

## JBIC ODA Loan Project Mid-Term Review Report

Project Name: Slovak Republic "Motorway Construction Project"

### [Outline of Loan Agreement]

Loan Amount/Loan Disbursed Amount: 11,094 million yen/3,568 million yen (as of March 2005)

Signing of Loan Agreement: February 1999 (7th year)

Executing Agency: National Motorway Company

### [Project Objective]

This project was to construct the 3km section of a motorway in the western part of the capital city of Bratislava, which forms a bottleneck of the motorway network from the Czech Republic through the Slovak Republic to Austria and Hungary, in order to ease traffic congestion in the section and thereby help facilitate transportation in the target area.

Consultant: Construction Project Consultants, Inc. Contractors: Taisei Corporation/Skanska DS

### [Outline of Results] (Field Survey : January 2005)

Item	Appraisal (February 1998)	Mid-Term Review
<b>[Relevance]</b>	<p>(1) The Slovak Republic is situated in the center of Europe, and its economy heavily relies on the trade with European countries. Therefore, it was expected that the improvement of the transport infrastructure would promote the development of the country as an important transit rout in Europe.</p> <p>(2) The public investment plan (for the period until 2005) specified motorway construction was one of the most important policies.</p> <p>(3) In the capital city of Bratislava, the traffic situation had deteriorated since 1990 due to the increase in the number of registered automobiles. In particular, lack of a motorway in the target section was a major factor of traffic congestion on general roads in the city. Therefore, high priority was placed on this project to ease traffic congestion in the western part of the city.</p>	<p>(1) "Transportation Policy of Slovak Republic until 2015" issued by the Ministry of Transportation, Posts and Telecommunications calls for development of the transportation sector of the Slovak Republic as an EU member in light of globalization.</p> <p>(2) The National Development Plan (2004-2006) drawn up by the Ministry of Transportation, Posts and Telecommunications sets force construction of motorways as an important policy for economic development of the country.</p> <p>(3) As the average daily traffic volume of the target section has been increasing, traffic congestion has intensified compared to the appraisal time. Therefore, priority of motorway construction under this project remains high.</p> <p>F/S: by local consultant in 1996</p>
<b>[Effectiveness]</b> (1) Reduction of road traffic congestion in the city  (2) Improvement of traffic on motorways	<p>(1) Local road between Lamacska and Stare Grunty</p> <p>(i) Annual average of daily traffic volume: *The volumes of Krizovatka Harmincova - Krizovatka Patronka and Krizovatka Patronka - Stare Grunty measured respectively.</p> <p>(a) Krizovatka Harmincova - Krizovatka Patronka : 46,600 vehicles/day (at appraisal in 1999) (b) Krizovatka Patronka - Stare Grunty : 22,410 vehicles/day (at appraisal in 1999)</p> <p>(ii) Required driving time: no mention</p> <p>(2) Motorway between Lamacska and Stare Grunty</p> <ul style="list-style-type: none"> <li>· Annual average of daily traffic volume: 10,719 vehicles/day (estimate for 2000)</li> <li>· Reduction in driving time: no target set</li> <li>· Savings in traveling costs: no target set</li> <li>· Number of traffic accidents: no target set</li> </ul>	<p>(1) Local road between Lamacska and Stare Grunty * The traffic volume in each section has increased and the traffic congestion during rush hours is heavy. Thus it is expected that the effectiveness of this project after the completion is high.</p> <p>(i) Daily traffic volume: (a) Krizovatka Harmincova - Krizovatka Patronka [Polianky-Mokrohajska] : 65,587 vehicles/day (to Krizovatka Patronka : 35,377 vehicles/day, to Krizovatka Harmincova : 30,210 vehicles/day) (April 2005) (b) Krizovatka Patronka - Stare Grunty : 32,710 vehicles/day (to Stare Grunty : 17,150 vehicles/day, to Krizovatka Patronka : 15,560 vehicles/day) (2003) Krizovatka Patronka - Stare Grunty : 20,945 vehicles/day (to Stare Grunty : 11,403 vehicles/day, to Krizovatka Patronka : 9,542 vehicles/day (April 2005). However, this data shows a decreased volume due to the tunnel construction work).</p> <p>(ii) (Reference ) Driving time (Estimate by the executing agency) : From Lamacska to Stare Grunty: around 10 minutes level during rush hours : From Stare Grunty to Lamacska: roughly 1 hour for large vehicles and a little less than 1 hour for small vehicles during rush hours Large gap is seen in terms of the driving time of the both direction. This will be traced in the traffic monitorings to be done until the ex-post evaluation</p> <p>(2) · The motorway between Lamacska and Stare Grunty has not been opened to traffic yet. Judging from the increase of traffic volume above, the traffic volume after opening of the motorway will go beyond the projection.</p>
<b>Reference Information</b>		
<b>[Efficiency]</b> (1) Output	<p>(1) Output</p> <ul style="list-style-type: none"> <li>· Motorway construction: 3,050 meters long, 26.5 meters wide, 4 lanes</li> <li>· Tunnel construction: 1,355 meters long, 2-lane tunnels in both directions</li> <li>· Bridge construction: total length: 801 meters, 7 sections, maximum section length: 291 meters</li> </ul>	(1) Almost as planned

(2) Project Period	<ul style="list-style-type: none"> <li>· Others: relocation of public facilities and the entrance of the zoo</li> <li>Consulting service 176M/M</li> </ul> (2) February 1999- August 2004 (71 months)	(2) February 1999-May 2007 (scheduled) (100months) (Reason for delay) <ul style="list-style-type: none"> <li>· Delay in the consultant selection procedure due to the Slovak Government's lack of experience in the ODA Loan procedure</li> </ul>
(3) Project Cost	(3) 14,792 million yen	(3) 14,465 million yen
<b>[Lessons Learned and Recommendations]</b>	None	
<b>[Indicators set for the ex-post evaluation]</b>	N.A.	1. Annual Average Daily Traffic : By type of cars. 2. Time saving (min.) 3. Vehicle Operation Cost Saving (Consultation between JBIC and implementing agency is needed regarding target value.)