ESPON project 3.2
Spatial Scenarios and Orientations in relation to the ESDP and Cohesion Policy

Final Report
October 2006

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Volume 7
Annexes

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List of missing data

- MCRIT

Transport:

Key missing data is a time-serie with "passenger and freight flows between regions", "traffics in main infrastructure links and international terminals", "infrastructure investments", "accidents attached to links". We worked with estimates... there is a need for a basic paneuropean database with these basic data. It is well known in the transport sector.

- DIG

At NUTS 0

- interest rates;
- unit labour cost;
- inflation rate (only missing for Switzerland).

At NUTS 2

- share of people working in S&T on population;
- number of self-employed persons on total employment;
- unemployed people;
- GDP at current prices;
- elasticity of GDP to energy price (only missing for Switzerland).

List of Abbreviations

ADS	Accelerator Driven Systems
ADS	Accelerator Driven Systems
AWU	agricultural working unit
BSE	Bovine Spongiform Encephalopathy
BSR	Baltic Sea Region
CAHP	European Population Committee
CAP	common agricultural policy
CBA	Cost-Benefit Analysis
CEECs	Central and Eastern European Countries
CHP	Combined Heat and Power
DGP	Direct Government Payments
EASR	European Association of Survey Research
ECSC	European Coal and Steel Community
EEA	European Arenas Association
EFTA	European Free Trade area
ENP	European Neighbourhood Policy
EPCC	European Program on Climate Change
ESPON	European Spatial Planning Observation Network
ETCI	European Territorial Cohesion Index
FDI	Foreign direct investment
FMD	Foot-and-Mouth Disease
FNR	Fast Neutron Reactors
FNR	Fast Neutron Reactors
FUAs	Functional Urban Areas
GDP	Gross Domestic Product
GHG	greenhouse gas
GIS	Geographic information system
GU	Geographic unit
GVA	Gross Added Value
HDI	Human Development Index
HDR	Human Developments Report
HST	high-speed train
HTGR	High Temperature Gas Reactors
ICT	Information and Communication Technology
IPCC	Intergovernmental Panel on Climate Change
ISDD	Index of Sustainable Demographic Development
JRC	Joint Research Centre
KTEN	Know trans-European Networks
LAU	local administrative unit
LDP	Local demographic polarisation
LEMA	Life Expectancy at Median Age
LEP	Local economic polarisation
LFAs	Less Favoured Areas
LTDB	Long-Term Database
MASST	Macroeconomic, Sectoral, Social and Territorial (model)
MDP	Medium demographic polarisation
MEDA countries	Mediterranean Partner countries
MEGAs	Metropolitan European Growth Areas
MEP	Medium economic polarisation
MFTA	Mediterranean Free Trade Area
MLE	Mean Life Expectancy
MOLAND	Monitoring Land Use / Cover Dynamics
MRDL	mean remaining duration of life
NSR	North Sea Region
NWE	North-West Europe
OGS	Open GIS Consortium
OLS	Ordinary Least-Squares
PACs	Potential Accession Countries
PIA	Polycentric Integration Area
PPM	parts per million
PPPs	Purchasing power parities
PRB	Population Reference Bureau
PUSH	Potential Urban Strategic Horizon (Area)
RCE	Regional Classification of Europe
SGM	Standard Gross Margin
SGM	Share of gross margin

SII	Summary Innovation Index
SPESP	Study Programme on European Spatial Planning
TENs	Trans-European Networks
TEN-STAC	Scenarios, Traffic Forecasts, and Analyses of Corridors on the Trans-European Transport Network
TFR	Total fertility rate
TIA	Territorial Impact Assessment
TPG	Transnational Project Group
UAA	Utilised agricultural area
UNDP	United Nations Development Programme
UNECE	United Nations Economic Commission for Europe
UNPP	United Nations Population Prospect
USPTO	US Patent and Trademark Office
WTO	World Trade Organization

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List of indicators developed and datasets provided to the ESPON Database

Model 3.2	Variable name	Regional reference	Time reference	Source of data
ISDD	Median age (years)	NUTS2	2000	UMS RIATE
ISDD	Life expectancy at birth (years)	NUTS2	2000	UMS RIATE
ISDD	Index of sustainable demographic development	NUTS2	2000	UMS RIATE
ISDD	Median age, estimation baseline scenario (years)	NUTS2	2015	UMS RIATE
ISDD	Life expectancy at birth, estimation baseline scenario (years)	NUTS2	2015	UMS RIATE
ISDD	Median age, estimation baseline scenario (years)	NUTS2	2030	UMS RIATE
ISDD	Life expectancy at birth, estimation baseline scenario (years)	NUTS2	2030	UMS RIATE
ISDD	Median age, estimation cohesion scenario (years)	NUTS2	2015	UMS RIATE
ISDD	Life expectancy at birth, estimation cohesion scenario (years)	NUTS2	2015	UMS RIATE
ISDD	Median age, estimation cohesion scenario (years)	NUTS2	2030	UMS RIATE
ISDD	Life expectancy at birth, estimation cohesion scenario (years)	NUTS2	2030	UMS RIATE
ISDD	Median age, estimation competitive scenario (years)	NUTS2	2015	UMS RIATE
ISDD	Life expectancy at birth, estimation competitive scenario (years)	NUTS2	2015	UMS RIATE
ISDD	Median age, estimation competitive scenario (years)	NUTS2	2030	UMS RIATE
ISDD	Life expectancy at birth, estimation competitive scenario (years)	NUTS2	2030	UMS RIATE
ISDD	Index of sustainable demographic development, estimation baseline scenario	NUTS2	2015	UMS RIATE
ISDD	Index of sustainable demographic development, estimation baseline scenario	NUTS2	2030	UMS RIATE
ISDD	Index of sustainable demographic development, estimation cohesion scenario	NUTS2	2015	UMS RIATE
ISDD	Index of sustainable demographic development, estimation cohesion scenario	NUTS2	2030	UMS RIATE
ISDD	Index of sustainable demographic development, estimation competitive scenario	NUTS2	2015	UMS RIATE
ISDD	Index of sustainable demographic development, estimation competitive scenario	NUTS2	2030	UMS RIATE
KTEN	Main road length 2000	NUTS 2, 3	2000	MCRIT
KTEN	Express road length 2000	NUTS 2, 3	2000	MCRIT
KTEN	Motorway length 2000	NUTS 2, 3	2000	MCRIT
KTEN	Main rail length 2000	NUTS 2, 3	2000	MCRIT
KTEN	High speed rail length 2000	NUTS 2, 3	2000	MCRIT
KTEN	Inland waterway length 2000	NUTS 2, 3	2000	MCRIT

KTEN	Main road length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Express road length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Motorway length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Main rail length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	High speed rail length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Main road length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Express road length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Motorway length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Main rail length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	High speed rail length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Main road length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Express road length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Motorway length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Main rail length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	High speed rail length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Main road length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Express road length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Motorway length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Main rail length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	High speed rail length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Main road length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Express road length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Motorway length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Main rail length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	High speed rail length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Main road length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Express road length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Motorway length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Main rail length competitive 2030	NUTS 2, 3	2030	MCRIT

KTEN	High speed rail length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road investment baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road investment cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road investment competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road investment baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road investment cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road investment competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail investment baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail investment cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail investment competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail investment baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail investment cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail investment competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway investment baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway investment cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway investment competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway investment baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway investment cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway investment competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Infrastructure investment baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Infrastructure investment cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Infrastructure investment competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Infrastructure investment baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Infrastructure investment cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Infrastructure investment competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road freight traffic 2000	NUTS 2, 3	2000	MCRIT
KTEN	Road freight traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road freight traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road freight traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road freight traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road freight traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road freight traffic competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail freight traffic 2000	NUTS 2, 3	2000	MCRIT

KTEN	Rail freight traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail freight traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail freight traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail freight traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail freight traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail freight traffic competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway freight traffic 2000	NUTS 2, 3	2000	MCRIT
KTEN	Inland waterway freight traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway freight traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway freight traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Inland waterway freight traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway freight traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Inland waterway freight traffic competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Total freight traffic 2000	NUTS 2, 3	2000	MCRIT
KTEN	Total freight traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Total freight traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Total freight traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Total freight traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Total freight traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Total freight traffic competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road passenger traffic 2000	NUTS 2, 3	2000	MCRIT
KTEN	Road passenger traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road passenger traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road passenger traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road passenger traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road passenger traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road passenger traffic competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail passenger traffic 2000	NUTS 2, 3	2000	MCRIT
KTEN	Rail passenger traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail passenger traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail passenger traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Rail passenger traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail passenger traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Rail passenger traffic competitive 2030	NUTS 2, 3	2030	MCRIT

KTEN	Total passenger traffic 2000	NUTS 2, 3	2000	MCRIT
KTEN	Total passenger traffic baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Total passenger traffic cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Total passenger traffic competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Total passenger traffic baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Total passenger traffic cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Total passenger traffic competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN road length 2000	NUTS 2, 3	2000	MCRIT
KTEN	TEN road length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN road length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN road length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN road length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN road length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN road length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN rail length 2000	NUTS 2, 3	2000	MCRIT
KTEN	TEN rail length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN rail length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN rail length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN rail length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN rail length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN rail length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN inland waterway length 2000	NUTS 2, 3	2000	MCRIT
KTEN	TEN inland waterway length baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN inland waterway length cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN inland waterway length competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	TEN inland waterway length baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN inland waterway length cohesive 2030	NUTS 2, 3	2030	MCRIT
KTEN	TEN inland waterway length competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road CO2 emissions 2000	NUTS 2, 3	2000	MCRIT
KTEN	Road CO2 emissions baseline 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road CO2 emissions cohesive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road CO2 emissions competitive 2015	NUTS 2, 3	2015	MCRIT
KTEN	Road CO2 emissions baseline 2030	NUTS 2, 3	2030	MCRIT
KTEN	Road CO2 emissions cohesive 2030	NUTS 2, 3	2030	MCRIT

KTEN	Road CO2 emissions competitive 2030	NUTS 2, 3	2030	MCRIT
KTEN	Accessibility as mean travel cost 2000	NUTS 2	2000	MCRIT
KTEN	Accessibility as mean travel cost baseline 2015	NUTS 2	2015	MCRIT
KTEN	Accessibility as mean travel cost cohesive 2015	NUTS 2	2030	MCRIT
KTEN	Accessibility as mean travel cost competitive 2015	NUTS 2	2015	MCRIT
KTEN	Accessibility as mean travel cost baseline 2030	NUTS 2	2030	MCRIT
KTEN	Accessibility as mean travel cost cohesive 2030	NUTS 2	2015	MCRIT
KTEN	Accessibility as mean travel cost competitive 2030	NUTS 2	2030	MCRIT
KTEN	Accessible population at less than 10 hours 2000	NUTS 2	2000	MCRIT
KTEN	Accessible population at less than 10 hours baseline 2015	NUTS 2	2000	MCRIT
KTEN	Accessible population at less than 10 hours cohesive 2015	NUTS 2	2015	MCRIT
KTEN	Accessible population at less than 10 hours competitive 2015	NUTS 2	2015	MCRIT
KTEN	Accessible population at less than 10 hours baseline 2030	NUTS 2	2015	MCRIT
KTEN	Accessible population at less than 10 hours cohesive 2030	NUTS 2	2015	MCRIT
KTEN	Accessible population at less than 10 hours competitive 2030	NUTS 2	2015	MCRIT
KTEN	Accessible GDP at less than 10 hours 2000	NUTS 2	2015	MCRIT
KTEN	Accessible GDP at less than 10 hours baseline 2015	NUTS 2	2030	MCRIT
KTEN	Accessible GDP at less than 10 hours cohesive 2015	NUTS 2	2030	MCRIT
KTEN	Accessible GDP at less than 10 hours competitive 2015	NUTS 2	2030	MCRIT
KTEN	Accessible GDP at less than 10 hours baseline 2030	NUTS 2	2030	MCRIT
KTEN	Accessible GDP at less than 10 hours cohesive 2030	NUTS 2	2030	MCRIT
KTEN	Accessible GDP at less than 10 hours competitive 2030	NUTS 2	2030	MCRIT
KTEN	Road freight modal share 2000	NUTS 3	2000	MCRIT
KTEN	Rail freight modal share 2000	NUTS 3	2000	MCRIT
KTEN	Inland waterway freight modal share 2000	NUTS 3	2000	MCRIT
KTEN	Road passenger modal share 2000	NUTS 3	2000	MCRIT
KTEN	Rail passenger modal share 2000	NUTS 3	2000	MCRIT
KTEN	Road freight modal share baseline 2015	NUTS 3	2015	MCRIT
KTEN	Rail freight modal share baseline 2015	NUTS 3	2015	MCRIT
KTEN	Inland waterway freight modal share baseline 2015	NUTS 3	2015	MCRIT
KTEN	Road passenger modal share baseline 2015	NUTS 3	2015	MCRIT
KTEN	Rail passenger modal share baseline 2015	NUTS 3	2015	MCRIT
KTEN	Road freight modal share cohesive 2015	NUTS 3	2015	MCRIT
KTEN	Rail freight modal share cohesive 2015	NUTS 3	2015	MCRIT

KTEN	Inland waterway freight modal share cohesive 2015	NUTS 3	2015	MCRIT
KTEN	Road passenger modal share cohesive 2015	NUTS 3	2015	MCRIT
KTEN	Rail passenger modal share cohesive 2015	NUTS 3	2015	MCRIT
KTEN	Road freight modal share competitive 2015	NUTS 3	2015	MCRIT
KTEN	Rail freight modal share competitive 2015	NUTS 3	2015	MCRIT
KTEN	Inland waterway freight modal share competitive 2015	NUTS 3	2015	MCRIT
KTEN	Road passenger modal share competitive 2015	NUTS 3	2015	MCRIT
KTEN	Rail passenger modal share competitive 2015	NUTS 3	2015	MCRIT
KTEN	Road freight modal share baseline 2030	NUTS 3	2030	MCRIT
KTEN	Rail freight modal share baseline 2030	NUTS 3	2030	MCRIT
KTEN	Inland waterway freight modal share baseline 2030	NUTS 3	2030	MCRIT
KTEN	Road passenger modal share baseline 2030	NUTS 3	2030	MCRIT
KTEN	Rail passenger modal share baseline 2030	NUTS 3	2030	MCRIT
KTEN	Road freight modal share cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Rail freight modal share cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Inland waterway freight modal share cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Road passenger modal share cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Rail passenger modal share cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Road freight modal share competitive 2030	NUTS 3	2030	MCRIT
KTEN	Rail freight modal share competitive 2030	NUTS 3	2030	MCRIT
KTEN	Inland waterway freight modal share competitive 2030	NUTS 3	2030	MCRIT
KTEN	Road passenger modal share competitive 2030	NUTS 3	2030	MCRIT
KTEN	Rail passenger modal share competitive 2030	NUTS 3	2030	MCRIT
KTEN	Passenger flow 2000	NUTS 3	2000	MCRIT
KTEN	Passenger flow baseline 2015	NUTS 3	2015	MCRIT
KTEN	Passenger flow cohesive 2015	NUTS 3	2015	MCRIT
KTEN	Passenger flow competitive 2015	NUTS 3	2015	MCRIT
KTEN	Passenger flow baseline 2030	NUTS 3	2030	MCRIT
KTEN	Passenger flow cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Passenger flow competitive 2030	NUTS 3	2030	MCRIT
KTEN	Freight flow 2000	NUTS 3	2000	MCRIT
KTEN	Freight flow baseline 2015	NUTS 3	2015	MCRIT
KTEN	Freight flow cohesive 2015	NUTS 3	2015	MCRIT
KTEN	Freight flow competitive 2015	NUTS 3	2015	MCRIT

KTEN	Freight flow baseline 2030	NUTS 3	2030	MCRIT
KTEN	Freight flow cohesive 2030	NUTS 3	2030	MCRIT
KTEN	Freight flow competitive 2030	NUTS 3	2030	MCRIT
MASST	GDP 2015 Baseline scenario	NUTS 2	2015	Politecnico di Milano, DIG
MASST	GDP 2015 Difference between Cohesive and Baseline scenarios	NUTS 2	2015	Politecnico di Milano, DIG
MASST	GDP 2015 Difference between Competitive and Baseline scenarios	NUTS 2	2015	Politecnico di Milano, DIG
MASST	Average yearly % cumulative growth rate 2003-2015 - Baseline scenario	NUTS 2	2015	Politecnico di Milano, DIG
MASST	Average yearly % cumulative growth rate 2003-2015 - Difference between Cohesive and Baseline scenarios	NUTS 2	2015	Politecnico di Milano, DIG
MASST	Average yearly % cumulative growth rate 2003-2015 - Difference between Competitive and Baseline scenarios	NUTS 2	2015	Politecnico di Milano, DIG

- **EUROSTAT update**

Variable name	Regional reference	Time reference	Source	NUTS Version
Area in km2, 2003	NUTS 0, 1, 2, 3	2003	Eurostat	2003
Population (01.01.) by agegroups	NUTS 2	1995 - 2004	Eurostat	2003
Average Population	NUTS 3	1990 - 2003	Eurostat	2003
Population density	NUTS 3	1995 - 2002	Eurostat	2003
Economically active population by sex	NUTS 2	1999 - 2004	Eurostat LFS	2003
Economically active population by education	NUTS 2	1999 - 2004	Eurostat LFS	2003
Economic activity rate	NUTS 2	1999 - 2004	Eurostat LFS	2003
Employed persons by NACE branches	NUTS 2	1999 - 2004	Eurostat LFS	2003
Employed persons by education	NUTS 2	1999 - 2004	Eurostat LFS	2003
Employed persons by professional status	NUTS 2	1999 - 2004	Eurostat LFS	2003
Employment rate by sex	NUTS 2	1999 - 2002	Eurostat LFS	2003
Persons employed by sex	NUTS 2	1999 - 2004	Eurostat LFS	2003
Long-term unemployment rate	NUTS 2	1999 - 2003	Eurostat LFS	2003
Long-term unemployment, absolut number	NUTS 2	1999 - 2003	Eurostat LFS	2003
GDP in Millions of Euro	NUTS 0, 1, 2, 3	1995 - 2003	Eurostat	2003
GDP in Millions of Purchasing Power Parities	NUTS 0, 1, 2, 3	1995 - 2003	Eurostat	2003
GDP in Purchasing Power Parities per inhabitant	NUTS 0, 1, 2, 3	1995 - 2003	Eurostat	2003
GDP in Euro per inhabitant	NUTS 0, 1, 2, 3	1995 - 2003	Eurostat	2003
Participation in life-long learning	NUTS 2	1999 - 2004	Eurostat LFS	2003

Number of performance indicators achieved

Number of spatial indicators developed: • in total covering • the EU territory • more than the EU territory	 241 241
Number of spatial indicators applied: • in total covering • the EU territory • more than the EU territory	 241 241
Number of spatial concepts defined	0
Number of spatial typologies tested	0
Number of EU maps produced	217
Number of ESDP policy options addressed in that field	all