

**TERMS OF REFERENCE
FOR TRANSPORT SECTOR POLICY ADVISER
LRSP2 (No: C2-02 Component 2)**

I. BACKGROUND

The transport sector in Lao PDR is dominated by the road sub-sector, which represents 98 percent of total passenger-km traveled, and 86 percent of freight moved in the country. Road transport remains at the core of the country’s policy “from land-locked to land-linked”.

The MPWT 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 to 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 road local road development program designed under LRSP2.

The WB has approved a credit of approximately USD 25 million, and NDF has approved 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 the capacity of the departments concerned in MPWT and the provinces. Department of Finance will be responsible for providing procurement support to the concerned departments. Department of Road, with support from a 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. The project further will contribute to improved technical capacity for the road sector as a whole so as to maximize the effectiveness of public expenditure and enable continual increases in the length of provincial roads in good and fair condition, and steady improvement in climate resilience and safety. The Project will also finance periodic maintenance and routine maintenance works in the six provinces mentioned above.

The Project Development Objective (“PDO”) of LRSP2 is to strengthen maintenance systems to improve reliable road connectivity in Lao PDR, and to provide immediate and effective response in case of an Eligible Crisis or Emergency. LRSP2 consists of four components: (1) Climate Resilient Road Maintenance, (2) Institutional Strengthening, (3) Project Management Support, and (4)

Emergency Response. Under sub-component 2.1, World Bank provide a financing to: (a) strengthen the capacity to update and operationalize MPWT's national sector strategy and action plan; (b) strengthen the capacity to improve transport sector policy and financing frameworks; and (c) strengthen the capacity for strategic management at both MPWT and DPWT.

In accordance with sub-component 2.1, DPC now intends to recruit three individual consultants at central level who will assist MPWT/DPC to carry out its policy development and planning and monitoring responsibilities realistically, efficiently and effectively. The TORs described herein are for an individual consultant (the Consultant) at central level to assist MPWT/DPC with transport policy advice as per the project procurement plan (the Assignment). The Policy Adviser will report to DPC and carry out the assignment with support from the Planning Consultant and Planning Framework Development Analyst.

The Consultant will be recruited using the Individual Consultant (IC) method following the World Bank's "Guidelines: Selection and Employment of Consultants under IBRD Loans and IDA Credits & Grants by World Bank Borrowers" (January 2011, as amended from time to time). The services are described in these TOR.

II. OBJECTIVES OF THE ASSIGNMENT

The Ministry of Public Works and Transport (MPWT) of Lao PDR plays an important role in developing the sustainable transport sector in Lao PDR. Sustainable road transport is the key priority for the transport sector, linking people to resources, markets, and public services, and is central to economic development and poverty reduction in achieving the country's goals as end of poverty by 2020 and be a developed country by 2025. As noted above, MPWT's Vision 2020, Strategy 2016-2025 and Transport Sector Development Plan 2016-2020 align with the 8th five-year National Economic and Development Plan.

The objectives of this assignment are to assist DPC in developing and implementing specific programs in support of the objectives articulated in the MPWT's Vision 2020, Strategy 2016-2025 and Transport Sector Development Plan 2016-2020. The main focus of the assignment will be to help government translate its vision into reality, by making more effective use of the tools available for informed decision-making and better manage constraints affecting the sector. The Consultant may also be requested to advise on issues pertaining to sector development, management/roles and responsibilities, public and private sector participation, financing and monitoring. The Consultant may also be asked to help the Ministry assess and coordinate activities of different actors in the sector, including those of the development partners, and to advise the Planning Consultant and Planning Framework Development Consultant, also financed under Component 2.1 of the Project.

III. DETAILED SCOPE OF WORK

The tasks of the Consultant will include, but not be limited to the following:

- Advise MPWT on how to mobilize adequate funding and tap available resources, including donor funding and private sector, for the PWT sector;
- Assist MPWT to prepare transport sector policy framework to address key sector issues and challenges including management, of debt and contingent liability related to PWT sector, including action plan/road map to implement the framework;

- Advise MPWT on how to plan, monitor and report on the PWT sector development, with a well-articulated strategy for 2016-2025 to achieve MPWT's Vision ;
- Advise MPWT on ways to strengthen public investment management in the PWT sector;
- Advise MPWT on how to improve reporting and monitoring frameworks and modalities to support high level decision-making for the sector;
- Advise MPWT on how to ensure that donor assistance is coordinated and consistent with government's transport sector priorities and plans;
- Advise MPWT on implementation of regional connectivity agenda;
- Advise MPWT how to improve efficiency of sector management including institutionalizing clear job description responsibilities of central and local level;
- Provide technical guidance to the Planning Framework Development Consultant and the Planning Analyst.

REQUIREMENTS

At a minimum, the consultant should have the following qualifications and experience:

- At least Master's Degree in one of following areas of academic qualification: engineering/ science/ law/ economics/ public policy/ business administration or any relevant discipline;
- Minimum 20 years of relevant working experience in transport sector. Work experience in developing countries and in the region is an advantage.
- Experience in public policy formulation and implementation.
- Excellent in speaking and writing English;
- Good interpersonal and communication skills, team spirit, and results orientation are advantage; and
- Computer proficiency (Windows, MS Office, Databases).

TIME FRAME

The consultant shall work directly under the DPC. The assignment will require 12 man-months over period from May 2018-May 2021, part-time, with possible further extension. The Transport Sector Policy Adviser will be based in Vientiane, Lao PDR.

Deliverables:

1. Draft Transport policy framework and action plan/road map;
2. Quarterly report;
3. Reporting and Monitoring framework and modality;
4. Final report