



CORRIDOR X HIGHWAY PROJECT (P108005)

EUROPE AND CENTRAL ASIA | Serbia | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2010 | Seq No: 20 | ARCHIVED on 04-Jun-2019 | ISR37407 |

Implementing Agencies: Corridors of Serbia, Koridori Srbije Društvo sa Ogranicenom Odgovornoscu, Ministry of Construction, Transport and Infrastructure, Republic of Serbia

Key Dates

Key Project Dates

Bank Approval Date: 09-Jul-2009	Effectiveness Date: 06-Nov-2009
Planned Mid Term Review Date: 28-Mar-2014	Actual Mid-Term Review Date: 28-Mar-2014
Original Closing Date: 31-Dec-2015	Revised Closing Date: 30-Sep-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to increase transport efficiency and improve traffic safety on the three project sections of Corridor X, between Nis and Dimitrovgrad and Grabovnica and Donji Neradovac respectively, and to improve road management and roadsafety in Serbia.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Motorway Construction on E-75 and E80:(Cost \$400.09 M)
Road Safety:(Cost \$2.27 M)
Implementation Assistance and Institutional Support:(Cost \$11.26 M)
Front End Fee:(Cost \$0.10 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Moderately Satisfactory	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Moderately Unsatisfactory	● Moderately Unsatisfactory
Overall Risk Rating	● Moderate	● Moderate

Implementation Status and Key Decisions

Main alignments on all sections are completed and sections are opened for traffic. Total length of newly built highway links financed from Bank loan proceeds is 47.7km. All 3 sections on E-75 are fully completed. Civil works on main alignment on Dimitrovgrad bypass section on E-80 (including bridges and additionally included interchange) are completed but the works are ongoing on Gradinje slope instability. All agreed road traffic safety measures near unstable slope are in place, thus allowing undisrupted traffic. The project's development objective continues to be achievable.

The progress with implementing remedial measures on Gradinje slope at Dimitrovgrad Bypass, observed in late March 2018, was slow initially. It picked up after September 2018, and by the end of the year 2018, all necessary action to allow for full engagement on site have been implemented: (i) A deposit area for an additional 115 000 cubic meters of material has been secured; (ii) The detailed design documentation was issued; (iii) The

hydraulic part of the design have been delivered; (iv) The safety measures for Gradinje slope that have been recommended during the last Mission in June 2018 are in place; and (v) pending environmental safeguard issues have been resolved. The team will continue close vigorous supervision of the progress of works on slope, in order to ensure that road safety conditions remain in place and that the works are completed by the project closing date.

Road Sector Reform technical assistance is finished with mixed quality of outputs, requiring further analytical work and independent recommendations. The Road Safety strategy was adopted on February 9, 2015, and a corresponding gender-sensitive Road Safety Action Plan was adopted in December 2016. Compliance with financial management, procurement, environmental and social safeguards are acceptable and satisfactory.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● Moderate	● Moderate
Macroeconomic	--	● Moderate	● Moderate
Sector Strategies and Policies	--	● Low	● Moderate
Technical Design of Project or Program	--	● Low	● Moderate
Institutional Capacity for Implementation and Sustainability	--	● Moderate	● Moderate
Fiduciary	--	● Moderate	● Moderate
Environment and Social	--	● Substantial	● Moderate
Stakeholders	--	● Low	● Low
Other	--	● Moderate	● Moderate
Overall	--	● Moderate	● Moderate

Results

PDO Indicators by Objectives / Outcomes

Detail plan for transformation of PERS into more efficient and effective agency in implementation				
► Action Plan to improve institutional aspects of road management through reforms at PEPS adopted. (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	31-Dec-2008	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Technical Assistance on reform of the road transport sector with corresponding action plan is the part of the project. the indicator will capture advancements in the progress of the structural and technical reforms in the road sector. Indicator will be considered fulfilled once the plan is defined and adopted.			



Introduce EU best practices in road safety management and prevention				
►National Road Safety Strategy developed and launched (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	31-Dec-2008	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Technical Assistance (TA) on improvement of the overall road safety performances is an important part of the project. The TA will cover many activities and address operation of all agencies relevant to the road safety. The indicator will capture advancements in the progress of the structural and technical reforms in the area of road safety, since all recommendations and future targets should be sublimated in the strategy. Indicator will be considered fulfilled once the National Road Safety Strategy is defined and adopted.			

Newly build highway E-80 axe of Corridor X in operation				
►Road User costs for road section Nis-Dimitrovgrad (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.31	1.31	1.31	1.00
Date	12-Jun-2009	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Reduce road user costs by at least 10% for travel between Niš and Dimitrovgrad on the project road section (Euros per veh-km). Based on the data from 2008 and HDM-4 model, the baseline value has been set to Euro 1.306 per veh-km. Target is to reduce costs close to Eur 1.000/veh-km by the end of the project.			

Newly build highway E-75 axe of Corridor X in operation				
►Road user costs for road section Grabovnica to Donji Neradovac (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.07	1.07	1.07	1.00
Date	12-Jun-2009	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Reduce road user costs by at least 10% for travel between Donji Neradovac and Grabovnica on the project road section (Euros per veh-km). Based on the data from 2008 and HDM-4 model, the baseline value has been set to Euro 1.071 per veh-km. Target is to reduce costs to Eur 1.002/veh-km by the end of the project.			

Intermediate Results Indicators by Components

Component 1 - The M-1 road to FYR of Macedonia (E-75) – Corridor Xd				
►Number of km constructed/upgraded for E-75 section (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	31.60	37.70	37.70
Date	12-Jun-2009	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	In total, three sections have been financed by IBRD loan on E-75 axe of the Corridor X highway. Total length of these three sections is 37.7 km. The indicator will change and will be updated based on progress and completion of construction works. Since the project is about construction of completely new highway sections, baseline value is 0.			

Component 2 - The M 1-12 Road to Bulgaria (E-80) – Niš – Dimitrovgrad - Corridor				
▶Number of km constructed/upgraded for E-80 (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	8.70	9.00	9.00
Date	12-Jun-2009	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	On E-80 axes of Corridor X highway, one section has been financed by IBRD loan. Total length of the section is 8.7 km, out of which tunnels are 2 km long. The indicator will change and will be updated based on project quarterly reports where progress and completion of construction works will be reported and reflected. Since the project is about construction of completely new highway sections, baseline value is 0.			

Component 3 - Road Safety				
▶Lead agency for road safety established and operational (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	01-Oct-2009	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Based on the recommendations from the Serbia Road Safety Capacity Review, establishment of the Road Safety Agency has been identified as one of the most important institutional changes as well as guarantee for the sustainability of the road safety agenda. Thus the intermediate indicator has been introduced to reflect advancements of the institutional changes in the area of road safety, an important agenda for the country and substantial part of the project. The indicator is yes/no and will be updated every ISR cycle. Since road safety agency did not exist at the beginning of the project, the baseline value was set to "no".			
▶Two road safety pilot projects implemented (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	01-Oct-2009	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	The project will finance comprehensive and extensive technical assistance (TA) in the area of the Road Safety. The indicator will measure if TA successfully addressed various areas of road safety as per the ToR, and most importantly if the pilots integrated all these aspects and showed added value of joint and focused approach in the multidisciplinary and multi-institutional area of road safety. Baseline value of the indicator is "no", since no such pilot has been implemented before start of the project.			
▶Making Road Safety Action Plan gender sensitive (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target

Value	No	Yes	Yes	Yes
Date	01-Mar-2016	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Following the adoption of the Road Safety Strategy, corresponding Road Safety Action Plan should be adjusted to account for gender sensitiveness and adopted. At the beginning of the project the country did not have dedicated road safety strategy and corresponding action plan and thus the baseline value has been set to "No".			

Component 4 - Implementation Assistance and Institutional Support

► Grievances registered related to delivery of project benefits addressed (%) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	01-Jan-2010	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	This indicator measures the transparency and accountability mechanisms established by the project so the target beneficiaries have trust in the process and are willing to participate, and feel that their grievances are attended to promptly. It is understood that local sensitivities and tensions will not allow grievance or redress mechanisms to be established in all projects.			

▲ Grievances related to delivery of project benefits that are addressed-(number) (Number, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	312.00	312.00	312.00

► Total number of person months of employment created under contractors to the local people (disaggregated by gender) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	26,208.00	26,208.00	20,000.00
Date	05-Jan-2010	27-Nov-2018	03-Jun-2019	30-Sep-2019
Comments:	Records on local jobs created will be created and maintained by the contractors. Records will be disaggregated by demographic characteristics and updated every six months. While the demographic data of the local job creation will be recorded, no specific targets will be set for any gender group (e.g. by age, female/male, etc.) but rather one joint target value will be set. At the beginning of the project new employment still did not happen and thus the baseline value of the indicator was set to 0.			

Data on Financial Performance

Disbursements (by loan)

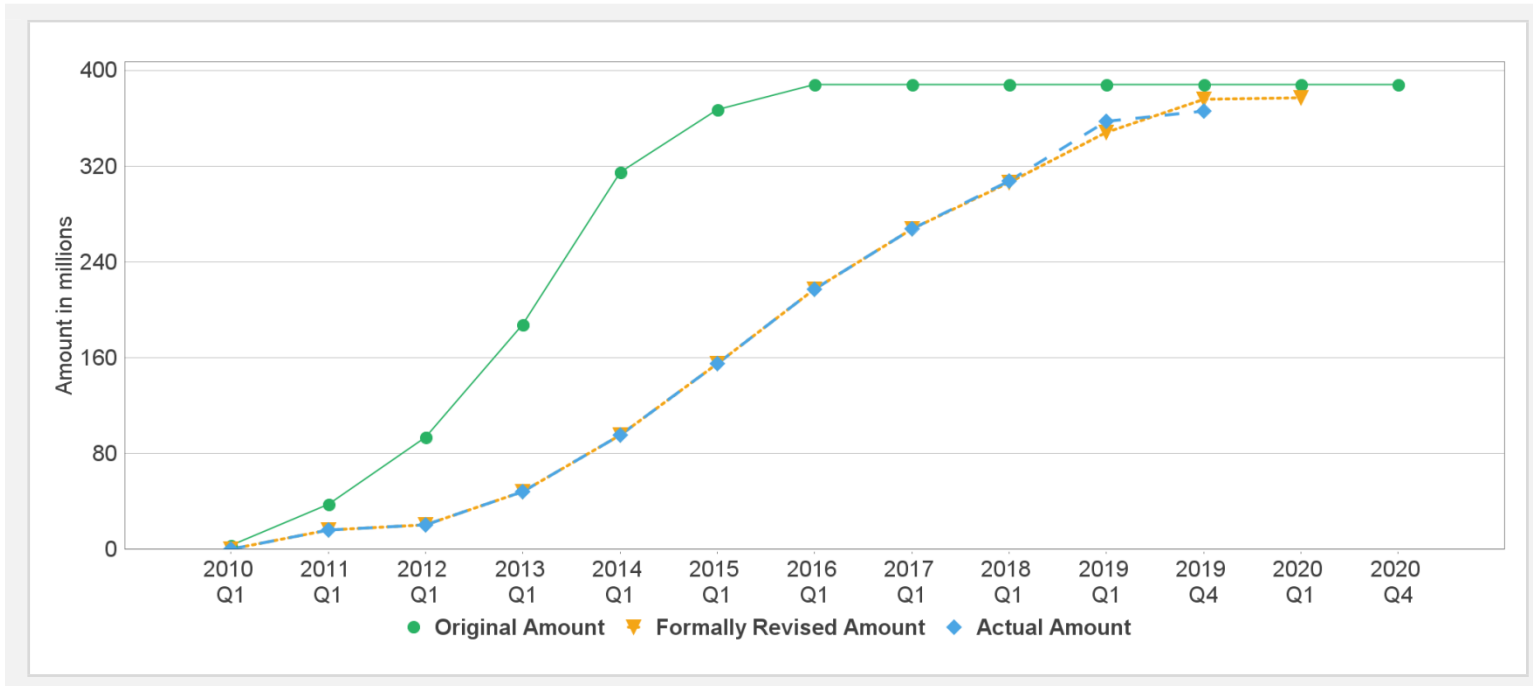
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P108005	IBRD-77460	Effective	USD	388.00	388.00	0.00	335.21	0.00	100%
P108005	IBRD-86550	Effective	USD	38.90	38.90	0.00	31.81	8.54	79%



Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P108005	IBRD-77460	Effective	09-Jul-2009	13-Jul-2009	06-Nov-2009	31-Dec-2015	30-Sep-2019
P108005	IBRD-86550	Effective	25-Oct-2016	14-Nov-2016	19-Jan-2017	30-Jun-2018	30-Sep-2019

Cumulative Disbursements



Restructuring History

Level 2 Approved on 11-Feb-2014 ,Level 2 Approved on 25-Jun-2018

Related Project(s)

P158413-Corridor X Highway Additional Financing