

## Result indicators

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### 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 <sup>1</sup> . 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.

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<sup>1</sup> 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 <sup>2</sup> . 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)

<sup>2</sup> 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.