



Rzeczpospolita  
Polska



Unia Europejska  
Fundusz Spójności



## KONFERENCJA

### TRANSPORT NA MIARĘ:

W poszukiwaniu najlepszych standardów oceny wpływu  
miejskich projektów transportowych realizowanych z POIiŚ



12 grudnia 2018 r., Warszawa

# Ex-post evaluation of large projects financed from ERDF and CF (2000-2013) – analysis of the results and the adopted methodology

Pod patronatem:



MINISTERSTWO  
INFRASTRUKTURY



MINISTERSTWO  
INWESTYCJI  
I ROZWOJU

## Introduction to the study

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- Ex-post evaluation in the context of the Ex-post evolution of major projects supported by the European Regional Development Fund (ERDF) and Cohesion Fund between 2000 and 2013
- Composition of the consortium



## Purpose and scope of the ex-post evaluation

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*To analyse the long term contribution of ten major projects in the transport sector co-financed by the ERDF or CF, to economic development and to the quality of life and the well-being of society*

# Composition of case studies

## • Road



- Germany –Autobahn A14
- Greece – Rio Antirio Bridge
- Hungary – M43 motorway
- Latvia – Saulkrasti Bypass
- Spain – Malaga Bypass

## • Rail

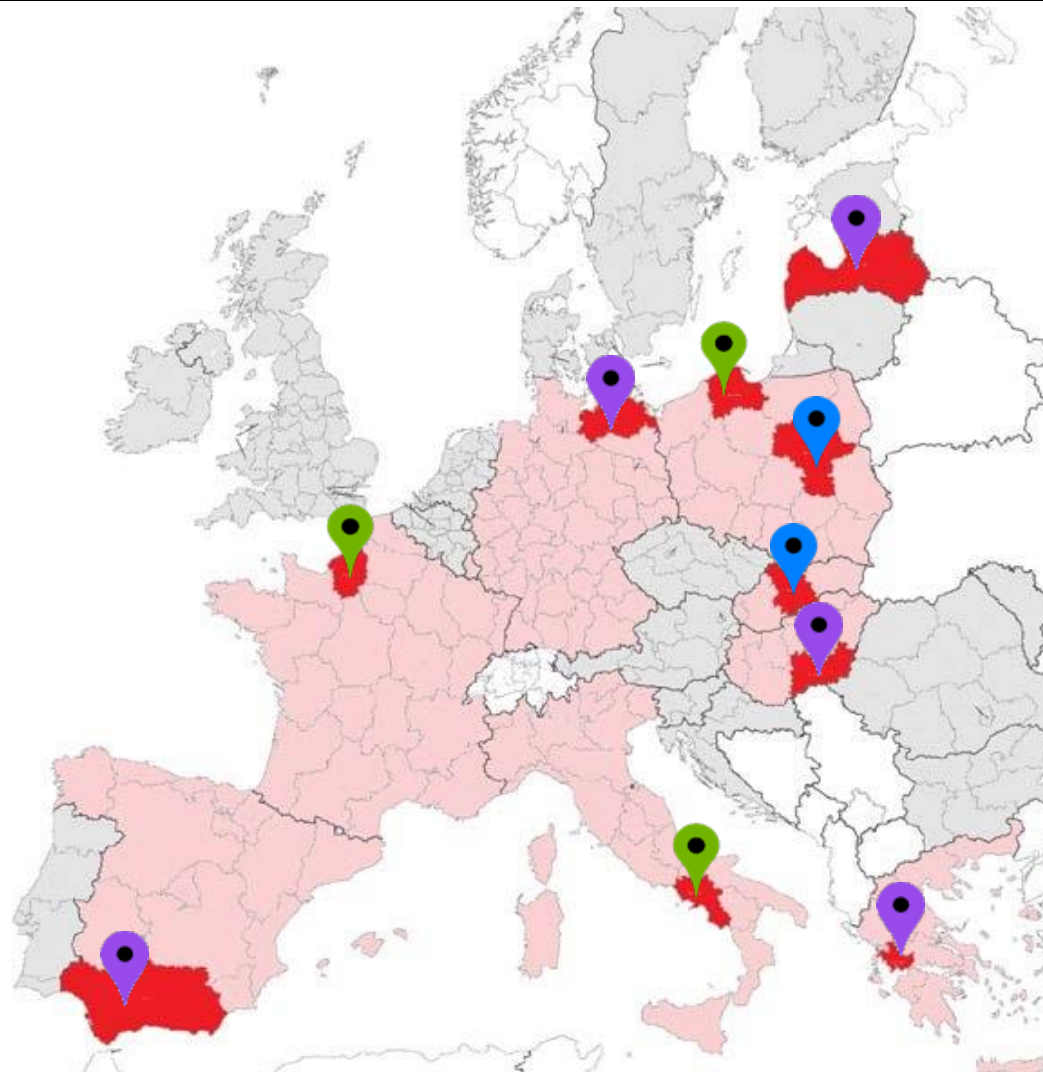


- Poland – Warsaw Airport connection
- Slovakia – Railway Žilina

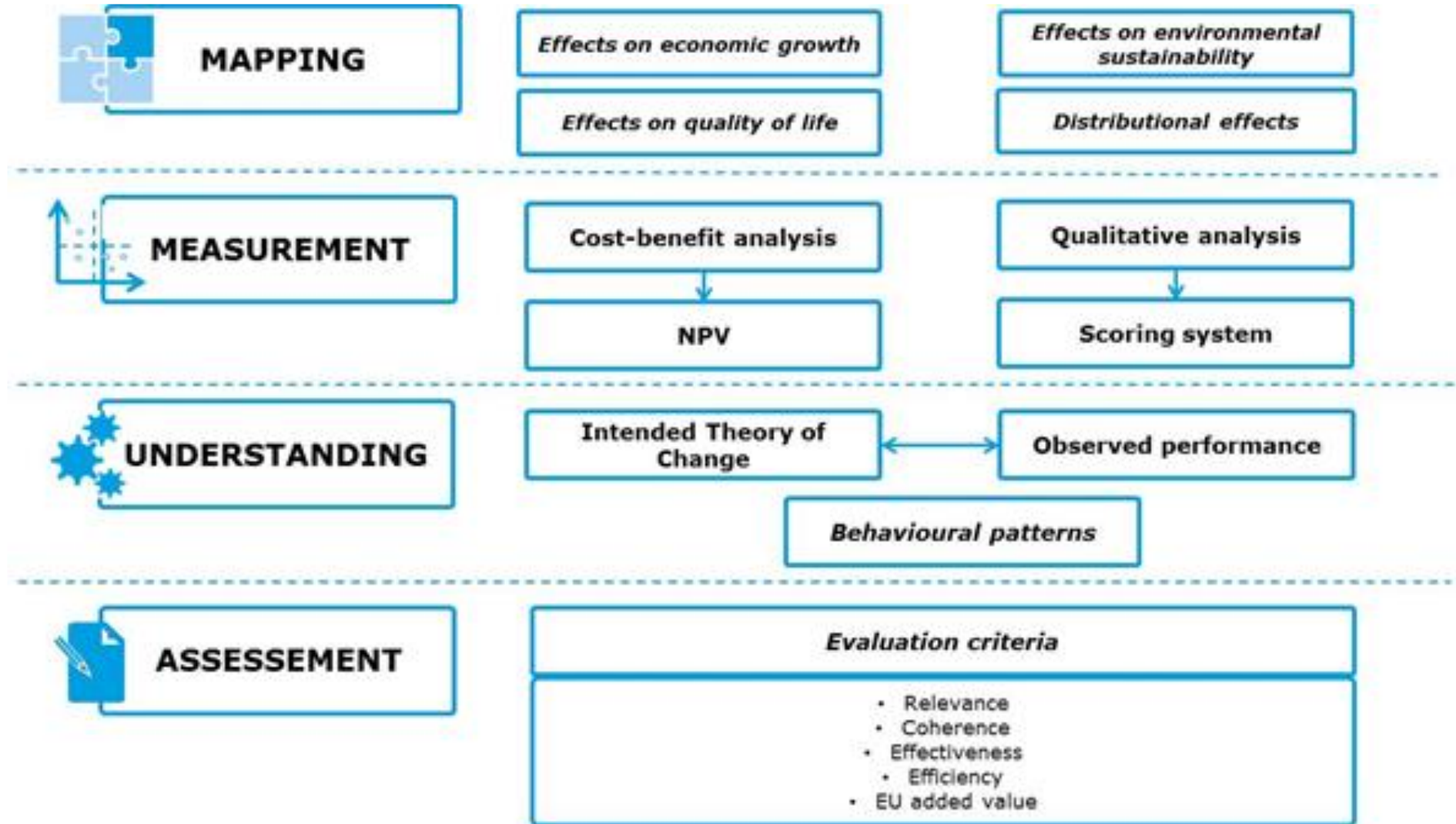
## • Urban transport



- France – Le Havre Tramway
- Italy – Naples Metro Line 1
- Poland – Gdańsk Tram



# Methodology for ex-post evaluation





## Measuring the effects - Quantitative approach (CBA)

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- CBA is the most suitable quantitative method to investigate the details required to isolate the impact of an individual project
- Being founded in welfare economics, CBA measures all impacts in terms of welfare changes. This makes it possible not only to rank projects, but also to reach conclusions about their social desirability
- The overall methodological reference for CBA is the DG REGIO Guide, the Core Team had to slightly adjust it in order to take into account the mid-term perspective of the assessment

## Measuring the effects - Qualitative approach

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- Findings from the CBA are completed by qualitative analysis. The adopted qualitative techniques are documentary analysis, desk research, and interviews with stakeholders
- Effects investigated in qualitative terms are then aggregated to measurable effects and a comprehensive assessment is provided through a scoring system

# Understanding the effects and final assessment

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- The third building block of the methodological approach entails reasoning on the elements, both external and internal to the project, which have determined the observed causal chain of effects and influenced the observed project performance
- Finally, qualitative and quantitative findings are integrated in a narrative way, in order to develop ten project 'histories' and to isolate and depict the main aspects behind the project's long-term performance. A final assessment on each project is then conveyed in the case studies with an assessment structured along a set of evaluation criteria



## Data collection: data sources for ex-post CBA

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- Project documentation prepared before the project implementation (i.a. feasibility studies, application forms, financing decisions, blueprints...)
- Project managers/promoters who usually have access to relevant project data (financial costs, number of users, timeframes)
- Local stakeholders, for instance environmental agencies for the quantification of emissions or other public authorities
- Independent evaluation studies, if available
- Forecasting exercise by authors based on observed data and supported by local stakeholders/managers
- Values defined by the Core Team for the critical parameters in the CBA

## Data collection: sources for qualitative assessment

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- A total of 245 people have been interviewed, including:
  - civil servants (national Ministries and EC officials, managing authorities)
  - experts (engineers and planners)
  - policy makers (mayors, regional and municipal councillors)
  - users and citizens association and
  - journalists
- Field missions enabled authors to observe in person each of the case study projects

# Issues with data collection

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- Main issues related to the data collection
  - Availability of data concerning the direct impacts for CBA, especially demand data and travel times on competing modes / routes
  - Difficulties to interview key managers due to organizational changes in the organizations and staff
  - Theoretical and practical issues with monitoring of long term second-round (or indirect) effects (economy, jobs, urban development and regeneration) that are the most relevant under a policy perspective
- Impact on the study and mitigations
  - Assumptions had to be made to develop quantitative results (CBA)
  - In most cases indirect effects could be evaluated at least qualitatively, but evidence was often limited

# Main results / achievements of the study

CLUSTER	CASE	PATTERN	PERFORMANCE					DETERMINANTS					
			RELEVANCE	COHERENCE	EFFECTIVENESS	EFFICIENCY	EJ ADDED VALUE	RELATION WITH THE CONTEXT	SELECTION PROCESS	PROJECT DESIGN	FORECASTING CAPACITY	GOVERNANCE	MANAGERIAL CAPACITY
SUCCESSFUL	A	...	5	5	4	5	5	4	4	5	5	5	4
	B	...	5	5	4	4	4	4	5	3	4	5	4
	C	...	5	5	4	5	5	5	3	3	4	3	3
	D	...	5	5	4	4	4	5	4	4	2	4	5
INTERMEDIATE SUCCESS	E	...	5	5	3	3	1	5	3	5	4	1	4
	F	...	5	4	3	3	4	3	2	3	-2	4	4
	G	...	5	5	3	3	5	-1	-4	3	1	3	4
	H	...	5	5	3	3	3	5	5	4	-3	-5	-5
LEAST SUCCESSFUL	I	...	2	5	2	3	1	-2	1	2	-3	4	4
	L	...	2	3	2	1	3	-1	-2	5	-3	4	3

# Recommendations about data collection

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- Project promoters and authorities should keep records of the key financial and economic data after project implementation for evaluation purposes:
  - Investment, operation and maintenance costs
  - Traffic demand with appropriate disaggregation of data and also on competing modes (focus on unit of analysis)
  - Financial revenues
- In case this activity reveals severe deviations from the ex ante forecasts or modified contextual conditions, additional more qualitative information could also be useful to collect



# Dziękuję za uwagę.

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