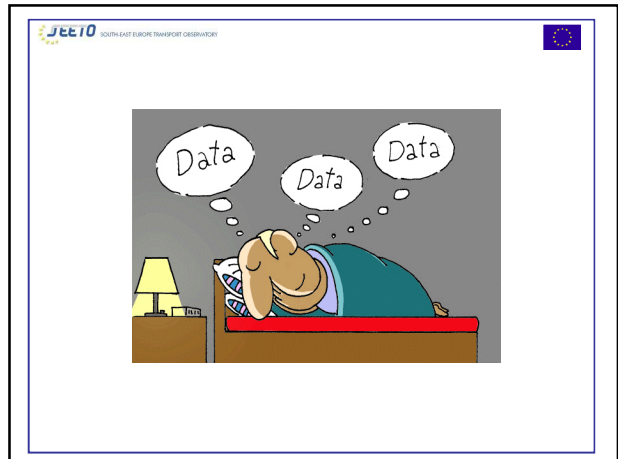


SEETO SOUTH-EAST EUROPE TRANSPORT OBSERVATORY

## Priority Projects and Social/Economic/Financial/Environmental Indicators

SEETO Key Users Meeting  
16<sup>th</sup> September 2014

Ana Simecki, Transport Planning Manager



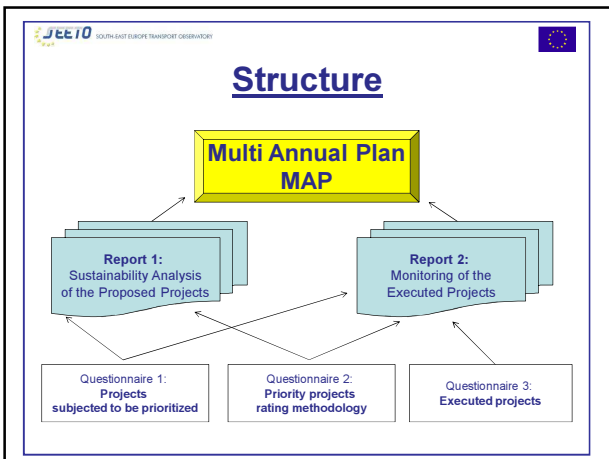
## Introduction

### Main Goal

- Improved and simplified analysis, evaluation and presentation of projects on the SEETO Comprehensive Network
  - Valorization of current condition
  - Identified areas of intervention
  - Evaluated means for improvement
  - Identified missing elements
  - Evaluated potential risks and benefits for users
  - Proposed new questionnaires and outgoing reports

## Possible users

- Regional Participants → **MUST- additional burden**  
→ **WANT- exploitation for own purposes**
  - Comprehensive project database (EC/IFI request)
  - Balanced level of project data on a regional level (EC/IFI request)
  - Attractive and simple project evaluation and description (help in writing a project funding application)
  - Direct listing of all projects for each Regional Participant
- Transport Authorities
- Financial Institutions
- Strategy and decision makers advisers – policy makers
- Possible future private entities for PPPs projects
- Bidders of future projects and construction works
- Interested citizens in the SEETO activities



## Project subject to be prioritized

New Questionnaire		
PROJECTS SUBMITTED TO BE PRIORITISED		
Sections	Lack of information	Additional proposed data
New Sections	Organisation Data	<ul style="list-style-type: none"> <li>- Name of Company or Authority</li> <li>- Correspondence Address</li> <li>- Contact Person</li> <li>- Phone number</li> <li>- Fax number</li> <li>- Email</li> </ul>
	Description of the Project	<ul style="list-style-type: none"> <li>- Country Code</li> <li>- Corridor/Roads/Node</li> <li>- Type of Works</li> <li>- Length (If linear)</li> <li>- Total Cost</li> <li>- Finances allocated agreement signed</li> <li>- Implementation schedule</li> </ul>
	Feasibility Study Data	<ul style="list-style-type: none"> <li>- Feasibility Study Title</li> <li>- Feasibility Study prepared by</li> <li>- Feasibility Study supervised by</li> <li>- EIA Title</li> <li>- EIA prepared by</li> <li>- EIA supervised by</li> </ul>

**Project subject to be prioritized**

NEW QUESTIONNAIRE  
PROJECTS SUBJECT TO BE PRIORITISED

Sections	Lack of information	Additional proposed data	
New Sections	Social Indicators	Collection of the main social indicators of the transport infrastructures. Complete to the possible extent.	- Annual Traffic Demand Growth - Modal transferring (if rail) - Annual Accident Rate Reduction - ERR (Economic Internal Rate of Return) - NPV (Net Present Value) - SDR (Social Discount Rate) - Cost of project documentation - Cost of project construction - Total project cost
	Economic Indicators	Collection of the main economic indicators that characterise the project. Complete to the possible extent.	- FIRR (Financial Internal Rate of Return) - FNVP (Financial Net Present Value) - FDR (Financial Discount Rate) - WACC (Weighted Average Cost of Capital) - First year of benefits - DSCR (Debt Service Coverage Ratio) - Financial Average - Sources of Finance: different options
	Financial Indicators	Collection of the main financial indicators as well as the sources of funding.	- CO <sub>2</sub> emission evolution - NOx emission evolution - SO <sub>2</sub> emission evolution - Non-methane hydrocarbons - Particulate matter - Affected kms of Protected Natural Areas
	Environmental Indicators	Collection of the main environmental indicators of the project.	

**Priority projects rating methodology**

Why is Priority projects rating methodology needed?

Further enhance the credibility of the SEETO process with external parties

To provide an objective and consistent view on the quality of the projects nominated for the MAP priority project list

To present the strengths and weaknesses of the individual investment projects according to the agreed criteria

**Priority projects rating methodology**

QUESTIONNAIRE FOR PRIORITY PROJECTS RATING METHODOLOGY

Organisation data	
Name of Company or Authority	
Correspondence Address	
Contact Person	
Phone number	
Fax number	
Email	
Description of the project	
Country Code	
Corridor / Route / Node	
Type of work	
Length of line	
Feasibility or Pre-Feasibility Study and EIA Data (if exists)	
Feasibility Study Title	
Feasibility Study prepared by	
Feasibility Study supervised by	
EIA Title	
EIA prepared by	
EIA supervised by	
Proportion of international traffic	
If project includes border crossing, how much is the estimated reduction - percentage - on the delay time to cross the border?	

**Priority projects rating methodology**

ECONOMIC AND FINANCIAL CRITERIA	
ERR (Economic Internal Rate of Return)	%
Total Cost <sup>(1)</sup>	€
Committed fund <sup>(2)</sup>	€
Potential for Public-Private Partnership (tick the appropriate box)	No preparation Clear intent / legislation in place <sup>(3)</sup> Good proposals <sup>(4)</sup> Strong interest <sup>(5)</sup> Firm commitments <sup>(6)</sup>
REGIONAL CRITERIA	
Government commitment to the proposed project (tick the appropriate box)	The project is not priority for the Government but it is for transport agencies <sup>(7)</sup> Public consultations have been positively carried out - The relevant stakeholders are involved <sup>(8)</sup> Project is included in a National Transport Plan/Strategy <sup>(9)</sup> Project is included in operational documents endorsed by the Government <sup>(10)</sup>
If project include border crossing, what type of coordination between Regional Participants or with neighbouring Member States takes place? (tick the appropriate box)	No coordination on border crossing infrastructure and procedures <sup>(11)</sup> Commitment to improve border crossing infrastructure and procedures <sup>(12)</sup>
If cross border road or railway project, Are the same technical standards applied in both Regional Participants or in neighbouring Member States? (tick the appropriate box)	No, there is no plans to apply the same standards in future <sup>(13)</sup> Yes, the same standards will be applied <sup>(14)</sup>

**Priority projects rating methodology**

REGULATORY / TECHNICAL CRITERIA	
Will the road or railway infrastructure be maintained in future? (tick the appropriate box)	Yes, but there is no dedicated programme or fund <sup>(1)</sup> Yes, there will be a dedicated maintenance programme for the road or railway corridor <sup>(2)</sup> No, there is no dedicated fund or budget line for the maintenance of roads or railways <sup>(3)</sup> No concession model will be applied and no plan for operation and maintenance will be in place <sup>(4)</sup> Concession model will be applied or adapted plan for public operation and maintenance will be in place <sup>(5)</sup> Project identified and ToR prepared <sup>(6)</sup> Feasibility Study completed <sup>(7)</sup> Design completed <sup>(8)</sup>
Will the road or railway infrastructure be operated effectively and efficiently? (tick the appropriate box)	No concession model will be applied and no plan for operation and maintenance will be in place <sup>(4)</sup> Concession model will be applied or adapted plan for public operation and maintenance will be in place <sup>(5)</sup>
Which is the most advanced level of the available technical documentation? (tick the appropriate box)	Project identified and ToR prepared <sup>(6)</sup> Feasibility Study completed <sup>(7)</sup> Design completed <sup>(8)</sup>
ENVIRONMENTAL AND SOCIAL CRITERIA	
What are the environmental effects of the project?	No mitigation measures are foreseen in case of potential negative effects <sup>(9)</sup> No environmental impact assessment has been carried out <sup>(10)</sup> An environmental impact assessment has been carried out <sup>(11)</sup> Positive effects or in case of possible environmental negative effects, the project involves adequate mitigation measures <sup>(12)</sup> Contribution to the re-balancing of transport modes in favour of the most environmentally friendly ones <sup>(13)</sup>
How many kilometres on protected areas are affected by the project?	Affected kms on protected areas <sup>(14)</sup>
How much is the estimation of the CO <sub>2</sub> emission reduction?	tonnes <sup>(15)</sup>
How much is the estimation - percentage - of the annual traffic demand growth?	estimated % of annual traffic demand growth <sup>(16)</sup>
In case of road infrastructures, the road is the estimation - percentage - of the journey time reduction	estimated % of journey time reduction <sup>(17)</sup>

**Executed projects**

NEW QUESTIONNAIRE  
EXECUTED PROJECTS

Sections	Lack of information	Additional proposed data
New Sections	Organisation Data	- Name of Company or Authority - Correspondence Address - Contact Person - Phone number - Fax number - Email
	Description of the Project	- Country Code - Corridor/Route/Node - Type of Works - Length (if linear) - Total Cost
	Project Documentation and Construction Data	- Title of the Project Design - Prepared by - Supervised by - Date of termination
	Economic and Finance Monitoring Indicators	- Deviation from the planned maintenance cost - Deviation from the construction cost - Deviation from the construction period - CAPEX (CAPITAL EXPENDITURES) Deviation - OPEX (Operating Expense) Deviation - Interest During Construction - EBITDA (last year) - Income Deviation (in case of new transit line)



Thank you for your attention !

Ana Simecki  
asimecki@seetoint.org

[www.seetoint.org](http://www.seetoint.org)