



CBA requirement under CEF transport calls

JASPERS Networking Platform

Webinar on Economic Appraisal for the 2021-27 perspective

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“In God we trust,
all others bring data”

Edwards Deming

Connecting Europe Facility



What



Who



How

With the CBA we check



Worth supporting



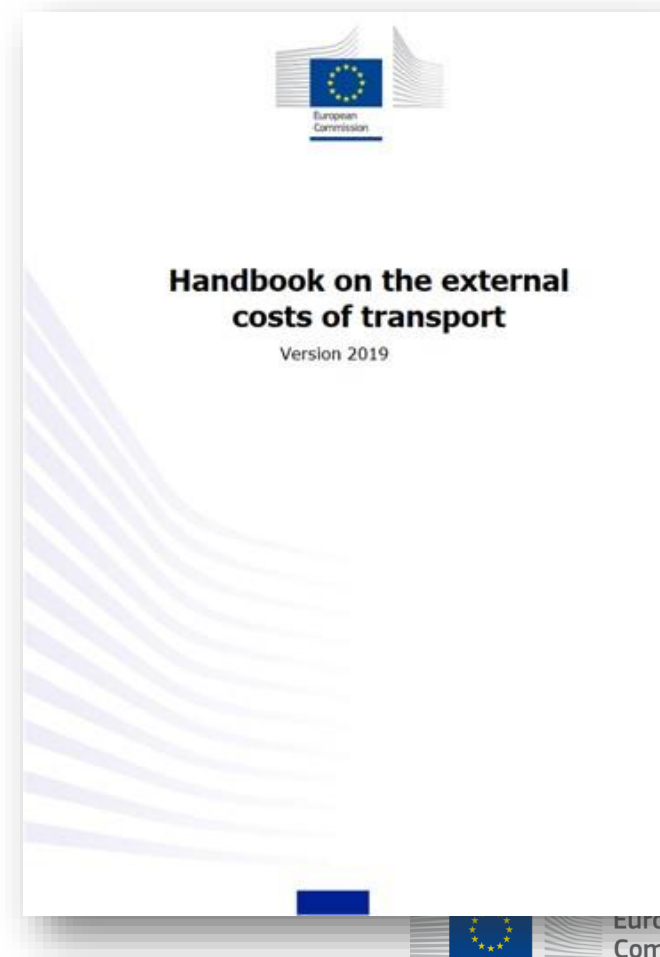
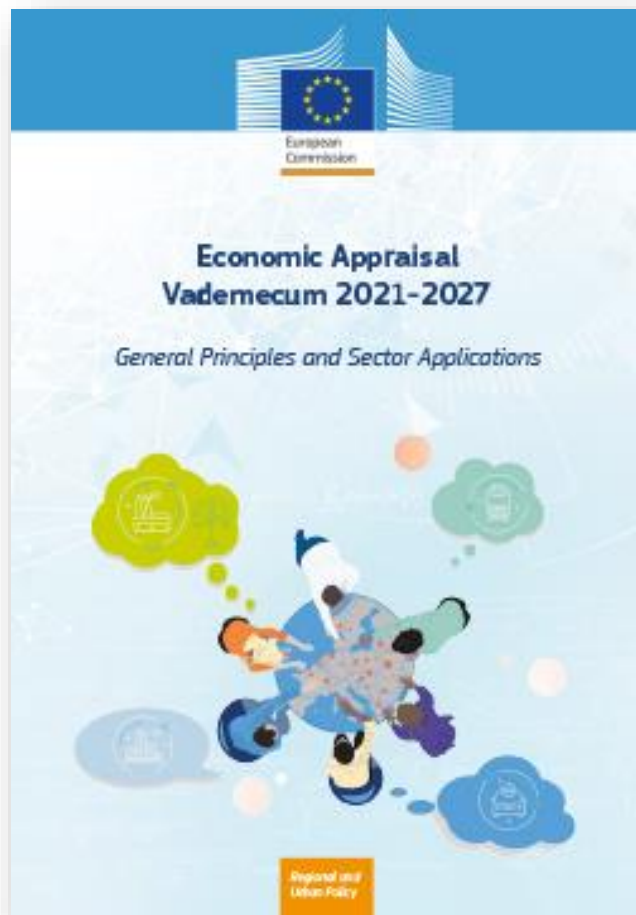
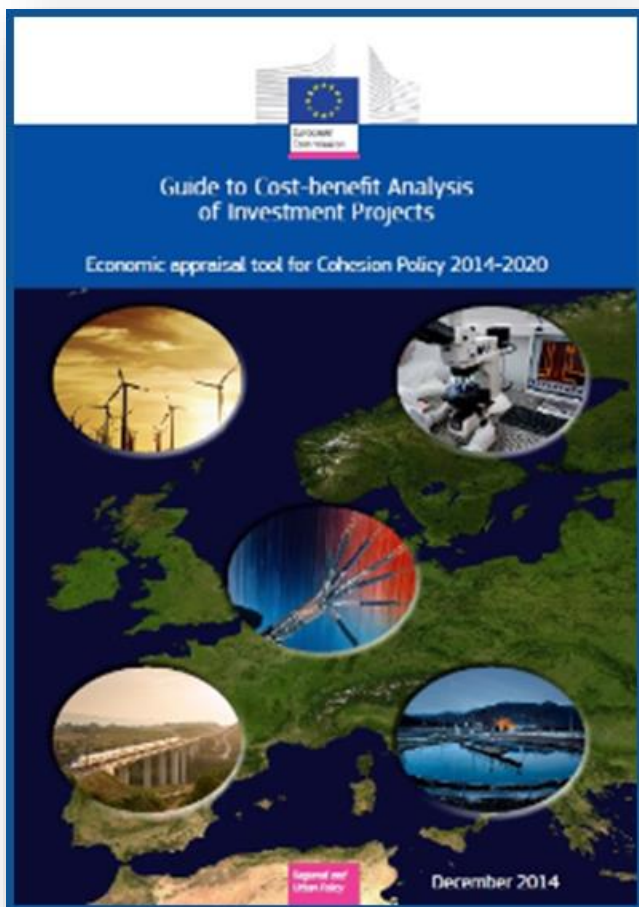
Not financially viable



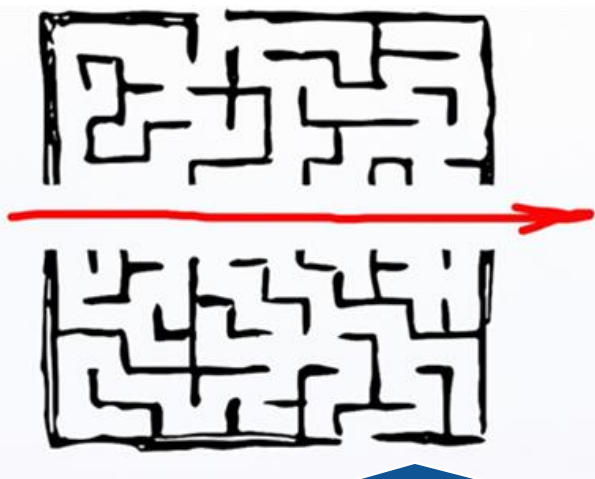
Risk of excessive financial support

CEF2 regulation does list it as objective of CBA but still part of evaluation

General methodological documents



CBA – Objectives for 2021-2027



Simplification



Adaptation to CEF



Climate Change Resilience

CBA requirement simplification

Streamlined to take account of the added value of the tool for each priority



Full CBA



Simplified
CBA



No CBA

* The threshold applies to eligible costs

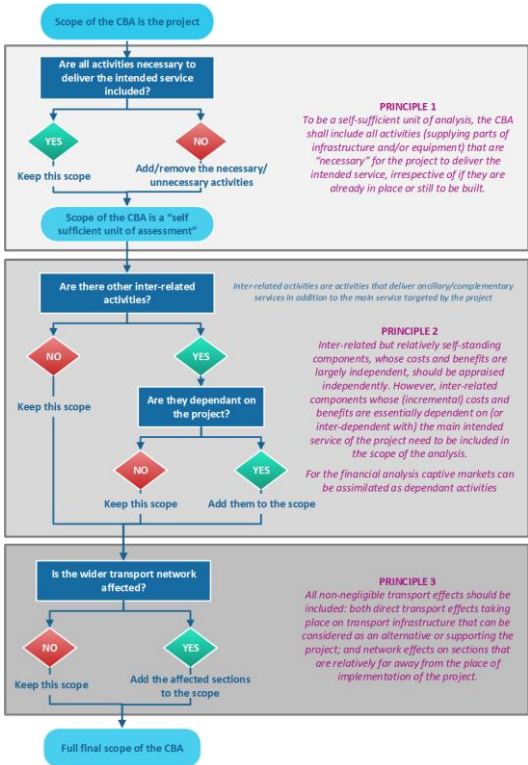
CBA requirement by priority

Work programme “Objectives”	Priorities	Requirement
6.1 Projects related to the efficient, interconnected, interoperable and multimodal networks		
	Railways	Full CBA / Simplified < 10 m€ *
	Inland waterways and inland ports	Full CBA / Simplified < 10 m€ *
	Maritime ports	Full CBA / Simplified < 10 m€ *
	Roads, rail-road terminals, connections to airports and multimodal logistics platforms	Full CBA / Simplified < 10 m€ *
6.2 Projects relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility		
6.2.1 Projects related to smart and interoperable mobility	ERTMS	No CBA
	ITS	No CBA
	RIS	No CBA
	SESAR common projects	No CBA
	SESAR other projects	No CBA
	Transport interoperability	No CBA
6.2.2 Projects related to sustainable and multimodal mobility	Alternative fuels infrastructure	Implementing Partner: No CBA Others: Simplified CBA
	Motorways of the Seas	Full CBA / Simplified < 10 m€ *
	Multimodal passenger hubs	Full CBA / Simplified < 10 m€ *
	Reduction of rail freight noise	No CBA
6.2.3 Projects related to safe and secure mobility	Safe and secure parking infrastructure	Full CBA / Simplified < 10 m€ *
	Road safety	Full CBA / Simplified < 10 m€ *
	Projects improving transport infrastructure resilience	Full CBA / Simplified < 10 m€ *
	External border checks	Full CBA / Simplified < 10 m€ *
6.3 Military mobility		
	Military mobility	No CBA

Adaptation to CEF

“Guidance on Economic Appraisal for CEF Transport projects”

Note on Scope of Socio-Economic Assessment



2019 CEF Transport call for proposals ✓ Cost-Benefit Analysis checklist

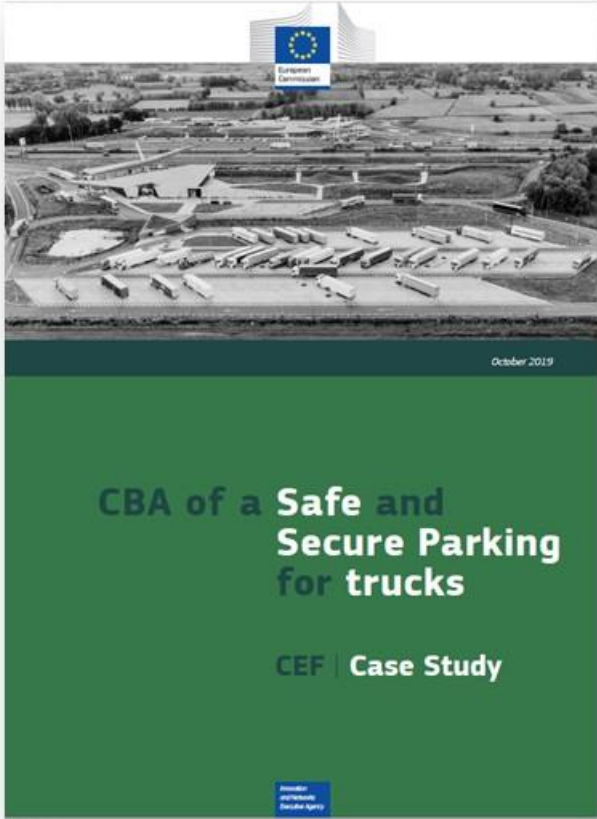
This checklist will help you to fully address the qualitative and quantitative requirements of the 2019 CEF Transport call related to the Cost-Benefit Analysis (CBA). By reminding you of some of the key points assessed during the evaluation process and the necessary elements to be included in the CBA, the checklist aims to help you increase your chances of being granted CEF Transport funding.

For questions about the 2019 CEF Transport call for proposals, it is recommended to periodically consult the FAQ page on the INEA website or contact us: INEA-CEF-transport-calls@ec.europa.eu. Questions will be answered via FAQ.

Cost-Benefit Analysis

Did you...?

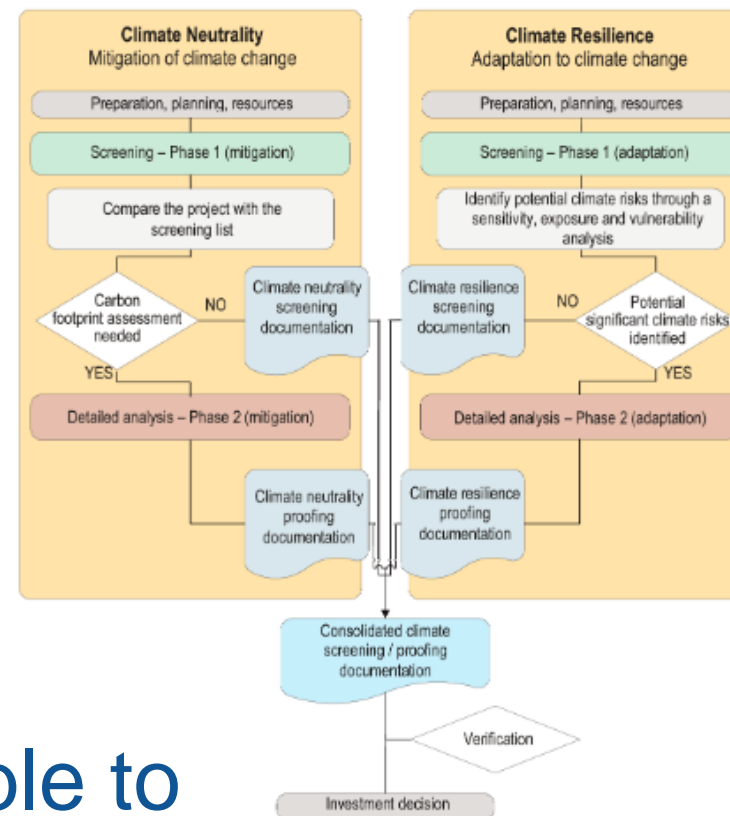
- Make sure that the CBA was carried out for a scope that meets the definition of Single Unit of Assessment of the DG REGIO methodology (page 32), and that such unit is clearly defined in your CBA. Y N
- Make sure that you have listed and detailed all deviations from the scope of the CBA in comparison to the Action. Y N
- Clearly distinguishing cash flows related to the factual scenario from cash flows relating to the counterfactual scenario. Y N
- Justify the reference period if you have retained a number of years different than the recommended one. Y N
- Justify the discount rate in accordance with the Guide for Applicants if you have retained a value higher than the recommended ones (for the financial analysis 4% and for the economic analysis 5% for Cohesion Member States and 3% for other Member States). Y N
- Make sure that the CBA Financial Analysis uses a consolidated approach in Y N



Climate change resilience

Technical guidance on the climate proofing of infrastructure in the period 2021-2027 (2021/C 373/01)

Prepared by DG CLIMA and applicable to InvestEU, CEF and CPR



Objectives of the Cash Flow Template



Ensure quality



Ensure
Transparency







Simplify
Assessment

Latest version (2021 CEF Transport Call)

https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/temp-form/af/full-cba-cash-flow-template_cef-t_en.xlsx

Cash Flow Template - Output

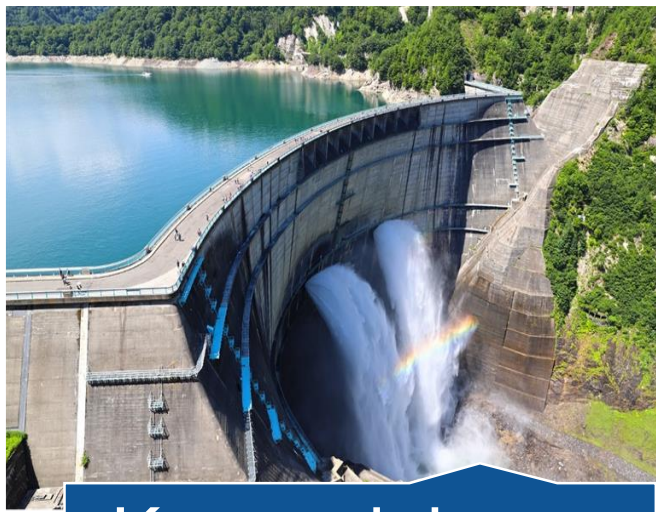
 2017 CEF BLENDING CALL - 2nd Cut Off Economic Analysis Proposal code: 2017-XX-TM-0000-W											
	NPV @ 0.0%	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Project investment cost	-	-	-	-	-	-	-	-	-	-	-
Replacement cost	-	-	-	-	-	-	-	-	-	-	-
Project O&M costs	-	-	-	-	-	-	-	-	-	-	-
Residual value of investment	-	-	-	-	-	-	-	-	-	-	-
Total economic costs	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total economic benefits	-	-	-	-	-	-	-	-	-	-	-
ENPV / Net benefits	-	-	-	-	-	-	-	-	-	-	-
ERR	#NUM!										
B/C RATIO	#DIV/0!										

 2017 CEF BLENDING CALL - 2nd Cut Off Financial Analysis Proposal code: 2017-XX-TM-0000-W												
Return on investment before CEF		NPV @ 0.0%	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Project investment cost	-	-	-	-	-	-	-	-	-	-	-	-
Replacement cost	-	-	-	-	-	-	-	-	-	-	-	-
Project O&M costs	-	-	-	-	-	-	-	-	-	-	-	-
Total revenues	-	-	-	-	-	-	-	-	-	-	-	-
Residual value of investment	-	-	-	-	-	-	-	-	-	-	-	-
FNPV(C)	-	-	-	-	-	-	-	-	-	-	-	-
FRR(C)	#NUM!											

Objectives of the Simplified CBA calculator



Reduce burden



Keep minimum quality



Common tool

Latest version (2021 CEF Transport Call)

https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/temp-form/af/full-cba-cash-flow-template_cef-t_en.xlsx

Simplified CBA – Transport sheet

ACCIDENTS

2020-cent per passenger*km or tonne*km	2020-cent per vehicle*km
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Values not applicable

- : No railway in CY and MT
- : No high speed rail in AT, BG, CY, CZ, DK, EE, EL, FI, HR, HU, IE, LT, LV, LU, MT, PL, PT, SK, SI, SE
- : No electric rail freight in EE, LT, LV
- : No inland water ways in CY, DK, EL, IE, LT, LV, MT, PT, SI, SE
- : No access to sea AT, CZ, HU, SK

Values not available (potentially available in future versions of the tool)

- n.a. No maritime values (tkm nor vkm)

NB

Aviation data are provided only at European (EU27) level

		[Road] car (petrol) ptkm	[Road] car (diesel) ptkm	[Road] car (total) ptkm	[Road] bus ptkm	[Road] coach ptkm	[Road] motorcycle ptkm	[Road] light commercial vehicle (petrol) ptkm	[Road] light commercial vehicle (diesel) ptkm	[Road] heavy goods vehicle ptkm	[Road] average passenger vehicle ptkm	[Road] average goods vehicle ptkm
		Average costs (2020-cent per pkm or tkm)										
		Pass car petrol	Pass car diesel	Pass car total	Bus	Coach	MC	LCV-petrol	LCV-diesel	HGV	Passenger vehicles	Goods vehicles
EU-27	EU	4,82	4,82	4,82	0,92	0,92	12,85	6,79	6,79	1,32	4,67	2,08
Austria	AT	9,30	9,30	9,30	1,58	1,58	64,95	6,96	6,96	2,33	9,43	3,43
Belgium	BE	5,94	5,94	5,94	1,88	1,88	17,40	12,78	12,78	2,64	5,65	5,02
Bulgaria	BG	2,82	2,82	2,82	0,52	0,52	34,52	0,03	0,03	0,89	2,55	0,85
Croatia	HR	7,37	7,37	7,37	1,40	1,40	14,21	2,81	2,81	1,43	7,00	1,86
Cyprus	CY	3,00	3,00	3,00	0,43	0,43	8,17	5,86	5,86	1,45	2,72	3,55
Czech Repu	CZ	5,03	5,03	5,03	1,04	1,04	8,39	4,26	4,26	1,38	4,43	1,69
Denmark	DK	2,63	2,63	2,63	0,65	0,65	11,60	1,72	1,72	1,66	2,55	1,68
Estonia	EE	2,72	2,72	2,72	1,92	1,92	5,56	0,10	0,10	0,33	2,56	0,31
Finland	FI	1,59	1,59	1,59	0,57	0,57	7,40	3,39	3,39	1,11	1,58	1,41

AIR POLLUTION

2020-cent per passenger*km or tonne*km	2020-cent per vehicle*km
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Values not applicable

- : No railway in CY and MT
- : No high speed rail in AT, BG, CY, CZ, DK, EE, EL, FI, HR, HU, IE, LT, LV, LU, MT, PL, PT, SK, SI, SE
- : No electric rail freight in EE, LT, LV
- : No inland water ways in CY, DK, EL, IE, LT, LV, MT, PT, SI, SE
- : No access to sea AT, CZ, HU, SK

NB

Maritime data is provided only at European (EU27) level

Aviation data is provided only at European (EU27) level

		[Road] coach ptkm	[Road] motorcycle ptkm	[Road] light commercial vehicle (petrol) ptkm	[Road] light commercial vehicle (diesel) ptkm	[Road] heavy goods vehicle ptkm	[Road] average passenger vehicle ptkm	[Road] average goods vehicle ptkm
		Average costs (2020-cent per pkm or tkm)						
		Coach	MC	LCV-petrol	LCV-diesel	HGV	Passenger vehicles	Goods vehicles
EU-27		0,72	1,16	1,77	4,66	0,76	0,71	0,93
Austria		1,28	2,13	1,15	8,86	0,99	1,31	1,08
Belgium		0,95	2,47	2,51	5,14	1,24	1,37	1,55
Bulgaria		0,56	0,34	0,45	2,25	0,53	0,63	0,54
Croatia		0,68	0,95	0,53	2,62	0,79	0,75	0,73
Cyprus		0,29	0,16	0,59	3,40	0,48	0,16	0,60
Czech Repu		1,09	1,47	4,43	9,10	1,55	1,09	1,91
Denmark		0,50	0,89	0,58	2,50	0,81	0,51	0,78
Estonia		0,27	0,00	1,03	2,36	0,24	0,49	0,31
Finland		0,25	0,42	1,00	3,28	0,33	0,32	0,43
France		1,01	1,01	2,93	7,76	1,02	1,05	1,54
Germany		1,10	1,85	1,24	9,45	1,13	0,83	1,16
Greece		0,28	0,27	0,68	3,06	0,41	0,29	0,79
Hungary		0,85	1,31	5,94	5,79	1,00	0,65	1,53
Ireland		0,64	0,84	0,49	3,23	0,48	0,65	0,49
Italy		0,77	1,39	3,62	6,71	1,15	0,81	1,84
Latvia		0,29	0,66	0,41	1,65	0,48	0,64	0,48

Keep in touch - CINEA



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More Information

For info or further questions on this webinar please contact the JASPERS Networking Platform team:

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