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**EXCEPTIONS OF EVALUATION OF ECONOMIC EFFECTIVENESS OF TRANSPORT CONSTRUCTION PROJECTS**

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Abstract

Each investment and non-investment action of transport infrastructure, which has its ISPROFIN number and is financed without state budget participation (financed at least in part by the State Fund for Transport Infrastructure - SFDI), must be approved by the Central Committee of the Ministry of Transport during its preparation. Evaluation of economic effectiveness of transport construction projects is one of the documents in project plan serving the Central Commission of the Ministry of Transport of the Czech Republic to assess whether the funds for the construction of the public infrastructure required by the investor and the future application administrator are spent properly and whether the project is effective. The problem arises with projects that have an exception and no evaluation of economic effectiveness is required.

Keywords

Evaluation of economic effectiveness; Ministry of Transport of the Czech Republic; project plan; transport infrastructure

Introduction

Each investment and non-investment action of transport infrastructure, which has its ISPROFIN number and is financed without state budget participation (financed at least in part by the State Fund for Transport Infrastructure - SFDI), must be approved by the Central Commission of the Ministry of Transport of the Czech Republic during its preparation.

Evaluation of economic effectiveness of transport construction projects is one of the documents in project plan serving the Central Commission of the Ministry of Transport of the Czech Republic to assess whether the funds for the construction of the public infrastructure required by the investor and the future application administrator are spent properly and whether the project is effective.

The problem arises with projects that have an exception and no evaluation of economic effectiveness is required. I dealt with the project plan "Interconnection of Vinařice - Bernardov", which was submitted to the Central Commission of the Ministry of Transport of the Czech Republic on 15 May 2018 and its actualization submitted on 18 September 2018.

Methodology

Exceptions to the processing are set out in the Implementation guidelines for assessing the effectiveness of transport construction projects in chapter IV. Different practices [2].

Examples related to roads and motorways include:

* traffic signs, security and information facilities, telematics (financially or materially)
* for buildings providing execution of property management Road and Motorway Directorate of the Czech Republic on roads - maintenance, repair and reconstruction of existing roads including bridges
* road and motorway maintenance equipment, equipment accessories and roadside equipment
* measures to eliminate defects in obstruction and viability pursuant to Act No. 13/1997 Sb.

Implementation guidelines for assessing the effectiveness of transport construction projects in chapter VI. [2] states that, for good reasons, the Ministry of Transport of the Czech Republic may grant an exception to the procedures set out in these Implementation guidelines.

Results

I, as the responsible representative of the Ministry of Transport of the Czech Republic, Infrastructure and Zoning Plan Section, have checked the project plan and submitted it to the Central Commission of the Ministry of Transport of the Czech Republic.

I have found that no evaluation of economic effectiveness was not required for the project plan "Interconnection Vinařice - Bernardov".

This project falls under the concept of preparation for transport infrastructure measures that can be used for transporting the oversized and heavy components necessary for the implementation of new nuclear resources at the Temelín and Dukovany sites approved by Government Resolution No. 739 of 23 October 2017.

By Resolution No. 739, the Government of the Czech Republic agreed to release financial resources for the preparation of these buildings from SFDI sources, with individual measures not verifying the overall economic effectiveness of individual measures by standard procedures used to assess the return on investment in individual modes of transport.

The project plan "Interconnection Vinařice - Bernardov" was approved without remarkt, with the possibility of continuing the project preparation.

In the scope of the technical study "Preparing for Measures on DI Transport for NTL for NJZ EDU - Interconnection of Vinařice - Bernardov, TES and EIA" prepared by PRAGOPROJEKT, a.s. in May 2018, two variants were developed, one tracking the original route and the other in the corridor of the land use plan and development principles and in the track of the existing road III/3278. After comparing these two variants, the second option was chosen to be more appropriate and usefull

In accordance with Guideline no. V-2/2012 point 6.9 [3] the investor prepared an actualization of the project plan, taking into account the changes in the route and the calculation of the new amount of the total project costs.

Even though total costs have risen by more than 100%, there is still no need for evaluation of economic effectiveness.

The actualization of the project plan was approved by the Central Commission of the Ministry of Transport of the Czech Republic to facilitate the continuation of the preparation because there is no need to change the development principles and the land use plan and the repaired roads will serve the public even if the need to transport the oversized and heavy components necessary for the implementation of new nuclear resources in the Temelín and Dukovany disappear.

Conclusion and discussion

Guideline no. V-2/2012 [3] says in 5.5 that, in the case of an exemption from the obligation to process an assessment of the project's evaluation of economic effectiveness according to the Implementing Guidelines [2], it is necessary to present a qualitative or quantitative analysis of all significant results and impacts of the project, taking into account the public interest of the Czech Republic. The analysis must include information that can be used to assess the economic effect of the project plan and the Central Commission of the Ministry of Transport of the Czech Republic can give its opinion on the project submitted.

For the project plan "Interconnection Vinařice - Bernardov" of the Central Commission of the Ministry of Transport of the Czech Republic, it found that the project plan and its update are meeting this. However, it would not hurt to elaborate more detailed conditions for verifying the economic effect of the project plan. Would the approved project still be economically efficient even with a further increase in overall costs? Where is the border when it is still bearable?

Guideline no. V-2/2012 [3] states that for large projects (the total cost exceeds CZK 1.8 billion excluding VAT), it is necessary to prepare an opponent's report prepared by SFDI. It is therefore possible to specify this condition even for projects that are exempt from performing economic efficiency assessments and whose total cost excluding VAT exceeds a certain value.

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