

Evaluation on Road and Bridge Sector of Japan's Official Development Assistance in Sri Lanka

1. Theme:

Evaluation on Road and Bridge Sector of Japan's Official Development Assistance in Sri Lanka

2. Country:

Sri Lanka

3. Evaluators:

- (1) Road Development Authority, the Government of Sri Lanka
- (2) Resources Development Consultants (Consultant)

4. Period for Evaluation Survey:

January 2007 – March 2007

5. Descriptions of Evaluation:

(1) Evaluation Objective:

To make recommendations towards further improvements of the project formulation and implementation process and contribute to more effective planning of projects in the future.

(2) Scope of Evaluation:

This report consists of an evaluation of six projects selected from the development projects implemented in Sri Lanka under Japanese ODA assistance. The projects to be evaluated are: (a) Baseline Road Project – Phase I and II, (b) Sri Lanka– Japan Friendship Bridge – Phase I and II, (c) Gampola and Muwagama Bridge Project, (d) Dambulla – Bakamuna – Kahagaswela Road Project, (e) Pitakotte–Talawathugoda Road Project, and (f) Wattala–Hekitta Road / Bridge Project.

(3) Approach to Evaluation Study:

The Evaluation methodology consists of three aspects: relevance, efficiency and effects and outcomes. The assessment of relevance and efficiency will be based on information obtained from official sources, particularly the Road Development Authority. The effects and outcomes will be analyzed from the information collected from socio-economic surveys carried out by the project team for each of the six sub projects. The rest of this analysis presents the evaluation within this framework.

6. Evaluation Results:

(1) Relevance of the objectives of Programmes:

In terms of relevance, all six projects included in the evaluation have received the highest priority of the Government development program. In case of Baseline Road Project, the original 2-lane dual carriageway was changed to 3-lane dual carriageway based on revised traffic demand for entire project sections. The flexibility in implementation is considered as appropriate to meet the current needs. Other five projects were found, through this evaluation survey, to have been in conformity with the priorities of the Sri Lankan Government and local needs for development of roads and bridges

(2) Efficiency of the Programmes:

Efficiency of project identification, formulation and implementation process requires information from respective agencies. For those projects implemented more than 10 years ago, the evaluation team observed significant information gaps in relation to information required for the evaluation.

Despite these difficulties, there was no major concern with regard to the efficiency in project identification and formulation. All six projects have conformed to proper design methods and appropriate technical requirements. They have also followed modern technology and used quality inputs. However, there are concerns with regard to cost and time efficiencies in implementation. The main contributory factor for higher costs in comparison with the cost at appraisal in the case

of most projects has been due to inflations effected by the delay in implementation of projects which in turn relates to the issues and problems emerged during land acquisition

(3) Effects and Impacts:

The level of traffic volumes is generally satisfactory one compared with the targets of the programmes. Reduced traffic congestions through alternative routes are also considered as positive impacts of the projects. Based on the information collected from socio-economic surveys and other sources, all projects have received acceptance from the people living in each of the six project areas. The improvement in transportation has been the key direct benefit from all these projects. As a result of such improvements, traffic congestion, travel time and vehicle operating costs have been reduced in all project areas, according to the respondents. The improved transportation facilities have translated into economic and financial benefits with increased property values and higher business incomes. In addition all six projects have also contributed to improved public transport and accessibility to health and educational institutions.

However, the effects on environment have been mixed. Despite the reduction in traffic congestion, the improvement in noise and air pollutions has not been very significant due to the attraction of more vehicles following the improvements. However, if these projects had not been implemented, the situation would have reached very critical proportions.

There is very little information about operation and maintenance of all these projects. The reason for this is that there is no separate O & M budget on project basis. The allocation for O & M is in the RDA recurrent budget which allocates funds according to the need basis. Since these projects have been completed recently, they are still not in the priority list for maintenance.

7. Recommendations:

(a) The need for a pedestrian subway should have been identified during the project appraisal and the design stage and in future designs of highly pedestrianised intersections, careful consideration should be given for the introduction of pedestrian subways at the project appraisal stage.

(b) There was a bridge which required restrictions on traffic prior to implementation of bridge replacement. Bridge assessment should be undertaken in order to identify bridges that require replacement before major defects set in and road restrictions have to be imposed for the road users. This is very important for bridges located at strategic positions in the road network such as the Victoria Bridge.

(c) To undertake a proper post evaluation of projects, Feasibility Study Reports, Project Appraisal Reports, Design Reports and Project Completion Reports are required. It is recommended that

these reports be preserved by the Project Implementing Agencies (PIA) for future use for purposes such as post project evaluations.

(d) To facilitate future post project evaluation process, it is desirable that data such as Traffic Data, Road Roughness Data, Accident Data be collected and stored in a systematic manner especially on roads where road and bridge projects have been undertaken with foreign financing.

(Note: The opinions expressed in this summary do not necessarily reflect the views and positions of the Government of Japan or any other institutions.)