



# Liangping-Changshou Highway Construction Project

Contributing to the economic development of the corridor and surrounding areas

Asia **China**



## [External evaluator]

Kiyohide Higuchi, Waseda University

### Rating

Effectiveness, Impact	b	Overall rating <b>A</b>
Relevance	a	
Efficiency	a	
Sustainability	a	

### Project Objectives

To improve the efficiency of transportation among Chongqing Municipality and neighboring cities by constructing an expressway between Changshou and Liangping in Chongqing Municipality (about 110 km), thereby contributing to the economic development of the regions along the expressway route.

### Outline of the Loan Agreement

- Loan amount / disbursed amount: 24 billion yen / 19,293 million yen
- Loan agreement: March 2000
- Terms and conditions: 2.2% interest rate, 30-year repayment period (including a 10-year grace period); general untied [consulting services: 0.75% interest rate; 40-year repayment period (10-year grace period); bilateral tied]
- Final disbursement date: October 2005
- Executing agency: Ministry of Communications, People's Republic of China
- Website URL: <http://www.moc.gov.cn/> (in Chinese)

## Effects of Project Implementation (Effectiveness, Impact)

According to a fixed-point survey that the evaluator conducted in October 2007, the average daily traffic volume was 8,320 vehicles (or an equivalent of 11,648 passenger vehicles), falling short of the planned value. This is largely attributable to the fact that the connecting highway is incomplete. Meanwhile, travel times have been reduced by more than half from the pre-project levels, and a beneficiary survey has confirmed that the project has significantly contributed to easier access to business information, more opportunities for commerce, better access to information for livelihood improvement, and shortened times for travel to and from public facilities such as schools and hospitals.

This project has produced certain effects and its effectiveness is moderate.

## Relevance

This project has been highly relevant with China's national policies and development needs at the times of both appraisal and ex-post evaluation.

It is part of one of the priority highways in the plan to construct an expressway network of "five north-south and seven east-west highways" for the purpose of promoting the economic development of inland China under China's Ninth Five-Year Plan for 1994-1999. The Tenth Five-Year Plan for 2000-2005 defined Chongqing Municipality as the economic center of the upper reaches of the Yangtze River and China's southwestern region. Accordingly, it aimed to develop these regions as a new industrial region with Chongqing being the origin.

## Efficiency

Both the project period and cost of the project were almost as planned; therefore efficiency of the project is high.

This project was aimed at constructing a 110-km highway between Liangping and Changshou within the Chongqing Municipality. The work was completed largely as planned. The project used for the first time in China, such innovative and simplified construction methods as the SMA paving method, which makes the road surface more resistant to wear and gives it a longer life. Introduction of such simplified construction methods allowed the construction period to be shortened to 83% of the planned period. These methods also made it possible to procure materials domestically or from neighboring countries, thus shortening the project period and helping to reduce the project cost to 82% of the planned value. The fact that land acquisition and resettlement was needed at a smaller scale helped to reduce the project cost as well.

## Sustainability

No major problems have been observed in the capacity of the executing agency nor in the operation and maintenance (O&M) system; therefore, sustainability of this project is high. Chongqing Yudong Expressway Co., Ltd., a company under the umbrella of the Chongqing Municipal Traffic Department (wholly owned by the Chongqing Municipal Government), is responsible for project management, and for road maintenance, the same company set up a highway patrol division to allow for seven to eight members to patrol the highway on a continual basis, a first system of its kind in China.

## Conclusion, Lessons Learned, Recommendations

In light of the above, this project is evaluated to be highly satisfactory. There are no major lessons learned or recommendations to note.

## Outputs of this project

Item	Planned	Actual
Expressway (Liangping-Changshou)	110 km	114 km
No. of lanes	4 for the entire length	As planned
No. of bridges	About 60	56
No. of interchanges	6	As planned
No. of service stations	1	As planned
No. of sets of maintenance vehicles and equipment	1	As planned
Input of consulting services	80 M/M	As planned

Sources: Reference materials used for the appraisal and the Project Completion Report (PCR)