

IPA III Results Framework Indicator Methodology Note

1. Indicator code and name
IPA III RF 3.2.4.1: Length of new or upgraded roads (Km)
2. Technical details
<p><u>OPSYS and Results Dashboard code:</u> 260656.</p> <p><u>Unit of measure:</u> Kilometre (km)</p> <p><u>Type of indicator:</u> <i>Quantitative; Numeric; Actual (ex-post); Cumulative (not annual).</i></p> <p><u>Level of measurement:</u> this is an output indicator. It would logically be associated with an output such as "Increased/Improved safe and interconnected transport infrastructure".</p> <p><u>Disaggregation:</u></p> <ul style="list-style-type: none"> • The indicator must be disaggregated by: a) new, b) upgraded • Where relevant and possible, please disaggregate by: country and type of road (as per national classification). <p><u>DAC sector codes:</u> 21020</p> <p><u>Main associated SDG:</u> SDG 9 - Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.</p> <p><u>Other associated SDGs:</u> n/a.</p> <p><u>Associated IPA III Level 1 indicator:</u></p> <ul style="list-style-type: none"> • Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities (%) (source: SDG 11.2.1) (Ind. 3.2.4). <p><u>Associated IPA III Level 3 indicators:</u></p> <ul style="list-style-type: none"> • Amount and share of EU-funded external assistance directed towards digitalisation.
3. Policy context and Rationale
<ul style="list-style-type: none"> • IPA III PF: Window 3 - Green Agenda and Sustainable Connectivity, Thematic Priority 2: Transport, digital economy and society, and energy. • Chapter of the Acquis: The main concerned chapters of the EU <i>acquis</i> under this section are Chapter 21 (Trans-European Networks -TENs-) and Chapter 14 (Transport Policy). • EFSD+, Investment Window 2-Transport, Length of new or upgraded roads

The improvement of the sustainable connectivity within the **IPA III** beneficiaries, as well as between them and the European Union, is a key factor for growth and will bring clear benefits for the region's economies and citizens. The transport sector has a strong potential to contribute to competitiveness and trade. Competitive, sustainable and environmentally friendly transport solutions will require efficiently combining transport modes by road, rail, maritime and inland waterways. There is therefore a particular need for greater multi-modality, decarbonisation and electrification. Transportation networks will have to be resilient to current and future disaster risks, particularly those aggravated by climate change.

A modern network of infrastructure will serve little purpose if the institutional and regulatory frameworks are not strengthened and aligned with EU requirements. In the transport sector this means providing support to promote efficient and sustainable management of the physical assets, introducing EU-compliant technical standards, simplifying border crossing procedures and enhancing the capacity of border crossing points. It also means road completion, maritime, railway and air market reforms. IPA III will also devote attention to transport safety and security.

This indicator is also linked to the implementation of the **EU's TENs policy**, specifically the subtitles on transport, which main acquis is [Regulation \(EU\) No 1315/2013](#) and [Regulation \(EU\) 2021/1153](#) establishing the Connecting Europe Facility. EU transport policies aim at fostering clean, safe and efficient travel throughout Europe, underpinning the internal market of goods and the right of citizens to travel freely throughout the EU. The EU's Trans-European Networks (TENs) policy links regional and national infrastructure to create coherent European systems. It is expected that the TEN policy for transport (T) will improve economic and social integration, free movement of people, goods and services, development in less favoured regions, limiting environmental impacts and contacts with neighbouring countries.

4. Values to report

All of the following values must be determined according to the definitions provided in Section 5 below.

- **Reporting values in the logframe:**
 - **Baseline value:** The value assumed by the indicator at time t0, against which progress will be assessed.
 - **Reporting of current value** is done at least once a year: actual latest value on the total number of km by the time of reporting and according to the applicable definitions provided in section 5 of the note. Values will be reported cumulatively across the whole implementation period.
 - **Final target value:** estimated total number of km by the target year and according to the applicable definitions provided in section 5 of the note.
- **Intermediate targets (milestones).** A tool has been developed in OPSYS to automate the generation of intermediate targets¹.

¹ This has been done in the framework of the **Intervention Performance Assessment**. Two composite indicators have been developed to provide an overall assessment of an intervention's current implementation and future prospects. These scores will be calculated for all NEAR interventions participating in the annual results data collection exercise.

- The **implementation score** reflects the relevance, efficiency and effectiveness already achieved by the intervention. The information on relevance is provided by the Operational manager's response to a question in a survey. The information on efficiency and effectiveness is provided by the logframe data, if sufficiently available, or the response to a question in a survey, if not.

- For outputs, the intermediate targets are generated using a linear interpolation between the baseline and target values because it is assumed that outputs materialise sooner and more progressively over implementation (than outcomes).
- For outcomes, the expected progression over the course of implementation will vary across interventions. During the creation of a logframe, the expected outcome profile must be selected (OPSYS offers four options²) and this selection triggers the generation of intermediate targets for all 30 June and 31 December dates between the baseline and target dates for all output and outcome quantitative indicators. All automatically generated intermediate targets values and dates can be subsequently modified by the Operational Manager or the Implementing Partner with the approval of the Operational Manager.

5. Calculation of values

The value for this indicator is calculated by counting the **kilometres (km) of new or upgraded roads completed**, using the Technical Definitions and Counting Guidance provided below. Please double check your calculations using the Quality Control Checklist below.

Technical Definitions

- [EFSD+] *Total length of the road built or upgraded through the intervention in kilometres (km)*. **Roads:** This indicator will refer to paved roads and cover motorways, highways, main or national roads, secondary or regional roads. Roads should be part of the classified network of a country. Regardless of the type of civil works executed on the roads. Classified network includes the sum of the primary, secondary, and tertiary networks. The different components of the network are often allocated to different administrative jurisdictions:
 - Primary network: Primary, main, trunk, or national roads are roads outside urban areas that belong to the top-level road network, connecting the main population and economic centres of the country. These roads are characterized by a comparatively higher quality standard.
 - Secondary network: Secondary or regional roads are the main feeder routes into, and provide the main links between, primary, main, truck, or national roads.
 - Tertiary network: Tertiary, local, or rural roads are typically unpaved and carry a comparatively low level of traffic.

Given the clear link between transport investments and the EU Acquis and wider EU policies, roads counted to this indicator will be **primary routes**, usually TENs, including access roads leading directly to them. All structures (bridges, under passages, footpaths etc) can be covered under the investment even though the indicator is expressed in terms of kilometres only.

- **Upgrading:** includes all activities to restore a degraded road to its originally intended design capacity (repair or rehabilitation) and/or to improve its design capacity (e.g. by widening lanes). Upgrading of road signage only does not count.
- The result of the intervention (**new/upgraded**) should be a road in very good condition that requires no further capital road works. Only whole lengths of roads which have been fully completed may be counted towards this indicator.

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- The **risk score** reflects expectations regarding the most probable levels of relevance, efficiency, effectiveness and sustainability to be achieved by the intervention in the future. In this case, all the information is provided by the Operational manager's responses to questions in a survey.

² a. Constant: The outcomes are achieved continuously throughout implementation; b. Accelerating: The outcomes are achieved towards the end of implementation; c. At the end: The outcomes are mostly achieved at the end of implementation; d. None of the above.

- **Eligibility criteria:** To be eligible for IPA III support, large infrastructure projects should feature in the National Single Project Pipeline of the beneficiaries and produce no significant harm to climate and environment. IPA III-supported investments should be in line with the [Economic and Investment Plan for the Western Balkans](#) and other relevant EU policies, including the Green Agenda for the Western Balkans and relevant macro-regional strategies. Similarly, in the transport sector policy reforms and regulatory framework and integration with the EU market have to be strengthened through the [Transport Community Treaty](#), which covers the six Western Balkan partners. IPA III support allocated to transport infrastructure should be granted on the condition that already agreed connectivity reform measures are being effectively implemented and that special attention is paid to the recently endorsed Transport Community “action plans”.

Counting Guidance

- Reference to possible **double-counting**: if the same length of road is supported with different types of eligible actions by a same intervention (see section 2. Definitions) it should be counted only once. If instead, one intervention supports the construction of a length of road and the same length of road is subsequently maintained at a later date it may be counted toward both construction and upgrading.

Quality Control Checklist

1. Has double counting been avoided as indicated in the Counting Guidance above?
2. Have all relevant disaggregations been reported?
3. Has the baseline and final target been encoded with the right dates?
4. Did you encode the latest current value available?
5. Did you use the comment box to inform on the values encoded?

6. Examples of calculations

In a candidate country, the EU has financed construction works of a 183 kms road being part of the primary road network, but has also financed the construction of 265 kms of rural roads that are not part of the classified network, via a bonification of interest (leverage effect of 1 to 6) with EIB. All works are delivered as follows: 0 km (year 1), 83 km of primary road + 200 km of rural road (year 2), 100 km of primary road + 65 km of rural road (year 3). The target value for the newly constructed primary roads is 200 km.

Values:

Baseline value Year 0: 0 km

Target value: 200 km

Current value Y3: 183 km

Contribution to results: 183 km

Methods:

All primary new roads constructed are accounted for because the EU applies the contribution rule.

7. Data sources and issues

Data sources in the logframe:

- Data for this indicator must derive directly from the intervention; i.e. intervention monitoring and reporting systems from implementing organisations (e.g. governments, international organisations, non-state actors...).

- Alternative data sources: Eurostat collects data on rail and road, inland waterway and pipeline statistics on an annual basis from European countries. Data are collected from Transport Ministries, statistical offices and other institution designated as official data source using a set questionnaire and method (Common Questionnaire Eurostat/UNECE/ITF).
- Other possible sources include studies carried out in the framework of the interventions and external monitoring and/or evaluation reports.

Data source categories specified in OPSYS:

- EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention)

8. Reporting process & Corporate reporting

Who is responsible for collecting and reporting the data?

- The implementing partner (i.e. the entity responsible for delivering the infrastructures improvements) will need to ensure the counting starts at the lowest level of intervention and is reported upwards and aggregated for the entire intervention in the framework of regular monitoring and reporting systems.
- Data verification:
 - For indirect management by beneficiary countries, the National IPA Coordinator will verify the data.
 - For other modes of implementation, the Operational Manager in HQs/EUD will verify the data.
- It is then the responsibility of DG NEAR to receive and verify data for this indicator from all relevant interventions and to eventually ensure aggregation within and across all IPA Beneficiaries.

This indicator is used for corporate reporting in the following contexts:

- *IPA III via the Annual Report*

This indicator has been included in the following other Results Measurement Frameworks:

- *EFSD+*
- *NDICI (GERF 2.18)*

9. Other uses

IPA III RF 3.2.4.1 can be found in the following groups of EU predefined indicators available in OPSYS, along with other related indicators:

- "European Fund for Sustainable Development PLUS (EFSD+);
- IPA III RF Window 3: Green agenda and sustainable connectivity (IPA III W3)"

For more information, see: [Predefined indicators for design and monitoring of EU-funded interventions | Capacity4dev \(europa.eu\)](#)

World Bank – Roads constructed and rehabilitated (kilometres, thousands)

Used by the EU:

EU Platform for Blending in External Cooperation: EUBEC 2.1 (AF 2016)

Western Balkans Investment Framework (WBIF): Yes

European Fund for Sustainable Development Plus (EFSD+): Yes

Results indicators for European Regional Development Fund (ERDF)

RCO 43 - Length of new or upgraded roads - TEN-T (4)

RCO 45 - Length of roads reconstructed or modernised - TEN-T

RCO 108 - Length of roads with new or modernised traffic management systems - TEN-T

RCO 46 - Length of roads reconstructed or modernised - non-TEN-T

RCO 110 - Length of roads with new or modernised traffic management systems - non-TEN-T

Core set of performance indicators for ERDF and Cohesion Fund

CCO 14 - Road TEN-T: New upgraded, reconstructed, or modernised roads

CCO 22 - Road non-TEN-T: New, upgraded, reconstructed, or modernised roads

10. Other issues

This indicator is also an EFSD+ indicator. The contents of this note have been adapted to be used in IPA III RF, therefore, they are not necessarily applicable to other contexts as the specifications of the EU acquis are not always in application in third countries eligible to EFSD+ funds.