

Lao Road Sector Project 2: Consulting Services
“LRSP2-RSC-Package 01-CS”
(Component 2, No. C2-14 - Road Safety Strategy and Action Plan
Consultant)

Terms of Reference

1. Background

The Ministry of Public Works and Transport (MPWT) of Lao PDR has received financing support from World Bank and the Nordic Development Fund (NDF) to implement Lao Road Sector Project 2 (LRSP2) (March 2017-February 2022), which will support MPWT strengthen its capacity at both central and local levels to manage local road improvement and maintenance. The European Investment Bank (EIB) has also expressed interest to provide financing support to the implementation of the local road development program designed under LRSP2.

The WB has approved a credit of approximately USD 25 million, and NDF a grant for a Technical Assistance (TA) program amounting to EUR 5 million and a loan not exceeding EUR 6 million to finance the LRSP2. EIB may provide a loan of approximately EUR 20 million and a grant of EUR 5 million for civil works. In addition, the Road Maintenance Funds (RMF) will contribute approximately USD 7 million, and the 6 participating provinces also will contribute around USD 3 million to the Project.

The MPWT will be the Executing Agency (EA) for LRSP2. A project management team formed under the Department of Planning and Cooperation (DPC), MPWT will provide overall project coordination and monitoring. The project has included support to strengthen capacity of department concerned in MPWT and provinces. Department of Finance will be responsible for providing procurement support to the concerned departments. Department of Road with support from design and supervision consultant is responsible for managing the road works and road asset management systems development. At provincial level the six provincial Departments of Public Works and Transport (DPWT) covered by the Project (Phongsaly, Houaphan, Oudomxay, Xiengkhouang, Xayabouly and Bolikhamxay) will be responsible for the implementation.

The Project has been designed as a program to support the strengthening of maintenance systems that will result in improved connectivity. It will support institutional development through the preparation of financing and policy frameworks, improved planning and prioritization, and governance systems, as well as improved technical capacity for the road sector as a whole in order to maximize the effectiveness of public expenditure and allow for the incremental increase in the length of the provincial roads network in good and fair condition, its climate resilience and safety. The Project will also finance periodic

maintenance and routine maintenance works in the six provinces mentioned above.

LRSP2 consists of four components: (1) Climate Resilient Road Maintenance, (2) Institutional Strengthening, (3) Project Management Support, and (4) Emergency Response.

Component 1: Climate Resilient Road Maintenance: To finance the climate resilient periodic maintenance and routine maintenance works program in the six provinces, including technical assistance for design and supervision of works.

Component 2: Institutional Strengthening: To provide technical assistance, goods, training, and operating costs for (a) Strategic Planning and Financing; (b) Sector Governance; (c) Climate Resilient Road Asset Management; and (d) Capacity Building.

Capacity Building includes a program of activities to: (a) strengthen the operating, fiduciary and human resource systems of MPWT and provincial and district road authorities; (b) strengthen the capacity of MPWT and other relevant government agencies to assess and manage the technical, environmental and social aspects of potential future public private partnerships and performance based contracting modalities in the road sector; (c) develop or update environmental and social management manuals and procedures in the road sector; and (d) ***develop and implement traffic safety action plans, audit manuals, training programs and public awareness raising campaigns.***

Road Safety Problems

Challenges to the development of a safe, reliable, and efficient road sector include excessive speed, insufficient road markings, and inadequate coordination between the various organizations with responsibilities in this area. In addition, inappropriate driver's behaviour, lack of law enforcement, and poor traffic management, in combination with deteriorating road conditions, result in growing road safety problem in Lao PDR.

There are a large numbers of stakeholders involved in traffic safety in Lao PDR. Overall responsibility for the formulation of the national traffic safety program rests with the National Road Safety Committee (NRSC) led by the Ministry of Public Works and Transport (MPWT). The NRSC is also in-charge with obtaining funding for the implementation of recommended measures. The implementation of safety measures on national and rural roads as well as urban streets.

Under component 2 of LRSP2, MPWT intends to hire Road Safety Strategy and Action Plan consultant, Road Safety Audit consultant and to implement traffic safety campaign.

2. Objectives of the assignment

The general objective of this Assignment is to review the Lao Decade Road Safety Strategy and Action Plan 2011-2020, update action plan from 2018-2021, update strategy and action plan 2021-2025 and vision up to 2030 and assess the implementation capacity of the various stakeholders identified in the document. The consultant is expected to identify the gaps and advise MPWT and NTSC on whether these documents represent an effective and appropriate means in addressing traffic safety in Lao, which aims to reduce fatalities by 50 percent by 2020.

3. The scope of work

To accomplish the objectives, an individual consultant will:

- Assess the comprehensiveness, appropriateness, and realization of the current RS Strategy;
- Examine whether the current RS Action Plan provides a clear means of implementing the strategy.
- Provide recommendations and improve the actions plan and develop a workable multi-sectoral plan for 2018-2021.
- Assess capacity gaps in implementing the RS strategy at the central, provincial, and district levels.
- Provide recommendations on capacity building initiatives for each level of government;
- Provide recommendations related to milestones, targets, cost, and approach for the planned institutional strengthening framework for the effective implementation of RS strategy and action plans including preparation of action plan for capacity building for the next five years;
- Consult relevant stakeholders to discuss the implementation aspects.
- Develop an implementation timeline commensurate with the capacity of the relevant central government agencies;
- Update Traffic Safety Strategy and Action Plan for 2021-2025 and Vision up to 2030.
- Establish consensus amongst the MPWT and the NTSC on what should be implemented, how it will be implemented, costs, and by when it will be implemented regardless of the RS strategy and action plan;
- Conduct two national workshops to dialogue with PRSCs nationwide. One will be at the beginning of the assignment and one will be at the end of the assignment.

4. Time Schedule and Consultant Inputs

It is estimated that the consultant will spend approximately four person-months over the period of one calendar year to complete the assignment. The

consultant shall commence work within three weeks from the date of signing of contract. However, the consultant is expected to produce and submit his/her own work plan and budget plan based on the ToR for consideration.

5. Required Qualifications

- At least Bachelor's Degree in one of following areas of academic qualification: in engineering, science, law, economics, public policy, business administration or any relevant discipline. Understanding of government system, rules and regulations.
- At least 10 years of experience in the development, implementation and assessment of comprehensive, integrated road safety strategies. Knowledge and work experience in developing countries, within the region are preferred;
- Familiarity with policy and program management in Government and foreign aided project operations;
- Excellent and professional communication skills, including written and spoken of English.
- Experience in developing of policies for governments for the establishment of national road safety committees, including organizational frameworks and regulatory and legislative changes.
- Experience in development of Traffic Safety Campaign Strategy and Action plan.

6. Budget

The contract is a Lump Sum Contract with an individual Consultant. The consultant will receive a total payment that has been established based on the understanding that it includes all of the Consultant's costs and any tax obligation that may be imposed on the Consultant.

Contract registration and any other fee associated with the contract and the payment need to be included in the contract.

7. Payment

The payment will be as follows:

- 20% of contract price upon submission of inception report
- 30% contract price upon submission of traffic safety action plan for 2018-2021;
- 30% upon completion of draft Traffic Safety Strategy and Action plan for 2021-2025
- 20% upon submission of the Final Report.

8. Outputs and Reporting Requirements

Reports will be prepared for MPWT/NTSC outlining assessments, recommendations and action plans. The consultant is required to do briefing and debriefing to DoT and World Bank on the implementation of the assignment.

Reports will be presented in MSWord and pdf formats. 2 copies of each report will be delivered one in English and one in Lao.

9. Study deliverables will include:

- a) Inception Report to be jointly reviewed by the World Bank and Government of Lao. **To be delivered within 2 weeks following the first assessment mission;**
- b) Recommendations and updated Traffic Safety Action Plan (2018-2021) including traffic safety campaign;
- c) Traffic Safety Strategy and Action Plan for 2021-2025 and Vision up to 2030;
- d) Draft Final Report includes the following :
 - An assessment of the comprehensiveness, appropriateness, and realization of the current RS Strategy.
 - Recommendations to improve the current action plan and develop an appropriate workable multi-sectoral plan.
 - A gap analysis in the current implementation of the RS strategy at the central, provincial, and district levels.
 - Recommendations on capacity building initiatives for each level of government.
 - Recommendations related to milestones, targets, cost, and approach for the planned institutional strengthening framework for the effective implementation of the RS strategy and action plans including preparation of action plan for capacity building to 2020.
 - An implementation timeline commensurate with the capacity of the relevant central government agencies.

To be delivered 2 weeks prior to final mission and workshop.

- e) Final Report – taking account all of the above and comments received following the final workshop with government officials.

To be delivered 2 weeks following final mission

10. Data, Services and Facilities to be provided by the Client

The Client will provide:

- i) All available data and reports on road safety and incidents;
- ii) Access to relevant agencies, by providing a counterpart to assist the Consultant, help him with the interpretation and obtain official letters for meetings;
- iii) DOT will be responsible for expenses for the two workshop; and
- iv) Office space;