## ANNEX I– IPA III ACTION FICHE

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|  | Indicative title of the Action | **EU FOR SAFE ROADS** |
| **CRITERIA FOR RELEVANCE ASSESSMENT** | Key thematic priority | **WINDOW 3-GREEN AGENDA AND SUSTAINABLE CONNECTIVITY**  ***Thematic Priority 2: Transport, digital economy and society, and energy*** |
| Links with specific policy instruments of the enlargement process | This Action aims at improving the road safety in North Macedonia, through r**eplacement of guardrails on several sections along the Corridor X (second phase)**, on the basis of detailed design aiming for the replacement of guardrail for the entire length of corridor X in North Macedonia, (finalized in 2020 by CONNECTA), which will reduce the risk of accidents, injured and casualties on the roads and promote the “forgiving” roads concept.  The proposed activity is in line with the Single Project Pipeline-SPP for the Transport sector. The SPP was reviewed and discussed by the Sector Working Group for Transport-SGWT (established in 2017, with members of all the relevant stakeholders in the transport sector: ministries, public enterprises, regulatory bodies, NGOs and international donors). At a later stage, the Single project pipeline is annually reviewed and adopted by the Government and serves as a basis for project promotion.  This Action is designed to contribute to the achievement of the specific objective of the Thematic Priority 2: **Transport, digital economy and society, and energy** within Window 3:**Green Agenda and Sustainable Connectivity,** which is to promote smart, sustainable, inclusive, safe transport and to remove bottlenecks in key network infrastructures, to improve access to digital technologies and services, to accelerate the shift towards a low-carbon economy promote clean energy transition and a European integrated energy market.  The proposed Action will contribute as well to the implementation of the EC recommendations **(COM(2019)260)** under Chapter 14:Transport policy and Chapter 21:Trans-European networks, where it is stated (Chapter 14) that the country is moderately prepared in the area of transport and that limited progress was made in the past year (2018). As well, the administrative and operational capacity for all modes of transport also needs to be strengthened. One of the specific recommendations is *to reduce fatalities along road and rail infrastructure*. Concerning Chapter 21, the country has a good level of preparation and the EC Report recommends to further strengthen the operational and technical capacity to deal with the development of Trans European T and Trans European E networks, among other recommendations.  this Action will contribute as well towards the implementation of the **Stabilisation and Association Agreement (SAA).** The Action is perfectly in line with some recommendations of the Conclusions of the 16th Meeting of the Subcommittee on Transport, Environment, Energy and Regional Development, held in March 2020, related with the road transport:   * Put *road safety* high on the political agenda and continue efforts to aligning with relevant EU *acquis*. Improvement of road safety conditions, through effective enforcement of traffic rules, better education and continuous awareness raising. Work together with other Western Balkans countries to exchange knowledge and best practices and to decrease the high number of road deaths and serious road traffic injuries in the region. * Continue aligning with the *safety* *acquis* and develop its enforcement capacity to reduce fatalities and increase roadside checks of commercial vehicles (continuous). * Strengthen the operational and administrative capacities of the inspection body.   Furthermore, the Action is also in line with the **TEN-T** connections with the EU, contribution to safe mobility, sustainable mobility and it is in synergy with the reforms promoted by the **Transport Community Treaty-TCT**. It will contribute to the current TEN-T policy based on Regulation (EU) No 1315/2013 which addresses the implementation and development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The ultimate objective of the policy is to close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion within the EU and through its extension ensure closer integration of the western Balkans region with the EU.  This Action will support the implementation of the objectives of the Communication **“Europe on the Move – Sustainable Mobility for Europe: safe, connected and clean”** of May 2018 which confirmed the EU's long-term goal of moving close to zero fatalities in road transport by 2050 and added that the same should be achieved for serious injuries. It also proposed new interim targets of reducing the number of road deaths by 50% between 2020 and 2030 as well as reducing the number of serious injuries by 50% in the same period, as recommended in the Valletta Declaration.  The proposed action is aligned with the objectives of the **Transport Community Treaty-TCT**, based on the progressive integration of transport markets of the South East European Parties into the European Union transport market on the basis of the relevant *acquis*, including in the areas of technical standards, interoperability, safety, security, traffic management, social policy, public procurement and environment, for all modes of transport excluding air transport. |
| Links with national, regional and global strategies | The proposed investment will contribute to implementation of the Republic of North Macedonia **National Transport Strategy 2018-2030**, General Objective No.4 ‘’Establishment of reliable and safe transport system for all transport modes & urban transport’’ with the aim to reduce death toll on the roads by 50% by 2030. The proposed investment will also contribute to the specific objective No.4.2. ‘’To improve road traffic and road infrastructure safety (incl. Urban transport safety)’’  It is also related to the **Second National Road Traffic Safety Strategy (NTRSS) 2015-2020**, setting the target to reduce the number of traffic victims to the EU average, to reduce the number of the young drivers victims by 30%, number of serious injuries to be reduced by 40% and number of children victims to be reduced to 0. It is a five-year document, a follow up of the previous NRTSS 2009-2014.  The action is in line with the **Annual Programs for construction, reconstruction, rehabilitation and maintenance of state roads**, adopted by the Board of Directors of the Public Enterprise for State Roads, defining the works, planning, development and income on an annual basis.  It is also supports the **Connectivity Agenda**, one of the main priority in the Western Balkans which puts a special emphasis on the preparation and financing of concrete regional infrastructure investment projects and on the implementation of technical standards and reform measures (e.g.: aligning/simplifying border crossing procedures, railway reforms, information systems, road safety and maintenance schemes, unbundling and third-party access).  The proposed activity is in line with the **Western Balkan Strategy 2018-2020**, recognizing that the successful economic integration within the region and with the EU will only be possible with enhanced connectivity. |
| Coherence with the Sector Approach | North Macedonia has made significant progress in introducing the Sector Approach (SA) and in implementing the Roadmap of the SA since 2017. This Action falls under the Sector Working Group Transport (SWGT), with members of all the relevant stakeholders in the transport sector: ministries, public enterprises, regulatory bodies, NGOs and international donors). It benefits of **well-established strategic framework**. At a later stage, the Single project pipeline is annually reviewed and adopted by the Government and serves as a basis for project promotion.  The sector **policy dialogue** is channelled through the SWG and embeds the IPA programming but their mandate goes far beyond the use of the EU funds. The SWGs play the role of the country sector dialogue platform channelling the discussions on the national sector priorities and their implementation in an inclusive and participatory manner.  As regard the Transport sector, the **institutional set-up** is supportive to the ongoing and planned sector reforms and the responsibilities allocated to the relevant national authorities are well defined in the legislative framework. However, the national administrative capacity needs to be reinforced to ensure the full implementation of the adopted strategies and legislations.  To support the monitoring process, as of 2020, the country put in place **Performance Assessment Framework (PAF)**, streamlining the policy objectives, the indicators and the targets. The Action will contribute to meeting different impact and outcome indicators of the established PAF. |
| Regional dimension | The Action will be implemented on certain sections along TEN-T Corridor X, which connects Hungary, Serbia, North Macedonia, and Greece. |
| Indicative budget | | Total budget: EUR 20,000,000  EU funding: EUR 10,000,000  National funding: EUR 10,000,000 |
| Implementation Modality | | This action will be implemented through **Direct Management** and the procurement of services and works (indirect management with beneficiary country can also be envisaged) |
| Budget Support Readiness | | *N/A* |

**LOGICAL FRAMEWORK MATRIX**

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| **OVERALL OBJECTIVE(S) / (IMPACT(S))** | **OBJECTIVELY VERIFIABLE INDICATORS**  Quantitative and/or qualitative variables providing a simple and reliable mean to measure the achievement of the corresponding expected result (i.e. outputs, outcomes, impacts). Indicators should have a clear measurement unit and be formulated in a neutral way. | **BASELINES**  **(INCL. VALUE & REFERENCE YEAR[[1]](#footnote-2))** | **MILESTONES**  **[OPTIONAL]**  **(INCL. VALUE & REFERENCE YEAR )** | **TARGETS**  **(INCL. VALUE & REFERENCE YEAR)** | **SOURCES & MEANS OF VERIFICATION** |  |
| To improve connectivity in North Macedonia | Logistic Performance Index (LPI) – Infrastructure (Perception of the quality of trade and transport related infrastructure; e.g. Ports, railroads, roads, information technology) | 2,47 (2018) |  | 3.0 (2027) | LPI Website |
| **SPECIFIC OBJECTIVE(S) / OUTCOME(S)** | **OBJECTIVELY VERIFIABLE INDICATORS (\*)** | **BASELINES** | **MILESTONES** | **TARGETS** | **SOURCES OF VERIFICATION** | **ASSUMPTIONS** |
| To improve the road safety along Corridor X | Number of fatalities in North Macedonia[[2]](#footnote-3)  Number of fatalities/million inhabitants on an annual basis, across the National and Regional Road Network | 132 in 2019  63.55 fatalities /  Million inhabitants | N/A | < 90 (2025)  < 45 fatalities /  Million inhabitants (2025) | PESR  State Statistical Office, Annual Statistical reports. | With investment and replacement of the guardrails according to EN standards, the safety will be increased and the fatality/injuries will be reduced. |
| **OUTPUTS** | **OBJECTIVELY VERIFIABLE INDICATORS (\*)** | **BASELINES** | **MILESTONES** | **TARGETS** | **SOURCES OF VERIFICATION** | **ASSUMPTIONS** |
| Replaced guardrails according to EN standards on selected sections along Corridor X | Km of roads along corridor X with guardrails according to EN standards | 28,2 km (2019) | N/A | 172 km (2030) | Public Enterprise for State Roads | Timely implementation of the replacement of guardrails according to EN standards on motorway on Corridor X on selected sections |
| **BROAD ARRANGEMENTS FOR IMPLEMENTATION (IF AVAILABLE)** | 2 possible modalities: Indirect Management with Beneficiary Country or Direct management | | | | | |

1. The baseline value may be "0" (i.e. no reference values are available as the Action represents a novelty for the beneficiary) but cannot be left empty or include references such as "N/A" or "will be determined later". [↑](#footnote-ref-2)
2. This is the closer proxy that can be used [↑](#footnote-ref-3)