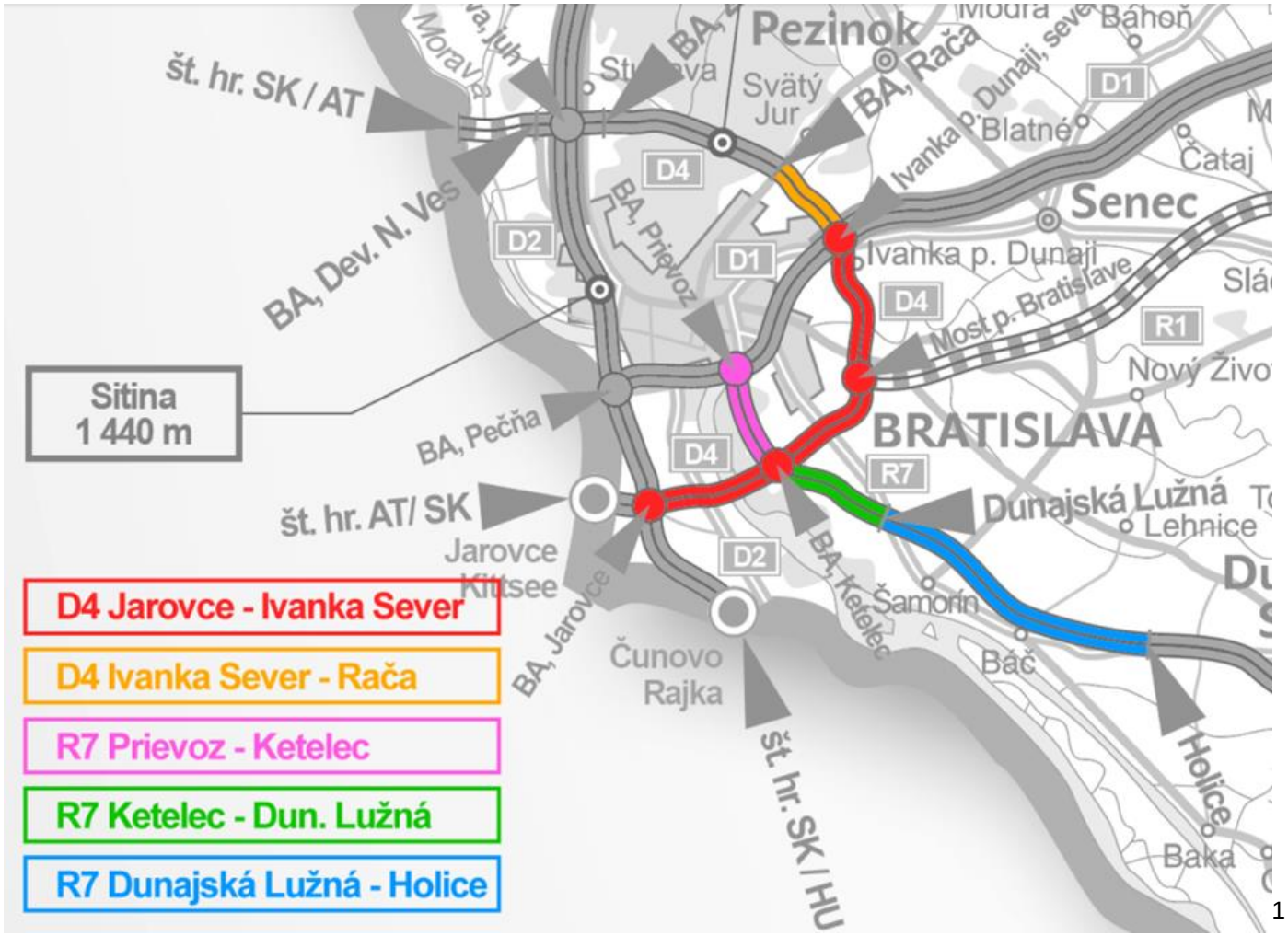
PPP D4/R7

SCOPE & LIMITS
of the technical feasibility study



Petr Vašina
Frank Cisar

Agenda

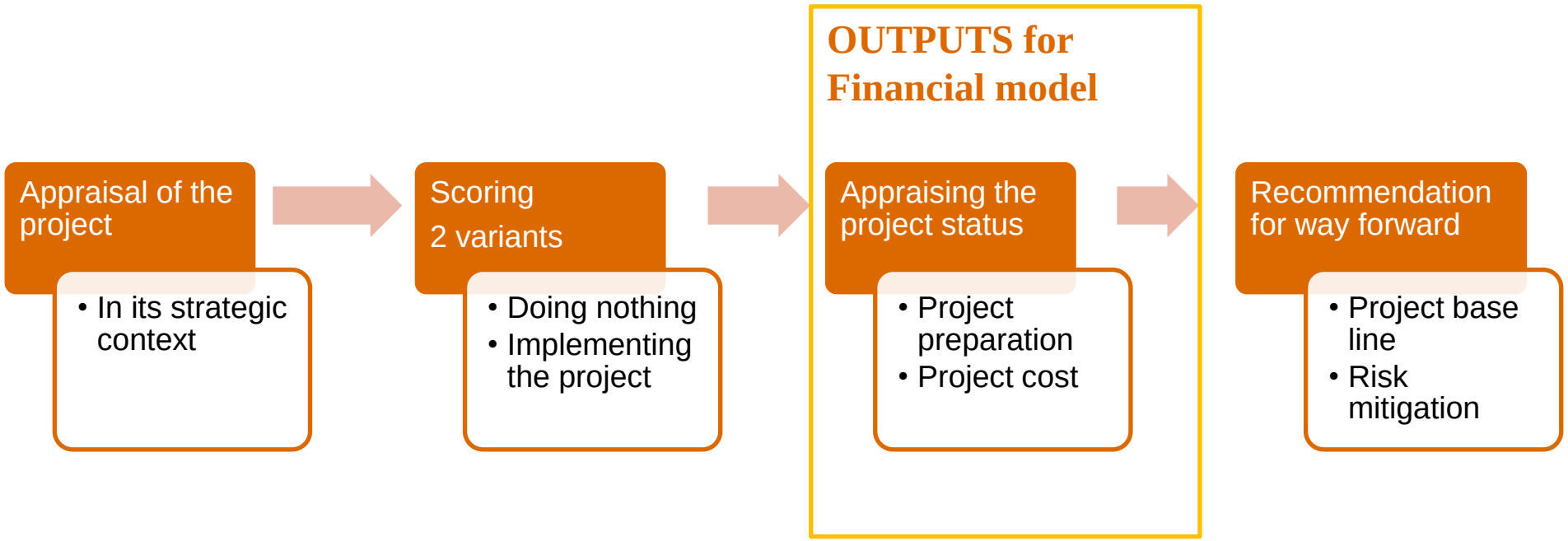
1. Step by step thru the feasibility

2. A project under control for competitive dialogue
   - Program
   - Permitting
   - Main scope of works
   - Bridges over Dunaj river
   - Exchangers

3. The CAPEX as a comparison tool

Technical feasibility

Understanding the process is understanding the outputs



Technical feasibility

Project program

	Project phase	Date of realization
1.	Competitive dialogue	Mid 2015
2.	Conclusion of Concession agreement / financial close	End 2015/2016
3.	Construction	2016 – 2019
4.	Operation period	2019 – 2048
5.	Handover to Slovak state	2048

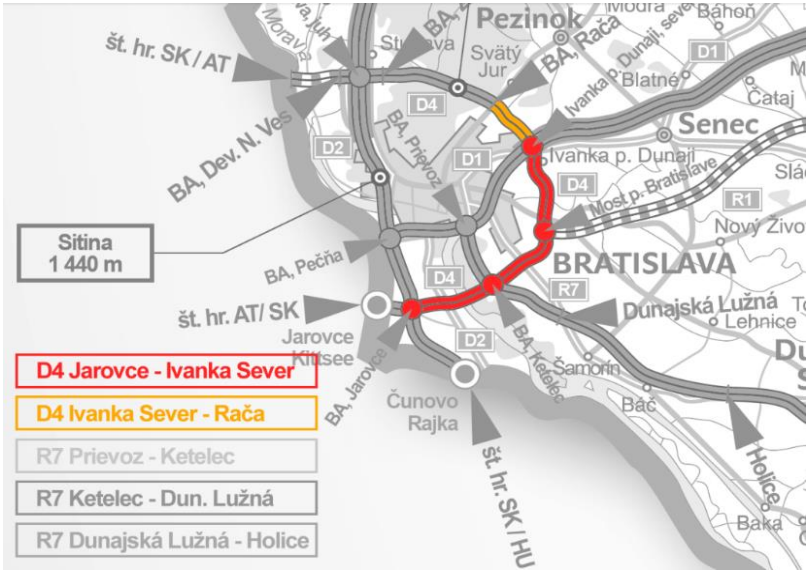
Technical feasibility

Project preparation status - Permits

	D4 Jarovce – Ivanka sever	D4 Ivanka sever – Rača	R7 Prievoz – Ketelec	R7 Ketelec – Dunajská Lužná	R7 Dunajská Lužná – Holice
EIA (Final statement from ministry of environment)	9/2011	2/2012	11/2013	6/2009	6/2010
Zoning permit documentation	Author: JV D4 BA – Jarovce – Rača (leader. Dopravoprojekt)		Author: R-projekt	Author: Dopravoprojekt	Author: Dopravoprojekt
	Handed over: 03/2014		Handed over: 10/2014	Handed over: 9/2012	Handed over: 12/2012
Zoning permit legally valid	01/2015	12/2014	01/2015	03/2013	12/2013

Technical feasibility

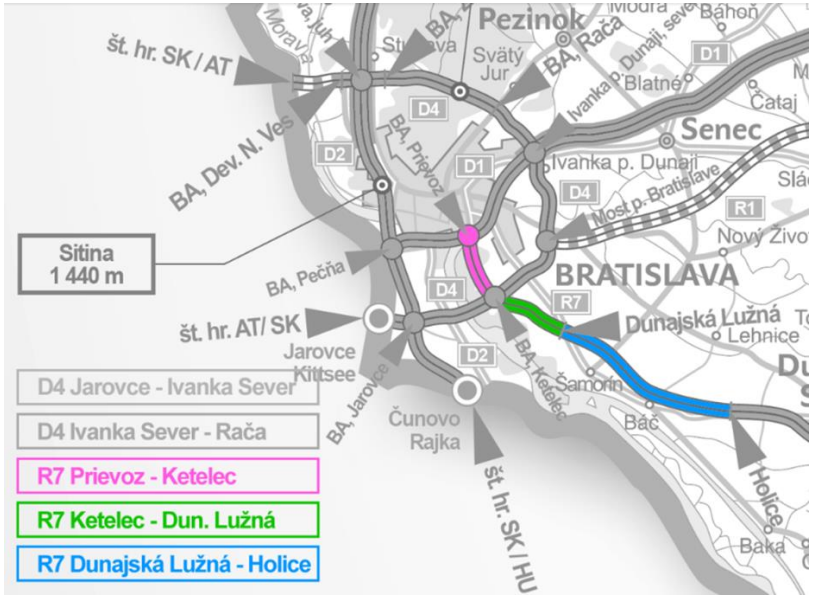
Defining a base for competitive dialogue



D4	Jarovce – Ivanka sever	Ivanka sever – Rača	Predĺženia Galvaniho ulice	Preložka cesty II/572 – Most pri Bratislave
Section's length:	22,590 km	4,400 km	2,202 km	2,623 km
Speed (max):	120 km/h	120 km/h	100 km/h (connecting lanes 80 km/h or 60 km/h)	100 km/h (connecting lanes 120 km/h to 60 km/h)
Width:	D 26,5 - four lanes in sections Jarovce –Rusovce	D 33,5 - six lanes in sections Ivanka sever – Čierna voda	C 11,25 – two lanes with construction reserve for extension to four lanes C 24,5	C 11,25 – two lanes with construction reserve for extension to four lanes C 24,5
	D 26,5 four lanes + collectors in sections Ivanka západ – Ivanka sever D 33,5 six lanes for till the other sections	D 26,5 - four lanes In sections Čierna voda – Rača		
Exchangers	7	2	2	1
Rest area	1	-	-	-

Technical feasibility

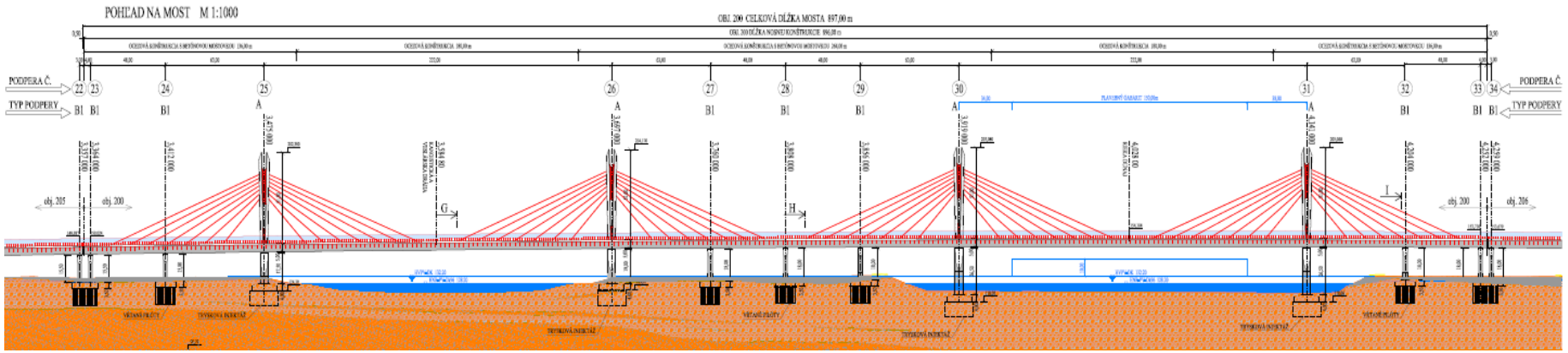
Defining a base for competitive dialogue

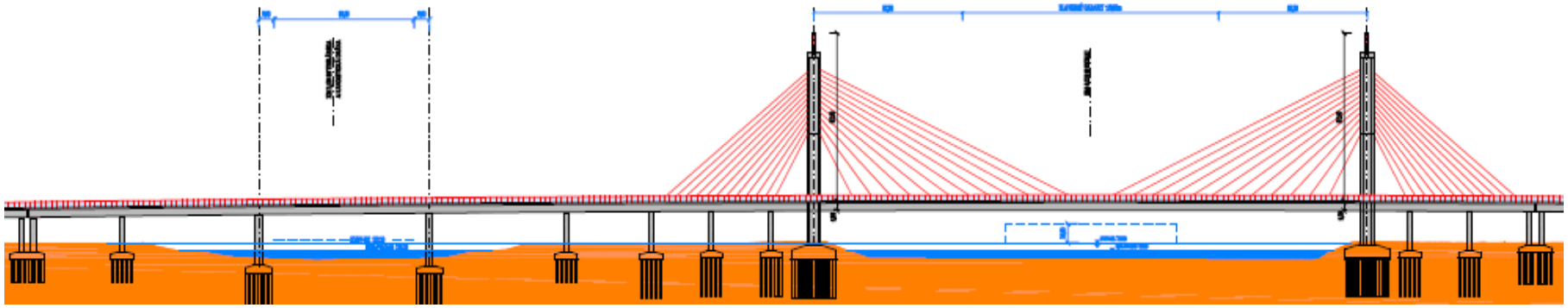


R7	Dunajská Lužná – Holice	Ketelec – Dunajská Lužná	Prievoz – Ketelec
Section's length:	17,380 km	8,425 km	6,318 km
Speed (max):	120 km/h	120 km/h	120 km/h; 80 km/h in km 0,0 – 2,0
Width:	R 31,5 four lanes with construction reserve for extension to six lanes to km 0,585 R 24,5 four lanes to km 17,380	R 31,5 four lanes with construction reserve for extension to six lanes	R 24,5 four lanes between km 0,0 – km 0,9 R 31,5 six lanes between km 0,9 – till the end of section
Exchangers	2	1	1
Rest areas	1	–	–
Dispatching	1	–	–

Technical feasibility

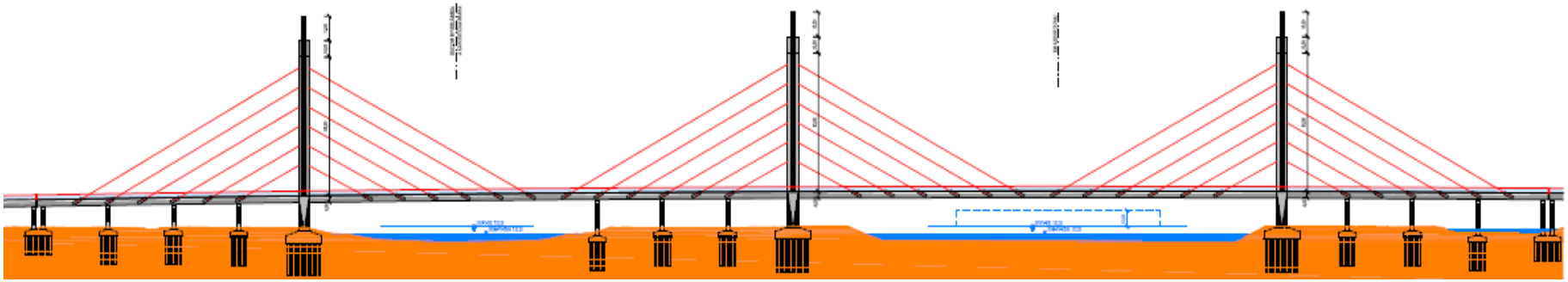
a potential for optimization - Bridges

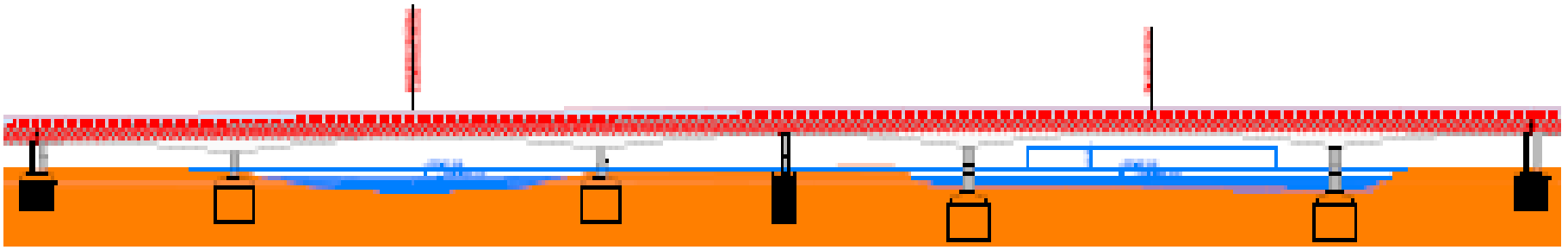




Technical feasibility

a potential for optimization - Bridges





Technical feasibility

a potential for optimization - exchangers

Ex: Exchanger Invanka Sever

Technical feasibility

Investment costs for comparison sake

CAPEX	PPP Model	PSC Model
Construction costs (excluding technology)	929	953
Technological part (equipment, operation technology, …)	27	27
Site installation	34	34
Investments connected to the project	183	183
TOTAL CAPEX	1 173	1 198

PPP D4/R7

SCOPE & LIMITS
of the technical feasibility study