

JASPERS initiative in the Road Sector and potential relevance to ASECAP activities

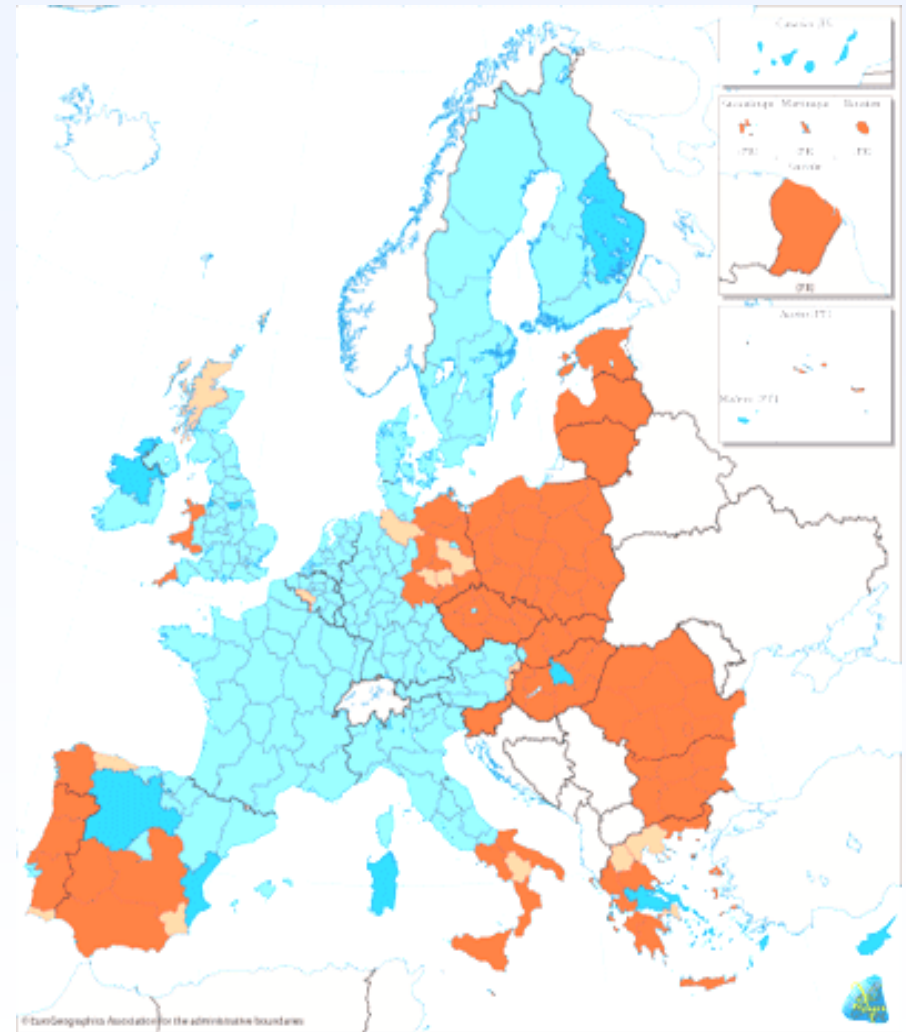
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What is JASPERS

- ‘Joint Assistance to Support Projects in European Regions’
- **Objective:** increasing the capacity of the beneficiary countries to make the best use of EU Structural Grant funding
- A technical assistance partnership to prepare major projects between **DG REGIO-funded, EIB and EBRD.** **KfW** became the fourth partner in July 2008
- **Value added:** draws on past experience and expertise of the EIB, EBRD, and KfW
- **JASPERS** is managed within the EIB but separated from its lending activities

EU Structural/Regional Funds

- Focus on 12 'new' Member States
- Main Priorities:
 - Large projects in transport and environment sectors eligible for Cohesion Fund and ERDF
 - Transport and other sectors € 50 M > capital cost
 - Environment € 25 M > capital cost
- Programming period 2007- 13
- Cohesion instruments: €350bn EU grants



- Help in defining the scope of feasibility studies
- Review of draft feasibility studies and supporting documents including review of traffic models and forecasting methodology
- Review of EIAs, NTSs and the EIA process
- Review and update of the CBA methodology for road sector (horizontal task)
- Clarification of policies/requirements with the Commission and National Authorities
- Review of the draft grant applications

Project usually technically sound but...

- Phasing not always considered
- Tendency to over design the capacity
- Poor selection of the optimal options of project implementation and lack of consistent approach
- Lack of good practise in handling environmental problems
- Many projects with a long history of preparation not adequately explained
- Limited experience with applications for UE funds

JASPERS added value

- Elimination of bad practises
- Consistency across projects and beneficiaries
- Improved access to Commission services
- Better performance from consultants working for beneficiaries
- Early identification of potential problems with applications
- Standardised methods for the future
- Simplification of national procedures

Issues for consideration in the context of toll roads co-financed from EU grants

- Network approach aimed at max. efficiency at the lowest expense to taxpayers
- Stable national road users charging policy
- System of selection of individual projects suitable for tolling based on Cost Benefit Analysis
- Consideration given to PPP/grant blending and in case of PPP:
 - Public Sector Comparator check done early in the process
 - Optimal risk allocation
 - Competitive procurement

Thank you for your attention

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