

## Prior Information Notice

### **Component A: Detailed Survey of Current Users of the Highway Development and Management Model Version 4 (HDM-4)**

### **Component B: Update and Extend the December 2020 Business Plan for the Highway Development and Management Model Version 4 (HDM-4)**

This is a prior information notice (PIN) only and the call for competition will be conducted by the HVT PMU at a later date.

The Applied Research Programme in High Volume Transport (HVT) is a five-year programme funded by the UK Foreign Commonwealth and Development Office (FCDO). The objective of the programme is to strengthen the evidence base that will support high-volume road and rail transport to be greener, more accessible, more affordable, more inclusive and safer. This objective will be achieved by producing a body of new research relevant to Africa and South Asia and also updating vital transport research that will help policy-makers and practitioners make informed investment decisions, promote climate action, reduce poverty and develop economies. More information about the HVT Programme [can be found here](#).

The Highway Development and Management Model Four (HDM-4), Version 2.0, has been used as the primary tool for the analysis, planning, management and appraisal of road maintenance, improvements, and investment decisions. It is a decision-support tool for assessing the engineering and economic viability of investments in roads.

#### **Component A: Detailed Survey of Current Users of the Highway Development and Management Model Version 4 (HDM-4)**

The Terms of Reference (ToRs) will be for a study to review how HDM-4 has been used since its launch in 2005. The ToRs will identify the areas of work required to assess the use of HDM-4 by various Road Administrations (RAs), Multilateral Development Banks (MDBs), International Development Agencies, Consultants, Academics, and other stakeholders. The ToRs will also include information from existing and related studies so that the work for this requirement can be reviewed and priced effectively.

A considerable amount of work has been done by Road Administrations (RAs) to adapt HDM-4 for their own uses (e.g., SANRAL), or by the Multilateral Development Banks (MDBs) as 'end of tail pipe' additions to meet some of the newer functional needs (on Green House Gasses, resilience). The objective of the Study will be to undertake a review of RAs, MDBs, Consultants, Academics, and other Stakeholders to ascertain: (i) how HDM-4 has been used (i.e., what has been done); (ii) how relevant HDM-4 has been for their business processes (i.e., applicability for HDM-4); and (iii) views on future needs and potential improvements to HDM-4.

#### **Component B: Update and Extend the December 2020 Business Plan for the Highway Development and Management Model Version 4 (HDM-4)**

The ToRs will be for a study to review and extend the December 2020 business plan to firm up the potential market, further detail the costing of each of the required tasks associated with running HDM-4 now, and to investigate and include the potential for further lines of revenue (the Study). This document will build on the work done to prepare the December 2020 business plan and will specify additional areas needed to produce a robust and bankable business plan for the proposed HDM-4 Upgrade. It will also include information from other related studies so that the work for this requirement can be reviewed and priced effectively.

The objective of this Study will be to review, update and extend the December 2020 business plan to firm up the potential market, further detail the costing of each of the required tasks associated with running the

current HDM-4, investigate and include the potential for further lines of revenue from the sale of HDM-4 Upgrade application programming interfaces (APIs), the extension of the IT capacity to allow access to mobile devices, and the interest of potential concessionaires, and other promising areas identified in Component A (Detailed Survey of Current HDM-4 Users). By including these capabilities (or to integrate with other software packages that offer these options), the product will remain competitive and of substantial value to customers over the medium- and long-term addressing changes in focus of government and suppliers. They will also represent opportunities to raise additional finance or grants from organisations interested in these (or other) specific module domains. This Study will be undertaken on the basis that the preferred institutional model is a unitary not-for-profit host.

### **Important Note**

**This is a Prior Information Notice, not a call for competition/ tender at this time. No tender documents are available at this stage. The project for the Detailed Survey of Current Users of the Highway Development and Management Model Version 4 (HDM-4) will be advertised for competitive tender at a later stage by the HVT PMU.**

If you have **not** received this notice directly from the HVT PMU, you may wish to subscribe to updates from the HVT Programme. By subscribing, you will receive information on research projects, procurement opportunities, and other project activities. Use [this link](#) to subscribe.