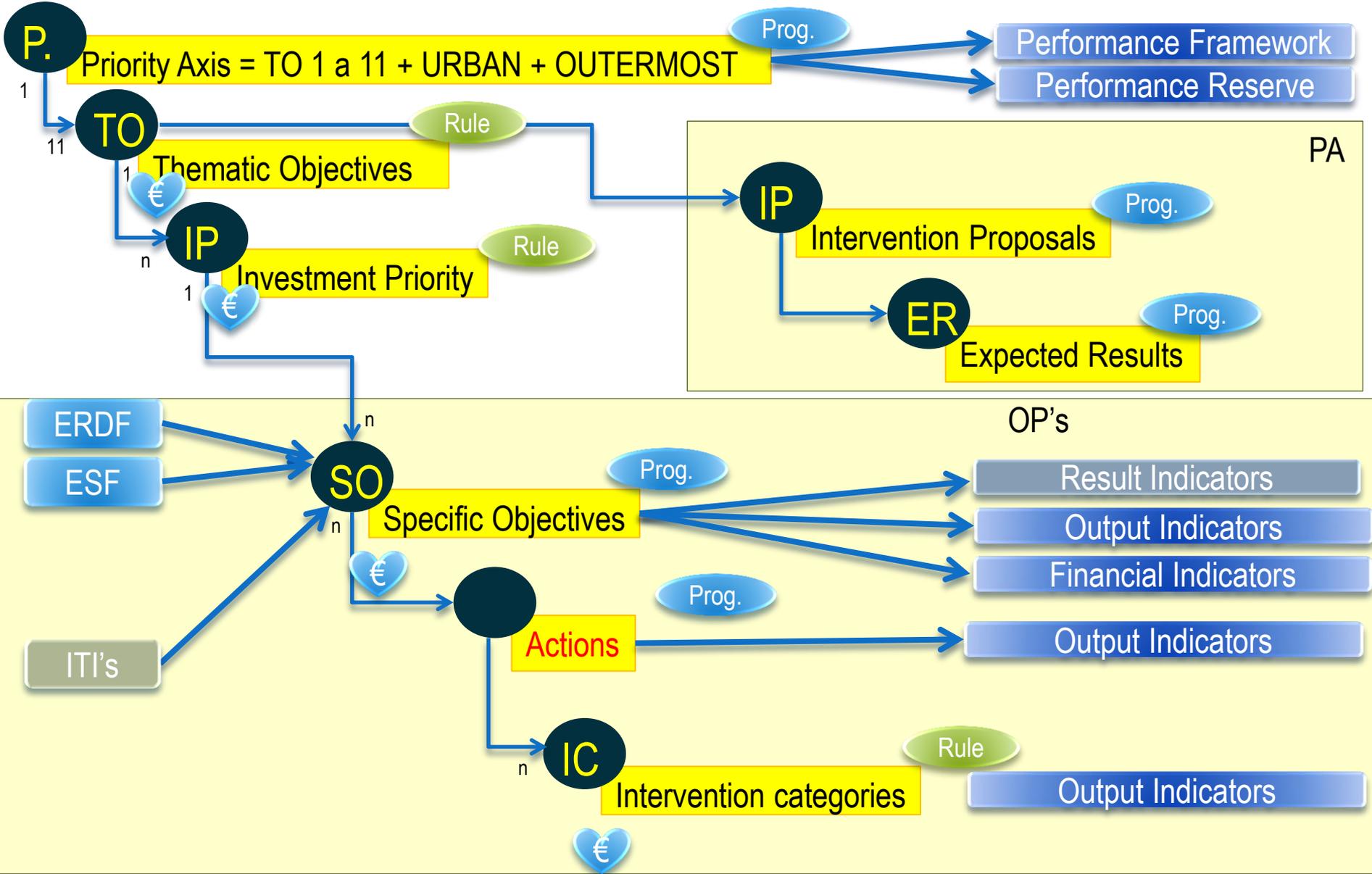
Additionally, **Article 20** states that the responsibility for conducting the strategic environmental report lies on **the promoter** of the OP stating:

“...the promoter shall elaborate the strategic environmental study, which will identify, describe and evaluate **the significant effects on the environment caused by the implementation of the plan or program...**”

It can be said that the base information used to develop the SEA is what Article 24 calls **complete file**, comprising :

- *The **final proposed plan** or program.*
- *The **Strategic Environmental Report**.*
- *The result of the **public information** and consultation, including transboundary consultations where appropriate.*
- *A summary document in which the promotor describes how the environmental aspects of the study have been integrated into the final draft of the plan or program, the adequacy of this plan with the scope document, and the results of the public consultations and how they have been taken into consideration.*
- **Therefore It can be understood that the modification of the above information could imply a new environmental procedure.**

PROCESS OF PROGRAMMING



The definition of Operational Programs (for the period 2014-20) is based on:

Priorities

- Thematic Objectives.
 - Investment Priorities
 - Specific Objectives
 - Lines of Action or Actions
 - Operations

Results orientation and the final objective of ERDF funding is **to contribute to the achievement of the expected results defined for each Specific Objective.**

The Specific Objective defines the contribution to the achievement of the expected results. Programming is committed and approved with this level of definition.

EJEMPLO 1

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

MODIFICACION

	Montante	Unidad	
Transporte	85 M€	50 KM	Autopistas
Medio Ambiente	15 M€	5 Ud	EDAR
Total	100 M€		

EAE NO APLICABLE

EJEMPLO 2

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

MODIFICACION

	Montante	Unidad	
Transporte	95 M€	50 KM	Autopistas
Medio Ambiente	25 M€	5 Ud	EDAR
Total	120 M€		

EAE NO APLICABLE

EJEMPLO 3

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

La EAE se referirá a 70 Km de autopistas y a 7 EDAR

MODIFICACION

	Montante	Unidad	
Transporte	95 M€	60 KM	Autopistas
Medio Ambiente	25 M€	6 Ud	EDAR
Total	120 M€		

EAE NO APLICABLE

EJEMPLO 4

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

MODIFICACION

	Montante	Unidad	
Transporte	80 M€	55 KM	Autopistas
Medio Ambiente	20 M€	4 Ud	EDAR
Total	100 M€		

EAE APLICABLE → NECESIDAD DE “FILTRADO”

EJEMPLO 5

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

MODIFICACION

	Montante	Unidad	
Transporte	85 M€	55 KM	Autopistas
Medio Ambiente	15 M€	4 Ud	EDAR
Total	100 M€		

EAE APLICABLE → NECESIDAD DE “FILTRADO”

EJEMPLO 6

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

MODIFICACION

	Montante	Unidad	
Transporte	130 M€	100 KM	Autopistas
Medio Ambiente	35 M€	8 Ud	EDAR
Total	100 M€		

EAE APLICABLE → NECESIDAD DE EAE COMPLETA

EJEMPLO 7

PO INICIAL

	Montante	Unidad	
Transporte	80 M€	50 KM	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

MODIFICACION

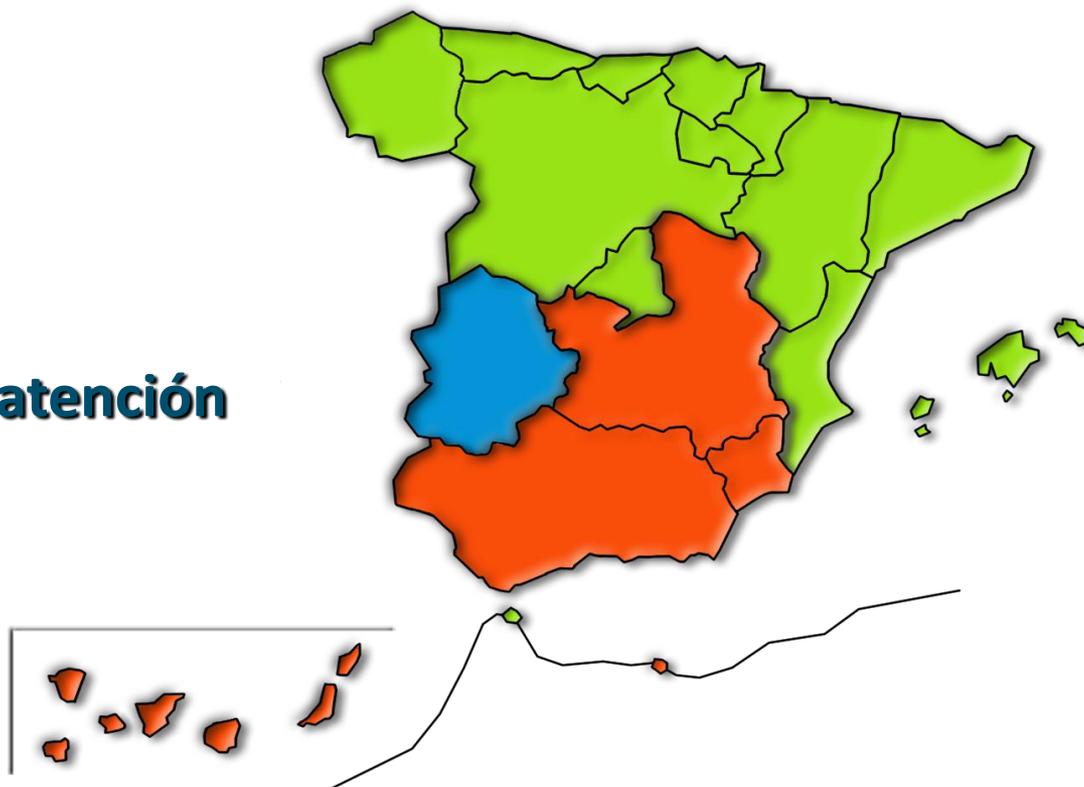
	Montante	Unidad	
Transporte	80 M€	55 KM 5Km en natura 2000	Autopistas
Medio Ambiente	20 M€	5 Ud	EDAR
Total	100 M€		

EAE APLICABLE → NECESIDAD DE EAE COMPLETA

As a consequence of the previous, we must perform a new SEA when:

- There are **Program modifications affecting its strategic conception**: There are substantial modifications of the expected results of the interventions, there are substantial modifications at sectoral level, or affecting the target area. In all these cases an ordinary or simplified procedure of SEA is necessary.
- In line with the above, a substantial modification occurs with the introduction or the removal of any Specific Objective having significant impact on the environment.
- The inclusion of new operations to be subject to EIA, when they are not included in other plans or programs that have already been subjected to SEA.
- When deemed appropriate or when there are serious doubts.

Muchas gracias por su atención



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