

Output indicators

1) LENGTH OF NEW ROADS (KM)

- MOTORWAYS
- BYPASSES
- EXPRESSWAY

Relevance	++	The indicator is suitable to measure the core indicator <i>14 km of new roads</i>
Sensitivity	++	The indicator is responsive to the intervention and it directly captures its progress over time.
Availability	++	The indicator is available being composed of the simple indicators <i>Length of new TEN-T roads</i> and <i>Length of new (outside TEN-T) roads</i> .
Cost	++	No additional resources are needed for its usage, being automatically calculated by SMIS.

2) LENGTH OF REHABILITATED/UPGRADED ROADS (KM)

- NATIONAL ROADS

Relevance	++	The indicator is suitable to measure the core indicator <i>16 km of reconstructed roads</i>
Sensitivity	++	The indicator is responsive to the intervention and it directly captures its progress over time.
Availability	++	The indicator is available being composed of the simple indicators <i>Length of rehabilitated/upgraded TEN-T roads</i> and <i>Length of rehabilitated/upgraded (outside TEN-T) roads</i> .
Cost	++	No additional resources are needed for its usage, being automatically calculated by SMIS.

3) LENGTH OF NEW TEN-T ROADS (KM)

- MOTORWAYS
- BYPASSES

Relevance	++	The indicator is suitable to measure the output of construction of bypasses and/or motorways and could be quantified for projects financed under AP1/ KAI 1.1. It is linked with the operational objectives of the programme: modernisation and development of road along to TEN-T priority axis.
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.

4) LENGTH OF REHABILITATED/ UPGRADED TEN-T ROADS (KM)

- NATIONAL ROADS

Relevance	++	The indicator is suitable to measure the output of works for modernization of national roads and could be quantified for projects financed under AP1/ KAI 1.1. It is linked with the operational objectives of the programme: modernisation and development of road along to TEN-T priority axis.
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.

5) LENGTH OF REHABILITATED/UPGRADED TEN-T RAILWAYS (KM)

Relevance	++	The indicator is suitable to measure the output of works for modernisation/ rehabilitation of railways and could be quantified for projects financed under AP 1/KAI 1.2. It is linked with the operational objective of the programme: development railway infrastructure along TEN-T axis.
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.

6) LENGTH OF TEN-T WATERWAYS FULLY OPEN TO NAVIGATION (KM)

Relevance	++	The indicator is suitable to measure the output of works for modernisation and rehabilitation of inland waterways and could be quantified for projects financed under AP 1/KAI 1.3. It is linked with the operational objective of the programme: development waterways infrastructure along TEN-T axis.
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.

7) LENGTH OF NEW (OUTSIDE TEN-T) ROADS (KM)

- BYPASSES
- EXPRESS ROADS
- MOTORWAYS

Relevance	++	The indicator is suitable to measure the output of construction of bypasses, express roads and/or motorways and could be quantified for projects financed under AP2/ KAI 2.1. It is linked with the operational objectives of the programme: modernisation and development of national road infrastructure outside the TEN-T priority axis.
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.

8) LENGTH OF REHABILITATED/ UPGRADED (OUTSIDE TEN-T) ROADS (KM)

- NATIONAL ROADS

Relevance	++	The indicator is suitable to measure the output of works for modernization/ rehabilitation of national roads and could be quantified for projects financed under AP2/ KAI 2.1. It is linked with the operational objectives of the programme: modernisation and development of national road infrastructure outside the TEN-T priority axis.
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.

9) RAILWAY STATIONS REHABILITATED/UPGRADED (NUMBER)

Relevance	++	The indicator is suitable to measure the output of works for modernisation of railway stations and could be quantified for projects financed under AP2/ KAI 2.2. It is linked with the operational objectives of the programme: modernisation and development of national railway infrastructure outside the TEN-T priority axis and passengers services.
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) BRIDGES/TUNNELS REHABILITATED/UPGRADED (KM)

- RAILWAYS
- NATIONAL ROADS

Relevance	++	The indicator is suitable to measure the output of works for rehabilitation of bridges and tunnels modernisation and could be quantified for projects financed under AP2/ KAI 2.2, It is linked with the operational objectives of the programme: modernisation and development of national railway infrastructure outside the TEN-T priority axis and passengers services.
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) ROLLING STOCKS FOR PASSENGERS MODERNISED RAILWAYS (KM)

Relevance	++	The indicator is suitable to measure the output of works for rehabilitation of bridges and tunnels modernisation and could be quantified for projects financed under AP2/ KAI 2.2, It is linked with the operational objectives of the programme: modernisation and development of national railway infrastructure outside the TEN-T priority axis and passengers services.
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.

12) PORTS REHABILITATED/ UPGRADED

- INLAND WATERS
- MARITIME

Relevance	++	The indicator is suitable to measure the output of works for modernisation and rehabilitation of river and maritime ports and could be quantified for projects financed under AP2/ KAI 2.3. It is linked with the operational objectives of the programme: modernisation and development of river and maritime ports infrastructure.
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.

13) AIRPORTS REHABILITATED/UPGRADED (NUMBER)

Relevance	++	The indicator is suitable to measure the output of works for modernisation and rehabilitation of airports and could be quantified for projects financed under AP2/ KAI 2.3. It is linked with the operational objectives of the programme: modernisation and development of air transport infrastructure;
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.

14) NEW/MODERNIZED INTERMODAL INFRASTRUCTURE (NUMBER)

Relevance	++	The indicator is suitable to measure the output of provision of terminal infrastructure or logistics centre for intermodal units and could be quantified for projects financed under AP3/ KAI 3.1. It is linked with the operational objectives of the programme: construction and modernisation of modal infrastructures;
Sensitivity	++	The indicator is very sensitive 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.

15) LEVEL CROSSINGS IMPROVED/ UPGRADED (NUMBER)

- RALWAY
- NATIONAL ROADS

Relevance	++	The indicator is suitable to measure the output of works of modernisation/ rehabilitation of level crossing and introduction of automatic barriers, signalling and could be quantified for projects financed 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.

16) RAIL UNDERPASS/ OVERPASS – NATIONAL ROADS (KM)

Relevance	++	The indicator is suitable to measure the output of works of construction of new road/ rail over/ under passes and could be quantified for projects financed 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.

17) STUDIES, ANALYSES, REPORTS, STRATEGIES - ENVIRONMENT PROTECTION (NUMBER)

Relevance	++	The indicator is suitable to measure the output of elaboration of studies for reduction/ elimination of adverse effects of transport activities on environment and could be quantified for projects financed under AP3/ KAI 3.3. It is linked with the operational objectives of the programme: minimise adverse effects of transport on the environment;
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.

18) MEETINGS OF RELEVANT COMMITTEES AND WORKING-GROUPS (NUMBER)

Relevance	++	The indicator is suitable to measure the output of support for managing, implementing, monitoring, evaluation 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.

19) PARTICIPANT TRAINING DAYS

- BENEFICIARIES
- MANAGEMNT STRUCTURES
- OTHERS

Relevance	++	The indicator is suitable to measure the output of training 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.

20) INFORMATION AND PUBLICITY MATERIALS (NUMBER)

Relevance	++	The indicator is suitable to measure the output of information campaign 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.

21) COMMUNICATION AND PROMOTION EVENTS

Relevance	++	The indicator is suitable to measure the output of information campaign 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.
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