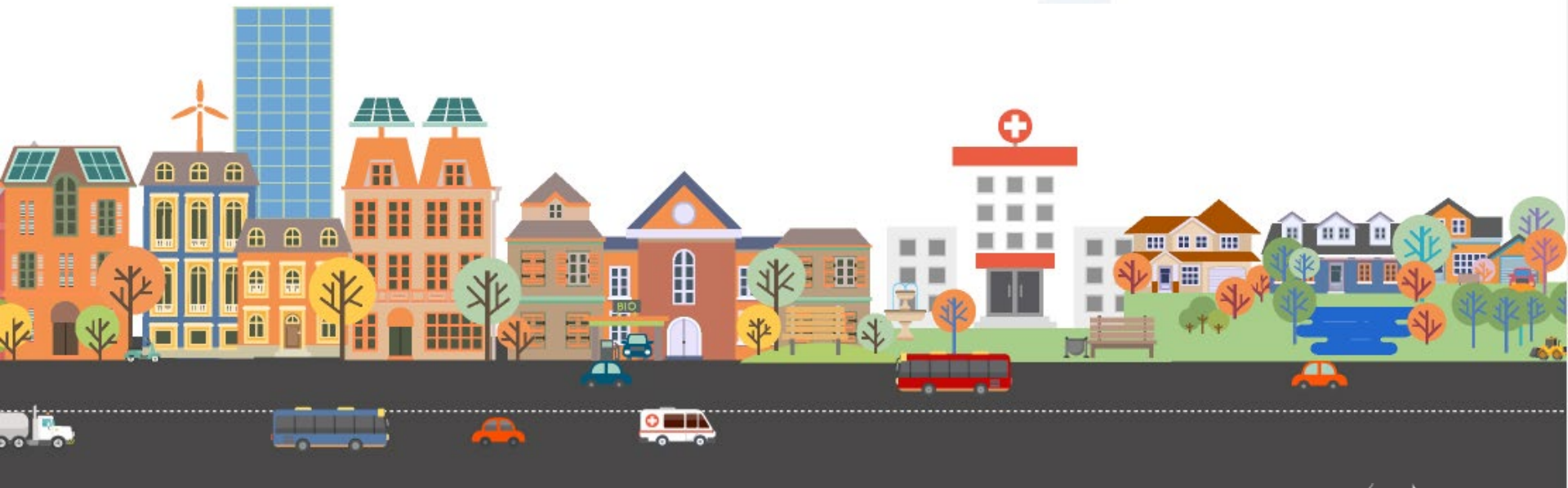


Workshop on project preparation process  
with reference to EU requirements

# Brief introduction and overview of Project Cycle

Denis Jakubik, JASPERS  
30 November 2023, Belgrade



# Brief introduction (1 of 6)

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- Some notes for your convenience
- JASPERS in IPA and EPIC
- Cooperation with the Permanent Secretariat of Transport Community
- Overview of the Project Cycle - brief introduction into purpose of PFS and FS in the Project Cycle

# Some notes for your convenience (2/6)

- **We are not trained trainers** – just trying to share with you our knowledge and experience (from MS and region) **in good faith**
- **We are not specialized in all aspects** – we understand the comprehensiveness of the project delivery - particularly of the project preparation process needed to justify public investments (with a focus on attracting available and eligible EU Grants)
- For specific aspects (e.g. E(S)IA, CBA) **we rely on our colleagues, Beneficiaries, TCS and IFIs** – so, in addition, we **facilitate the whole process**
- When working with you, we expect to be considered **members of your teams** (to the possible extent)
- Slides are only **a sort of guide** (will try to follow it but **can be deviations**)
- The intention of the whole workshop is **to be of added value for you - PLEASE INTERRUPT: ASK, CORRECT, COMMENT ...**

***INTERACTIVITY IS THE BASIC ASSUMPTION FOR THE WORKSHOP***

# JASPERS (countries and OEU mandates) – (3/6)

## JASPERS Mandates Covering OEU Countries:

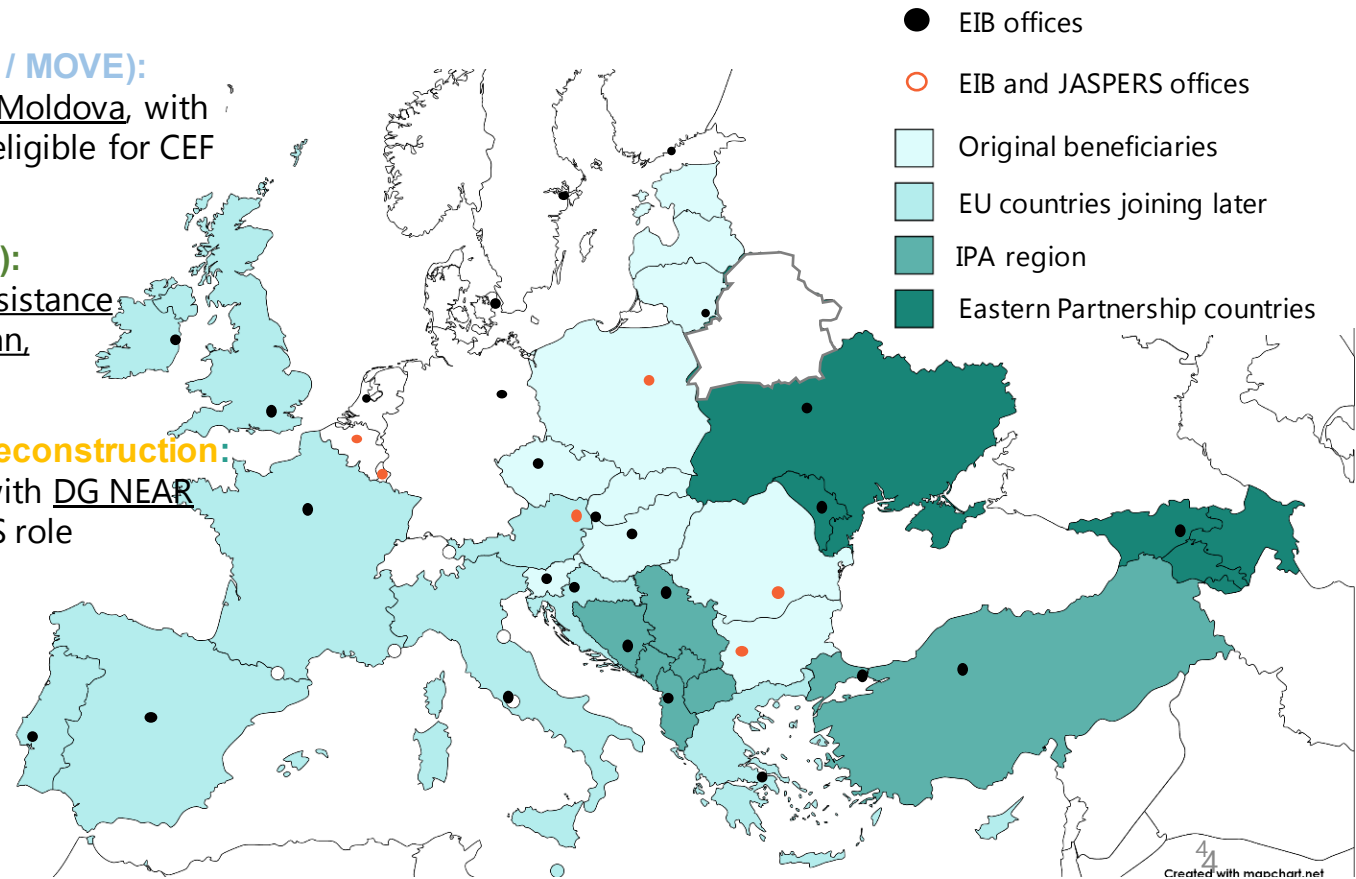
Countries with advisory mandates as of 31 October 2023

**JASPERS IPA III (from DG NEAR):**  
Advisory support in all infrastructure sectors for the WB & Türkiye

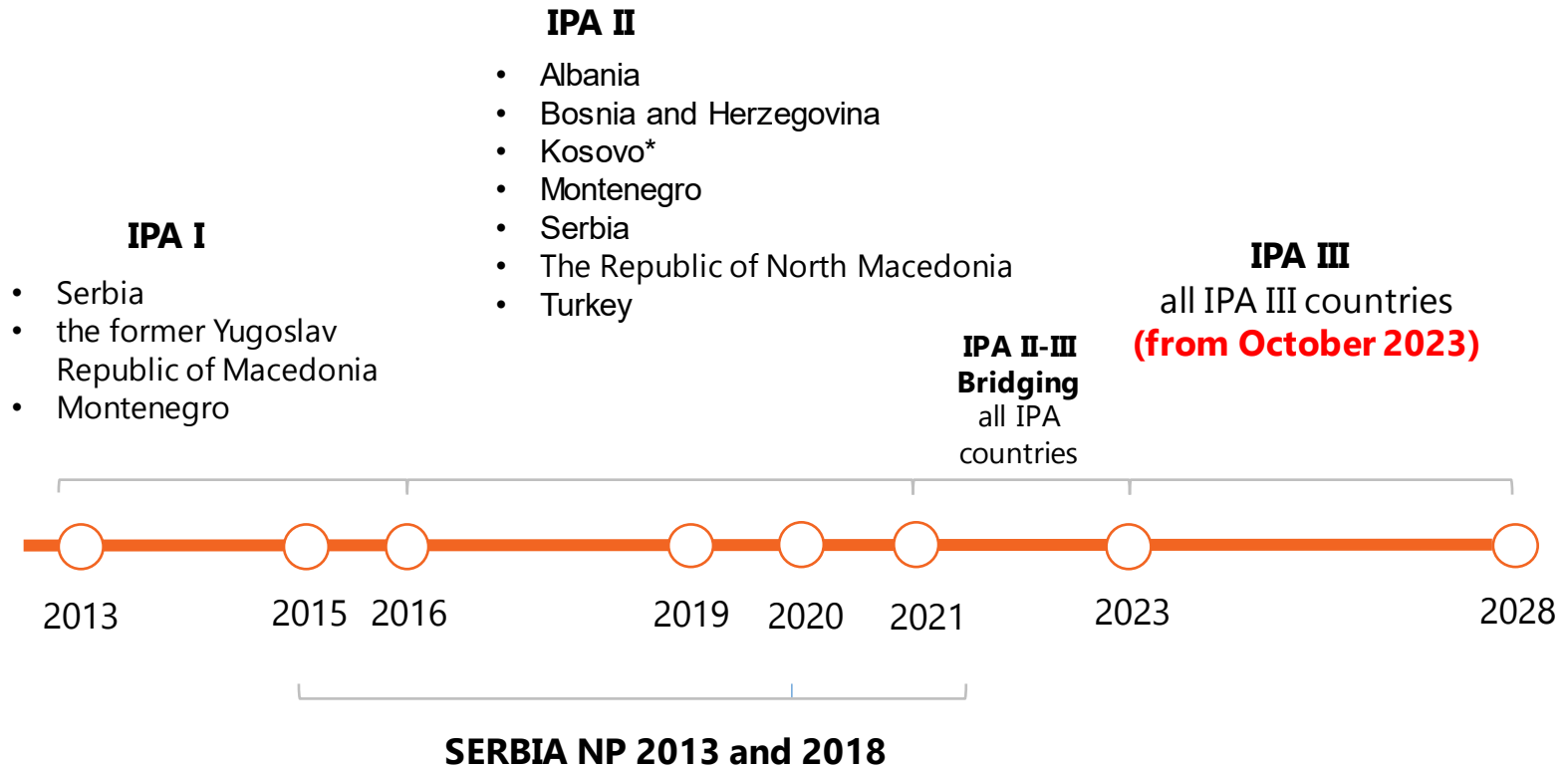
**JASPERS EU (from DGs REGIO / MOVE):**  
Advisory support for Ukraine and Moldova, with a focus on transport investments eligible for CEF funding

**JASPERS EPIC (from DG NEAR):**  
Advisory support and technical assistance in transport for Armenia, Azerbaijan, Georgia, Moldova and Ukraine

**JASPERS support for Ukraine reconstruction:**  
Preliminary discussions ongoing with DG NEAR about potential extended JASPERS role

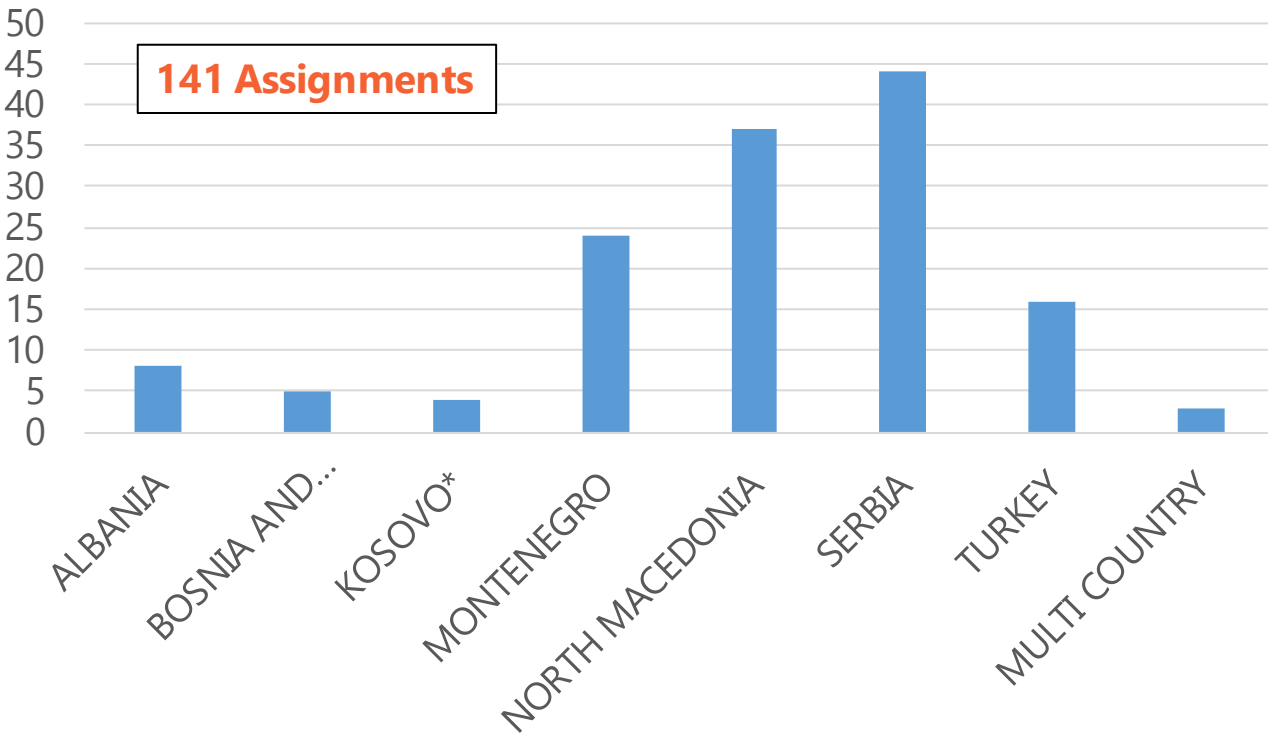


# JASPERS Pre-Accession Mandates-IPA (4/6)



\* This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.

# JASPERS IPA Assignment Portfolio Since Start (5/6)



### Sectors covered:

- Transport
- Water
- Energy
- Circulareconomy
- Digital
- Health

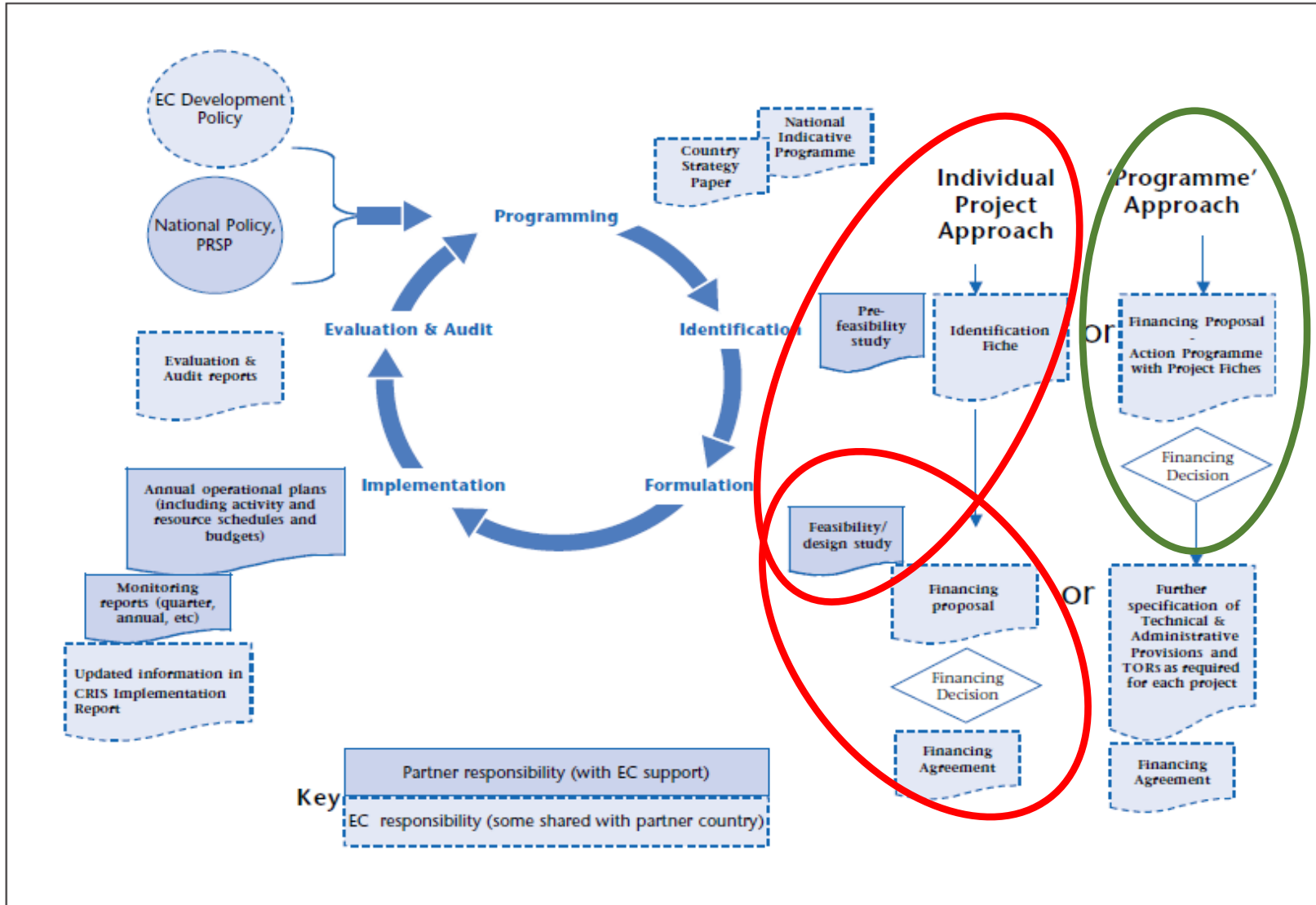
**Investments supported:**  
EUR 9 billion

\* This designation is used without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

- Complementary activities covering the region
- On-going cooperation:
  1. Workshop(s) on project preparation process with reference to EU requirements (3 remaining WS excluding this one)
  2. Level crossings safety improvement on the railway network of the Western Balkans
  3. Support for the establishment of a Transport Observatory for the Western Balkans

# Overview of Project Cycle (1 of 3)

Figure 5 – The project cycle, main documents and responsibilities





## Practical aspects

- Sometimes, those stages can be merged (**i.e. clear business case exists**)
- **Sometimes those stages are artificially merged** 😞

## Identification

- Analysis problems, needs and interests of stakeholders.
- Sets reasonable objectives.
- Identifies project ideas consistent with the priorities.
- Ensures active involvement and discussion with key stakeholders.
- Assesses the project ideas at **pre-feasibility study** level.
- Select preferred **STRATEGIC** option(s) – **potential business case**
- Define what further studies may be needed (to confirm the **business case**)

## Formulation

- For preferred **STRATEGIC** project options, assess all relevant aspects at feasibility study level (option analysis).
- **Relevant aspects:** Planning context, market/demand, engineering, **social (requirements&standards of IFIs)** and environmental issues, climate change, operation, maintenance, economic and financial viability, etc..
- Prepare project **design** (considering **planned implementation** aspects and **national legal framework**)
- Prepare **procurement/implementation** strategy, financing plan and demonstrate **institutional capacity** (for implementation and O&M).
- **Stakeholder consultation** and approvals management

## **PFS vs. FS (brief introduction into the subject of the WS)**

### **Studies at pre-feasibility level (PFS):**

- Pre-feasibility level studies, usually conducted during the identification phase, ensures that all problems are identified and alternative solutions (options) are assessed. They usually lead to the selection of the preferred **STRATEGIC option(s)** that will thereafter be studied in more detail during the feasibility study stage **(potential feasible “business case” exists)**.

### **Studies at feasibility level (FS):**

- Feasibility level studies should design the project **in full operational detail (the scope and limits)**, taking account of all e.g. policy, technical, economic, financial, institutional, management, environmental, climate change, socio-cultural, O&M gender-related aspects. They should provide sufficient information to justify acceptance of the proposed project for **financing (proofs that the project is feasible)**.

- When PFS is needed? - subject to experience and due-diligence
- Methodological guidelines for all aspects **EXIST (+national legislation)**
- **Good quality ToRs** (including national considerations)
- *Core activities of JASPERS*

# Comments, questions?

## **Next session:**

*Overview of pre-feasibility studies (PFS) and Feasibility Studies (FS) – planning and main differences*

*Mr. Assen Antov, Senior Transport Specialist*