

“Is transport infrastructure fund the way forward? – the experience of the Czech Republic”

State Fund for Transport Infrastructure (SFDI)

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sfdi

STÁTNÍ FOND DOPRAVNÍ
INFRASTRUKTURY

SFDI vision and reality

- Original idea (2000)
 - Independent Fund not limited by the constraints of a yearly approved state budget
- Reality
 - Own resources cover only half of the minimum needs, rest covered from state budget subsidies to the Fund – political reasons

Role of SFDI in the system of transport infrastructure financing

- Ministry of Transport – strategic decisions
- SFDI – "bank", provider of national resources, implementing agency of EU funds
- Managers of infrastructure – RMD, RIA, etc. – state organizations responsible for development and maintenance of infrastructure

Dedicated resources

- Revenues from the privatisation of state companies
- Revenues from road tax
- Revenues from fuel tax – partially (9.1%),
- Revenues from highway vignettes
- Revenues from toll
- -----
- EU and state subsidies

Financing of CZ infrastructure

- SFDI – the most important player in financing construction and reconstruction of railways, motorways and inland waterways
- Other programs – pedestrian safety measures, bicycle paths etc.
- Extensive know-how of EU policies
 - Programs and procedures
 - Co-financing of common projects

Financing of CZ infrastructure

- **Ability to transfer resources**
 - Among types of infrastructure based on long-term strategic needs (roads<>railways<>inland waterways)
- **Flexibility to work with cash-flow**
 - Accounting principles identical to a banking body
 - No books closing to state-budgeting principles
- **Credit ranking corresponding to the state**
 - Capability to enter a credit market if needed

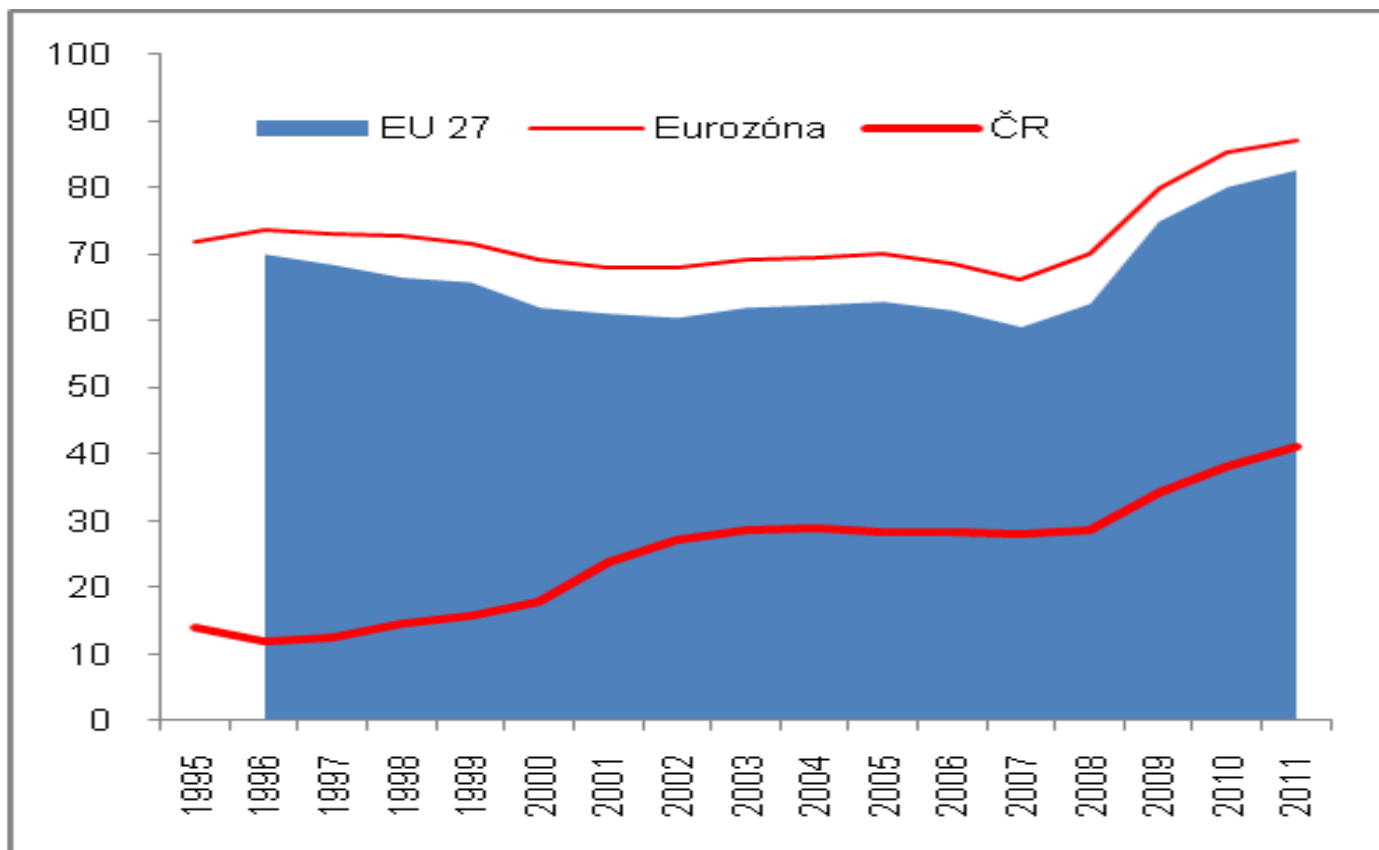
SFDI Vision and Mission

- A single procedure in management, monitoring and processing of payments across all types of infrastructure projects
 - Roads, railways,... – Ministry of Transport
 - Bicycle paths – Ministry of Regional Development
 - Logistic parks – Ministry of Industry and Trade
- Strategic financing of modal split change

Lesson learned

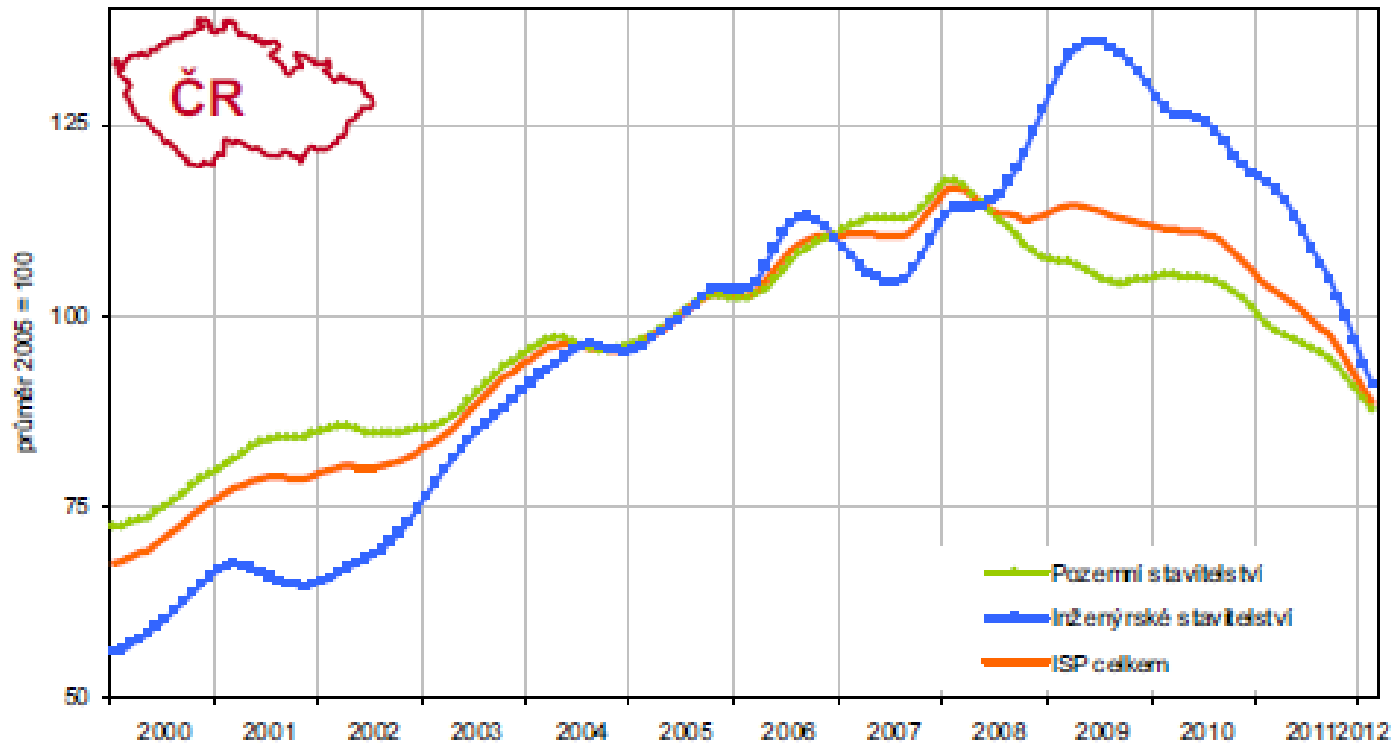
- Dedicated resources must cover
 - 100% of maintenance fee
 - Basic development of the network
- Budgetary decisions must be independent from political influence
- Clear definition of the competences within the sector is needed

Czech indebtedness compared to the EU (% of GDP)



Source: Czech Statistical Office, web, January 2013

Civil Engineering Works Index



Source: Czech Statistical Office, web, 2013

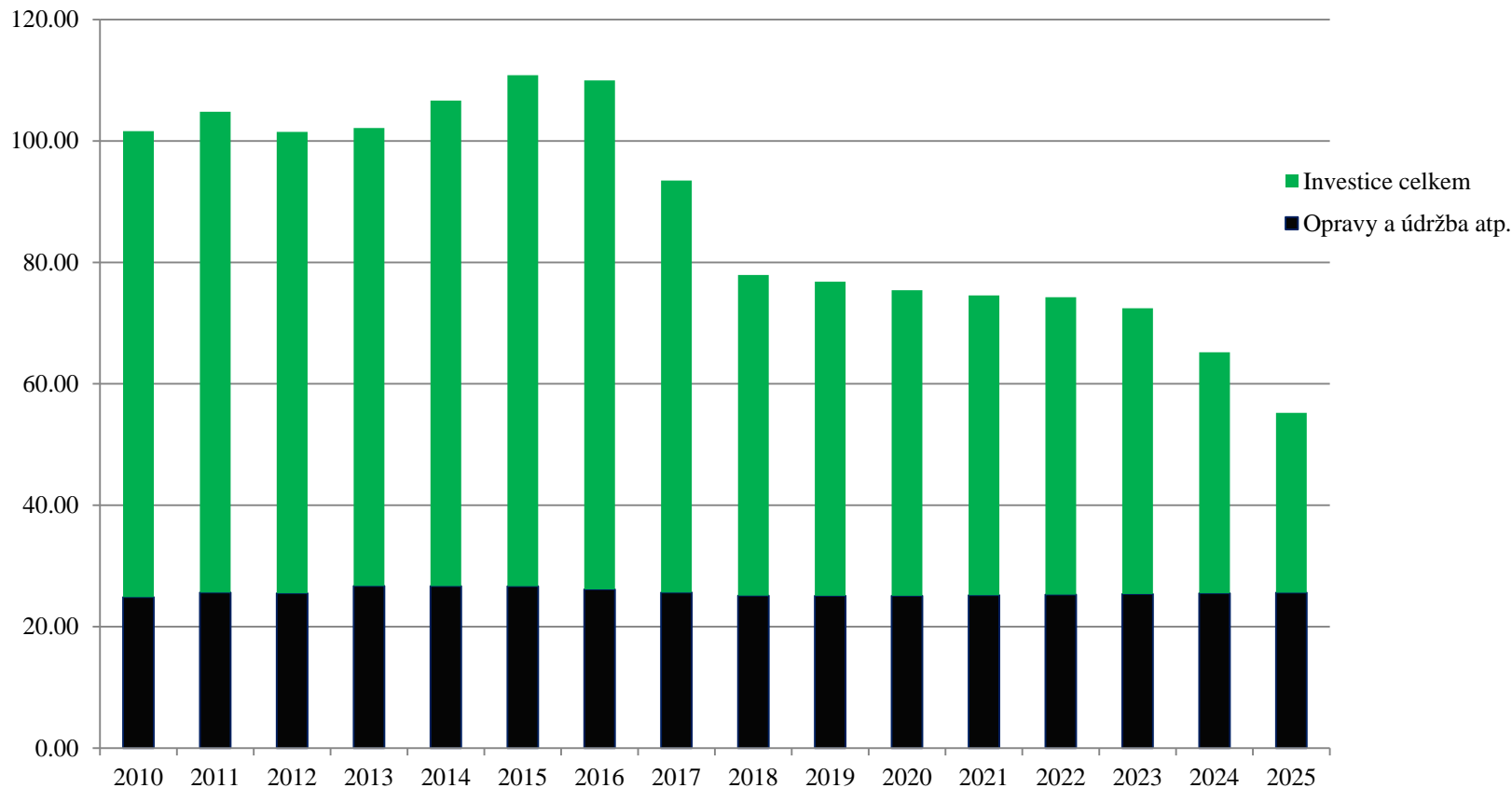
Note: Pozemní stavitelství – Building Construction

Inženýrské stavitelství – Engineering Construction

ISP – combined index

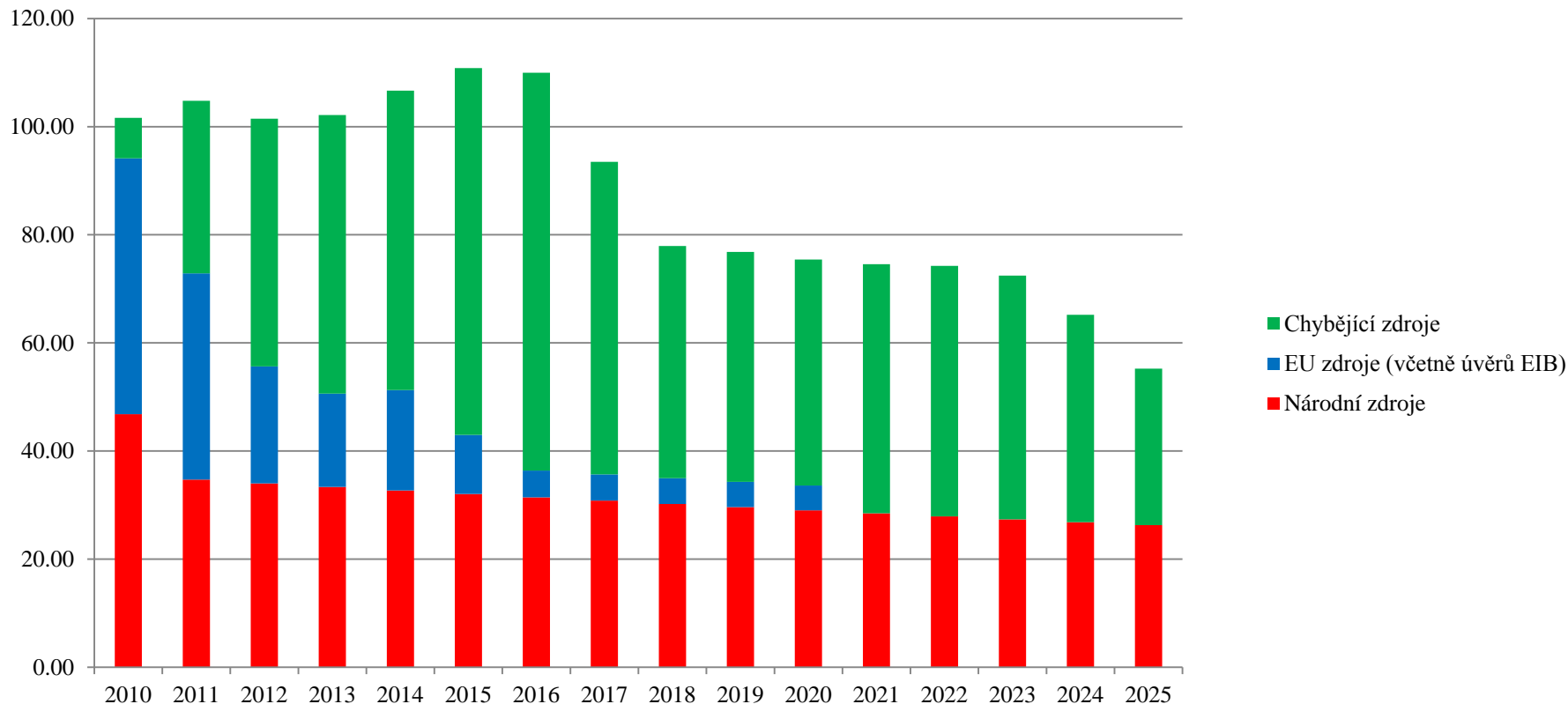
Demands – model 2025 (price level 2009)

green – investment, black - reconstruction, maintenance



Demands – model 2025 (price level 2009) – what is expected to be covered by resources – present view

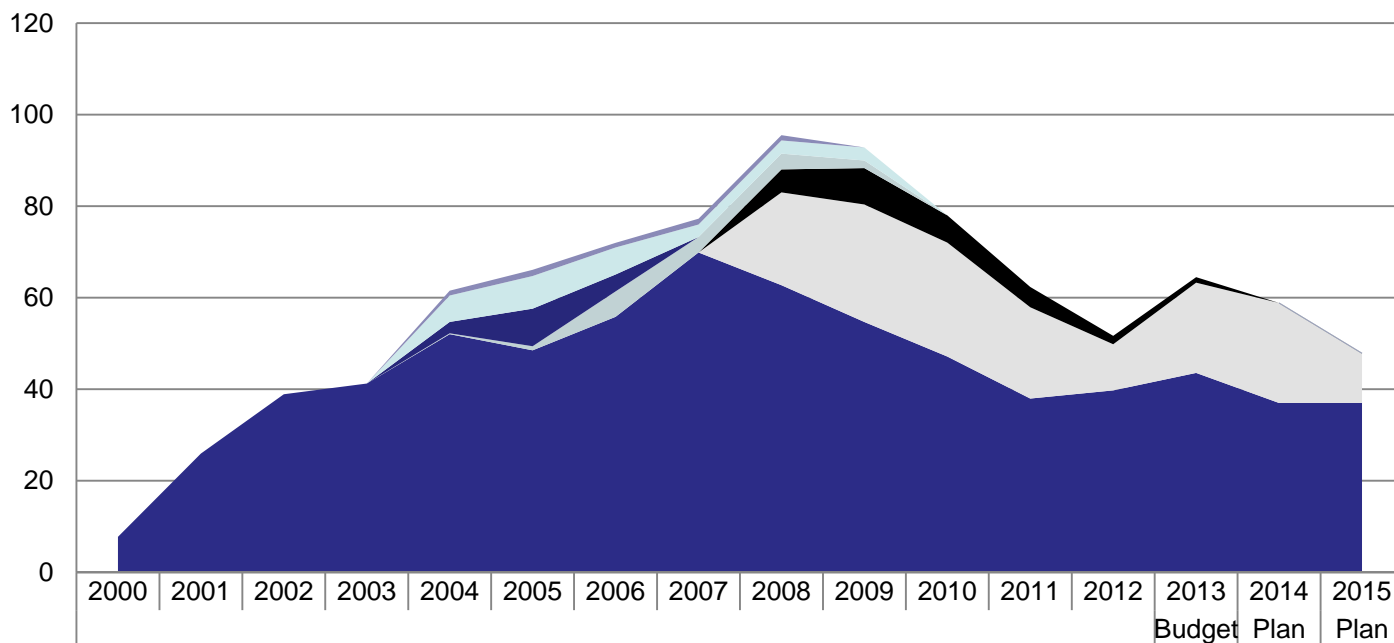
green – lack of resources, blue – EU and EIB funds, red – national budget



SFDI - Resources and expenditures 2000 – 2015 (est.), bill. CZK

Review total

2000 - 7,75
 2001 - 25,95
 2002 - 38,91
 2003 - 41,25
 2004 - 61,54
 2005 - 66,10
 2006 - 72,00
 2007 - 77,27
 2008 - 95,52
 2009 - 92,84
 2010 - 78,00
 2011 - 62,35
 2012 - 51,67
 budget
 2013 - 64,50
 plans
 2014 - 58,86
 2015 - 47,86



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
■ Railway traffic transfer					1.06	1.36	1.02	1.27	1.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
■ Credit line excl. SFDI					5.77	7.13	5.90	2.73	2.88	2.85	0.00	0.00	0.00	0.00	0.00	0.00
■ Motorway D47 excl. SFDI					2.49	8.21	3.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
■ European excl. SFDI					0.19	0.89	5.55	3.38	3.44	1.66	0.00	0.00	0.00	0.00	0.00	0.00
■ EIB									5.03	7.95	5.95	4.43	1.83	1.20	0.00	0.00
■ European									20.28	25.68	24.90	19.95	10.09	19.72	21.86	10.86
■ National	7.75	25.95	38.91	41.25	52.04	48.51	55.83	69.89	62.74	54.70	47.15	37.97	39.75	43.57	37.00	37.00

Thank you for you attention.

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