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Joined the National Institute for Educational Policy Research as a researcher in 1974. Was appointed assistant professor at the Tokyo Institute of Technology in 1985 following a stint as senior researcher at NIER. Became a professor at Tokyo Institute of Technology in 1989 (a position he continues to hold).

Projects evaluated

Field survey: February – March 2006

Sri Lanka

■ Baseline Road Project (1) (2)

■ Environmentally Friendly Solutions Fund

Evaluation of ODA loan projects in Sri Lanka (Baseline Road Project (1) (2))

The Galle Road was the only major arterial road in Colombo area, which follows the coastline through the city, and was permanently congested. The Baseline Road Project (1) (2) was implemented with the aim of reducing the influx of bypass traffic running north and south, easing traffic congestion in Colombo area, and revitalizing the local economy through the development of an area along the road by widening it from one to three lanes (two lanes in some sections), and developing and straightening a winding section of the existing road which was located in a suburb at a distance from the Galle Road.



Shopping arcades built at underground pass

A 7.2 billion yen ODA loan was extended between 1993 and 2002 (Phase 1) and 1997 and 2004 (Phase 2). The Phase 1 project was completed in 86 months as opposed to the 58 months planned; the primary reasons for the delay being the necessity of coordinating the relocation of water and sewerage pipes, phone lines, electric cables and other underground utilities after construction work had commenced, and the time required for acquiring land and relocating residents affected by the road expansion work. This provided an important lesson on the importance of close ties among stakeholders, which served to prevent the occurrence of similar problems during Phase 2. The Phase 2 project required 62 months which was longer than planned period of 37 months, principally because a

second public announcement was necessitated due to unsuccessful initial bid. The substantive construction period was two years. Although the project cost increased considerably over the planned budget due to the prolonged project period, significant fluctuations in the yen-rupee exchange rate meant that costs, when converted to yen, ultimately came in within budget.

Road widening and development work was completed as planned and the road is currently being used by many of Colombo's residents. With regard to whether the road is being sufficiently utilized by comparing projected traffic volume, it was found that the road is already being used to its physical limitations. However, it is believed that utilization rates can be increased by improving road management such as altering traffic signals to synchronize traffic flows. Valuable knowledge was gained from stakeholder analysis and its debriefing session to discuss the results of stakeholder analysis, and be of material benefit in the construction work for Phase 3 planned in the future and of other similar infrastructure development projects.



Viaduct over the railway