ANNEX IV: OVERVIEW OF CONTEXT INDICATORS IN OTHER OPERATIONAL PROGRAMMES

1. Operational Programme "Transport" 2007 – 2013 – Czech Republic

Context indicators have been set at the programme level. They include quantified information of a socio-economic nature, and express measurable information about the environment in which interventions are carried out.

Name of Indicator	System of monitoring	Source
Overall decrease of the accident rate in the Czech Republic (roads)	Total number of accidents on Czech roads	Czech Police/ Ministry of Transport
Number of regions (NUTS III) not connected to a quality TEN-T road transport network	The absence of a connection of NUTS III to the TEN-T road network through quality infrastructure is monitored	Region
Number of regions (NUTS III) not connected to a quality TEN-T railway transport network	The absence of a connection of NUTS III to the TEN-T railway network through quality infrastructure is monitored	Region
General unemployment rate	Czech Republic unemployment rate, as at the end of the time-period monitored	Czech Statistical Office, Eurostat

2. Operational Programme "Economic Growth" 2007 – 2013 – Lithuania

Context indicators were established for each of the three objectives of the OP. ***Objective 3 of the Operational Programme is "Increase efficiency of economic infrastructure"***. The strategic context indicators set for this objectives in relation to transport are listed in the table below:

Transport infrastructure

Name of Indicator	Unit of measure
Increase in Ro-Ro cargo flow in Klaipėda seaport	million tons
Increase in volumes of cargo carriage by rail	million tons
Increase in passenger flow at airports	million passengers

The source of information for these strategic context indicators, unless provided otherwise, is the official statistics. The data is updated annually, and wherever necessary presented in the annual implementation reports of the OP.

It is stated in the above-mentioned OP that the implementation of the programme will positively contribute to the achievement of quantitative objectives established on impact level, meaning it will have a positive influence on the strategic context indicators. However, only the ex-post evaluation (rather than ongoing monitoring) process can reveal a more detailed assessment of this contribution, since the implementation of the OP will not be the only factor contributing to their achievement.

3. Operational Programme Transport – Slovakia

Context indicators were established at the programme level and Priority Axis 3; not all Priority Axes have been assigned context indicators.

Name of indicator	Description and unit of measure	Source
Density of higher class roads (highways and expressways)	Proportion of length of higher class roads (highways and expressways) in operation to the area of SR (km/thou. sq. km)	Ministry of Transport, Post and Telecommunication (MTPT)
Density of higher class roads (highways and expressways)	Proportion of length of higher class roads (highways and expressways) to thou. inhabitants of SR (km/thou. inhabitants)	MTPT
Share of railway transport on freight transport performance	Share of railway transport on total performance of freight transport of SR in %	MTPT
Share of railway transport on passenger transport performance	Share of railway transport on total performance of passenger transport of SR in %	MTPT
Number of fatalities in consequence of traffic accident in road transport	Number of fatalities in consequence of traffic accident in road transport (fatalities/100 thou. inhabitants)	MTPT S

Priority Axis indicators

Name of indicator	Description and unit of measure	Source
Priority Axis 3 – Intermodal transport infrastructure		
Share of railway transport on the freight transport performance	Share of railway transport on total performance of freight transport of SR	MTPT SR

4. Operational Programme "Cohesion Fund - ERDF" 2007 – 2013 – Spain

Context indicators are established at programme level. The ones related to transport are included in the next table.

Name of indicator	Unit of measure	Source
Total Km railway lines/1000 km2	km / 1000 sq. km	Eurostat
Total Km railway lines /1000 inhabitants	km / 1000*inhabitants	Eurostat
Number of passengers on high speed lines	Million passengers	National Institute of Statistics (NIS)
Execution degree of rail transportation mode in the Infrastructure and Transport Strategic Plan (ITSP)	%	Ministry of Development (MoD)
Resident population within 50 km of a high-speed station	%	MoD
Provincial capitals with direct access to high-speed rail network	Number	MoD
Total Km of roads /1000 inhabitants	km / 1000 inhabitants	NIS
Total Km of roads / 1000 sq.km	km / 1000 sq.km	NIS
Total Km of highways and highways / 1000 sq.km	km / 1000 sq.km	NIS and MoD
Total Km of highways and highways / 1000 inhabitants	Km/1000 inhab.	NIS and MoD
Endowment of high capacity roads	km / 1000 sq.km	MoD
Resident population within 30 km of a high capacity road	%	MoD
Provincial capitals with direct access to high-capacity	Number	MoD

road network		
Execution degree of the road transportation mode in the ITSP	%	MoD
No fatalities in accidents/10.000 Inhabitants-year	No / 10.000 inhab.-year	NIS
Nºo of accidents with victims/10.000 inhab.-year	No / 10.000 inhab.-year	NIS
Registered vehicles/ 100 inhabitants	No / 100 inhab.-year	NIS
Goods transportation volume on GDP	Tone/M€	NIS
Share of road over the interior transportation of goods	% tone-km	Eurostat
Travellers on regular urban transportation	Thou. travellers	NIS
Share of private car over the passengers transportation on land	% travellers-km	Eurostat
Ships traffic in ports (cabotage and external) in tones related to the population	Tones/inhabitants	NIS
Participation of maritime mode	% of total transport of goods	MoD
Capacity of port system	Million tonnes/year	MoD
Execution degree of the port transportation mode in the ITSP	%	MoD
Airport passengers per capita	Passengers / inhabitants	NIS and MoD
Capacity of airport system	Million travellers/year	MoD
Annual operations in airports	Million	MoD
Execution degree of the airport transportation mode in the ITSP	%	MoD

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