Workshop on project preparation process
with reference to EU and WBIF requirements

Updating of FS and designs

Assen Antov, JASPERS
01 December 2023, Belgrade

European Investment Bank

Jaspers

European Commission

Reasons to update FS and designs

- Project developer's **objectives** may change

  ⇒ **new alternatives**

- With learning more about the project, **new ideas** for satisfying the objectives may emerge

  ⇒ **new alternatives**

- The social and economic **environment** may change

  ⇒ **new alternatives**

- **The designs age**

Project identification (PFS-1)

Questions to be answered at project identification stage

- What is the **existing situation**? What are the **problems to be solved**?
- What are the **objectives** of the proposed project?
- What is the existing **environmental situation**?
- What is the **role and functionality** of the proposed project in the road network as a whole to be?
- Is there an effective **demand** for the project?
- Have any **previous studies** been done for the project or in the project area?
- Does **interaction/compatibility with other interventions** need to be assessed?
- …
- **What project components must be updated?**

Components of designs that age

Utilities

- **New utilities emerge** constantly
- Especially in urban conditions, the identification of utilities needs to be updated **every 2-3 years**
- **Endorsements** from utility owners also need to be "refreshed"
- New options may affect **unidentified utilities**

Components of designs that age

Land acquisition registers

- Land **changes owners** all the time
- **Land plot registers and drawings** need to be updated **every 1-2 years**
- **Evaluations** of land plots may have legal **expiry dates**
- In some countries, the project developer **may lose ownership**, if not using the land after a period of time

Components of designs that age

EIA/AA decisions

- EIA decisions have **legal validity periods**
- Changes may occur in the **legal framework**

Components of designs that age

Other components and reasons for issues

- **Cost estimates** – the costs for **fuel, materials, and labour** changes with time. Typically, cost estimates have to be updated **every 2-3 years**
- **Design codes** – once design codes and requirements change, redesigns are needed
- Other **legal requirements** that have changed

Procurement strategies for PFS and FS

PFS + FS

Advantages

- Easier to procure and administer

Disadvantages

- The scope of FS may need to be adjusted after the PFS, but no much flexibility if one contract

Applicable for **simpler projects**

Procurement strategies for PFS and FS

PFS and FS separately

Advantages

- The scope of FS can be adjusted after the PFS

Disadvantages

- Takes more time and effort to procure and administer

Applicable for **bigger and more complicated projects**

Procurement strategies for PFS and FS

Elements that **may need** to be procured separately

- **Preparation of EIA** – in some countries the consultant has to be independent from the designer
- **Archaeological survey** – consultants may need to be licensed
- **Road Safety Impact Assessments, Road Safety** Audits – in most countries consultants need to be licensed

Procurement strategies for PFS and FS

Elements that **may be feasible** to be procured separately (1)

- **Geotechnical studies**

  Usually quite expensive, and the consultant has incentive to reduce cost by limiting scope

- **Transport modelling**

  Done by specialised consultants, and expensive; the consultant may reduce costs by reducing scope of surveys and counts

  The project developer may maintain **their own model**

- **Other specialised activities** – e.g. tunnel design

Procurement strategies for PFS and FS

Elements that **may be feasible** to be procured separately (2)

Advantages

- Ensuring high quality of the studies

Disadvantages

- High risks of delays and disputes
- Administrative cost of procurement
- Administrative cost for mediating between the consultants

Applicable for **big and complicated projects**

Lunch