



Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads

Development Cooperation Implementation Division
Strategic Road Connectivity and Trade Improvement Project (SRCTIP)
Babarmahal, Kathmandu

Request for Expression of Interest (REOI)

Notice No.: SRCTIP/02/080-81

Date of Publication: 27 February, 2024

It is notified that Strategic Road Connectivity and Trade Improvement Project requested all the eligible Individual Consultants to submit expression of interest in providing the following services.

S. N.	Contract Identification No.	Specialist Position	Duration of Total Service	Market Approach
1	SRCTIP-DOR-CS-IND-38	Financial Management Consultant	18 months input over 36 months period	Open and National
2	SRCTIP-MOPIT/DOR-CS-IND-39	Technical Advisor (Road Safety)	18 months input over 36 months period	Open and National

Interested Consultant may obtain Terms of Reference (TOR) for the mentioned assignment title and further detail relevant information from <https://dor.gov.np/home/notices>.

Expression of Interest must be delivered in written form to the given address (in Person or by email) by 13th March, 2024 office hours.

Project Director

Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Development Cooperation Implementation Division
Babarmahal, Kathmandu

Procurement of Individual Specialist
Notice No. SRCTIP/02/080-81

REQUEST FOR EXPRESSION OF INTEREST (REOI)

Date of first publication: February 27, 2024

Country: Nepal

NAME OF PROJECT: Strategic Road Connectivity and Trade Improvement Project

Credit No.: 6673-NP

Assignment Title: Individual Consultant - Financial Management Consultant, Technical Advisor (Road Safety)

Reference No. SRCTIP-DOR-CS-IND-38, SRCTIP-MOPIT/DOR-CS-IND-39

The Government of Nepal has received financing from the International Development Association (IDA) toward the cost of **Strategic Road Connectivity and Trade Improvement Project** and intends to apply part of the proceeds for consulting services. The consulting services (“the Services”) includes **hiring 2 (Two) Individual Consultant as indicated in the table below in order to implement the project efficiently.**

Anticipated date for commencement of the services is **April 2024** and the tentative duration of the assignment of individual consultant is depicted in the same table.

The Ministry of Physical Infrastructure and Transport, Department of Roads (DoR), now invites eligible individual Consultants for the post mentioned below to indicate their interest in providing the Services indicating the contract number. Interested Individual Consultants should provide latest Curriculum Vitae (CV) and any other information demonstrating that they have the required qualifications and relevant experience to perform the Services.

The details of contract and duration for each specialist position are indicated below:

S.N.	Contract no.	Specialist Position	Duration of Total service	Market Approach
1	SRCTIP-DOR-CS-IND-38	Financial Management Consultant	18 months input over 36 months period	Open and National
2	SRCTIP-MOPIT/DOR-CS-IND-39	Technical Advisor (Road Safety)	18 months input over 36 months period	Open and National

Consultants will be selected in accordance with the Selection Methods for Individual Consultant set out in the World Bank, Procurement Regulations for IPF Borrowers, 5th Edition, September 2023.

Interested Consultant may obtain Terms of Reference (ToR) for the mentioned assignment title and relevant information from <https://dor.gov.np/home/notices>.

Further information can be obtained at the address below during office hours.

Expression of interest must be delivered in written form to the address below (in Person or by email) by **13th March, 2024 office hours.**

Attention: Project Director
Strategic Road Connectivity and Trade Improvement Project,
Department of Roads,
Babarmahal, Kathmandu
Tel: +977-01-5428220
Email: dorfc@dor.gov.np; Website: <http://www.dor.gov.np>

TERMS OF REFERENCE (TOR)
FOR
TECHNICAL ADVISOR (ROAD SAFETY)
UNDER
STRATEGIC ROAD CONNECTIVITY & TRADE IMPROVEMENT PROJECT (SRCTIP)
CONTRACT IDENTIFICATION NO.: SRCTIP-MOPIT/DOR-CS-IND-39

1. BACKGROUND

Road crash deaths and injuries in Nepal have been on a sharp upward trajectory since the early 2000s: in fiscal year 2018/19, 2,789 road deaths were officially reported in Nepal, equivalent to a fatality rate of 17 per 100,000 population and 40 per 10,000 motor vehicles. In the same year, the vulnerable road users (VRUs, pedestrians, cyclists, and motorcyclists) accounted for around 54 percent of all road fatality victims, among the highest levels in the South Asian region, with pedestrians accounting for half of these. Road deaths have a disproportionate impact on the young, working age population. About 22 percent of people killed on Nepal's roads in the last 5 years were less than 26 years old.

A safety overview presented in the National Road Safety Action Plan (NRSAP, 2020/30) highlights the high vulnerability of pedestrians to road safety risks in the country. It also draws attention to the significant number of truck and bus crashes in rural areas, with bus crashes on long-distance routes accounting for 20 percent of fatalities, and the preponderance of motorcycle crashes in urban areas.¹ A significant proportion of road crash deaths and injuries in Nepal occur on higher-speed interurban roads, but cities and towns also take a heavy toll. While Nepal has a relatively low motorization rate², it still ranks among the top 40 countries with highest number of road deaths worldwide.

At present, road safety management responsibilities in Nepal are dispersed among ten different agencies.³ Various reviews indicate that road safety improvements are not addressed during design stage and there is no scientific prioritization of these on high-risk roads by the

¹Government of Nepal (2020), 'Nepal Road Safety Action Plan (2020/30), Ministry of Physical Planning & Transport Management, Kathmandu.

²81 vehicles per 1000 people, see *World Bank. 2020. Delivering Road Safety in Nepal: Leadership Priorities and Initiatives to 2030. World Bank, Washington, DC. © World Bank. <https://openknowledge.worldbank.org/handle/10986/33340> License: CC BY 3.0 IGO.*

³Ministry of Physical Infrastructure and Transport (MoPIT), with specific roles for several of its departments (Roads and Transport Management) and the related NRSC (whose Secretary is from MoPIT), Ministry of Urban Development, Department of Local Infrastructure – MoPID, Ministry of Defense, Ministry of Finance, Ministry of Health and Population, Ministry of Home Affairs, MoPID at provincial level, Nepal Traffic Police and Roads Board Nepal.

Department of Roads (DOR)⁴. Non-availability of accredited road safety auditors, lack of proper policy, guidelines for road maintenance and road safety audit, lack of relevant tools for prioritization of safety activities and land acquisition issues, are some of the limitations faced by DOR agencies in safe design and implementation of roadworks. Safety is not a focus in vehicle certification procedures; crash data recorded and maintained by Nepal Police lack detailed information and are not amenable to insightful crash analysis. Enforcement is hampered by lack of proper infrastructure, inadequate enforcement equipment and human and logistical resources.

The Government of Nepal (GoN) is now considering significant reforms to address and strengthen road safety management priorities. These include inter-ministerial consultation on a new Road Safety Bill which aims to strengthen the role of the National Road Safety Council (NRSC), to provide it with greater independence and autonomy in delivering its lead agency functions, and a government commitment to strengthening national road safety expertise. A recent World Bank Group (WBG) report⁵ concludes that Nepal will require an additional investment of US\$879 million over the coming decade, to halve its national road crash fatalities. Systematic and large-scale initiatives are needed annually, with institutional capacity being strengthened, to ensure their proper sequencing and successful delivery. Robust vehicle and driver licensing systems will need to be established and accessible by law enforcement agencies and regulatory authorities before the full power of safety compliance regimes can be exercised. Infrastructure safety design skills and tools will require strengthening to ensure the protection of all road users. For GoN to systematically address the extant road safety challenges, multi-sectoral coordination and action combined with significant capacity building would be required for the NRSC and officials of stakeholder departments (Roads, Police, Transport and Health) and for counterpart staff in the provinces to manage road safety risks.

With financial support from the World Bank, GoN has launched the *Strategic Road Connectivity and Trade Improvement Project (SRCTIP)* to improve efficiency and safety of select transport infrastructure and cross-border trade, and strengthen capacity for strategic road network management. Specific to safety, the project includes support for: (i) a safe corridor demonstration project (SCDP) to demonstrate the effectiveness of multi-sectoral interventions and road safety best practice, to achieve targeted reduction in road deaths over the project period;⁶ (ii) support for prioritized activities from the NRSAP, including coordinating,

⁴The DOR under the MoPIT, is responsible for incorporating adequate safety measures during the construction and maintenance of the 13,000+ km of the Strategic Road Network (SRN), and about 60,000 km of Provincial roads in Nepal.

⁵ WBG (World Bank Group). 2020. "Delivering Road Safety in Nepal: Leadership priorities and initiatives to 2030." Washington, DC: World Bank Group

⁶ About 250 km of two selected high traffic corridors comprising about 95 km of the Nagdhunga-Naubise-Mugling (NNM) Road and about 130 km of the Kamala-Dhalkebar-Pathlaiya (KDP) Road are to be developed as safe corridor demonstration projects, over the project duration. About 50 km would be taken up each year as pilot SCDPs beginning with a designated

monitoring and evaluating measures under the SCDP, monitoring the working of Management Information Systems and equipment service providers; and (iii) nation-wide roll-out of the web-based Road Accident Information Management System (RAIMS);⁷ and training and peer-exchange programs. The results of these actions will be measured through reduction in annual road crash fatalities on the roads being improved or upgraded.

Department of Roads has selected a Project management Consultant for Road Safety Management Services with an objective to support the NRSC, DOR team and related stakeholders in road safety management, coordination, monitoring and evaluation of road safety measures on the SCDP, procurement of equipment and services in enforcement and post-crash care, roll out of the RAIMS, and capacity building of stakeholder entities in all aspects of road safety management.

Considering the current constraints in tackling road safety in Nepal, a strong and consistent policy supported with a robust road safety management mechanism is the need of the hour. Although NRSC is already formulated, however, due to lack of separate act/bill, the institutional arrangement of NRSC secretariat is not yet fully made autonomous. This situation demands the additional support to NRSC for coordination including continuous advisory role. Ministry of Physical Infrastructure and Transport (MoPIT) being the lead agency requires a very strong understanding and capacity in order for it to evolve effective road safety programs.

Therefore, DCID, with a formal request from MoPIT, seeks this technical advisory support to help MoPIT and NRSC in formulating and executing targeted road safety action policies/plans and programs in Nepal including assistance to DCID for supervising the activities of PMC-Road Safety consultant.

2. OBJECTIVES OF THE ASSIGNMENT

The main objective of this individual consulting service (the Service) is to create a senior-level, external, road safety advisory position to provide technical / managerial advice and coordination support to the MoPIT/ NRSC in streamlining and overseeing its Road Safety Policies, Plans and Programs and for strengthening the Nepal Road Safety Council (NRSC).

stretch of the NNM Road, which has high traffic volumes (~14,000 vpd), a high fatality rate, a number of locations with steep gradients and sharp bends, several market areas and other public amenities. To minimize crashes on this road, this activity would support enhanced engineering designs, complemented with enforcement and post-crash care measures for improved safety of all road users. Support would be provided for general deterrence in terms of advanced equipment (radar guns, breathalyzers, interceptor vehicles including motorcycles, vehicle actuated signs), and speed enforcement through CCTV cameras linked to control centers. To aid in post-crash recovery and rescue, the project will support the supply, operation and maintenance of advanced life-saving ambulances, tow trucks, cranes and metal-cutting equipment.

⁷ The RAIMS is being piloted on Kathmandu valley and Kathmandu-Birganj corridor, but this is yet to be fully operational. Full development and operationalization of RAIMS is needed for collection and access of crash data to national, provincial and local partner agencies and stakeholders, and to undertake insightful crash analysis to aid in identification of high-risk roads (of the SRN) and development of commensurate result-focused road safety strategies.

3. SCOPE OF SERVICES

These Services will support MoPIT/NRSC and related agencies for in achievement of road safety goals in Nepal. The consultant will be the focal point for MoPIT to supervise the work carried out by the PMC and for the tasks to be undertaken by the NRSC including assistance to DCID for supervising the activities of PMC-Road Safety consultant, through the following:

Task 1: Institutional and Coordination Support

The Consultant should support the MoPIT and DCID for the following activities to be carried out for institutional and Coordination Support

- a. Coordinate and facilitate to set up an “interim secretariat” with defined roles and responsibilities and necessary resourcing to support NRSC in all its functions. The advisor could harness resources of the PMC for this task. Support the interim secretariat as required.
- b. Assisting in the gradual transformation of the “interim Secretariat” into a full-time Secretariat to assist the NRSC in all its functions.
- c. Establish and embed processes to support the NRSC to provide governance for the national road safety effort (through at least 4 meetings annually). Discuss and redefine (if needed) NRSC’s roles and responsibilities for its management overview and delivery responsibilities for the implementation of NRSAP and related road safety activities in Nepal.
- d. Coordinate the conduct of workshops and identify suitable opportunities for inter-agency coordination and recommendations for twinning with other agencies nationally and internationally to share experience and enhance knowledge about road safety management.
- e. The Consultant will be the focal point for MoPIT and DCID to supervise the work carried out by the PMC-Road Safety consultant and also monitor the activities of personnel of the PMC-Road Safety consultant to optimize their input man-months.

Task 2: Technical Advisory

- a. Support the development of a multi-year road safety work program with departmental accountability for project deliverables, timeframes and reporting to support delivery of the road safety initiatives.
- b. Assist NRSC to plan, design, coordinate, execute and monitor implementation of the NRSAP.
- c. Monitor functioning of the deliverables of the PMC on Road Safety under SRCTIP and suggest improvements.
- d. Assist MOPIT and NRSC to review road safety related studies/projects/reports procured through Technical Assistance directly by bilateral and multilateral development partners.

Task 3: Operational & Capacity Building Support

- a. Coordinate, facilitate and advise iteratively to conduct a review of investment plans of stakeholder departments, and through consultations with them, advise any necessary corrective

measures to finalize agreed actions and responsibilities, within the budget allocation to facilitate their timely and effective implementation to improve national outcomes to 2025.

- Coordinate with Nepal Police and DoTM in carrying out works to review enforcement measures proposed to curb unsafe behavior, rash/drunken driving, overloading of vehicles, unauthorized drivers/vehicles plying on the road, and advise measures for improvement.
 - Coordinate the assessment of public-private partnerships in improving road safety infrastructure facilities (specifically in vehicle certifications/inspections⁸, emergency care⁹ and enforcement) through review of best practices and examples from other countries and advise related recommendations.
 - Coordinate the preparation of road safety promotion plan to raise the profile of road safety as a public health issue and build community demand for improved safety, and coordinate delivery of the plan through appropriate media.¹⁰
 - Coordinate the review of road safety research needs and provide recommendations on how these could be progressed.
- b. Liaise with Nepal Police to strengthen the inter-agency coordination for obtaining and analyzing the accident data periodically to identify crash risk factors, improve quality of data collected, and suggest measures for minimizing the crash rate.
 - c. Liaise with the Ministry of Education for strengthening road safety curricula in all level of school education and suggest improvements.
 - d. Liaise with all departmental stakeholders for conducting synchronized awareness programs for all road users.
 - e. Provide support in identifying inter agency professional development programs in Road Safety Management to ensure officials in NRSC and the stakeholder departments have the essential knowledge and skills required to lead and direct a transformation in road safety performance in Nepal.
 - f. Assist the coordination of training program(s) for government officials in various aspects of road safety and other knowledge exchange programs.

4. DURATION AND REPORTING OBLIGATIONS

The duration of engagement of the Consultant shall be for **thirty-six (36) months** from the commencement date upon satisfactory performance of the Consultant, business need and availability of budget. The input of the Consultant shall be 18 months over a period of 36 months and shall be in intermittent basis. The Consultant will be basically stationed in

⁸*Companies such as Applus have set up such facilities in India*

⁹*The 108 Emergency Service in India is based on a PPP model*

¹⁰*Local television, theatres/multiplex screens, radio, newspapers, billboards, posters and social media*

Kathmandu but may require to make occasional visits to the projects under the Safe Corridor Demonstration Program (SCDP).

The Consultant shall report to the Member Secretary of NRSC and or designated official from the Ministry (MoPIT), with a copy to Project Director SRCTIP, DOR, as follows:

S. No.	Deliverable	Timeline
1	Inception Report	Within 2 weeks of signing the contract
2	Monthly Progress Report	Within a week of each consecutive month
3	Annual Report of NRSC	Within 1 month of end of each Financial Year
4	Highlight Report	Before each quarterly meeting of NRSC
5	Review of PMC Deliverables	As required/directed by NRSC/MoPIT/DOR
6	Other Reports	As required/directed by NRSC/MoPIT/DOR

5. QUALIFICATION/ EXPERIENCE REQUIREMENT

The Consultant for the post of Technical Advisor (Road Safety) should have following necessary expertise and education.

Area	Qualifications
Education	<p>Minimum:</p> <ul style="list-style-type: none"> ▪ Graduate degree in Civil Engineering <p>Preferable:</p> <ul style="list-style-type: none"> ▪ Masters' degree in Civil Engineering/ Transportation Engineering/ Construction Management or related Civil Engineering Field ▪ Training in Road Safety Management or other relevant Road Safety Discipline
Experience	<p>A. General:</p> <ul style="list-style-type: none"> ▪ Minimum: 15 years of Professional Experience in Transport Sector ▪ Preferable: 25 years of Professional Experience in Transport Sector <p>B. Specific:</p> <p>(i)</p> <ul style="list-style-type: none"> ▪ Minimum: 10 years in Road Safety/ Transport Planning/ Contract Management/ Transport Regulations or Transport Management related works ▪ Preferable: 20 years in Road Safety/ Transport Planning/ Contract

Area	Qualifications
	<p>Management/ Transport Regulations or Transport Management related works</p> <p>(ii)</p> <ul style="list-style-type: none"> ▪ Minimum: 5 years of experience in Road Safety Regulation/ Action Planning related works ▪ Preferable: 15 years of experience in Road Safety Regulation/ Action Planning related works <p>(iii)</p> <ul style="list-style-type: none"> ▪ Minimum: 2 years of experience in the Road Safety/ Transport Planning/ Contract Management or Transport Management related works in Multilateral Development Bank funded project, ▪ Preferable: 5 years of experience in the Road Safety/ Transport Planning/ Contract Management/ or Transport Management related works in Multilateral Development Bank funded project <p>C. Other Requirements:</p> <ul style="list-style-type: none"> ▪ Experience in Coordinating multi agency action in a public sector environment ▪ Sound in depth knowledge of South Asian or similar international best practices in road safety strategies and action management ▪ (Note – Category “C” will not be given technical score while evaluating, but will be taken into consideration at the time of contract negotiation)
Language	<ul style="list-style-type: none"> ▪ Capable in reading, writing and speaking English and Nepali Language

6. PAYMENT

The remuneration to the individual Consultant shall be on the monthly basis, as a time based contract. Such remuneration will include monthly lump sum amount that includes all overhead, social charges, taxes etc. The total 25 days input (worked day) will be considered as one man-month. The Consultant should submit the monthly work plan at the start of each month.

In case of travel outside Kathmandu valley, the Consultant shall be paid per diem allowance for each day spent outside Kathmandu and within Nepal in fixed lump sum rate basis as

agreed in the Contract. Actual travel expenses will be reimbursed by the Client upon submission of evidences.

7. TAX

The Consultant shall be fully responsible for all taxes imposed by Government of Nepal. The Consultant must be registered in VAT after signing the contract agreement, if not already registered. The consultant will be responsible for the costs of the premium of any insurance plan including accidental insurance he/she takes up as per Contract Agreement.

8. GENERAL OBLIGATIONS

The Client shall provide:

- appropriate space and facilities to carry out the work within MOPIT or other appropriate location.
- necessary counterparts to facilitate the Consultant's activities, communication with the Client, other Government agencies and Development Partners.
- access to use government owned equipment and databases as required.

9. SELECTION PROCESS

Selection of the Technical Advisor (Road Safety) will be carried out in accordance with the selection procedure of individual consultant as specified in the World Bank's Procurement Regulation for IPF Borrowers, 5th Edition, September 2023. The Consultant shall be required to enter into an agreement with Development Cooperation Implementation Division on time based contract. An agreement shall be signed by both parties before the commencement of the work.