STANDARD SUMMARY PROJECT FICHE

1. Basic Information
   1.1. Desirée Number: SR0102.01
   1.2. Title: Reconstruction of Road II/587 Plešivec at the State Border between Hungary and the Slovak Republic
   1.3. Sector: Transport
   1.4. Location: Region of Košice, District of Rožňava

2. Objectives
   2.1. Overall Objective
       Improvement of the cross-border accessibility at the Slovak-Hungarian border region. Improvement of the conditions for economic growth between two regional centres Rožňava and Miskolc.
   2.2. Project purpose
       Improvement of transport conditions in the Slovak-Hungarian border region through the reconstruction and modernisation of the access road Nr. II/587 Plešivec leading to the state border.
   2.3. Accession Partnership and NPAA priority
       Accession Partnership (medium-term priority): “align road transport”
       NPAA 2000 Chapter 3.4.5 – Transport, medium-term priorities: “continue to build road and motorway infrastructure and modernise railways infrastructure in the selected multi-modal corridors (TINA), in line with the concept paper adopted by the Government”.
   2.4. Contribution to the National Development Plan

       The proposed project is in line with the National Plan for the Regional Development approved by the Government Decree Nr. 240/2001. It corresponds to the Sectoral Operational Programme within the specific objective “Modernisation and Development of Road Infrastructure”. It is in line with the objectives of the Regional Operational Programme for Slovakia East, notably “Modernisation and Development of Infrastructure”.

       The Project is in line with the priorities set in the “Concept of the Road Network Development in the SR” as well as with the priorities foreseen by the ”Measures to Support Social and Economic Growth in the District of Rožňava” (Government of the SR) and in the ”Binding Part of Development plan of the Košice Region approved by Government Decree No.281/98, Coll..

       The project is in conformity with the Joint Programming Document between Slovak Republic and Hungary. It corresponds to the priority “Accessibility”, measure “Improvement of cross border transport and telecommunication infrastructure”.
2.5. Cross Border Impact

The project will contribute to the improvement of continuous traffic flow in the cross border region between Rožnava and Miskolc. The improved accessibility in the respective region will also contribute to further economic development.

3. Description

3.1. Background and justification

The project is situated in the South-Eastern part of Slovakia at the Hungarian state border, in the Rožnava hollow, Slaná river valley, between the promontories of Slovenské Rudohorie and the plains of Slovenský kras and Slovenský raj. The District of Rožnava and the adjoining districts are known as the “Gemer” region.

Besides the concerned border crossing Domica – Agtellek, the Slovak – Hungarian state border in the Kosice Region has two other border crossings in the directions Košice - Sena – Hidásnémet – Miskolc, and Hostovce – Tornádaska.

The District of Rožnava counts some 65,000 inhabitants. The Slovak area directly concerned has a surface of 1,619 km² with a low residential density and an unemployment rate above 30% and the GDP is less than 70% of the average Slovak GDP.

This border region is currently facing economic stagnancy with poor accessibility.

On the Hungarian side of the border, the region is characterised by similar conditions. The project Road II/587 Plešivec will directly influence two Hungarian districts Kazincbarcika and Edelén including 78 municipalities counting some 100,000 inhabitants. The unemployment rate of these districts is 33,1% and the GDP is less than 69% of the average Hungarian GDP.

The distance between the city of Plešivec and the state border Domica/Aggtelek is approx. 13 km. In the past years, the Slovak Road Administration reconstructed one section of the road including the construction of two bridges. This project is aiming at the reconstruction of the remaining section of 3.8 km.

The reconstruction and upgrading of the most critical 3.8 km long section of road II/587 will resolve defects and bottlenecks. The current vertical alignment is gradient above 12%, the road width about 4.5 to 5 m. The horizontal alignment of the road restrains the capacity of the access road leading to the state border.

In Hungary the road conditions especially its alignment are considerably better. Horizontal alignment of 1.5 km long access road leading to the border is satisfactory. Hungarian authorities plan reconstructions and widening of the road, within the border zone, of a 300 m long section. This road connects two access roads in direction to Iosvafo and Ragály. The Hungarian authorities are also considering the reconstruction of 5.0 km long section of the road Iosvafo – Aggtelek. In this area are located curative spas and touristic centres. By improving the conditions for continuous traffic flow the volume of car emissions will decrease and traffic safety improve.
Statistical figures on the traffic density from the year 2000 indicate that the traffic volume counts some 600 cars/per day on the Slovak side of the border. The calculation from the study of the Slovak Road Administration envisages an increase of the traffic volume up to 2453 cars/day in a short-term perspective. The foreseen growth of traffic volume and tourist visits shall encourage the economic activities, notably of SMEs in the respective region.

On the Slovak side of the border are located the Protected Landscape Area of Slovenský Kras with the caves "Ochtinská aragonitová jaskyňa", "Gombasecká jaskyňa" and "jaskyňa Domica". The cave system together with the ice cave "Dobšinská ladová jaskyňa are part of the "World Natural Heritage UNESCO" and the "National Park Slovenský raj (Slovak Paradise)". These favourable conditions provide with a potential for the bilateral revival of the recreation - spa-curative activities in the region.

3.2. Linked Activities

The Slovak Road Administration has already built part of the concerned road including the reconstruction of two bridges. The construction was financed out of national resources.

The reconstruction and widening of the 300 m long road section on the Hungarian border is planned.

3.3. Results

The road II/587 Plešivec – state border completed.

3.4. Activities

The project foresees the reconstruction and upgrading of the most critical 3.8 km long section of the road II/587 from Plešivec to Ardovo.

Land purchase, tender documentation (national sources) 0,98 MEUR
Works (national sources) 1,4 MEUR
Works (Phare) 1,80 MEUR
Total 4,18 MEUR

The tender documentation, land purchase and part of construction works shall be financed by national sources. The rest of the construction works in the amount of 1,8 MEUR shall be financed through Phare CBC.

Works consist of following construction objects:

I. stage of the road section 0 - 1,5 km

D 100-00 Demolition and Site Preparation
D 101-00 Road in km 0.000 –1.500
D 601-00 Relocation of HP Gas Line in km 0.625 – 0.770
D 602-00 HP Gas Line Protective Casing in km 0.482
D 603-00 HP Gas Line Protective Casing in km 1.403
D 604-00 Reconstruction of LV Line and Road Lighting in km 0.000 - 0.170
D 900-00 Access Road in km 2.380
II. stage of the road section 1.5 km – 3.876 km
D 010-00 Reclamation of the Old Road
D 011-00 Landscaping
D 102-00 Road in km 1.500 - 3.87695
D 201-00 Box Culvert in km 2.496
D 605-00 Pipeline Protective Casing dia. 700 mm in km 2.580
D 606-00 Pipeline Protective Casing dia. 900 mm in km 2.570
D 607-00 Relocation of HV Line 22 kV in km 2.355
D 608-00 Relocation Of Telecom Cable Line in km 1.440 -1.975 and km 3.160 - 3.740
D 609-00 Extension of VHP Gas Line Protective Casing dia. 1200
D 610-00 Extension of Gas Line Protective Casing dia. 1000
D 611-00 Extension of Gas Line Protective Casing dia. 600
D 612-00 Extension of Gas Line Precast Elements Protective Casing

4. Institutional Framework

The proponent of the project is the Slovak Road Administration being at the same time the recipient of the assistance. The CBC Unit at the Ministry of Construction and Regional Development will be responsible for the overall co-ordination and supervision of the project. The project will be managed by the Implementing Agency for Regional Development established at the Ministry of Construction and Regional Development. The beneficiary of the project will be the district of Rožňava. The Slovak Road Administration will be responsible for the operation and maintenance of the completed road.

5. Detailed Budget (in million of EURO)

<table>
<thead>
<tr>
<th></th>
<th>PHARE</th>
<th>National Co-financing (*)</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investment</td>
<td>IB</td>
<td>PHARE (Total)</td>
</tr>
<tr>
<td>Works</td>
<td>1.80</td>
<td>1.80</td>
<td>2.38</td>
</tr>
<tr>
<td>Total</td>
<td>1.80</td>
<td>1.80</td>
<td>2.38</td>
</tr>
</tbody>
</table>

* The national co-financing is ensured by the State Road Fund – Ministry of Transport, Posts and Telecommunications

6. Implementing Agency

6.1. Implementing Agency for Regional Development
Ministry of Construction and Regional Development
Mr. J. Slovak, Director
Špitálska 8
816 44 Bratislava
tel. 00421-7-5975 3819
telefax 00421-7-5975 3833

6.2. Twinning: not applicable.

6.3. Non-standard aspects : not relevant – DIS will be strictly followed.
6.4. Contracts: 1 works contract for a maximum amount of 1.8 MEUR.

7. Implementation schedule

7.1 Start of tendering/call for proposals

- **second quarter 2002**

7.2. Start of project activity

- **third quarter 2002**

7.3. Project Completion

- **third quarter 2004**

8. Equal Opportunity: not applicable

9. Environment

The territorial decision (project authorisation) has been issued by the Environmental Department of the District Administration of Rožňava on 8\textsuperscript{th} January 2001.

The project's impact on air pollution, noise, and vibration shall be mitigated by effective technical measures.

10. Rates of Return (IRR)

Economic assessment - calculation of Internal Rate of Return = IRR of the Project is according to the presented calculations 12.3%.

The feasibility of the engineering design to eliminate negative environmental impact has been acknowledged by issuance of the Territorial Decision.

11. Investment Criteria

11.1 Catalytic effect:

The financial means available for the construction of new roads are limited especially of this type. The financial assistance from CBC funds will enable the realisation of the construction immediately.

11.2 Co-financing:

The split between Phare and national sources is 2:3 (Phare is co-financing 43% of the total eligible costs of the project).

11.3. Additionality:

Phare grant is not displacing private financing.

11.4 Project readiness and Size:

The Territory Decision for the road construction has been issued.

The project is of relevant size for an investment project counting all together 4,18 MEUR.

11.5 Sustainability:

The project does not have adverse effects on environment and it is proposed in the way that relevant EU Directives are fulfilled. Road maintenance will be ensured by the Slovak Road Administration.

11.6 Compliance with state aids provisions
This project and required grant is in line with the state aid provisions defined in the Act 231/99 on State Aid.

11.7 Contribution to National Development Plan

The proposed project is in line with the National Plan for the Regional Development approved by the Government Decree Nr. 240/2001. It corresponds to the Sectoral Operational programme within the specific objective “Modernisation and Development of Road Infrastructure”. It is in line with the objectives of the Regional Operational Programme for Slovakia East, specific goal “Modernisation and Development of Infrastructure”.

12. Conditionality and sequencing

The start of the activities is conditional to the purchase of the land and release of the building permit by the end of 2001 at the latest.

Co-financing shall be intended as joint and the ratio between the Phare and the National amount has to be applied to the final contract price.

The project is divided into two stages. In the first stage a road section of 1,5 km shall be reconstructed (approx. cost: 1,519 MEUR). The first stage shall mainly include construction activities of gas line protective casing and relocation of HP gas line. In the second stage 2,376 km road section shall be reconstructed (approx. cost: 2,66 MEUR). This section shall include the reclamation of the old road, pipe line protective casing, extension of gas line protective casing, relocation of HV and telecom cable line. Both construction stages shall start in the second semester of 2002.
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
5. Territory Decision issued by the District office in Rožnava, Department of Environment
6. Statement of the Ministry of Traffic, Post and Telecommunication SR on co-financing
7. Declaration of the Ministry of Transport and Water Management of the Hungarian Republic to the road reconstruction Aggtelek/Domica
### Logical Framework Planning Matrix for:

<table>
<thead>
<tr>
<th>Programme</th>
<th>CBC Slovakia Hungary Reconstruction of the road II/587 Plešivec - state border Slovakia/Hungary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country:</td>
<td>Slovak Republic</td>
</tr>
<tr>
<td>Date of drafting:</td>
<td>May 2001</td>
</tr>
<tr>
<td>Total budget (MEUR):</td>
<td>4.18</td>
</tr>
</tbody>
</table>

| Contract period expires: | 30.11.2003 |
| PHARE contribution (MEUR): | 1.8 |

| Disbursement period expires: | 30.11.2004 |

### Intervention logic

<table>
<thead>
<tr>
<th>Overall objective:</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Improvement of the cross-border accessibility</td>
<td>Increased number of the crossing transits at the Slovak-Hungarian border</td>
<td>Custom Authority records</td>
<td></td>
</tr>
<tr>
<td>2. Improvement of the conditions for touristic activities and small and medium entrepreneurship</td>
<td>GDP of the region increased</td>
<td>Statistical office records</td>
<td></td>
</tr>
</tbody>
</table>

### Project purpose:

<table>
<thead>
<tr>
<th>1. Improvement of the transport in the Slovak Hungarian border region</th>
<th>Increase of transits. Total number of transits reaching 2400 vehicals/day.</th>
<th>Custom Authority records</th>
<th>Implementation of the National Transport Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Favorable conditions for development of SME</td>
</tr>
</tbody>
</table>

### Results:

<table>
<thead>
<tr>
<th>1. Road II/578 completed and transport between the regions Rožnava and northeastern Hungary improved</th>
<th>Reduction of the travel time by 40%. 3.8 km of the road II/578 in operation</th>
<th>Ministry of Transport records</th>
<th>Reconstruction on Hungarian side completed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Records of the border crossing Domica</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Activities:

<table>
<thead>
<tr>
<th>Activities:</th>
<th>Means</th>
<th>Costs</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Works reconstruction/construction of the 3.8 km road Plešivec – state border</td>
<td>Works</td>
<td>4.18 EUR</td>
<td>The administration at the border crossing improved</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Preconditions: Purchase of the land.</td>
</tr>
</tbody>
</table>

Sheet no. 1
Annex 2 - Detailed implementation chart of the project
Reconstruction of the road II/587 Plešivec - state border Slovakia/Hungary

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Works – construction/ reconstruction of the road II/587 Plešivec</td>
<td>XX XX XX XX X</td>
<td>XX XX XX XX X</td>
<td>XX XX XX XX X</td>
</tr>
</tbody>
</table>
Annex 3 – Cumulative contracting and disbursement schedule by quarter for full duration of the project
Reconstruction of the road II/587 Plešivec -state border Slovakia/Hungary

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th></th>
<th></th>
<th>2003</th>
<th></th>
<th></th>
<th>2004</th>
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<tbody>
<tr>
<td></td>
<td>1st Q</td>
<td>2nd Q</td>
<td>3rd Q</td>
<td>4th Q</td>
<td>1st Q</td>
<td>2nd Q</td>
<td>3rd Q</td>
<td>4th Q</td>
<td>1st Q</td>
</tr>
<tr>
<td>Contracted (MEUR)</td>
<td>1.8</td>
<td>0.1</td>
<td>0.3</td>
<td>0.5</td>
<td>0.6</td>
<td>0.8</td>
<td>1.1</td>
<td>1.3</td>
<td>1.5</td>
</tr>
<tr>
<td>Disbursed (MEUR)</td>
<td>0.3</td>
<td>0.5</td>
<td>0.6</td>
<td>0.8</td>
<td>1.1</td>
<td>1.3</td>
<td>1.5</td>
<td>1.7</td>
<td>1.8</td>
</tr>
</tbody>
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