

Result indicators

1) VALUE FOR TIME SAVINGS FOR TRANSPORTED PASSENGERS AND FREIGHT STEMMING FROM NEW AND REHABILITATED ROADS (EURO/YEAR)

- MOTORWAYS
- BYPASSES
- EXPRESS ROADS
- NATIONAL ROADS

Relevance	++	The indicator measures the results of the improvement of the technical parameters of road infrastructure and could be quantified for projects financed under AP1/ KAI 1.1 and AP 2/ KAI 2.1 It is linked with the specific objectives of the programme: promote efficient movement of persons and goods.
Sensitivity	++	The indicator captures relative immediately the effects of the intervention.
Availability	+	In order to quantify the effects of the projects a dedicated study needs to be elaborated.
Cost	+	In order to quantify the effects of the interventions, time savings (min) must be calculated and, based on CBA methodology reflected in monetary units ¹ . This leads to higher costs.

2) TEN-T PRIORITY PROJECTS COMPLETED (%)

- ROAD INFRASTRUCTURE
- RAILWAYS
- INLAND WATERWAYS

Relevance	++	The indicator measures the degree of completion of TEN-T networks in Romania thanks to the SOP-T and could be calculated for AP1. It is linked with the specific objectives of the programme: promote international and transit movements of people and goods through modernisation and development of relevant TEN-T priority axis.
Sensitivity	++	The indicator captures immediately the effects of the intervention.
Availability	++	The indicator could be immediately calculated once the indicators "Length of new TEN-T road", "Length of rehabilitated/ upgraded TEN-T railway" and "Length of TEN-T waterways fully open to navigation" is collected and reported.
Cost	++	No additional resources are needed for its usage, except for the operational costs resulting from reporting requirements at project level and for OP monitoring, at the level of the MA.

¹ See EC Working Document no.7

3) INCREASE IN PASSENGER TRANSPORT (PASSENGERS –KM)

- RAILWAYS
- INLAND WATERS
- MARITIME
- AIRPORTS

Relevance	++	The indicator measures the passengers transport performance in passengers - km and could quantify the result of projects financed under AP1/ KAI 1.2 and KAI 1.3, AP2/KAI 2.2, KAI 2.3. It is linked with the specific objectives of the programme to encourage the use of rail, water and intermodal transport.
Sensitivity	+	The indicator can capture over a relative period of time the effects of intervention.
Availability	+	In order to quantify the effects of the projects a dedicated study needs to be elaborated.
Cost	+	The elaboration of traffic studies could be costing.

4) INCREASE IN FREIGHT TRANSPORT (THOUSAND TONNES –KM)

- RAILWAYS
- INLAND WATERS
- MARITIME
- AIRPORTS

Relevance	++	The indicator measures the goods transport performance in thousand tonnes - km and could quantify the result of projects financed under AP1/ KAI 1.2 and KAI 1.3, AP2/KAI 2.2, KAI 2.3 and KAI 2.4 It is linked with the specific objectives of the programme to encourage the use of rail, water and intermodal transport.
Sensitivity	+	The indicator can capture over a relative period of time the effects of intervention.
Availability	+	In order to quantify the effects of the projects a dedicated study needs to be elaborated.
Cost	+	The elaboration of traffic studies could be costing.

5) RAILWAY MARKET SHARE (%)

Relevance	++	The indicator measures rail transport performance and could be calculated the cumulative weight for AP1/ KAI 1.2 and 2.2. It is linked with the specific objectives of the programme to encourage the use of rail, water and intermodal transport.
Sensitivity	+	The indicator can capture over a relative period of time the effects of intervention.
Availability	+	In order to quantify the effects of the projects a dedicated study needs to be elaborated.
Cost	+	The elaboration of the necessary studies could be costing.

6) VALUE FOR TIME SAVINGS FOR TRANSPORTED PASSENGERS AND FREIGHT ON REHABILITATED RAILWAYS (EURO/YEAR)

Relevance	++	The indicator measures the results of the improvement of the technical parameters of rail infrastructure and could be quantified for projects financed under AP1/ KAI 1.2. It is linked with the specific objectives of the programme: promote efficient movement of persons and goods.
Sensitivity	++	The indicator captures over time the effects of the intervention.
Availability	+	In order to quantify the effects of the projects a dedicated study needs to be elaborated.
Cost	+	In order to quantify the effects of the interventions, time savings (min) must be calculated and, based on CBA methodology reflected in monetary units ² . This leads to higher costs.
Cost	+	The elaboration of needed studies could be costing.

7) REDUCTION OF SERIOUS ACCIDENTS – NATIONAL ROADS (SERIOUS ACCIDENTS/MILLION PASSENGER - CAR)

Relevance	++	The indicator measures the relative safety of road users and could be quantified for projects financed under AP3/ KAI 3.2. It is linked with the specific objectives of the programme: improving transport safety by modes of transport.
Sensitivity	++	The indicator captures over time the effects of the intervention.
Availability	+	The information could be collected in collaboration with Romanian Police.
Cost	+	If police records are not available, specific studies are needed which may have high cost.

8) REDUCTION OF FATALITIES – NATIONAL ROADS (FATAL ACCIDENTS/MILLION PASSENGER - CAR)

Relevance	++	The indicator measures the relative safety of road users and could be quantified for projects financed under AP3/ KAI 3.2. It is linked with the specific objectives of the programme: improving transport safety by modes of transport.
Sensitivity	++	The indicator captures over time the effects of the intervention.
Availability	+	The information could be collected in collaboration with Romanian Police.
Cost	+	If police records are not available, specific studies are needed which may have high cost.

9) LINEAR VILLAGES PROTECTED – NATIONAL ROADS (KM)

² See EC Working Document no.7

Relevance	++	The indicator is relevant for measuring the output of the projects financing the protection of linear villages, supported under AP3/KAI 3.2. It is linked with the operational objectives of the programme: construction and modernisation of traffic safety on roads and railways;
Sensitivity	++	The indicator is responsive to the intervention and it directly captures its progress over time.
Availability	++	The indicator is available at the level of project and could be collected and reported on a regular basis to the MA.
Cost	++	No additional resources are needed for its usage, except for the operational costs resulting from reporting requirements at project level and for OP monitoring, at the level of the MA.

10) WEBSITE VISITS

Relevance	++	The indicator is suitable to measure the result of information activities and could be quantified for projects financed under AP 4.
Sensitivity	++	The indicator is responsive to the intervention and it directly captures its progress over time.
Availability	++	The indicator is available at the level of project and could be collected and reported on a regular basis to the MA.
Cost	++	No additional resources are needed for its usage, except for the operational costs resulting from reporting requirements at project level and for OP monitoring, at the level of the MA.

11) LEVEL OF PUBLIC AWARENESS

Relevance	++	The indicator is suitable to measure the result of information activities and could be quantified for projects financed under AP 4.
Sensitivity	++	The indicator is responsive to the intervention and it directly captures its progress over time.
Availability	++	Special studies are needed.
Cost	++	The necessary studies may be costly.