

EFSI Operation Scoreboard¹

PROJECT PRESENTATION	
<u>Project name</u>	AUTOBAHN A49 FRITZLAR-OHMTAL DREIECK (PPP)
<u>Promoter and financial intermediary</u>	Federal Republic of Germany
<u>Country of implementation</u>	Germany
<u>Summary project description</u>	<p>In May 2015, the German Federal Ministry of Transport and Digital Infrastructure in consultation with the Federal Ministry of Finance launched a third batch of "New Generation" PPPs. The PPP program comprises an investment volume of around EUR 14bn for new construction, operation and maintenance.</p> <p>The projects are to be Design, Build, Operate, Maintain and Finance (DBFOM) PPPs with a duration of 30 years and availability-based payments. The A49 belongs to the list of new generation PPPs.</p> <p>The project consists of building a greenfield 2x2 A49 motorway of 31km in Germany between junctions AS Schwalmstadt and Ohmtal-Dreieck linking the A49 to the A5. The public promoter, DEGES (the body representing the Federal Republic of Germany through the Federal Highway Administration) is procuring the project as a PPP with a private concessionaire under a DBFOM arrangement with availability-based payments. The PPP concession is expected to run for 30 years, including an estimated 4-year construction period. The general arrangements are similar to the previous availability-based motorway projects in Germany.</p>

¹ This Scoreboard of indicators reflects the information presented to the EFSI Investment Committee (IC) for its decision on the use of the EU guarantee for this operation. Therefore, the document does not take into account possible developments that could have occurred after this decision.

Parts of this document that fall under the exceptions for disclosure defined by the EIB Group Transparency Policy, notably under articles 5.5 (protection of commercial interests) and 5.6 (protection of the Bank's internal decision-making process), have been replaced by the symbol [...].

PROJECT PILLAR ASSESSMENT

Pillar 1

Contribution to EU policy	Significant
EFSI	
Contribution to EFSI	100.00%
EFSI: development of transport infrastructures, and equipment and innovative technologies for transport	100.00%
Projects and horizontal priorities eligible under Regulations (EU) No 1315/2013 and (EU) No 1316/2013	100.00%

Pillar 2

Quality and soundness of the project	Excellent
1. Growth	[...]
2. Promoter capabilities	[...]
3. Sustainability	[...]
4. Employment	[...]

This pillar evaluates the quality and soundness of the operation. This pillar is composed of up to four indicators, as relevant, among which:

- (i) "Growth" i.e. for example and where relevant the economic rate of return ('ERR'), which considers the project's socioeconomic costs and benefits, including its spillover effects;
- (ii) "Promoter capabilities" i.e. the capacity of the promoter/intermediary to implement the project and create the expected impact at the [final] beneficiary level;
- (iii) "Sustainability" i.e. environmental and social sustainability²;
- (iv) "Employment" i.e. the project's direct employment effect;
- (v) "Increasing access to finance and improving financing conditions including for final beneficiaries".

Pillar 3

EIB Technical and financial contribution to the project	Moderate
1. Financial contribution	[...]
2. Financial facilitation	[...]
3. Advice	[...]

This pillar measures the EIB's particular contribution to the project and its financing scheme in the form of financial and non-financial benefits which go beyond what commercial players would normally be able to offer. This dimension of value added is assessed through up to three indicators:

- (i) "Financial Contribution" i.e. improving the counterpart's funding terms compared to market sources of finance (interest rate reduction and/or longer lending tenor);
- (ii) "Financial Facilitation" i.e. helping to attract private financiers (for example through positive signaling effects), promoting synergies in co-financing with other public sources of funds including National Promotional Banks or EU financial instruments;
- (iii) "Technical Contribution and Advice" i.e. providing advice with a view to optimizing the financing package (financial structuring), or technical advisory services in the form of expert input / knowledge transfer - provided in-house by the EIB or in the form of assignments to external consultants - to facilitate the preparation or implementation of a project.

² For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website.

Pillar 4 - Complementary indicators

Additionality

In line with the EFSI objective of supporting development of transport infrastructures, and equipment and innovative technologies, the operation aims at extending the A49 motorway between Schwalmstadt and the Ohmtal-Dreieck junctions in the State of Hessen. The motorway is located on the comprehensive TEN-T (Trans European Network - Transport) road network. The project will eliminate capacity bottlenecks and increase safety of travel in particular on motorways A7 and A5 by re-directing long-distance traffic from the existing motorways and lower level street network to the A49. The project will have some positive environmental impact, as it will relieve the congestion which would have occurred had the project not been implemented leading to a decrease of CO2 emissions per operating year. As a centrepiece policy objective for the EU, the TEN-T network benefits the wider EU population with an improved and upgraded transport network to ease connectivity and cross-European cooperation.

The project is procured as a PPP through a long-term project agreement. The infrastructure debt market in Germany has financed large infrastructure projects requiring substantial private and public financial support recently. Consequently, the A49 motorway project could potentially experience some constraints in securing efficient and sufficient long-term financing on favorable conditions and hence face a sub-optimal investment situation.

The EIB under EFSI will offer long term financing to all potential bidders for the PPP project. The EIB financing will fall under EIB Special Activity category due to the underlying project risks, related in particular to technical construction and traffic management related risks. EIB would not be able to support this project to the same extent and within the same timeframe without EFSI.

The EIB financing will have a strong catalytic effect as the sizable EIB support is expected to function as an anchor loan in the financing package of each bidder, which should facilitate reaching financing close by the winning bidder in a timely matter. However, the EIB will ensure that its own contribution is limited to the necessary level to maximise the added value to the project and in turn to the public authority.

Set of indicators related to the macroeconomic environment

Germany - Economic environment

Economic Performance

	DE 2018	EU 2018	US 2018	DE 2001-2007
GDP per capita (EUR, PPS)	37,956.14	30,935.11	43,569.11	33,490.41
GDP growth (%)	1.42	1.96	2.85	1.40
Potential GDP growth (%)	1.62	1.60	2.23	1.31
Output gap (% of potential GDP)	0.68	0.61	0.74	-0.17
Unemployment Rate (%)	3.30	6.60	3.90	9.42
Unemployment Rate (%) - Y/Y change (% points)	-0.30	-0.60	-0.20	0.05
Bank-interest rates to non-financial corporations (%)	1.02	1.26	--	4.11
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	-0.13	-0.06	--	-0.04
Investment rate (GFCF as % of GDP) - Total	20.77	20.54	20.84	19.91
Investment rate (GFCF as % of GDP) - Public	2.32	2.85	3.30	2.04
Investment rate (GFCF as % of GDP) - Private	18.44	17.68	17.53	17.86

General Sector Indicators

	2014	2015	2016	2017	EU (latest available)
Value added in Warehousing and support activities for transportation (% of total VA)	--	--	--	--	1.60
Employment in Warehousing and support activities for transportation (% of total employment)	--	--	--	--	1.20

Road

	2014	2015	2016	2017	EU (latest available)
Persons killed in road accidents per 1000 000 population	41.70	42.34	--	--	51.40
Road infrastructure investment as % of GDP	0.40	--	--	--	--
Passengers transport by road (Billion passenger-kilometre)	--	--	--	--	5,198.74
Goods transport by road (Billion tonne-kilometre)	310.14	314.81	--	--	1,767.90

Transport (General)

	2014	2015	2016	2017	EU (latest available)
Volume of passenger transport relative to GDP (Index 2000=100)	95.40	--	--	--	97.90
Volume of freight transport relative to GDP (Index 2000=100)	90.70	90.09	--	--	89.70
Share of GHG emissions from transport (% of total GHG emissions)	21.37	--	--	--	27.11

- Country average for "GDP per capita (EUR, PPS)" is calculated in real terms

- EU value for "Bank-interest rates to non-financial cooperations" corresponds to Euro Area average; Country average is the simple average between 2003 and 2007

- The EU value is displayed as the value in the year that corresponds to the latest value of the indicator in a particular country

Other indicators³

Key project characteristics	Expected value at PCR
Start of works	01.01.2020
End of works	31.12.2023
Project investment cost [MEUR]	485.32 MEUR
EIB/EFSI eligible investment mobilised [MEUR]	456.59 MEUR
External EFSI multiplier	2.08
External EIB (non-EFSI) multiplier	
Amount of private financing [MEUR]	265.32 MEUR
Quick start (% of expenditure during 2015-2018) [%]	
Co-financing with national promotional banks [MEUR]	0.00 MEUR
Co-financing with structural funds (ESIF) [MEUR]	0.00 MEUR
Co-financing with other EU instruments (i.e. Horizon 2020, Connecting Europe Facility, etc) [MEUR]	
Energy efficiencies realised [MWh/a]	0.00 MWh/a
Climate Action indicator	
Employment during construction - temporary jobs [person years]	1,880 person years
Employment during operation - new permanent jobs [FTE]	0 FTE

³ For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website. The abbreviation PCR stands for Project Completion Report. If applicable, a difference between the amount of Project investment costs and EIB/EFSI eligible investment mobilized might derive from the fluctuation of the underlying exchange rate.