STANDARD SUMMARY PROJECT FICHE

1. Basic Information
1.1 CRIS Number: 2002/000-642.02
1.2 Title: III/0238 Moravský Svätý Ján bridge over the river Morava
1.3 Sector: Cross border cooperation - Transport
1.4 Location: Region of Trnava - Municipality of Moravský Svätý Ján

2. Objectives

2.1 Overall Objective(s):

Improvement of the conditions for economic growth and accessibility

2.2 Project purpose:

Improvement of the cross-border accessibility at the Slovak - Austrian border through the construction of the bridge over the river Morava in Moravský Svätý Ján.

2.3 Accession Partnership and NPAA

Accession Partnership

"Complete the legal alignment and strengthen administrative/enforcement capacity in road transport ".

NPAA

The Slovak Government will continue improving the country’s transport infrastructure with stress on railway and road infrastructure. In December 2001, the “Road Construction Programme” and the “Programme for reconstruction and maintenance of roads” were approved by the Government.

2.4 Contribution to National Development Plan

The proposed project is in accordance with the National Plan of Regional Development of the Slovak Republic (NDP) adopted by the Government Regulation 240/2001.

The project is in line with the Sectoral Operational Programme for Transport. The importance attributed to cross border co-operation as a tool for regional development is reflected in the Act of Regional Development No.503/2001 which entered into force in October 2001.

The project corresponds to the priority PII – "Accessibility" of the JPD (Joint Programming Document) for the Slovak-Austrian border region, the measure M1 – "Cross border transport and telecommunication infrastructure".
2.5 Cross Border Impact

Currently, the municipalities Moravský Svätý Ján (SK) and Hohenau (A) are linked by a raft, which does not operate in the night hours. The situation worsens in winter when the water is frozen and the raft does not operate at all. The bridge in Moravský Svätý Ján over the river Morava will improve the road infrastructure in the border area, facilitate the movement of local inhabitants and foster the economic environment in the border region.

3. Description

3.1 Background and justification:

The proposed project is located in the municipality of Moravský Svätý Ján (Senica district - Trnava Region), in the North-West Slovakia. This region has an intensive co-operation with the Austrian and Czech border regions. The municipality is located close to the highway linking Bratislava with the Czech capital Prague and the city of Brno in Southern Moravia. The municipality has approximately 2,000 inhabitants.

The district of Senica has about 60,000 inhabitants and a surface of 761 km2. The unemployment rate in this area is close to 15% of the active population.

On the basis of geological studies, this area belongs to the "Záhorská nížina" (lowland). The river Morava constitutes the natural border with the Czech Republic and Austria.

The gateway over the river Morava has a long tradition. Several timbered bridges were built over the centuries, but all of them were destroyed.

Following the signature of an agreement between the Slovak and Austrian governments, a border crossing is being operating since September 1994. The operation of the pontoon bridge is strongly limited by the water level. Freight transport is limited to 3.5 tons, there are no regular bus lines, the bridge is closed during night hours and about 50 days per year due to the prevailing harsh weather conditions (including frozen waters). The drivers are therefore forced to cross the border in Bratislava-Berg or in Jarovce – Kittsee, with evident transport cost increase.

On both sides of the border, the relevant regional and local authorities (the region of Lower Austria and district of Senica) fully support the construction of the bridge which will remove the current constraints:

- limited operating days, irregular service
- complex manipulation of the raft by the high water
- limited cargo transport
- closing of the border crossing in the night hours
- unwillingness of the transport companies to open regular bus lines in the current conditions.
3.2 Linked activities:

A new state road (financed by the Slovak government) was built up between the municipalities Moravský Svätý Ján and Hohenau. The bridge will complete this connection and improve the local transport infrastructure.

3.3 Results:

On the basis of the feasibility study carried out by the Slovak authorities (completed in July 2002), it will be built a one lane bridge regulated by traffic lights in the two directions. The study foresees three possible variant solutions depending from the selected steel structure.

As regards to traffic survey – in 2000 the volume of traffic in the relevant area registered 820 vehicles per 24 hours. Hereafter is provided the forecast for expected volume of traffic in:

2010 – 6980 people per day; 5820 t of goods per day,
2020 – 8250 people per day; 6030 t of goods per day,
2030 – 8720 people per day; 6520 t of goods per day.

3.4 Activities:

Building of the III/0238 Moravský Svätý Ján bridge over the river Morava.

A three-span bridge with a total length of 195.82 m, a width of 5.2-5.8 m, lane width of 4.0 m. The maximum load capacity (of a single vehicle) will be 7.5 t.
Length of the adjusted road: 75 m (Austrian side) + 25 m (Slovak side)

3.5 Lessons learned

The Slovak Road Administration is fully conversant with the administrative requirements of Phare-funded projects. Lessons learnt by carrying out large projects such as the D61 Motorway Mierová Street – Senecká Road, and notably the re-construction of the "Maria Valeria" Bridge between Esztergom – Štúrovo will be used for the present project.

4. Institutional Framework

The recipient institution is the Ministry of Construction and Regional Development, the beneficiary is the Slovak Road Administration which will also become the owner of the bridge on the Slovak side and will be responsible for its operation.
5. Detailed Budget

<table>
<thead>
<tr>
<th>Phare Support</th>
<th>Investment</th>
<th>Institution Building</th>
<th>Total Phare (=I+IB)</th>
<th>National co-financing</th>
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</table>

* The national co-financing for a value of 0.64 MEUR (25% of total project costs) will be ensured from the state budget in compliance with the Government Decree 1164/2001.

6. Implementation Arrangements

6.1 Implementing Agency:

Ministry of Construction and Regional Development of SR  
Regional Development Support Agency  
Špitálska 8  
816 44 Bratislava  
Contact: Mr. Július Slovák, (PAO)  
Tel : +421 2 5975 2819  
Fax : +421 2 5293 2809

For Technical Implementation:

Slovak Road Administration  
Mr. Jozef Hlaváč  
Department of Foreign Investment  
Miletičova 19  
826 19 Bratislava  
Tel : +421 2 50255 430  
Fax : +421 2 555 680 13

6.2 Twinning : not applicable

6.3 Non-standard aspects

The Practical guide to Phare, ISPA and SAPARD contract procedures will be strictly followed.

6.4 Contracts: 1 works contract (2.54 MEUR - co-financing included).

7. Implementation Schedule

7.1 Start of tendering: 2nd quarter 2003

7.2 Start of project activity: 3rd quarter 2003
7.3 Project Completion: 3rd quarter 2004

8. Equal Opportunity – not applicable

9. Environment

The project will, to a certain extent, change the modal mix, volume and spatial distribution of traffic flows on the local transport network. These changes may be predicted using traffic modelling and forecasting techniques (to achieve qualitative and quantitative forecast for traffic and transport).

The bridge over the river Morava will be connected to the existing roads which have adequate capacity and are in line with EU standards.

The project is not subject to EIA proceedings in line with Act No. 127/1994.

Requirements resulting from territorial decision procedures shall be incorporated in tender documents.

10. Rates of return

The expected IRR will be 16.65%.

11. Investment criteria

11.1 Catalytic effect:

Due to the current budget constraints faced by the Slovak government, the Phare financial support has definitely a catalytic effect, as it will make possible the construction of the bridge and related works.

11.2 Co-financing:

The national co-financing for a total value of 0.64 MEUR corresponding to 25% of the project overall cost. The national co-financing will be financed from the state budget.

11.3 Additionality:

Phare grants does not displace other financiers especially from the private sector or IFIs.

The low financial rate of return indicates that the project is not possible to finance from commercial loans or private funds.

11.4 Project readiness and Size:

The relevant building permits should be released by the end of 1st quarter 2003 at the latest. The tender documentation should be finalised in the course of the second quarter 2003.
The total budget of the project is 2.54 MEUR (co-financing included) in line with the project size foreseen by Phare guidelines.

11.5 Sustainability:

Road maintenance will be ensured by the Slovak Road Administration.

11.6 Compliance with state aids provisions

The investment respects the state aid provisions of Slovak Law 231/99 on State Aid and to the Europe Agreement.

11.7 Contribution to National Development Plan

The project contributes to the achievement of the objectives of the Sector Operational Programme Transport of the NDP approved by the Government Decree 240/2001.

12 Conditionality and sequencing

The technical variant of the bridge will be selected after negotiation with the Austrian side – end of 2002 at the latest
The building permit will be issued by 1st quarter 2003
Tendering process completed by the 3rd quarter 2003
The bridge construction completed by 3rd quarter 2004
Annexes
1. Logframe matrix
2. Detailed implementation chart
3. Cumulative contracting and disbursement schedule
4. Feasibility-Pre-feasibility study
<table>
<thead>
<tr>
<th>Moravský Svätý Ján- Bridge over Morava river</th>
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<td>Total Budget: 2.54 MEUR</td>
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### Overall Objectives
- Improvement of the conditions for economic growth and accessibility
  - Improve of social, economic and cultural relations
  - Increase of job opportunities
  - Ministry of Finance records
  - Record of Chamber of Commerce
  - Business register

### Project Purpose
- Improvement of the cross-border accessibility at the Slovak - Austrian border through the construction of the bridge over the river Morava in Moravský Svätý Ján
  - Improved accessibility at the border crossing
  - Ministry of Transport (Slovak Road Administration) records
  - Customs Records and Statistics

### Results
- Increased number of transported people – in year 2010 – 6980 people per day
  - Number of transported goods (in 2010 – 5820 tonnes per day)
  - Creating of regular bus lines between both countries
  - Records of the municipality
  - Annual Statistics
  - Final report of the project

### Activities
- 1. Construction of the bridge
  - Means: Construction Works - Assembly
  - Overall cost: 2.54 MEUR

### Assumptions
- Continued support of local inhabitants
- Timely co-financing provided
- Active co-operation of the Austrian and Slovak partner authorities

### Preconditions
The technical variant of the bridge agreed with the Austrian authorities by end of 2002 at the latest
The building permit issued by 1st quarter 2003
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Feasibility/Pre-feasibility study

The feasibility study was completed in July 2002 and the relevant documentation is available with the Slovak Road Administration.