




# Evaluation of transport projects – Polish experience

2004-2006 ex-post evaluation outcomes  
– inspirations for the ex-ante evaluation


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## Bottlenecks

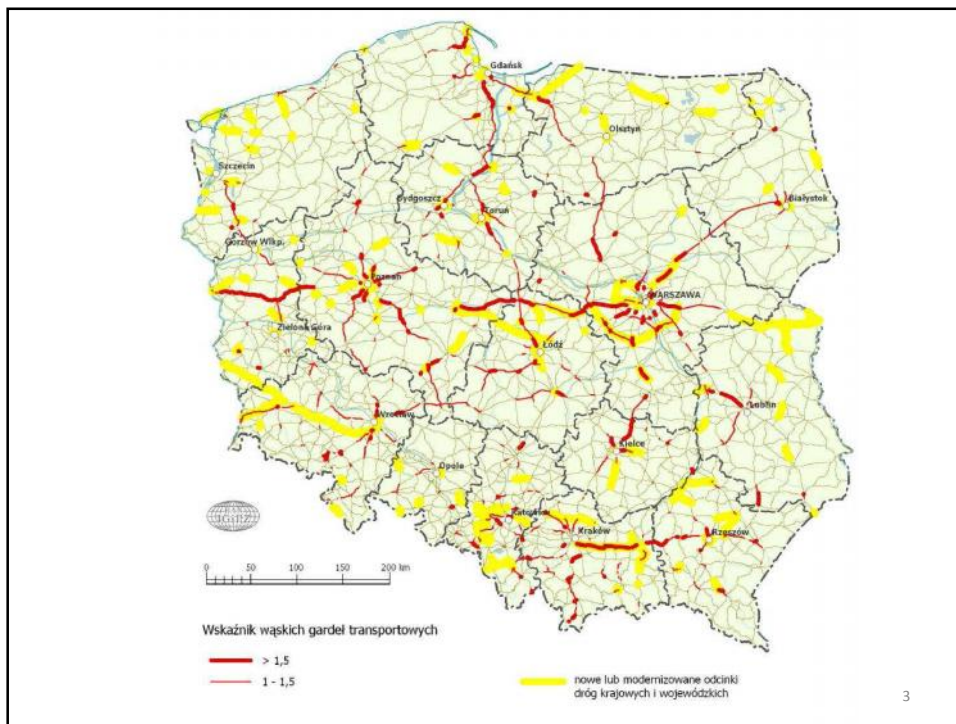
- insignificant number of investments within the metropolitan areas, in particular in the access roads of major cities, where the road bottlenecks are numerous, including also those of critical importance, in which the measured volume of traffic significantly exceeds the traffic capacity




poor effectiveness - shortening the travel time by 1.5 to 3.6%

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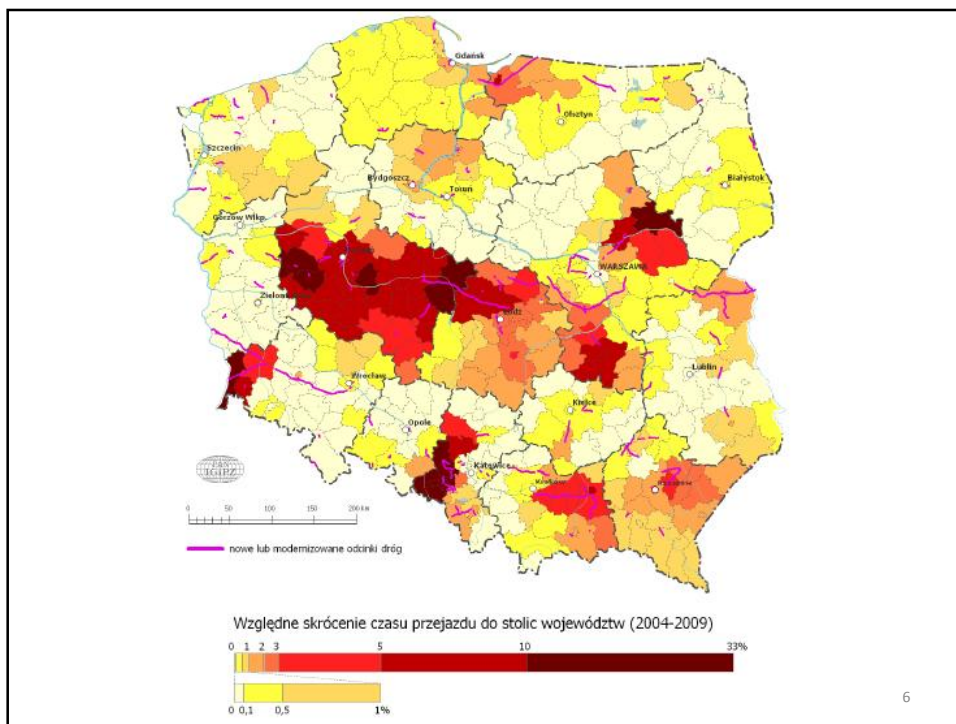
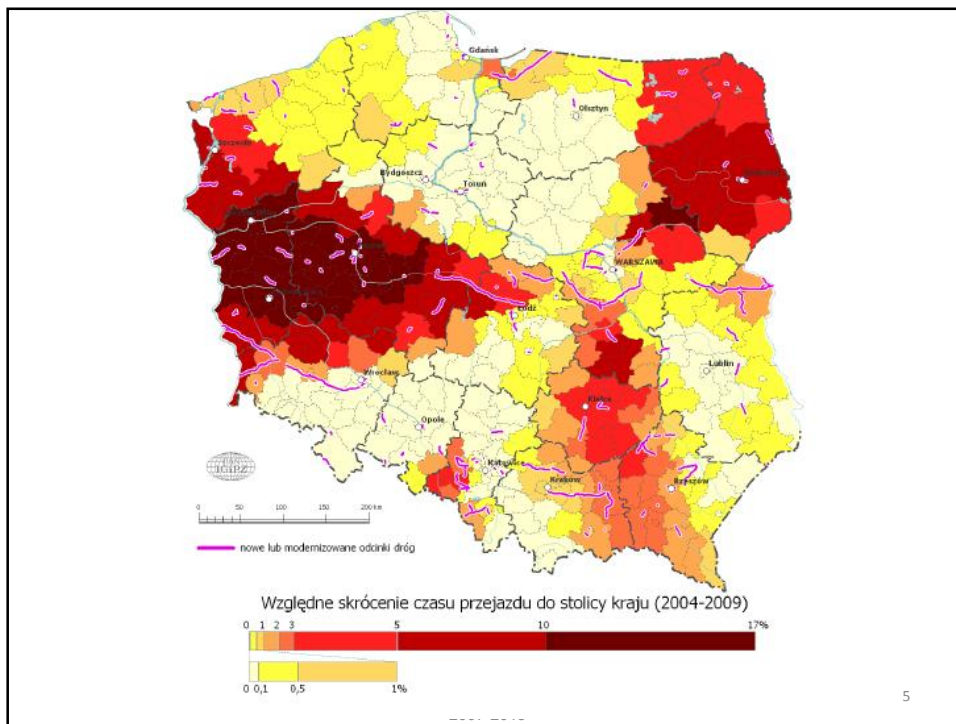
## Travel time improvements

positive effects on the travel time improvements

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- concentration on longer sections
- redevelopment of the outlet roads from the city centers in the urban systems
- the investments in public transportation

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**Lowering the costs of vehicles exploitation**

lowering the costs of vehicles exploitation at the speed of 90 km/h by c. 3% - modernization of roads being in the worst technological condition (i.e. improvement from D class to A class)

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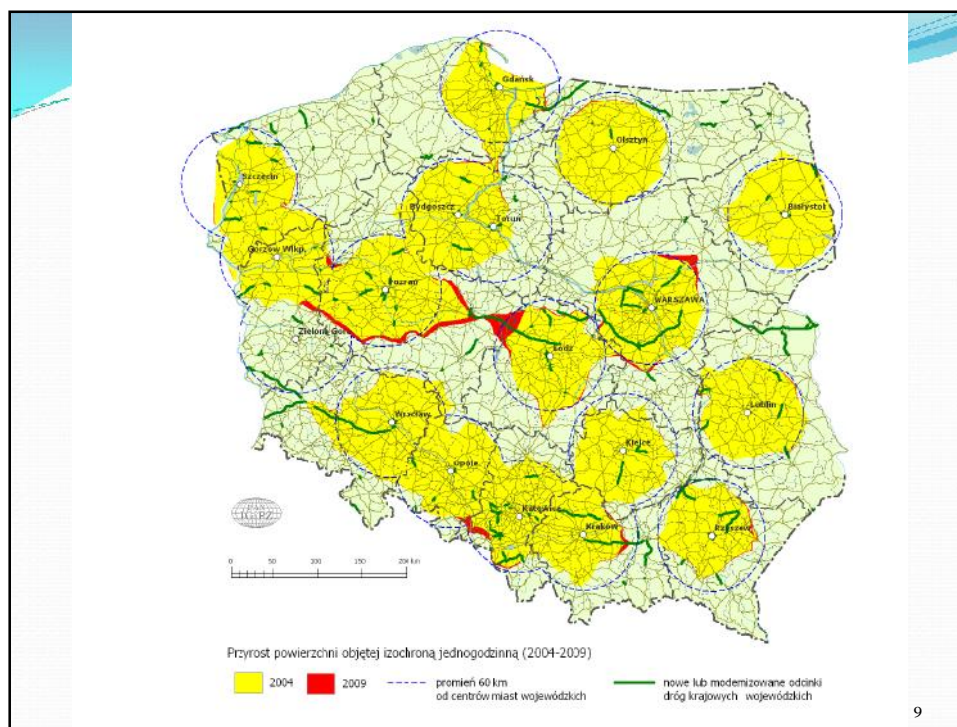
**Integration of agglomerations and their surrounding areas**

- improvement occurred in the external zones




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## Demand effects of transport projects

- there was essential, though short-termed demand effect created

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most often during the realization of investment projects the people from the local labour market were employed; and also local business firms, construction companies as well as local services were utilized

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**Supply effects**

- It is much more difficult to assess the long-term supply effects related to job creation and transformations in the functional structure.
- The local leaders pointed most often to the growth in economic activity, however, not a significant one.

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**Thank you for your attention!**

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