



Technical Assistance to Connectivity in the Western Balkans EuropeAid/13785/IH/SER/MULTI

BOSNIA & HERZEGOVINA

Technical Assistance for preparatory studies for Project: Motorway on Corridor Vc - from Interchange Johovac to Interchange Vukosavlje

Partners:

- European Investment Bank (EIB)
- JP Autoputevi Republike Srpske (ARS)

Budget of Technical Assistance:

- Euro 530,000

EU contribution¹:

- As above (100%)

Technical Assistance provided by:

- CONNECTA (Technical Assistance to Connectivity in the Western Balkans)

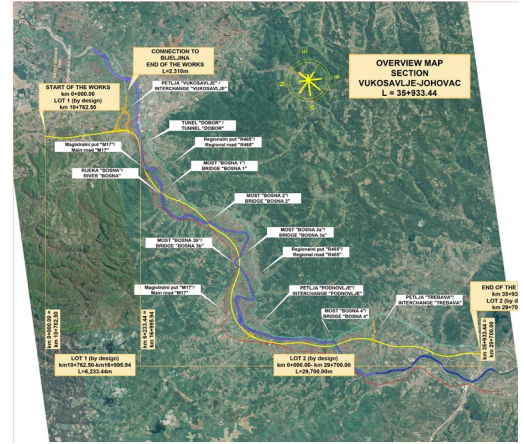
Corridor Vc is part of the pan-European network of transport corridors, connecting the middle of the Adriatic coast at the Port of Ploče in Croatia to Corridor X on the Zagreb-Belgrade route, ending in Budapest. This route is also part of the TEN-T core network which includes a parallel railway route to the Port of Ploče, the most significant entry point for the transport of goods in the region.

The longest part of Corridor Vc (over 325 km) runs through Bosnia and Herzegovina (BiH). It is the highest priority transport network in BiH, expected to contribute to sustained economic development, regional trade and improved living conditions for over 50% of the country's population living in the area around the route.

The scope of CONNECTA's assignment was to carry out the preparatory studies and to undertake preparation of tender documentation for construction of the 36km long section of the motorway located in Republika Srpska, which runs from its entity border with the Federation of Bosnia and Herzegovina in the north (Interchange Vukosavlje), to the entity border in the south (Interchange Johovac). The plan is to finance construction of this section from a European Investment Bank loan.

The **overall objective** was to provide the following technical assistance:

- Update the engineering design and related cost estimate and prepare the necessary tender documentation to ensure that project can be contracted effectively and efficiently;
- Reconfirm the feasibility of the selected technical solution;
- Fill any gaps in the safeguard documentation to ensure the project's compliance with national and EIB standards; and
- Perform a road safety audit on the design.



Project overview map

Results achieved by the TA:

- Update with contemporary design parameters and standards, construction methods and traffic forecasts;
- Review of changes to adjacent or crossing infrastructure introduced subsequent to the preparation of the existing design (e.g. other roads, utilities, flood protection structures, borrow/fill areas, material supply sources);
- Review of changes arising due to newly identified or heightened environmental, social, cultural constraints or considerations;
- Update of climate change impact assessment, ensuring adequate climate resilience;
- Preparation of road safety audit;
- Inclusion of suitable Intelligent Transport System (ITS) measures;
- Preparation of BoQ adjusted to reflect amended physical scope, quality standards and market prices; and
- Preparation of drawings, Employers' Requirements and Schedule of Payments for inclusion in the tender dossier for the works.

Transport

¹ EU contribution concerns only Technical Assistance services for project development

Key conclusions:

- Important advances were made in safeguarding the natural environment and biodiversity of the surrounding region, achieved through the Environmental and Social Action Plan (ESAP) and Environmental and Social Management Plan (ESMP) as well as a biodiversity management plan on natural habitats, the Biodiversity Assessment Report. The latter identified species associated with the project area and reviewed information including on fish, amphibians, reptiles, birds, mammals and butterflies/ dragonflies;
- The ESAP and ESMP also recommended measures to avoid, mitigate or manage possible negative impacts to the local community. Affected households, businesses, community assets and vulnerable persons were identified and a Resettlement Action plan was drawn up;
- Areas of natural vegetation and all areas of “environmental significance” or of importance to the ecosystem have now been mapped;
- Good international practice and a stakeholder engagement plan conforming to EIB standards ensured all relevant parties were kept abreast of matters that could affect them and meant their concerns and opinions could be taken into account throughout;
- Previous technical studies including Feasibility Study (FS) and CBA were updated and reviewed adopting a more contemporary methodology in line with the latest know-how;
- Recommendations were made to enhance safety during construction and operation identifying cost-effective changes and mitigation measures for each area of concern identified.



Wetlands near the Bosna River

- Scope of services for supervision and project implementation support provided as necessary and draft of the relevant terms of reference prepared together with related budget estimate;
- Tender dossiers prepared, using EBRD templates adapted to the EIB Guide to Procurement. The works will be administered through FIDIC Yellow Book; and
- Contract notices for all the contracts included in the procurement plan using the templates produced by the EIB.

Benefits expected due to Technical Assistance:

- Endorsement of systematic Environmental and Social Safeguard documents in Republika Srpska;
- Better planning and budgeting of major infrastructure projects; and
- Use of EU best practices and Directives as well as of adopted IFI manuals for tender preparation.

Impacts anticipated:

- Better understanding of the latest know-how;
- Improved quality of procurement;
- Introducing climate change impact assessment on large infrastructure projects;
- Outlining the importance of road safety; and
- Improvement of current practices.

Key recommendations - further actions:

- End beneficiary to implement all mitigation measures presented in Environmental and Social Action Plan;
- Contractor to follow all requirements defined in Environmental and Social Management Plan;
- Contractor to protect nature using all recommendations from Biodiversity Assessment Report;
- Contractor to produce design based on findings within the Gap Analysis;
- Contractor to produce the best solution based on conclusions from Road Safety Audit recommendations;
- End beneficiary to use all findings from this project as a control mechanism to mitigate risks during construction.