IPA III Results Framework Indicator Methodology Note

1. Indicator code and name
IPA III RF 3.2.4.2: Length of new or upgraded railways (Km)
2. Technical details
OPSYS and Results Dashboard code: 260659.
Unit of measure: Kilometre (km)
Type of indicator: *Quantitative: Numeric; Actual (ex-post); Cumulative (not annual).*
Level of measurement: this is an **output** indicator. It would logically be associated with an output such as "Increased/Improved safe and interconnected transport infrastructure".
Disaggregation: • The indicator must be disaggregated by a) new, b) upgraded • Where relevant and possible, please disaggregate by: country and type of railway track (for high-speed transport/for conventional transport).
DAC sector codes: 21030
Main associated SDG: **SDG 9** - Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
Other associated SDGs: n/a.
Associated IPA III Level 1 indicator: • 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).
Associated IPA III Level 3 indicators: . • Amount and share of EU-funded external assistance directed towards digitalisation
3. Policy context and Rationale
• **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 *acquis* 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 railways. 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 targets[1].
  - 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 options[2]) and this selection triggers the

[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.
- 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.

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 rail tracks 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 railway tracks built or upgraded* ***in kilometres (km)***
- **Construction/rehabilitation**: the result of the intervention should be a railway track in very good condition. Support to upgrade signalling in railways tracks with intelligent signalling systems, following the European Rail Traffic Management System (ERTMS) standards is also considered as part of upgrading operations. Rehabilitation and construction actions may take the form of[3]:
  - Actions relating to cross-border links of the comprehensive network
  - Actions to re-establish missing regional cross-border rail connections on the TEN-T that have been abandoned or dismantled
  - Actions supporting projects of common interest in order to connect the trans-European network with infrastructure networks of neighbouring countries
  - Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility: for railways ERTMS
  - Actions to reduce rail freight noise
  - Actions promoting an increase in rail freight traffic and automatic gauge-change facilities
  - Actions improving transport infrastructure resilience (i.e. climate change, cyber-crime)
- Only whole lengths of **railway tracks** which have been fully completed may be counted towards this indicator. Railway tracks shall take one of the following forms: (a) railway lines for high-speed transport which are: (i) specially built high-speed lines equipped for speeds equal to or greater than 250 km/h; (ii) specially upgraded conventional lines equipped for speeds of the order of 200 km/h; (iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots etc. travelled at conventional speed by 'high-speed' rolling stock; (b) railway lines for conventional transport.
- **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"

[3] Following the Union guidelines for the development of the trans-European transport network, Regulation (EU) 2021/1153

Counting Guidance

- Reference to possible **double-counting**: if the same track 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 rail track and the same length of rail track is subsequently upgraded 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 is supporting the upgrading of 183 kms of railways: In year 1, ERTMS were introduced in 100 km of tracks; in year 2, a total of 20 km of urban tracks were equipped with noise reduction screens. Works have been funded via a bonification of interest (leverage effect of 1 to 6) with EIB.

Case A) Based on IP's reports it is well proven that the 100 km upgraded in Year 1 are different from those benefiting from noise reduction screens in Y2.

Case B) There is no information in IP's reports on the location of the tracks supported in Y1 and Y2.

Values:

Baseline value Year 0: 0 km (for both Case A and Case B)

Target value: 183 km (for both Case A and Case B)

Current value Y2: 120 km (Case A); 100 km (Case B)

Methods:

To avoid double counting and because there is no information supplied as to where the tracks have been upgraded in Y1 and Y2, the maximum length of tracks supported annually is reported as current value in B), whereas the sum of all tracks is reported in A).

All km of tracks upgraded are claimed as EU contribution even if the EU funds supplied are a sixth of all funds mobilised by the EIB.

7. Data sources and issues

Data sources in the logframe:

- Data for this indicator must derive directly from the intervention, i.e. intervention internal monitoring and reporting systems from implementing organisations (e.g. governments, international organisations, non-state actors).
- Other sources of intervention information may also include: design studies, tender documents and specifications (for expected results), supervisor reports and reports from site visits.
- Other possible sources include external monitoring and/or evaluation reports.
- 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).

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+*

9. Other uses

IPA III RF 3.2.4.2 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: Rail lines (total route-km).

Used by the EU:

Global Europe Results Framework: GERF 2.18

EU Platform for Blending in External Cooperation: EUBEC 2.2 (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 47 - Length of new or upgraded rail - TEN-T

RCO 49 - Length of rail reconstructed or modernised - TEN-T

RCO 109 - Length of European Rail Traffic Management System equipped railways in operation - TEN-T RCO 50 - Length of rail reconstructed or modernised - non-TEN-T RCO 111 - Length of European Rail Traffic Management System equipped railways in operation - non-TEN-T Core set of performance indicators for ERDF and Cohesion Fund CCO 15 - Rail TEN-T: New, upgraded, reconstructed, or modernised railways CCO 23 - Rail non-TEN-T: New, upgraded, reconstructed, or modernised railways
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.